

CORRESPONDENCE.

KARL'S BOOK.

EDITOR CANADIAN WHEELMAN:

DEAR SIR,—I was exceedingly well pleased when I opened my copy of the last issue of your very spicy little journal to notice that you had found room in your columns for a short article on friend Karl Kron's proposed new book. "Ten thousand miles on a bicycle," is a very promising title, and when one has carefully perused the prospectus and noted the rich and varied table of contents it is impossible not to be convinced that it will prove one of the most valuable acquisitions yet made by wheel literature. It will be to the lasting disgrace of the Knights of the Bi., if the project is allowed to fall to the ground for the want of sufficient support. Surely among the many thousands of riders in America, three thousand and enthusiasts can be found to pledge themselves to take such a book at so low a figure as one dollar. I sincerely hope that they will rally to Karl's side, and, long before he has dared to think of it, he will find himself with three thousand signatures upon his guarantee list.

I write this short note to you, that through your columns I may help to bring more prominently before Canadian Wheelman the merits of the book. As you have already made known, prospectuses of the work may be had by addressing the author at 26 University Building, Washington Square, N. Y. City. When read they will tell their own tale. From my own personal knowledge of Karl Kron, I can assure those who do not know him that no man is better qualified to edit a book for the use of the bicycling public. A writer of superior merit and a rider of vast and varied experience, he will treat every subject he attempts to handle in a manner that will make it alike interesting and useful to every rider.

X. M. miles on a bicycle, as it has begun to be called, will contain a vast amount of matter pertaining especially to Canada, and this fact should earn for it a generous support from us. Let no Canadian imagine that it will in any way rival or conflict with our own Guide Book, now being got ready for the press. Far from being rivals the two books should go hand in hand on the same good work of making touring a pleasure instead of a labor, and of convincing a scoffing outside world that a bicycle is not a toy but a practical vehicle of pleasure and profit alike to its owner.

With good wishes for Karl's success and thanks to you, Mr. Editor, for your space.

I am, yours for the wheel,
HAL. B. DONLY.

THE GUESSES.

EDITOR CANADIAN WHEELMAN:

DEAR SIR,—Agreeable to promise, I will now give the result of my "guess project." Whole number of guesses received, 82; num-

ber of States from which guesses were received, 16, as follows: N. H., 3; Vt., 5; Mass., 5; Conn., 5; N. Y., 12; N. J., 4; Penn., 3; D. C., 1; Tenn., 2; Ohio, 18; Ind., 2; Mich., 10; Wis., 1; Ill., 2; Me., 1; Col., 2; and Canada, 6. The first guess was received from N. H. and the last from Vt. Total number of miles guessed, 52,207 24-25; Average of guesses, 644½. Largest guess, 4,000, and smallest, 6. The distance which cyclometer registered when offer was made was 834 47-100. Nearest guess was 853 77-100, and was within 19 3-10 of the true number. It was made by Chas. W. Odell, of Cazenovia, N. Y. Although there was not a very large number of guesses sent in, it has proved a very pleasant affair, and I have mailed a special offer to each participant and hope the same will be acceptable. Hoping to have the pleasure of meeting all who have so kindly invited me to visit them, when in their section, I return the compliment and remain, as ever,

Yours fraternally,
E. H. CORSON.

AN IMPORTANT DECISION.

TO THE EDITOR CANADIAN WHEELMAN:

I presume the fact is not generally known that the United States Treasury Department has hitherto refused to make any distinction between bicycles and other "carriages," and has enforced the rule (at least at the Port of New York) that each bicycle entering the country from a foreign port must pass through the custom house, and, if it be of foreign manufacture, must pay a duty of 35 per cent., *ad valorem*, no matter if the owner took it out of the United States but a few days before, and no matter if the duty had been duly paid when it was originally imported. In every case this absurdly unjust tax was exacted.

Mr. F. A. Elwell, my companion on last month's trip to Bermuda, had a machine of English make, and he refused to submit to this imposition. An appeal was made to the authorities at Washington, and by the energetic efforts of Congressman Skinner, of New York, the case was brought before Attorney General Brewster, who has decided that a bicycle, when accompanied by its owner, is to be classed among his personal effects and not subject to any duty. This is a great victory for the cause of international touring, and it becomes Canadian wheelmen to bestir themselves until they secure a similar one from the Government of the Dominion. When once official recognition can be gained for bicycles as the most essentially "personal" part of a tourist's equipment, wheelmen will no longer be subjected to delays and inconvenience in "crossing the line."

I may add, in conclusion, that the number of one dollar subscriptions pledged for "Ten Thousand Miles on a Bicycle" is now 1049. WASHINGTON Sq., N. Y., KARL KRON.
11th April, '84.

A VOICE FROM N. Y.

DEAR WHEELMAN:

As I have not noticed many communications from the U.S., especially New York, in your valuable paper, I take this opportunity to write how things are crawling along here.

Every man must have his day, and Mr. Jenkins has had his. Ducker and Fennessy should have their's next. There is much talk in bicycle circles here over the way in which they have treated Mr. Jenkins, expelling him, but reinstating Ducker and Fennessy. But Washington is coming, and there will be quite lively times.

We (New Yorkers) are glad that Washington was appointed for the L.A.W. meet, as it has many attractions, and the crowd will have a good time.

Geo. R. Bidwell, formerly with Horsman & Co., has opened a repair shop up town, and Mr. Bidwell attracts many customers by his genial smile and kind manner.

Mr. Frank A. Elwell is arranging a down East tour, and it is probable that a good many New Yorkers will go with him. He has just started for a trip in Bermuda with Karl Kron and two other good fellows. There is great interest in Karl's proposed road-book here, and every one I meet is going to subscribe.

At the officers meeting, L.A.W., Mr. Perry made an amusing speech about the "pole," as already we have learned to call it, which put everybody in good humor.

New York, March 10th. VENUS.

A CHEAP ADVERTISEMENT.

DEAR WHEELMAN:

I have read with much pleasure the various letters on illuminating oils in your last two numbers, and in giving my experience in connection with them I must state that I have found the American Sanspareil bicycle oil to be the best I have ever used.

I have lately been appointed agent for the firm of W. C. Trotter & Bro., the manufacturers of this oil, and will be happy to send it to all wheelmen desiring a first-class illuminating oil. Wishing your paper every success, I remain

Yours truly,
N. A. MEYER.

AN AMERICAN NOTION.

"The CANADIAN WHEELMAN is a little paper published in London, Canada, and its contents seem to indicate that wheeling is likely to become a popular enjoyment during the brief summer that prevails in that northern region. From its columns we learn that the Canadian Wheel Association expects to see fifty bicycles in line at the annual meeting of the Association."—[Archery and Tennis News, New York.

Now, Mr. News, thanks for your kind notice, but you make two grand mistakes. First, we pride ourselves that the (imaginary) brief summer of this northern frozen out region comprizes the finest bicycling weather that can be met with in America, allowing us to ride our wheels for eight or nine months during every year; and, in the second place, if you had stated that 450 instead of 50 bicycles were expected to appear in line at the next annual meet of the C. W. A., you would have hit it nearer. Don't do it again.