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HALIFAX. MONTREAL. QUEBEC.

THE WHEEL IN TORONTO.

Continued from page 2.

of our constitution and bylaws, to assist them in the work of organizing.

With the constantly increasing number of the devotees of the wheel, comes at regular intervals a resolution from some ambitious member of the City Council proposing to compel the carrying of bells and lamps, and at times various other restrictions on our liberty, which in the opinion of most experienced wheelmen will never serve any useful purpose, but would be a nuisance to the cyclist, and at the same time constitute a serious menace to the pedestrian public. We have fared well in dealing with the Council in this respect during the past but at no later a date than to-morrow we are called upon to combat this same question again before the Board of Works.

Going back to the question of the tax, I may say that, while I would be very willing, as I am sure we all are, to pay a tax of a dollar or so towards the improvement of our streets, yet I think we should strongly oppose any movement tending in this direction which does not also provide for a tax on vehicles drawn by horses. The justice of this contention is obvious, because it is a well-known fact that the bicycle causes no wear whatever on the street, in fact it tends to improve the macadam roads, whereas, apart from the action of the weather, the heavier vehicle is the sole source of wear on the pavements and the owner should consequently bear the heavier burden of their construction and maintenance.

Now, a word with reference to the cinder path movement. We have adopted the policy during the past two years of collecting and spending a certain amount of money towards the construction of bicycle paths on certain highways leading out of the city, which at all times prior to this work afforded very poor wheeling, and at certain seasons are otherwise practically impassable. Your Roads Improvement Committee have now in hand the improvement of the Kingston-road, from the Woodbine to the top of Norway Hill, and this, with some little work on Yonge-street and other roads leading out of the city, will, I think, finish our work in this respect. We are all in sympathy with the good roads movement, but as we cannot be expected to raise money in the city to build roads in the country for heavy vehicles we might wait for years for the development of this larger question of road reform, and in the meantime were it not for the cinder path movement we might continue to pipe our wheels along the heavy clay roads leading from the city in the pleasant anticipation that our children or our children's children may in the dim future enjoy the practical consummation of Mr. Campbell's splendid theory of road improvement. We adopt the motto of the Good Roads Association, viz.: "We want good roads," but I would add that in and about Toronto we want them now, and the bicycle path or the cinder path movement in the meantime, at all events, is, I think, the only solution of the problem.

In conclusion, I may be permitted to say that from the standpoint of local practical bicycle politics the Toronto Cyclists' Association has become a necessity. The association is recognized for local purposes as being the representative body of Toronto wheelmen and the officers have striven to present in all matters in which they have been concerned the general consensus of cycling opinion in Toronto, yet while there are doubtless some who would take exception as a matter of opinion to some things said or done by us, I think all will admit that we have honestly endeavored to fulfil the purpose of our existence as an organization by striving at all times, for the benefit of those whose opinions we are supposed to represent, to conserve and promote the true interests of that healthiest and best of all recreations, viz.: cycling.

The cinder path fund showed a balance on hand of $229.

THE RULES OF THE ROAD.

Chairman Walter Barwick of the Legislation Committee read a most interesting report, telling just where the wheelmen are in regard to the rules of the road, etc. He said:

The Legislation Committee of the association beg to submit herewith their report for the past year.

The chief matters which have engaged the attention of your committee related to the setting aside and protection of bicycle paths and the effort to obtain an amendment to the act regulating traveling on public highways and bridges.

These efforts resulted in the passage at the last session of the Legislature of two bills, which were introduced by Mr. Stratton, who has always taken a kindly interest in the rights of bicyclists. The first bill amended the Consolidated Municipal Act by providing as follows:

"The council of every county, township, city, town and incorporated village may pass bylaws for setting apart so much of any highway or road or street as the council of any such municipality having control over such highway, road or street may deem necessary for the purpose of a bicycle path, and if a person rides or drives a horse or other beast of burden over such bicycle path he shall incur the penalties imposed by the Act to Regulate Traveling on Public Highways and Bridges."

It is to be observed that the above clause provides a ready method of protecting bicycle paths, after they have been set apart by a municipal council. The penalty imposed for breach of any such bylaw is not less than $1 nor more than $20, in the discretion of any justice of the peace having jurisdiction within the locality where the offence has been committed. The penalty with costs is enforceable by distress, and, in default of payment, the offender may be imprisoned in a common jail for a period of not less than one day nor more than 20 days, at the discretion of the justice, unless the fine, costs and charges are sooner paid.

The more important act was that which amended the Act Regulating Traveling on Public Highways and Bridges. This act is in the following terms:

"1. Section 1 of the act entitled an Act to Regulate Traveling on Public Highways and Bridges, being chapter 195 of the Revised Statutes of Ontario, is hereby amended by adding thereto the following subsections:

"1a. In case a person traveling or being upon a highway in charge of a vehicle, as aforesaid, meet a person traveling upon a bicycle or tricycle, he shall, where practicable, allow the person traveling upon a bicycle or tricycle sufficient room on the traveled portion of the highway to pass to the right.

"1b. In case a person traveling upon a highway on a bicycle or tricycle overtakes any vehicle, as aforesaid, or horseman, traveling at less speed, or a person traveling on foot, the person traveling on a bicycle or tricycle shall give to the other person audible warning of his approach before attempting to pass.

"1c. In case a person traveling or being upon a street or highway on a bicycle or tricycle is overtaken by any vehicle, as aforesaid, or horseman traveling at a greater speed, the person so overtaken shall quietly turn out to the right and allow the said vehicle or horseman to pass, and the person so overtaking the bicycle or tricycle shall turn out to the left, so far as may be necessary to avoid a collision.

"1d. In case a person traveling upon a bicycle or tricycle, in cities of over 100,000 inhabitants, in a northerly or westerly direction, upon the central strip between the double tracks of a surface railway, meets another person on a bicycle or tricycle traveling in an opposite direction, he shall turn out to the right, allowing to the bicycle or tricycle so traveling south or east the whole of such central strip."

It is to be observed that this act does not, perhaps, grant any rights upon a highway which were not possessed by bicyclists before it was passed. Its great advantage is that it establishes a statutory recognition of bicyclists upon highways and streets, and that, whereas, before the passage of the act, bicyclists could only establish their rights by suit, with all the accompanying details of costs and expenses, this act provides a ready means of enforcing bicyclists' rights, as the same penalties which are mentioned above are enforceable for breach of any of the provisions of this last-mentioned amendment to the statutes.

Your committee sought in the first instance to secure the passage of an act providing that in case a person traveling on a highway in charge of a vehicle met a bicyclist, he should turn out to the right from the centre of the road, allowing the bicyclist so met one-half the road, and which would have also provided, in the case of a person traveling on a highway in charge of a vehicle, being overtaken by a bicyclist traveling at a greater speed, the person so overtaken should quietly turn out to the right and allow the bicyclist to pass the person overtaken, not to be required to leave more than half the road free. There was much opposition from certain members of the Legislature to these changes, resulting in your committee acceding to the suggestion made in the Municipal Committee of the Legislature, and embodied in the act as it was passed.

Your committee is of the opinion that this act in effect provides for the rights sought to be established by the bill as originally drafted by your committee. The meaning of the act as passed is that if a driver of a horse, meeting a bicyclist upon the traveled portion of a highway, is able to turn out to the right, he is bound, under the penalties imposed by the act, to do so, and allow the bicyclist sufficient room on the traveled portion of the highway to pass to the right. This really means that the bicyclist is to have half the road, or, in other words, one rut.

Several members of the Municipal Committee of the Legislature spoke strongly about the habit adopted by many bicyclists, when overtaking a person driving a vehicle or on horseback, of cutting in quickly in front of a horse's nose, without giving any warning. The Municipal Committee of the Legislature insisted that some provision should be inserted in the act to put a stop to this reprehensible practice, and your committee was of opinion that it is only just and reasonable that this request should be complied with.

It was with great satisfaction that your committee obtained the passage of that clause of the act which embodied in statutory form the rule first adopted by this association relative to bicyclists traveling upon the devil-strip in the City of Toronto. Breach of this rule is now punishable with fine or imprisonment.

In preparing and obtaining the passage of the above legislation, your committee acted in conjunction with the chairman of the Rights and Privileges Committee of the Canadian Wheelmen's Association.

Your committee cannot close this report without expressing the great obligation bicyclists are under to Mr. Stratton, the representative for West Peterboro'.

Acting Chairman J. P. Edwards read the report of the Roads Improvement Committee. He said:

Your committee were authorized to proceed with the work of extending the cinder path on the Lake Shore-road, westerly from the Humber. Specifications were prepared, tenders asked for, and the contract awarded to Mr. Hicks for the construction of about two miles of path at a cost of $375 per mile. Of this two miles, about one mile was laid between the tracks of the Mimico Electric Railway, after which the road was crossed, and the balance of the path was constructed on the south side of the road.

As will be seen by the accompanying report of the surveyor, the new path extends westerly from a point opposite Mr. Hicks' house at the Humber to a point 163 feet west of Church-street, in Mimico.

During the season some necessary repairs and alterations had to be made to the path in the shape of extra planking, etc., but at very small cost.

This spring the path was found to be in a very bad condition, that portion of the path between the tracks being very uneven, owing to the raising of the ties by frost, and the path on the south side of the road was virtually destroyed for cyclists in consequence of teams having been driven over it in the early spring, when the roads were bad.

Mr. Nurse, however, agreed to, and has levened up and top dressed, that portion of the path between High Park gate and the Humber bridge, without any expense to the association, and the tender for repairing and leaving in good condition the balance of the path, from the bridge to Church-street, Mimico, has been awarded to Mr. Hicks at a cost of $30; this work is being pushed forward and will be completed in the course of a few days.

Your committee last fall examined Norway Hill with a view to commencing the construction of a cinder path on the Kingston-road, but were advised, and came to the conclusion, that it would be inadvisable and throwing away money to do anything on it until the spring. It is pleasing to note the interest that is being taken by wheelmen and the public press in the matter of better roads and cinder paths, and, if funds sufficient are only subscribed, there is no reason why as good a path, if not better, should not be constructed on the Kingston-road, east as far as the Half-way, as there is now to the west as far as Mimico. It will be for our successors to say how this shall be accomplished, but it certainly can and should be done, if the association will only make an effort in this direction. Mr. Hicks, the contractor for the path west, has been asked to report and tender for the path east, and he has sent it to the secretary.

Your committee feel that in the building of cycle paths and in the agitation of good roads, both in the city and in the country, your association is doing a good work, and has already been instrumental in enabling thousands of our citizens to get away from the city and enjoy the pure, fresh country air.

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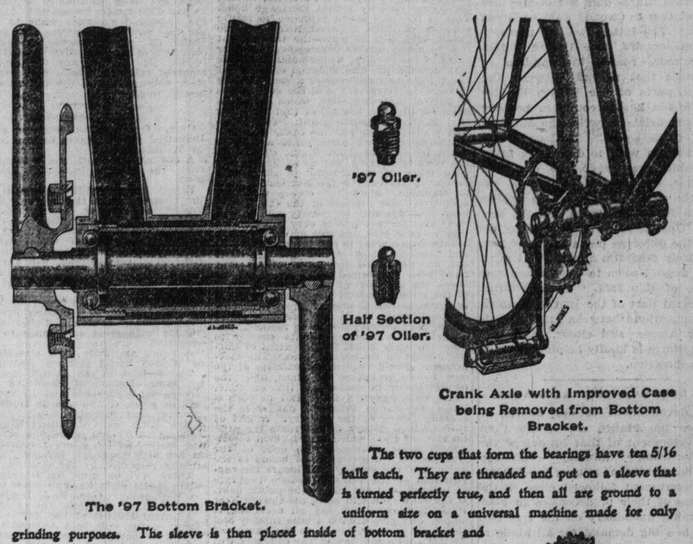
THE RED BIRD'S BOTTOM BRACKET.

ONE of the prominent features of the '97 Red Bird is its bottom bracket. It is a triumph of modern skill in bicycle building, designed with a view to promoting the pleasure and convenience of cycling. It is strong, durable and easily got at when an examination becomes necessary.

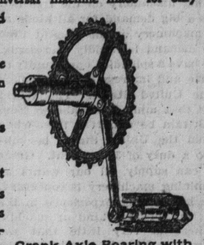


The two cups that form the bearings have ten 5/16 balls each. They are threaded and put on a sleeve that is turned perfectly true, and then all are ground to a uniform size on a universal machine made for only grinding purposes. The sleeve is then placed inside of bottom bracket and held by two bolts.

In case it is desired to remove, all that is necessary is to take off one crank and pull sleeve out as shown in accompanying illustrations. You then have all the working parts of your bicycle directly before you.

So carefully and ingeniously constructed are these bottom bracket cups that it is impossible for dust or grit to get near the bearings.

The patent ball oiler used exclusively on the Red Bird goes straight through the bracket and is fitted into the sleeve in such a way that it is impossible for oil to do otherwise than to go direct to the bearings. This patent ball oiler is convenient, simple and effective. In oiling it is merely necessary to push ball to one side with the point of the oil can, inject oil, and when the can is removed, the coil spring underneath brings the ball back into its original position.



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If you call on a bicycle agent who is not handling the Comet, ask him what he thinks of the Comet Wood Frame. And if he tells you it is all right, buy from that man. For he is honest, and he will treat you right. He is willing to admit a thing has merit, even though he is not selling it. **BUT** watch the man who, with a knowing (?) toss of the head, says that thing is no good; it will fall to pieces before the season is over. Watch him, for he'll **DO** you, sure. But don't depend upon what other people tell you. Have a mind of your own, and come and see it and form your own opinion. It can be seen at

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Sun Bicycle $85

Lakeside - - $65

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TRIED TO SCUTTLE THEIR SHIP.

Two Seamen of a German Vessel Caught Red-Handed.

New York, April 26.—Heinrich Soobeck, carpenter, and Fritz Dankelman, seaman, of the German barque Elizabeth Amrens, at Martinique, arrived to-day as prisoners on board the Quebec line steamer Pretoria, from West India ports. The men are charged with attempting to set fire to the vessel, and, failing in that, in another vain attempt to scuttle her by boring holes in her bottom as she lay at Martinique on March 20, loaded and ready to proceed to Bordeaux. Both men were discovered in their attempt to scuttle the vessel and were put under arrest. Two of their shipmates were sent also on the Pretoria as witnesses. Captain McKenzie will turn the men over to the German Consul in this city, as they will be sent to Germany for trial. The barque shipped a new crew and proceeded on the voyage to Europe.

Barnardo Lad's Sad Plight.

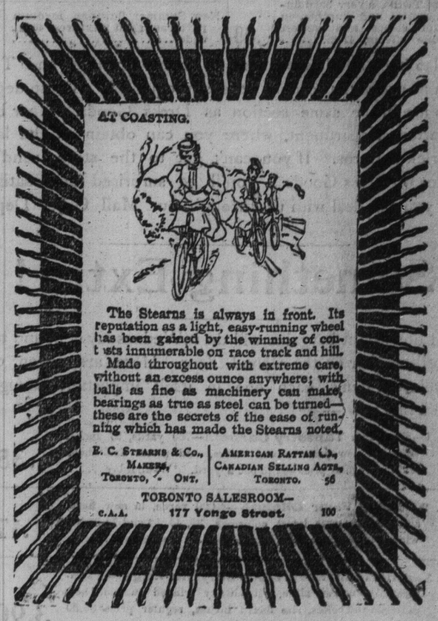
A Barnado lad strayed into Lombard-street fire hall yesterday. He said he had run away from a man named Kemp, a market gardener, at the Junction. He was very thin and hungry, his clothes were infested with vermin, his body was a mass of sores, and the firemen, after making a bonfire of his clothes, gave the lad a bath and fed him. They togged him up in a new suit and notified Ald. J. J. Graham of his condition. The lad says he is 18 years of age, but looks five years younger.

Philippine Rebellion Still Alive.

Madrid, April 26.—A despatch to The Heraldo from Manilla, capital of the Philippine Islands, says that 25,000 insurgents who have not submitted to the Spaniards have taken up a position in the mountains and are offering a stout resistance to the troops. The recall of Capt.-Gen. Polavieja, it is added, has produced a bad impression in the Philippine Islands.

The Ex-Champion's Cold Bath.

"Ned" Hanlan had an unexpected bath yesterday morning. He went out for a spin in his shell about 10 o'clock and was struck by a squall. He tried to make the mouth of the Don, but the waves upset his fragile craft and he was forced to swim for shore. The ex-champion of course was in his element, and was soon on terra firma little the worse for his ducking.



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