

SUNDAY CYCLING.

\* \* \* And there is another very popular amusement which has sprung up during the last few years, and which is as perfect an all-round form of recreation as can well be imagined—we refer to cycling. The great advantage of this exercise, as it seems to us, lies in the fact that a lad is not dependent upon companions for his enjoyment, though companionship, of course, enhances it. It is difficult to conceive a much more agreeable way of spending a Saturday half-holiday than by a run of twenty or thirty miles on a good machine, or in taking a considerably longer round by including Sunday in the programme.

We are great advocates for cycling for many reasons, not the least of which is that those who take up this amusement are, as a rule, steady and companionable fellows. A drinking cyclist is a rare thing to meet with, partly, no doubt, from the fact that every rider finds that the less he drinks the more easily he can travel, and that a flask of cold tea without milk, and with a squeeze of lemon-juice and a lump of sugar in it, heats, for thirst-quenching properties, all the spirits in the world, and is, indeed, better even than beer. Tea, as everybody knows, is pre-eminently the wheelman's beverage, and a "high tea" the wheelman's meal—no very expensive luxury, especially at the reduced tariff allowed now at so many inns to members of the Cyclists' Touring Club. To our young friends, who by their diligence in work fairly earn their recreation, we say, "Take to cycling." The expenses at first are certainly rather heavy, because a good machine—and nobody but a rich man can afford to buy a bad one—involves a considerable outlay, but when this is once overcome there can hardly be a less costly amusement than wheeling, or one by which the expenditure of a few shillings will afford more personal gratification, or conduce more to maintain a healthy mind in a healthy body. —From an English Exchange.

THE L.A.W. NOW DEFINES AN AMATEUR.

"An amateur is one who has never engaged in, or assisted in, or taught bicycling or any athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for prizes of any description."

To prevent a misunderstanding in interpreting the above, the League draws attention to the following explanation:—

"A bicyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by (a) 'Engaging in cycling or any other recognized athletic exercise, or personally teaching, training, or coaching any other person thereon, either as a means of obtaining a livelihood or for a stated bet, money, prize, or gate money.' (b) 'Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.' (c) 'Selling, realizing upon, or otherwise turning into cash any prize won by him.' (d) 'This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of bicycles. The League recognize as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz.: Running, walking, jumping, pole-leaping, putting the shot, throwing of weights, tugs-of-war, and also rowing, boxing, sparring, lacrosse, polo, roller and ice skating.'"

THE ADVERTISER BICYCLE.

A correspondent of the *Bicycling World* gives the following accurate description of the latest cycling invention:

"To show that we are up with the times out here, I will describe our latest, viz., 'The Advertiser Bicycle.' It is an ordinary bicycle in outline, but remodeled to suit the needs of a rapid advance advertising man. Beginning at the handles, they are found to be hollow; the left one containing paint, the right one ink. The brake lever is replaced by a penholder, the brake spoon by a paint brush. The right bar is detachable, and fitted a la pistol cane; the left bar connects left handle with paint brush. Properly manipulating the left handle supplies the brush with paint, which is then applied to the tire by pressing the brake lever. The tire is provided with large rubber type, clamped on in such order that if painted when passing over any good surface, they will leave a lengthy legend, somewhat as follows:

U O O M D J A Y S . W A S T Y D I S U E S T H E R  
U O O M D J A Y S . W A S T Y D I S U E S T H E R

When this, or some similar poetic inscription, is scattered the whole length of every sidewalk in town, it will be pretty certain that every one who runs will read. The saddle is a small portfolio, padded with paper and envelopes. The outer shell of a telescope tool-bag makes an excellent cigar-case, and the inner shell, being properly water-proofed, makes a good drinking cup. The backbone is filled with beer, drawn through a spigot-shaped step. The front forks are provided with spigots instead of foot-rests, and contain drinks of better quality for private use. The spokes are replaced by thin convex paper disks placed with their convex sides together, thus making a double convex wheel with hollow centre, in which, through small doors, extra bills, cards, clothes, and other sundries, can be placed. The tire is instantly removable, and when stretched out forms an excellent fire-escape. The finish is not nickel or enamel, but many colors of the show-bills. This is of little advantage when standing still in proper position, but, in nine cases out of ten, the public are obliged either to stand on their heads or do the cart-wheel act in order to read the bills, and this exertion will so impress their memories that having read the advertisement once they will never forget it. The whole machine is instantly convertible into an umbrella by removing the backbone from the head, and inserting the end of the neck in the hollow axle.

Taking all in all, we think it a good invention. Further information may be had of Mr. Commercial Drummer, No. 354, Blank street, this city."

MESSRS. CHARLES ROBINSON & Co., of 22 Church Street, Toronto, have a change of advertisement on the second page of this issue. They claim a high position for the wheel they represent—the RUDGE—and report steadily-increasing sales. They are making a specialty of the Rudge Safety this season, which is meeting with success where it is known.

ADVICE TO AN EMBRYO CYCLER.

And so, my young friend, you want to become a rider of the silent steed. I say young, for any man who is not too old to want to ride a bicycle is still fit to be classed among the young.

I will assume it is a bicycle that is the object of your ambition, though much that I have to say will apply equally well to tri-cycling.

Well, in the first place, we must follow the system laid down by good Mrs. Glass, "First get your bicycle;" and how shall you pick it out? Well, in the first place, learn something about the various patterns of machine. I wouldn't give a fig for a man to whom a bicycle is a bicycle,—and nothing more,—to whom an Expert is no better than a Mustang, or a Yale Light Roadster than one of many machines sold in England for £1 10s. 6d.

Get a copy of Sturmeys' Indispensable Handbook, study it carefully, learn something of the relative merits and demerits of solid and hollow forks, parallel, cone and ball-bearings, of various kinds of springs and saddles; get some general idea of the anatomy and physiology (so to speak) of the bicycle; examine all the machines you can; talk with all the old riders, and make your choice deliberately.

If you have access to a riding-school avail yourself of it by all means; it will save time, temper and cuticle; but if you *must* "go it alone," don't be dismayed; many a good rider has been self-taught; a cool head and a firm hand will overcome all obstacles.

If you have to teach yourself, my advice is to buy one of the cheaper, well-made machines, one with plain or cone bearings, instead of balls—rather stout and heavy, and a size or two smaller than you can easily reach. You can often buy such a machine second-hand in fair order for a comparatively trifling sum, and it will serve just as well for your first season as the most costly and delicate wheel you can buy, and stand the inevitable banging that a beginner gives his wheel much better. No use to buy a costly wheel full size first year. You ought not to ride your full size at first anyway, and if you have a costly wheel at first, you will be timid lest you injure it, and will thus acquire bad form in riding, and beside, after you have ridden a year, and studied up the details of construction in the light of experience, you will be sure to want a change: the beginning of your second season, and the cheaper wheel can be disposed of at less loss than the costly one.

Now about size. Well, the only way to get a fit is to try on some wheels. The lists for leg-measure, etc., given in makers' catalogues, are only approximate; much depends on closeness of build and narrowness of tread in the machine, and on the build of the rider. The position of the saddle is also an item. The beginner should (for safety) ride with saddle set well back; hence further from the pedals, hence he should ride a smaller wheel. In trying on a wheel, set the saddle well back from the head, let the pedals out as far as slot in cranks will allow, then have some one hold your machine while you mount, and if you cannot keep firm pressure of the balls of your feet on the pedals, all the way