

for office expenses, and \$1,000 for postage and printing. The writer says that on a basis of 5,000 members the annual income of the League would be only \$5,000, which is almost all swallowed up as above mentioned.

In commenting on the suspension of the racing men of the L.A.W., the editor of the *Bicycling World* very quaintly remarked that his views, from force of circumstances, were similar to those held by the chairman of the racing board. The latter gentleman happens to be the editor of the *World*.

A late English invention is described as an ingenious little arrangement, very neatly made in metal, for holding a watch on the handle-bar of a bicycle. It consists of a small plate, having two fixed recurved hooks at one side and two corresponding hooks which slide back and forth, and are actuated by a strongish spring; by simply pushing up the top hooks the watch can be put in, and is held quite firmly. For use on Canadian roads we have no doubt that this invention would be strongly recommended—by watchmakers.

The great Stanley Show of cycles and cycle accessories has been the all-absorbing topic of discussion in our English contemporaries during the past month. There were just five hundred and fifty-seven machines altogether at the Show, the total being made up as follows: 221 bicycles of all kinds; 258 single tricycles and carriers; 70 tandems; 8 sociables. These figures are a good index to the relative positions that the various classes of wheels now hold in England, the birthplace and home of wheeling. Three-wheelers are as many in number as two-wheelers, and tandems are crowding sociables out of the race. The poor roads of this continent furnish a very sufficient reason why tricycling makes such poor progress here as compared with bicycling. In England thousands of ladies ride—in America they seem almost to be counted by tens.

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INTERESTING TO BICYCLERS

Boston, Feb. 27.—The following item going the rounds of the press is erroneous and misleading in several particulars:

"In the Supreme Court a case has just been decided which is a matter of considerable interest to wheelmen, as it materially affects the standing of patented devices used in bicycles and tricycles. In the case of the Pope Manufacturing Company vs. The Overman Wheel Company, for infringement of patents, a demurrer was entered by the defendant, which in effect acknowledged the allegations of the plaintiff, but denied cause for action. This demurrer was sustained by Judge Gardner, thus throwing the case out of court."

The facts in the case are these: It does not affect the standing of patented devices used in bicycles and tricycles, it was not a suit for infringement of patents, and the decision does not throw the case out of court, but by statute sends it to the next term of the same court to be tried on its merits. It only causes delay of trial. There are several suits pending in other courts by the Pope Manufacturing Company for infringement of patents, four of them against the Overman Wheel Company and four of them against the Ames Manufacturing Company, who are the makers of the Overman wheel, some of them in equity pending for some time and some of them at law and recent. In the recent ones, attachments were placed about two weeks ago to an aggregate amount of forty-five thousand dollars, which still stand.

CHAS. E. PRATT,
Attorney for the Pope Mfg. Co.

With the Clubs.

OTTAWA BICYCLE CLUB.

The annual meeting of the Ottawa Bicycle Club took place at their reading-room in the Scottish Ontario Chambers, on Thursday evening, March 11. The following gentlemen were elected officers for the ensuing year: President, Major J. Walsh (in place of G. A. Mothersill, Esq., resigned); Captain, F. M. S. Jenkins, re-elected; 1st Lieut., S. M. Rogers; 2nd do., Wm. Blythe; Sec.-Treas., W. G. Hurdman, re-elected.

The Sec.-Treasurer's report showed a flourishing state of affairs, and there promises to be a large number of new members this season, the names of two new ones being handed in last night. A very hearty vote of thanks was tendered Mr. G. A. Mothersill, who has so ably filled the president's chair for so many years.

The members then adjourned to the "Queen," where they were entertained by their popular Sec.-Treasurer, Mr. Hurdman, to an oyster supper, provided in mine host Spencer's usual first-class style. After doing justice to this, a short but interesting programme of songs and recitations was rendered by Messrs. Mothersill, Bonbright and Rogers. A most enjoyable evening was brought to a close by a three-times-three for the host of the evening and then "God save the Queen."

The club intend adopting the Canadian wheelmen's uniform of gray, and expect to send a strong representation to the annual meeting in Montreal on July 1st.

BARRIE BICYCLE CLUB.

The annual meeting of the Barrie Bicycle Club was held on Monday evening, March 8th. The officers for 1886 are: President, G. E. Vallean; Vice-President, H. Thompson; Captain, Chris. Vallean; Sec.-Treas., J. R. Todd; Committee, J. A. Todd, A. Carson, Geo. H. Lewrey. Hon members elected: Mayor Lewrey, J. M. Bothwell, G. H. Ross, Dr. McCarthy, W. H. Cross, and W. J. Vallean. The club is in a good financial condition, with a membership of 20, and great expectations for the coming season. The committee are doing their best to persuade the Council to level the Exhibition grounds track by May 24th, when it is proposed to hold a meet.

At the usual weekly outing of the Hamilton Bicycle Club, held at the Drill Shed on Thursday evening, March 25th, Mr. Palm Field was the recipient of a beautiful gold locket. Mr. Field is leaving Hamilton for New Haven, Conn., where he intends residing permanently. He will be missed by the club. Last year he gave great promise of developing into an exceptionally speedy bicyclist, and rare things were expected of him this summer.—*Hamilton Times*.

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In the matter of a suit brought at Hartford by the Overman Wheel Company to collect an account from the Pope Manufacturing Company, before the case came to trial the Pope Manufacturing Co. paid the entire claim, together with interest and double costs, in order to prevent the entering of judgment against them in favor of the Overman Wheel Co.

A NOVEL VEHICLE.

A new vehicle of locomotion, which combined the qualities of the rowing machine and tricycle, has been lately exhibited in Boston. The machine is the invention of Mr. H. E. Kempster, of Eastport, Me., and consists of a steel metal frame, somewhat similar to that of an ordinary tricycle, and supported by three wheels, two of the latter being propellers, and the third or front one being for steering. The operator faces to the front in the direction the machine travels, seated on a sliding seat such as is used in racing shells, and by his own muscular exertion, as is applied by an oarsman, governs or controls the speed of the machine. The machine is a great novelty of its kind, and has already been tried by George H. Hosmer and other oarsmen, who are loud in their praise of it. A few days ago an oarsman made a mile in 3.09 with it, a fact that is all the more significant, since the best time in a shell for a mile is over six minutes. A number of boat clubs have also become enraptured over the machine.—*Mirror of American Sports*.

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TRADE NOTES.

We have received the 1886 catalogue of Chas. Robinson & Co., of Toronto. It is very handsomely gotten up, and is, in fact, the best specimen of a Canadian bicycle catalogue we have yet seen. We judge from a look at its pages that they have greatly increased their business. Several new machines are added to their stock, such as the Rudge Bicycleette, the Rudge Humber Convertible Tandem, the C. R. & Co. Bicycle, etc. Their list of sundries is very complete, and includes many novelties. They have also added lacrosse, baseball, cricket, football and other sporting goods to their business. A catalogue will be sent to any address on receipt of a three-cent stamp.

Messrs. Gormully & Jeffery, the well-known Chicago bicycle dealers, have been notified by their New Orleans agent, Mr. E. C. Fenner, that they have been awarded the first prize for "Collective display of Bicycles" at the New Orleans Exposition. As will be seen by reference elsewhere, a great victory has been won by Albert Schock, at Minneapolis, on this firm's American Champion bicycle.

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Mr. Jenkins, late of the *Wheel*, says: Mr. N. Malon Beckwith, of New York, who for the past three years has filled the office of president of the League of American Wheelmen, having declined to allow his name to be used again, the question as to who will be his successor is being agitated in wheel circles. It is said that Vice-President Stephen Terry, of Hartford, has the presidential bee buzzing in his bonnet, but in my opinion his chances are slight. T. J. Kirkpatrick, of Springfield, Ohio, is also mentioned, and is deservedly popular in the west, but unfortunately the feeling is not shared in Pennsylvania and New York. Henry E. Ducker, of Springfield, is said to be ambitious, and E. C. Hodges, of Boston, is also mentioned. At any rate there is fun ahead, and the meeting in Boston will doubtless be the most lively in the history of League politics.