

### The Aurora Bicycle Club's At Home.



SAY that the Aurora Bicycle Club's At Home, held Tuesday evening, the 1st inst., was a most enjoyable and successful event is indeed using very mild terms, for the writer with three brothers of the T. B. C. had the pleasure of being present from Toronto, and it was their unanimous opinion that the evening spent in Aurora was one continuous round of pleasure. If pretty girls, good dancers, good music and the floor in first-class condition go to make a successful dance, Aurora can bestow these wants, being ably assisted by their cousins from Stouffville and Newmarket.

At 9 o'clock sharp over 200 persons were present, and the committee, which was a very proficient one, were busy making everyone acquainted, and a few minutes later the guests were tripping gaily to the strains of music from Gulina's orchestra.

The guests were composed of the elite of Aurora, Newmarket, Stouffville, Barrie and Toronto, and when they filled the beautifully decorated hall the scene was extremely pretty, comparing favorably with the best balls given in Toronto. Just here we would state that in our opinion the honor of "Belle of the Ball" was fairly divided between Miss Nanie Wells and Miss Robinson, both of Aurora.

Refreshments were served at 2 o'clock, after which the second part of the programme was proceeded with, and kept up until a very late hour.

### Aluminum Useless for Cycle Construction.

Although the fact as set forth in the above heading has been repeatedly confirmed in these columns, the following extract from a lecture by A. S. Hunt before the Society of Arts at Boston may prove of interest. The pure metal, he said, is softer and weaker than the commercial variety containing three to four per cent. of impurity, and the tendency of the metal to become coated with a thin film of oxide on exposure to air gives it a dull appearance and renders it unsuitable for table ware. It loses its tensile strength and

much of its rigidity at 400 to 500 degrees F., becomes pasty at 1,000, and melts at 1,300; it does not roll or cast well, and its conductivity for heat and electricity is only about half that of copper, its tensile strength is not greater than that of common cast iron and only about one-third that of structural steel, while its strength in compression is only about one-sixth that of cast iron. Further, a bar of aluminum one inch square and four feet six inches between its supports deflects two inches with a load of 250 pounds, while a similar bar of cast iron requires double the load to give an equal deflection; the modulus of electricity in the case of cast aluminum is about 11,000,000, or only about one-half that of cast iron and one-third that of steel. Its presence in iron is stated to be deleterious, and it is said not to lower the melting point of steel, statements to the contrary notwithstanding. Softness in aluminum, however, is said to be overcome by alloying it slightly with hardening metal or hammering.—*The Wheel*.

The late Duke of Clarence was a cyclist.

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The message of Gov. Ladd of Rhode Island, presented in January to the General Assembly, contained a recommendation that a legislative commission be appointed to examine the condition of the roads of the State, with a view to improved methods and a uniform road law. In his able message he states that the principal trouble is lack of method in road working.

The "fiery wheels" which the prophet claimed to have seen may yet become a possibility in cycling, if the progress claimed for the manufacturer of luminous paints and enamels be true. Recent experiments by German chemists have demonstrated that luminous finishes may be applied to any surface, in almost any color. Thirty-four different colors have been produced which at night exhibit the luminous properties of phosphorus. The idea of wheels finished in such a manner as to make them luminous at night thus becomes not altogether a chimerical one, and we may, perhaps, in the future find ourselves mounted upon machines which will form light-giving surfaces and do away with any need of a lamp, thus ridding night-riding of one of its greatest dangers and inconveniences. 'Tis a great age in which we live, and nothing seems impossible of accomplishment in it, especially so simple a problem as this one is.—*Bicycling World*.