

Items of Interest.

Springfield, Mass., meet will be held on September 14 and 15, 1892.

Some of our cycle dealers could earn a reputation for generosity by presenting each of the bicycle clubs with a large size pneumatic pump.

A Philadelphia paper says: "The bicycle riders are soon to control Philadelphia street paving." Then there will be signs of the millenium dawn.

F. H. Bettys, of the West End Bicycle Club, Rochester, has been appointed general manager and financier of the Cycle Show to be held in Rochester in March.

A bicycle railroad is to be constructed between Seattle and Tacoma. The promoters claim they can make the thirty miles between those cities in twenty minutes.

You can tell more about a man's character by buying a second-hand wheel from him than you can by hearing him talk a year in prayer meeting.—*Scottish Cyclist*.

The Velocity Manufacturing Co., of Chicago, offer a prize of \$25 to the individual who first suggests the most suitable name for a high grade safety cycle.

The Elwell European Bicycle Tours for 1892 are announced—one for gentlemen only and one for ladies and gentlemen. Each will be limited in number to twenty.

The N. J. State Board of Agriculture have called a State Convention to consider the matter of Road Improvement. So much for the efforts of the L. A. W.

American and English exchanges are "having it hot," because the latter have suggested sending Coleman, the N.C.A. clocker, over to check some of the American riders.

The Sercombe-Bolte Manufacturing Co., of Milwaukee, are advertising the "Chainless Telegram," and are the first American firm to place on the market a front driving safety.

Some cyclists we are acquainted with should take fair warning and not venture near the quarters of the Lincoln Club, in Chicago. The members make a practice of taking locks of hair from the heads of visitors.

The wheelmen of Detroit have entered a protest to the National Assembly against the Grand Rapids ticket elected at the recent Michigan Division election, owing to the 160 Detroit votes being thrown out on account of being received after date specified for closing election.

"The St. Louis wheelmen have secured an arrangement with the sprinkling supervisors, whereby in the sprinkling contracts for the coming season provision has been made to leave certain streets used by wheelmen unsprinkled before nine o'clock in the morning and after four o'clock in the afternoon; thus insuring them dry streets going and coming from work."—*The Bearings*. Why could not our city riders interview Street Commissioner Jones on the same subject with reference to the asphalted streets in Toronto. No doubt the suggestion would be accepted and acted upon during the next summer.

Practice goes a long way in cycling as in everything else. An ordinary rider who adopts the safety finds that after a few months' constant use of the low wheel the ordinary is not so readily mounted and ridden as formerly, and that when perched in the saddle he does not possess the same old feeling of security. In fact, six months' abstinence from high wheel riding is apt to make the mounting of one a difficult feat, and the sensation when in the saddle is of a peculiar and strange character, in which awkwardness and timidness are large factors. This also holds good in safety riding. A cyclist used to one machine finds every other mount he rides to possess different characteristics and cause queer sensations that make riding at first rather awkward.—*Ex*.

W. McCandlish, late editor of *Wheeling*, known as the "father of English cycling journalism," after a lingering illness died on the 10th ult. The *Scottish Cyclist*, pays a well-deserved tribute to his memory in the following: "We have said he was a journalistic enemy to be reckoned with. Well, in private life he was a friend to be prized. His antagonism was only of the depth of the paper it was manifested on. The mildest mannered and most unassuming of men, he was a general favorite, while his intellectual capabilities made him a most desirable companion. He will long be remembered by his able contributions on the sport and pastime of cycling, but in those who were favored by his personal friendship and confidence his memory is fixed by nobler attributes."

FOR SALE, WANTS, EXCHANGE.

Two insertions 25 cents.
Four " 40 "

FOR SALE—50 inch Referee Rational, new—reversible ball head, sp. dc handles—cost \$130 will sell for \$100 Apply office of CYCLING, 5 Jordan Street.

FOR SALE.—52 in. Comet Rational, cushion tyre—in perfect condition—cost \$135, will sell for \$75 cash. This is a bargain. F. Morphy, 141 Yonge St.