

PROSPECTS OF K.K.'S BOOK.

Editor CANADIAN WHEELMAN:

During the past year I've been so desperately anxious to "get the thing done" that I've written very little in the shape of "reports of progress" to my 3000 subscribers, beyond a monthly letter to the *Wheelmen's Gazette*, of Springfield, where "Ten Thousand Miles on a Bicycle" is being printed. Let me refer those of your readers who wish "full d tails" to consult the March and April issues of that journal.

Meantime, I should like to say to them directly, through your columns, that I feel fairly confident of publishing the volume about the close of April. Owing to the great lapse of time since names were pledged, and the great increase in size and expense of book, I shall not mail it to my subscribers in Canadian towns, unless they pay me in advance; and I wish none of them to pay until they read in THE WHEELMAN my notice as to actual issue of the book and the cost of mailing it.

The "promised dollar," plus postage, may then be sent me, by subscribers only, if they care to order the volume; but its price to new purchasers in Canada, and in all other places, will be two dollars. If anyone chooses to send me \$1.50 before April 19, however, I will mail to him a "paid" copy of the "autograph edition."

The main text has already been printed, and covers 800 pages, of 585,400 words. The indexes to this will cover 80 pages, of about 72,000 words,—making a total of 657,400 words. The significance of these figures may be shown by a comparison with "Gen. Grant's Memoirs" (1232 pp., price \$7) containing only 300,000 words.

If only 1000 copies of my book had been printed, each copy which I put in hands of a "dollar subscriber" would have cost me \$2.30; if only 3000 had been printed, the cost of each would have been \$1.70. By printing 6000 I bring the average cost down to 85 cents. Hence, my profit on 3000 "dollar subscriptions," after three years' work, at the outlay of \$5000 in money, will be just \$420.

KARL KRON.

Washington Square, N.Y. City,
March 7, 1887.

P.S., March 22.—Since the above was put in type, I have learned that a duty of 15 per cent. is charged on books sent into Canada. Hence, I shall probably not try to keep it on sale there, except at Montreal.

With the Clubs.

WOODSTOCK BICYCLE CLUB.

The annual meeting of the Woodstock Bicycle Club was held in the W.A.A. Rooms on Thursday evening, March 24, for the purpose of electing officers for the ensuing year. After the ballots were counted, the result was as follows: President, W. A. Karn; Vice Pres., W. H. Martin; Secretary, H. Woodroffe; Captain, W. S. Hurst; 1st Lieut., S. L. McKay; 2nd do., Jas. Luckwell; 3rd do., A. Stone; Standard-bearers, J. C. Scofield and And. Laidlaw; Bugler, A. Bean; Committee, S. Woodroffe and Geo. McDonald. Never before has the prospect been so fair as this year, all the officers being good live wheelmen, and every member seems to take great interest in the welfare of the club, and if everything turns out as well as it looks at present, we will see the Woodstock Club more to the front than ever before.

SAFETY.

OTTAWA BICYCLE CLUB.

The Ottawa Bicycle Club held its annual meeting on Wednesday, 9th March. After the reading and adoption of the Secretary's report, the following officers were elected: President, Major Walsh (re-elected); Captain, F. M. S. Jenkins (re-elected); Sec.-Treasurer, C. M. Wiggins; 1st Lieut., W. Blythe; 2nd do., W. Sproule. The coming season promises to be the most prosperous of its history, both as to equipments and the number of members.

ORILLIA BICYCLE CLUB.

The Couchiching Bicycle Club, of Orillia, has been reorganized for 1887 with the following officers: Hon. President, Mayor Robinson; President, Wm. Thomson; Sec.-Treas., W. Scott; Captain, C. L. McNabb; Lieut., S. E. Carrs; Bugler, H. C. Taylor. As this is only the second year for the club, and they have now about twenty wheels, the coming season promises to be very successful.

STRATFORD BICYCLE CLUB.

The Stratford Bicycle Club will be officered this year by the following: President, M. Wade; Vice-President, W. Maynard, jr.; Sec.-Treasurer, W. Lawrence; Captain, C. E. Nasmyth; 1st Lieut., C. E. Mayberry; 2nd Lieut., A. T. Macdonald; 3rd Lieut., J. A. McFadden; 4th Lieut., A. J. Watson; Bugler, Chas. P. Smith; Standard-Bearer, C. J. Wade; Committee, J. S. Benedict and W. Jeffrey.

TRADE NOTES

The Overman Wheel Company have issued a beautifully-printed catalogue of their wheels for 1887, which will be sent to any applicants.

H. G. Ross, of Montreal, is going to ride a new Warwick Bicycle this season. He says it is simply perfection; in fact, his ideal of a machine.

We have received the 1887 Catalogue of Messrs. Charles Robinson & Co., 22 Church street, Toronto. Typographically, it is handsomely gotten up, and its pages certainly present a choice line of wheels, such as the Rudge No. 1, Nos. 2 and 3, the Bicycleette, the Safety, Boys' Machines, Tri-cycles, and a long list of cycling sundries. Send a three-cent stamp and get a copy with a view to studying the merits of their machines before buying. Messrs. Robinson & Co. are a very enterprising firm, and have done not a little to spread the use of the bicycle in Canada. We wish them a prosperous season.

We have been informed that the New Warwick Bicycles are having a tremendous sale in Montreal as well as all over the west. We are very glad to hear of it, for we consider them the strongest, lightest and most beautiful wheel made to-day, and much credit is due to the enterprising firm of Gould & Knowles for presenting the cyclists of Canada with such a mount.

Wm. Payne reports trade good this spring, considerably in advance of last season for the month of March. Cycling in and around London from the 13th to the 27th of March was good. The "Xtra," King of Safeties, could be seen every day on our streets while the riders of the ordinary wheel thought it rather too premature for a spin. Mr. Payne intends to have on exhibition at the meet one of those beautiful S.S. Tandems for two lady riders, and one S.S.S. Single Tricycle, all fitted with one of the most desirable improvements of the day—the celebrated "Otto" corrugated wire tyres.

We hear that J. Robertson, of Montreal, future flyer, has ordered a New Warwick Bicycle, 26in. With a mount like that he should accomplish wonders. He will ride in Brantford on the 1st of July.

T. Fane & Co.'s spring catalogue is out, and is a very handsomely gotten up edition, fully describing the wheels they represent. The "New Rapid" is a handsome machine, and with its many improvements, notably the ball-bearing head, the true tangent wheel, which is the only bicycle fitted with this wheel, and adjustable handle-bars, cannot but convince all wheelmen that it has advantages which cannot be claimed by any other wheel. They are also importing this year the "New Rapid" and "Swift" safeties, which, if we predict aright, will, before the season has far advanced, have gained an enviable reputation.

A FORTNIGHT IN ONTARIO.

The chapter having the above title in Karl Kron's forthcoming book has been greatly amplified from the sketch which he wrote of his own tour through the province (635 miles, in Oct., 1883), for the first edition of the C.W.A. Guide Book. It now covers 23 pages of fine type, amounting to 19,000 words; and the range of contents may be shown by the following list of sub-titles: Chance for 100 m. of swift riding, from Windsor or Tecumseh to Clearville, 310'11. Crying need of a change in Canada's cumbersome custom regulations against bicycling, 311-12. My 100 mile run in 20 hours—London, Goderich and Mitchell, 312-14. Pres. Bates' report in '83 of bad roads near Clearville and Hamilton, 314. C. H. Hepinstall's 100 miles straightaway, 314. Various tourists' reports of roads in Western Ontario, 315-16. Summary of my fortnight's mileage, 317. An 80 mile run to Toronto, ending in the frosty moonlight of early morn, 317-18. Records of Toronto road-riders, 318-19. Conflicting reports from the two Chicago touring parties, '84 and '85, as to roads and scenery between Toronto and Kingston, 320. Details of first American straightaway road-race, Cobourg to Kingston, 321-2. Biography of the winner, Cola E. Stone, 322-3. Clerical wheelmen's Canadian tour of August, '85, 323-4. Other reports from Kingston, 324-5. Rough riding from Kingston to Prescott, to complete the run of 635 miles,—the longest ever made by me in fourteen days, 325-6. Routes to Montreal and to Ottawa, and the environs of Ottawa, 326-7. Tour of F. M. S. Jenkins, Ottawa to Montreal and Sorel 327-8. Quebec to Metane, 329. Excursions from Quebec, 330. The first bicycle trail in the western world made at Montreal on "Dominion Day" of 1874, 330. Description of the "C.W.A. Guide-Book" and summary of its routes, 330-32. Maps, 331.

N.B.—Page's tour of Sept., 1886, from Quebec to Montreal, is given in a later part of the book; while the chapter on Nova Scotia and Prince Edward Island covers 13 pages of 8000 words.

A TALK ABOUT BICYCLING.

Dr. Geo. E. Blackham, of Dunkirk, spoke before the Academy of Science, Rochester, N.Y., one evening lately, on "The Bicycle and Tricycle as Factors in our Civilization." Dr. Blackham is an enthusiastic bicyclist. He opened his address with the statement that the amusements of a people are at once an index of their rise and fall. He continued with a review of the history of the bicycle and the improvements which have been gradually added to the machine, changing it from the heavy, cumbersome one as first used to the light and rapid ones now in general use. He described the gradual introduction of the wheel into this country, and then spoke of the physical effects of cycling. He said:

"Bicycles afford incomparably the best and most agreeable form of exercise yet devised—better than gymnasia, health lifts, etc., in that they take the cyclist out of doors into the pure, fresh air and sunshine; better than walking, rowing, or horseback riding, in that they exercise more muscles more evenly and gently. With their hollow backbone forks and fellows and delicate wire spokes, their weight is reduced to a minimum without sacrifice of strength; with their exquisite anti-friction bearings, friction is almost abolished, and with their spider wheels, rubber tires and spring supported saddles, the jar of riding over the inequalities of the roadway is neutralized, and the happy possessor of a good, modern bicycle may speed along over a fair road at his ease, making about three times the speed of walking with less than half the exertion. The idea that the muscles of the legs only are developed by cycling is a very common and exceedingly erroneous one. In point of fact, nearly every muscle in the body is brought into gentle use. The lung: draw in deeper inspirations of pure air; the heart beats fuller, quicker, and more freely, and sends the blood more rapidly