

THE BICYCLE.

Official organ of the Canadian Wheelmen's Association, and the only bicycling paper published in Canada

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TO CORRESPONDENTS.

"SIGHTLIST."—Good enough. Come again. C. C. P.—1. No. 2. Printer's error; should have been October instead of September. 3. Frank Queen. It was founded by him. He died recently in Philadelphia and we believe it is published now by his executors in the interest of his heirs.

"HUB."—Must apologize for last month's blunders; come over here and murder the comp. Thanks for number two.

THE C. W. A.

The recent meeting of the provisional Board of Directors of the Canadian Wheelmen's Association at Hamilton, and the election of James S. Brierley, of St. Thomas, to the position of Secretary-Treasurer, has placed that body on a working basis at last and immediate steps will be taken to get everything in readiness for the spring campaign. Mr. Brierley is an energetic man and a very enthusiastic cyclist. He will take prompt and efficient means to promote the interests of the association generally and will give careful attention to the affairs of that part of it under his immediate supervision.

Now that the association is in such a satisfactory (provisional) shape, it is worth our while to ask our readers to investigate with us its rationale and career. "Its objects are," says clause 2 of the constitution, "to promote the general interests, and ascertain, defend and protect the rights of wheelmen; to encourage and facilitate touring, and to establish Canadian championships," which is similar to the avowed purposes of the L.A.W. but we have seen how the League failed to stick to its avowed purposes and how it has gone down hill until the best man in its ranks,—a man who had devoted his time and used his great energies to make it a success—Kingman N. Putman of New York, has turned from it in disgust—from it and from the men whose guidance has brought it to its present palsied condition. Canadians, we take it, are far too sensible a people to commit the mistakes these League men have, with the sorry consequences of these mistakes staring them in the face, and it is with a firm belief in the integrity and ability of the men

who are now guiding the Association, that these lines are written.

There is one point, however, that needs careful consideration—our by-laws; they are full of errors and crudities. But even in their present eminently unsatisfactory state, there can be no question of the immense advantages that bicyclers will secure from the Association, and when these by-laws are revised and corrected until they are about as perfect as we Canadians are capable of making them, the advantages that will accrue to its members can hardly be overestimated. It must be understood that the by-laws and constitution the Directors are working under now are merely provisional and can be changed radically, and in fact, altogether, at the next general meeting on the first of July, 1883. But the latter step is not at all necessary. We have a good, firm trunk and only need a little pruning and some grafting to make the tree a healthy one.

Copies of the first number of this paper containing the rules of the Association have been sent to the Secretaries of the various Canadian clubs. It is requested that these gentlemen will lay the by-laws as there printed before the members of their clubs and carefully consider them, making notes of any changes which they think necessary or advisable, and forward their corrections to Mr. Brierley. We shall be glad to publish letters from bicyclers suggesting any amendments to these laws.

But, though the present state of the Association's governing laws is very imperfect, those bicyclers who wish to benefit themselves and their brother wheelmen, should lose no time in communicating with the Secretary-Treasurer, and in forwarding their admission fees to him. Bicyclers who join between now and the first of next July will be members of the Association until July 1st, 1884. They will thus get the benefit of all that is done during the winter and spring for nothing. By joining now they will materially aid the Directors at the next general meeting, as it will enable them to see how home bicyclers are going to support a home association. All wheelmen should place themselves in active communication with Mr. Brierley at once.

On the 28th of October, in Paris, France, a race was run around Longchamps in the Bois de Boulogne, three times, which equalled some seven miles. It was for the championship of Paris and was won by Medingier, in 21m. 50s. Chas. Terront came in second by about eight yards.

The Chicago Bicycle Club gave a ball on the 10th inst., at their new headquarters, 189 Michigan Avenue. Fourteen couples were present and tipped the light fantas., etc., until about eleven o'clock. This is the first bicycle ball ever held in Chicago, but the club propose to give several more through the winter.

BICYCLING BREVITIES.

Could you call the Pope Manufacturing Company the College of Cardinals?

About two hundred and fifty cycles are in use by the English government in the police and postal departments.

In answer to several inquiries that have reached this office, we wish to state that the "nickel" so often spoken of in connection with the plating on bicycles, is not related in any way to the editor of this paper.

The Montreal Bicycle Club held a meeting on the 9th. of November at which it was unanimously resolved that, "We strongly protest against abolishing the rule governing the eligibility of wheelmen to membership in the L.A.W."

Allen A. Jones, of Mt. Airy, seems to be a veritable giant from the description we get of him. He rides a 60-inch wheel and is 6ft. 5 in. in height when standing and 8ft. 6 in. when mounted on his machine. This is the kind of a fellow who makes things hum in the sanctum when he comes around to "interview" the editor.

The Springfield Bicycle Club has adopted a new suit. It is of plain cloth and dark throughout. The coat is cut the same as the ordinary sack coat; a single band of gold cord encircles each cuff, and the buttons are small brass ones in the shape of a wheel. The breeches are close fitting ones, up the outside seam of which is a stripe of fine gold cord, buttons same as on coat. The cap is a low-crowned one with vizor and S.B.C. worked on the front in gold. Black stockings and low shoes complete the costume.

The captain of the Aeolus Wheel Club, of Worcester, Mass., having called a long distance run for Friday, 3 November, at 5 p.m., two members of the club, Messrs. Midgley and Arnold, put in an appearance at the Union Station at 4 p.m. and proceeded by cars to South Framingham. At 5.02 wheels were mounted, and the run was made to Saxonville and back to South Framingham, thence via Natick and the Newtons to Brighton, which was reached at 7.38, where supper was taken at the Cattle Fair Hotel. Leaving Brighton at 8.14, they passed through Cambridge, Arlington, Medford, Malden, East Malden, to Franklin Park, in Saugus, and returned to Brighton via Malden, Medford, Somerville and Cambridge, arriving at the Cattle Fair Hotel at 12.10. Leaving Brighton at 12.25, they rode back to Natick, 2.22, thence back through Brighton to Cambridgeport, and back to Brighton arriving at 5.22. At this point Mr. Arnold was obliged to take the cars for home, he having got a severe fall in Malden the evening previous, on the way back to Brighton, resulting in a bad bruise over the right eye, cutting one hand, and hurting his right knee. At six o'clock Midgley left Brighton alone and rode to Saxonville via South Framingham, and back to South Framingham again, arriving there at 8.13, where he was met by three of the club. At 9 wheels were again mounted, and the run was made through Newton Lower Falls and Beacon street to Walnut street, thence to West Newton Waltham, Watertown, Brighton, Chesnut Hill, once around the reservoir, and back to the Cattle Fair Hotel, arriving at 12.09. Dinner was taken here, and at 1.05, accompanied by a fresh Aeolus man, they proceeded via Chesnut Hill, Beacon street, Hammond Street, Newton and Pond streets and Jamaica Plain to Lower Mills, 2.10 and back over the same route to Beacon Street, and then direct to South Framingham, then to Framingham Centre and back to South Framingham, arriving at 4.56. Total time on road, 23h. 54min. Halts, 4h. 42m. Riding time, 19h. 12m. Distance by cyclometer and wellknown distances, one hundred and seventy-nine miles. —Bicycling World.