

AN INCIDENT OF TORONTO EAY.

It was in the winter of eighty-four,
That several wheelmen, five or more,
Determined one afternoon to go
On the frozen Bay through the crunching
snow.

They were, for their history must surely be
told,
The only Wandering bicyclists bold
Who had essayed o'er its surface to run,
They were mounted, and now the fun is
begun.

They soon struck Ned Hanlan's where they
viewed the bleak scene,
But one on a nickelled, ball bearing ma-
chine
Started back, leaving them like a gleam or
a ray
Of the lightning that glints under Zeus'
great sway.

Then came an ice-boat from the town,
As bird of prey comes swooping down,
Poor S. was sitting as usual upright,
And turned around in a terrible fright.

This sort of goose chase he did not like,
For the ice-boat made a bee-line for his
bike
So he put on full steam but missing his pedal
The infernal machine caught his in the
middle.

S. fell on the boat which dashed o'er the bay,
And bore his wrecked bike in triumph
away,
It caught on the prow, so they lifted it in,
He groaned as, in slang terms, he thought
of his tin.

They soon reached the wharf from which
they had started,
And from which he wished he never had
parted
And now as they lifted him out of the boat
They found his shirt torn, as also his coat.

They took him straight home while he sol-
emnly said
"Into riding on ice be never misled,
See me as I lie here in agonies real,
A victim to riding on ice on a wheel."
—[Egus

BICYCLING ON THE ICE.

Canadian Wheel notes sometimes attain a
wide circulation.

The following paragraph which appeared
in the Toronto Mail some time ago, was
clipped from a New Orleans paper where
ice in large quantities is probably seldom
experienced :

"A party of the Wanderers' Club, Toronto,
consisting of Messrs George, Foster, Steph-
ens, Carlyle, Hara, Rogers' Townsend, and
Thompson, met at the foot of Jarvis street
Saturday afternoon, February 23, for a run
out on the bay. At about 3:20 a start was
made on the ice, there being about an inch
of snow covering it, and, to the surprise of
the party, it was found as good wheeling as
could be expected on the best of gravel roads.
No accidents or falls of any kind were ex-
perienced on the trip over to Hanlan's, which
place was reached in about twenty minutes.
After stocking machines on the frozen sands,
a tour was made out on the lake shore and
back. Mounting again, a start was made
for the city, the party getting separated owing

to the desire on the part of some of the fast
riders to show their speed. Mr Stephens, who
was proceeding leisurely along, was overtaken
by an ice boat, which threw him off his ma-
chine into the boat. His machine was
caught by one of the skates and was smashed
into several pieces. Mr. Stephens had a very
narrow escape himself, and had it not been
that he fell into the boat, perhaps the Club
would have had to carry Mr. S home instead
of an armful of broken bicycle which was
carried to town. No other accident occurred,
and the party felt satisfied with making the
first club run of the season, and on ice, too."

Correspondence.

In reply to the query in the February
issue of the CANADIAN WHEELMAN, regarding
the best kinds of oils for use in hub lamps,
we have received the following letters :

DEAR WHEELMAN,—

I noticed in your last number an article
asking for information regarding what kind
of oil is most servicable in bicycle lamps.
I have tried sperm oil mixed with a little
kerosene (pure), and olive oil (the best qual-
ity). I found it was difficult to get sperm
oil to flow and burn well, and also that when
I went fast it had a decided tendency to
flicker. A little kerosene added to the sperm
oil makes it burn up better but does not
obviate the tendency to flicker. When
burning pure kerosene I found that al-
though it burnt very well when the lamp
was standing still, yet as soon as it was put
in motion the flame would flicker very bad-
ly, but the olive oil seemed to throw a far
steadier flame than either of the others, and
it also burns well in warm weather; but in
cool weather, that is, when the thermome-
ter is at 40° or 45° Fahr., I found kerosene
was the only oil that would remain thin
enough to burn with anything like a bright
flame.

Yours Truly,

DEAR WHEELMAN.—Referring to your re-
quest re illuminating oils, I shall, with your
permission, endeavor, in a few words, as
possible, to give you the benefit of my ex-
perience. I may say that I have tried sev-
eral kinds, amongst them, of course, the
much-vaunted sperm, but with indifferent
success, until at last I hit upon seal, and
found that it gave very good satisfaction in-
deed. I take a pint of the best steam-refined
seal and add about an ounce of gum camphor,
then stand it in a warm place for a day or
two until the gum has become thoroughly
dissolved, when the mixture is ready for use.
For a cheap oil I do not think it can be ex-
celled; at all events it is well worthy of a
trial, as the total cost will not exceed 25c.
If you find the light growing dim after burn-
ing an hour or two, the trouble will gener-
ally be found in the wick which will require
to have the cinder knocked off, when the
light will again shine all "serene."

Yours truly,

Kingston, March 12th. HEADLIGHT.

ED CANADIAN WHEELMAN :

DEAR SIR,—It was with much pleasure
that I read the views of several correspond-
ents in your last issue, upon the letter of
mine which appeared in the Wheel of Janu-
ary 11th in regard to the amalgamation of
the two representative bicycle associations
of Canada and the United States.

When my contribution was penned I had
little idea that its contents would ever be
discussed, but now that it has been brought
before your readers, I trust that you will
allow one who has had experience in both
countries to express his views.

In advocating amalgamation, or rather, I
should say, affiliation of the C.W.A., with
the L.A.W., I have not lost sight of the
fact that, as young Canadians, we should
not relinquish our national feeling by taking
a secondary place, as the Sporting Editor of
the Mail would seem to imply such a union
might give rise to. Always, then, with the
idea of Canadian interests first, let me state
the case as I understand it. Here, side by
side, are existing two separate organizations
with almost identical rules, regulations, etc.,
and presenting in both countries advantages
to wheelmen who may be, traversing the
highways of each, except that no Canadian
wheelman, unless he is a member of the
L.A.W., has any right to the privileges of
that society while in the States except those
due by civility, and the same applies to
American (or I should say, Yankee, for why
should we relinquish our right to the title?)
bicyclists in the Dominion. Why, then,
may not some arrangement be made whereby
members of the C.W.A. may be also mem-
bers of the League and vice versa, and then
one uniform standard of track measurement,
racing rules and constitution could be de-
termined upon and such a case as is now
happening could not take place. This case
is that of an expelled League member mak-
ing application for C.W.A. membership.
Surely this fact must call for some notice
even in regard to the status of an amateur.
If anything is to be done in the way of affil-
iation, surely now is the time for agitation;
and it appears to me that the matter cannot
be too fully discussed in order that a thor-
oughly systematic basis of union might be
agreed upon.

Every year the Canadian roads are wheeled
over by a constantly increasing number of
cyclists; and such amalgamation or affilia-
tion of Associations, besides forming a uni-
form standard of rules, would also tend to
strengthen and increase the interests which
wheelmen naturally have with one another.
That some arrangements may be agreed and
finally decided upon ere many months have
passed is my sincere wish. SQUIBS.

The new club rooms of the Toronto Bicycle
Club are situated at 10 Adelaide St. East, just
one block from the Post Office. Visiting
bicyclists will be heartily welcomed.

Handle Bar Straighteners. Every
Bicyclist should have one; it saves
five times the cost in one season.
Price \$1.00.

WM. PAYNE, London.