

Poetry.

OVER THE HANDLES.

Tune "Over the Garden Wall."

One day I was riding my wheel so free,
Toward the garden wall;
A charmer was standing and looking at me,
From over the garden wall.
Her face was fair,
So saucy her air,
I was rattled completely,
And right then and there
I took a bad header,
And flew through the air
Over the garden wall.

CHOR. Over the garden wall,
A terrible, terrible fall;
I never did yet
A header get
That filled my soul
With such regret,
As the time I struck
Head-first in the wet,
Over the garden wall.

I picked myself up and said, "How do you do?"
Over the garden wall.
She said, "I'm certainly better than you,"
Over the garden wall;
"But much I should like
To know why you strike,
And get so hot and muddy, and dusty like,
And take such a header from off your bike."
Over the garden wall.

CHOR.—Over the garden wall, etc.

"My dear," said I, "I can surely explain,"
Over the garden wall,
"The case in a moment, if I may remain,"
Over the garden wall;
"Your glance was so shy,
I wished to be nigh,
So over the handles I went with a fly!
But now I beware of a saucy black eye,"
Over the garden wall.

CHOR.—Over the garden wall, etc.

A. S. HIBBARD.

Correspondence.

EDITOR CANADIAN WHEELMAN:

The latest subscription enrolled on the middle day of November, which finished the forty-second week of the canvass for "N.M. Miles on a Bi," was No. 2057, and it represented Mr. J. Copland, who is the first supporter supplied to me by New South Wales. The adjoining province of Victoria has contributed ten, however; and the island of New Zealand, twenty: whereas the whole of Europe has not yet given me an equally large total of thirty-one names.

The gentleman referred to drove a tricycle from Sydney to Melbourne, 583 miles, between the 14th and 26th of August,—the same being the longest tour of the sort yet made in Australia,—and his note to me, written on the 12th of Sept. at the last-named city, says: "I am just on the eve of starting to ride back, and when I reach Sydney I will distribute your subscription cir-

culars among the right people. I will also send the desired account of my entire trip (about 1300 miles) in time to publish in your book. Meanwhile, please put my name down as a subscriber, and excuse the present hurried scrawl. I really haven't a moment to spare; but, as the editor of the *Cycling News* has just shown me your communication, I thought you would prefer getting this brief answer to nothing at all."

I myself have been so absorbed, during the last two months, in the task of helping elect an honest tricyclist to the Presidency of the United States, that my private business has greatly suffered. The increase of my subscription-list, since I reported to you on the 10th of September, has been only 228, or less than half what it might have been, save for this unexpected interruption. The tenth month of my canvass ends to-day, and I can hardly hope to secure the 903 names still lacking to complete the 3000 before the close of January; and the probability is that the anniversary of beginning the canvass, on the last Friday of that month, will find me with my book unprinted, if not in part unwritten. The greatly increased expensiveness of the project resulting from its absorption of more than double the six months' time which I originally assigned to it in making my "dollar subscription" estimate—explains why the production of the 3000 books, at that rate, requires the subsequent sale of 2000 more at the advanced rate of \$1.50, in order to justify itself financially.

My revised prospectus, which covered two pages in the *Springfield Wheelman's Gazette* for October, gives a minute description of the contents of each chapter of the proposed book; and I shall be glad to mail copies of it to all applicants. In a long letter to the *Wheel* of last week, I explained why it is that the immense amount of "free advertisement" given my scheme (by the willingness of cycling editors, all over the world, to print all the articles and paragraphs I can find time to write for them about it) does not have power to push it to immediate success. Very few direct responses come to me from these innumerable notices. I value them, however, because they keep alive an interest in my book, and pave the way to a successful pushing of its claims by private effort. I am grateful, assuredly, to the editors in the United States, in Canada, in England, in Germany, in Australia, who have not only personally subscribed to the book, but have recommended it in their columns, and have invited me to use those columns freely in reporting its progress; but I am nevertheless bound to admit that the club secretaries and other private workers are the men who have really built up my list to the present respectable size of 2091.

New Brunswick recently sent in three subscriptions, but, in general, the Canadian accessions have been very few since my last report. Once again, therefore, I ask intending patrons to send me their postal-card pledges for a dollar before the evil day arrives when the publication price of "Ten Thousand Miles on a Bicycle" shall be increased to \$1.50.

The University Building, N.Y.
25th Nov., 1884.

KARL KRON.

H. L. Cortis, the ex-English champion, is not dead, as was reported. He is residing in Australia, still an enthusiast of the wheel.

BICYCLE AND TRICYCLE RIDING.

A paper has been prepared by Dr. B. U. Piper, of Chicago, for the Chicago Bicycle Club, upon "Bicycle and Tricycle Riding, and the Effect of this Method of Exercise upon those Engaged in It." The doctor has tested the matter by riding some 1200 miles in the last twelvemonth. He found the effects beneficial in a great degree. "In walking," says Dr. Piper, "the legs carry directly all the weight of the body, and as each foot comes down on the ground there is a certain vibration or shock quite through the body, which, though not acutely perceptible, is, nevertheless, fatiguing. The breathing is also carried on at a disadvantage, for the diaphragm, or great respiratory muscle, is not able to act, in walking, with the steadiness, and, it may be said, purchase, as when the pelvis is fixed, the spinal column firm, and the upper limbs steady. The circulation, too, is considerably quickened, and the heart is toiling at a rapid speed, lifting very quickly the whole of its blood over that hill called the ascending aorta, the first part of the great blood-vessel which springs from the heart in the form of a beautiful arch to supply with blood the upper and lower parts of the body." The doctor cites many medical authorities to back his opinion; and he says: "To shop and office people, to hard-working men of business, but more particularly to brain-workers, the possession of good tricycles would, if judiciously used, indeed prove a blessing."

10:—

PRINCE VS. VON BLUMEN.

A bicycle contest of 100 miles took place at the Apollo Skating Rink in Baltimore on the 25th Nov. The match was between John S. Prince and Miss Elsie Von Blumen, the former giving the latter a start of nineteen miles. The track was rather too small for good time to be made, being fifteen laps to the mile. The start was made at 2.40 P.M., and until the last ten miles steady riding was made by both participants. It was then seen by Prince that too much allowance had been made, considering the small circumference of the track, and he put on some terrific bursts of speed, for which he was liberally applauded by the large audience present. Miss Von Blumen finished at 10.07 P.M., showing signs of distress, and won the race, Prince having to his credit 99 miles and 6 laps. Time, 7 hours and 27 minutes. The finish was exciting, as from the frequent rests of the lady, made necessary by what seemed an overtax of her powers, and the frequent spurts of Prince, the race was anybody's until the last lap was made. After coming off the track, Prince seemed to be as fresh, to all appearances, as when he went on, and remained standing among the audience, chatting cheerfully, and making many friends by his unassuming and modest bearing.

10:—

Through the kindness of Mr. Chas. Mechem, Battle Creek, Mich., we are in receipt of a photo of the starters in the mile race at Hartford, showing Ilston, Hamilton, Hendee and Sellers waiting for the report of the pistol. It is taken by the instantaneous process, and should be in the possession of all clubs. Copies may be had by addressing as above.