

Cycling

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

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A Toronto Track.

What has become of the project for a new cycling path in Toronto? The season is now opening, and if a track is to be built the promoters cannot start too soon. A little energy on the part of cyclists would soon produce the necessary funds, as all the city wheelmen are favorable and recognize its necessity. Why not call a joint meeting of the clubs to consider the question? Who will be the mover?

T. B. C. Elections.

On Monday evening, the 14th inst., the annual meeting of the Toronto Bicycle Club was held in their Jarvis Street home. The principal business before the meeting was the election of officers for 1892. The contest for the different offices was keen, and the members are to be congratulated on their wise selections. Those elected were: Hon. Secretary, S. J. Schulte; Stat. Secretary, Jas. Stanbury; Musical Director, Harry English; Pianist, A. F. Burns; Captain, Jas. Miln; 1st Lieut. (ordinary), C. W. Hurdall; 1st Lieut. (safety), E. A. Scott; 2nd Lieut. (ordinary), Jas. Sinclair; 2nd Lieut. (safety), Harry Love; Bugle Major, E. J. P. Smith.

Use And Abuse of The Bicycle.

Bicycle-riding on a good concrete road and apart from all attempts at speed suggests the noiseless, unforced movement of a bird through the air, and has almost the effect of a quiet sail on placid water.

Its influence on the mind is no unimportant part of its usefulness. It is soothing,

with just enough of pleasant exhilaration. In this respect it is superior to walking, since it prevents that absorption in thought which is so apt to defeat the walker's purpose of complete relaxation. What is known as a "constitutional," moreover, is too often a task rather than a pleasure.

"Cycling," on the contrary, is attractive in itself. One comes to it as he used to come to his play. It is equally adapted to gentlemen and ladies—a point very much in its favor, since women are largely shut out from more vigorous sports, while walking for health is specially irksome to them. As for carriage-riding, it is too passive, involves a cramped posture, is too expensive for most persons, and is of little advantage except as extended over miles of road. Horse-back-riding is in many respects superior, but in cities, at least, comparatively few can afford it.

Beneficial as bicycle-riding is, it may nevertheless be abused. The London *Lancet* says:

"The use of the cycle is a form of bodily recreation in itself doubtless wholesome; none the less is it open to the mischievous effects of undue indulgence. Every one finds he can do something with it, and considerations of weather, constitution, age and health are apt to be dismissed with summary imprudence.

"One fruitful source of injury is competition. In this matter not even the strongest rider can afford to ignore his limit of endurance. The record-breaker who sinks exhausted at his journey's end has gone a point beyond this. The septuagenarian, who tries to rival his juniors by doing and repeating his twenty or thirty miles, perhaps against time, is even less wise.

"Lady cyclists, too, may bear in mind that their sex is somewhat the weaker. So, likewise, among men the power of endurance varies greatly, and it is better for some to admit this and be moderate than to labor after the achievements of far more muscular neighbors.

"In short, whenever prostration beyond mere fatigue follows the exercise, or when digestion suffers and weight is markedly lessened, and a pastime becomes an anxious labor, we may be sure that it is being overdone."

Eighteen members of the Ramblers Bicycle Club, Buffalo, wheeled 61,488 miles, or an average of 3,415 miles each. Eighty-three members wheeled 157,425 miles, or an average of 1,896 miles each. The total estimated mileage of 151 members is 258,562 miles.