

Cycling and the Lungs.

It is said that the lungs of a man are a great deal too big, and would suit an animal who had to take very violent exercise constantly. The whole of the lungs are not used under ordinary circumstances. There is a very important point connected with that, which shows how necessary a muscular exercise in the open air like cycling really is. In performing the ordinary duties of life a man does not use the whole of his lungs. There is a portion that is used very little, and when a man leads a very sedentary life and seldom takes any exercise, that portion of the lung which lies at the upper part of the heart is hardly used at all. The result is that this part of the chest does not expand, therefore, unless a tolerably violent effort is made, and that portion of the lungs is the very one which is most frequently affected by consumption, probably from the very reason that it is not used under ordinary circumstances to any great extent, and so it gets out of order—not in perfect equilibrium—it thus forms a favorable seat for disease. This is only an example of what cycling can do to bring the organs into proper working order, and shows also the danger of never making a severe effort, and of never putting our various functions to some considerable strain, as is too often the case with those who object to cycling on the ground that it is too hard work. We must use these organs to their fullest extent, or otherwise we lay ourselves open to disease, and it is owing to the fact that cycling accomplishes this in a more pleasant and satisfactory manner than any other means yet devised by man that the wheel is on every side being recommended by the medical profession to the public. Combining perfect exercise in the open air with the most fascinating of recreations makes cycling as favorite a medicine with the patient as it is with the physician who prescribes it.—*Bicycling World*.

Bicycle Accidents.

A great deal of stress is laid by certain writers on the fact that the number of accidents from cycling has risen from 36 in 1881 to 360 in 1891, and to a still larger number in 1892, as far as we have gone. Even though these figures convey but a feeble idea of the actual number of accidents to cyclists, the explanation is not to be found in a greater want of care on the part of the riders, but to the fact that cycling has taken on an unpre-

cedented development. There is no particular need for "new legislation of a preventive character," except perhaps to prevent the police deliberately attempting to "throw" cyclists who ride down hills at a reckless pace at imminent risk to their life and property. The number of fatalities is very small—probably smaller than from football and cricket—and, such as it is, must be viewed as a drawback inseparable from rapid locomotion in any form.—*Medical Press and Circular*.

Messrs. Bettys & Smith, of Rochester, N.Y., have just brought out a new racing wheel weighing only 21 pounds. Mr. Smith is using it as a roadster, and finds it stands the strain in good shape.

Zimmerman tried the standing jump at the N.Y.A.C. sports recently, making a good clean jump of 10 ft. 1 $\frac{3}{4}$ in., but only taking second to A. P. Schwaner, who made a world's record by covering 10 ft. 9 $\frac{3}{8}$ in.

The other day a small boy was "hanging on" behind a wagon when a rider was coming down Jarvis street. Just as the rider went to pass the wagon the youngster let go the tail board and jumped in front of the cyclist, and a general tumble was the result. Fortunately no one was seriously hurt.

A LARGE RUBBER ORDER.—The Gormully & Jeffery Mfg. Co. recently placed one order for rubber goods amounting to \$150,000, which would indicate that they place great confidence in the G. and J. Pneumatic Tire and the G. and J. Racing Tire. Recent infringements on their pneumatic tire patents are receiving the attention of the legal department of this company.

HE'D HAD ENOUGH.—Fresh arrival—Is this Heaven? St. Peter—It is. F. A.—Well, I don't want to seem inquisitive, but are earthly subjects ever discussed here? St. P.—Oh, yes, in a Celestial way. F. A.—Then will you kindly direct me to the other place? I have been a bicycle editor for ten years, and I don't want to hear another word about pneumatic tires or elliptical sprocket wheels.—*The Bearings*.

Quite a number of drivers think it a very smart trick to drive close alongside a cyclist when the latter is riding close to the kerb. They little know what danger they place the wheelman in, for a small stone in his path might easily throw him beneath the horse's hoofs. Some of these days an accident (?) will happen, and the driver be mulcted in damages. There will not be so much fun about it then.