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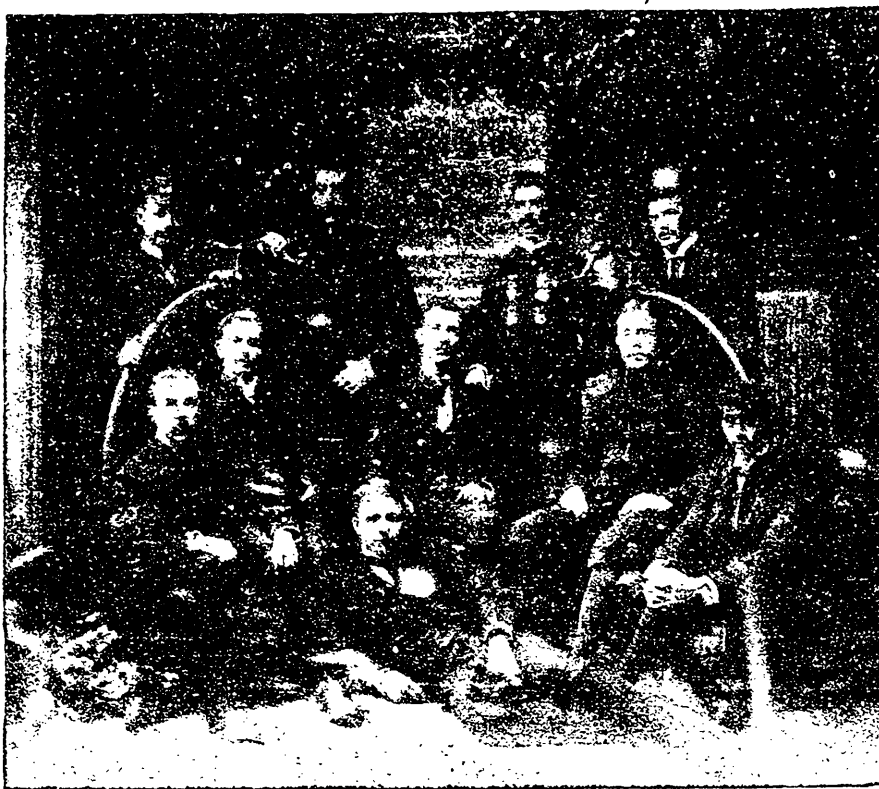
CYCLING

A Mirror of Toronto Bicycle Club Events and Devoted to the Interests of Cyclists in General.

Vol. 1.

TORONTO, MAY 13, 1891.

No. 12.



CANADIAN CHAMPION ROAD TEAM.

Fisky Johnston,	W. Geo. McClelland,	Dave Nasmith,	W. Robins,
C. W. Hurndall,	H. Chandler,	W. West,	
James Miln,	S. Bulley,	Fred. Whatmough.	

It affords us much pleasure to place before the readers of CYCLING the above fine photo-engraving of the Champion Road Team of Canada, and we think the time very appropriate, coming as it does just before their race next Saturday (the 16th inst.) against a second team chosen from their club mates.

The Coming Road Race.

As was announced in a previous issue the Champion Team of 1890 has been challenged to ride ten members of the Toronto Club who were not of the Champion Team last year. The race will come off next Saturday on the Kingston Road, and will be twenty miles—from Norway to Highland Creek and return. As a good deal of interest is being manifested among the members we append the relative positions of the Team at the twenty mile turn in the last race with the Wanderers, together with the time at the end of the race: 1 Nasmith, 2 Hurdall, 6 McClelland, 7 Robins, 12 Miln, 16 Bulley, 17 Johnston, 18 Whatmough, 19 Chandler, 20 West.

TIME AT FINISH.

Nasmith	2.50 $\frac{1}{2}$	
McClelland	2.56 $\frac{3}{4}$	
Robins.....	2.57 $\frac{3}{4}$	
Hurdall... ..	2.59 $\frac{3}{4}$	
Miln	3.08	
Whatmough.....	3.09 $\frac{1}{2}$	
Bulley	3.11 $\frac{1}{4}$	
Johnston.....	} Time not taken.	
Chandler.....		
West.....		

The Ladies' Club.

Speaking of ladies' clubs *Saturday Night* in its last issue says:—"The latest departure of this kind, the Ladies' Cycling Club, has just arrived on the *tapis*. Ladies who can ride or have decided to take lessons on the wheel are requested to send their names to "Lady Gay," *Saturday Night* office, that they may be consulted in regard to the formation of a ladies' bicycle club. Several prominent Toronto ladies have signified their interest in the proposed organization and are enjoying in anticipation the delightful runs which they hope to make during the coming summer. The cycling costume is very simple and inexpensive, a plain, easy-fitting serge or cloth skirt, with a narrow foot pleating about an inch off the ground, a blouse or a natty little coat put on loosely over a shirt waist, the skirt as narrow and plain as can be comfortably worn as folds and superabundant material are only in the way, gauntlet or long suede or chamois gloves, and a tidy little cap and gaiters of the color of the gown."

Their New Club House.

The Finance and Building Committee of the Torontos have at last been successful in securing a suitable building for a Club House, and by this time next month old 494 Church Street, with its pleasant memories, will be of the past. The Committee are to be congratulated on securing a building so well adapted to the needs of the Club and so well and conveniently situated. Those few members of the Club who have not already subscribed their share towards the stock should at once make it their duty to call on the President and affix their signatures to the list.

Queen's Birthday.

Memories of a pleasant time spent at the Falls two years ago and the recital of some ridiculous adventures occurring on that occasion, no doubt led the members of the Torontos to decide on another trip across the lake on the Queen's Birthday. It is to be feared, however, that Wesley Park Hotel will not receive the visitors, on account of a certain bill for vinegar not having been promptly liquidated.

Windle writes us that he will attend all the eastern meets this year, but will not race.—*Referee*.

A safety with two chains is being made with a special view to exceptional hill-climbing powers.—*Bi. News*.

British Sport says that Hurst, the famous Canadian trick rider, made a lot of money in England and invested it in a mine in which his brother was interested, which, having turned out well, has made him rich. Kaufman is still exhibiting in England.

"PLUNKIN' ERLONG."

Out on de road whar the sunshine strikes,
Lem and 'is bisickle yoh's suah to fine,
Singin' softly de chunes he likes,

With neber a kyah on 's good ole min'.
He nods ter de ebening breeze that blows
In time ter 'is song.

And jes goes
Plunkin' erlong.

He keeps sorter close ter bis se'f, Lem does,
Libben er heap like de chunes he plays;
Put yoh in min' of a time dat wus,

An' sometimes I t'ink it's de life dat pays,
Da yoh're happier if yoh doesn't know
'Bout de bustle an' throng,

But jes go
Plunkin' erlong.

—*Washington Post*.

Cycling

A MIRROR OF TORONTO BICYCLE CLUB EVENTS
AND DEVOTED TO THE INTERESTS OF
CYCLISTS IN GENERAL

EDITORS:

F. F. PEARD, - - - F. BRYERS.

PUBLISHERS:

WM. H. MILN - - - CHRIS. B. ROBINSON

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The Editorship of "The Wheelman."

As most of the members of the C. W. A. well know, Mr. Donly, the Secretary, brought forward at the Easter meeting a motion to appoint a paid editor-in-chief and three associate editors for the Association paper. This, however, was not carried, as the present editor of *The Wheelman* objected to accepting a salary and the responsibilities accompanying it, because he did not think he could afford the extra time necessary for the proper performance of the editorial duties connected with *The Wheelman*. Such being the case, would it not be well to increase the salary of the present Secretary and appoint him Secretary-Editor, in the same manner as the Cyclists' Touring Club and League of American Wheelmen have done? Mr. Donly is eminently fitted, from his long journalistic experience, for the position of editor of *The Wheelman*, while his position as Secretary of the Association would enable him to at all times keep the members posted in regard to events transpiring. We believe we are correct in saying that Mr. Brierley, the present editor of *The Wheelman*, is not at all anxious to continue in that position, but merely continues to act out of pure good nature towards his many friends in the Association.

The Strength of The C. W. A.

Spring time has come in earnest, and with it the gay cyclist, with his "safety" or his "rational," together with the numerous accompanying headers, etc., and the Davis Bill has migrated to a more northerly climate (North York) along with its progenitor. It only needed this Bill to awaken the dormant energies of the wheelmen in this Province who were united to a man in defending their rights and privileges. In response to the

circular letter sent out by the C. W. A. Secretary a strong effort was put forth—petitions circulated and influence brought to bear, which finally resulted in the withdrawal of the obnoxious measure. The local committee in Toronto, Messrs. Hunter, Walsh, McBride and Langley, prepared and circulated petition forms against the Bill, on which were secured the names of some 5,000 of Toronto's citizens. The outside towns were just as active, and had the Bill not been withdrawn there is no doubt but that the committee would have been able to present a petition against it with some 15,000 or 20,000 names attached. In order to prevent any similar attempts at restrictive legislation, and at the same time to define the rights and responsibilities of wheelmen, the C. W. A. ought at once to take the matter up and bring a Bill before the Legislature next session.

Another Little Bill.

Our friends across the line are experiencing some difficulty in the way of having a parliamentary measure to fight, similar in its details to the defunct Davis Bill. A Mr. White of the local House at Springfield, Ill., has introduced a Bill to the effect that any wheelman touring through the country shall dismount within one hundred feet of a vehicle. Mr. White's motives, it would seem, are entirely personal, as a year ago while driving from his suburban home in Stark County to the village of Toulon, it was the misfortune of some wheelman to pass him at a rapid gait, which apparently had the effect of frightening Mr. White's horse to such an extent that it ran away, throwing Mr. White and his wife out of the carriage. The circumstance of the accident is much to be regretted, but there is little fear of Mr. White being able to squeeze his Bill through, as it is recognized as being a purely personal feeling that prompts the introduction of the measure. The local wheelmen claim that the L. A. W. was not notified of the time when the Committee on Roads and Bridges proposed to discuss the Bill, and that the League has not been fairly dealt with in not having representation when the Bill was favorably reported upon.

It seems a peculiar coincidence that Bills of such similar character should be brought forward in two Legislatures and at about the same period. We only hope that the progenitor of the American measure will be blessed with the same amount of common sense that proved the incentive to the withdrawal of the Davis Bill.

The Wind is Blowing in the Right Direction.

It is pleasant to know that some of the foremost ladies in Toronto Society are becoming interested in bicycling, and to such an extent that many are learning to ride the drop-frame safety, and not a few already possess their own wheels.

Toronto is destined to be not only pre-eminently the leader in everything pertaining to cycling in Canada, but before many years elapse it will in this respect prove itself to have but few American competitors of its size.

We are glad to hear that the ladies are helping on the good work; their subduing and refining influence is just what is now needed to make the wheelman's life the most enviable of the athletic world. We trust our contemporary, *Saturday Night*, is correct in making the statement that the formation of a Ladies' Cycling Club in Toronto is now on the *tapis*. We anticipate the consummation of such a prospect with delight, and we are sure that if the idea is properly developed by the right parties the Ladies' Cycling Club of Toronto will be a great success.

A Summer's Cycling Reminiscence.

THE STORY OF A THREE MONTHS' BICYCLING TOUR THROUGH EUROPE, AND AN ACCOUNT OF SOME OF THE IMPRESSIONS RECEIVED.

BY ONE OF THE PARTY.—VI.

The appearance of the clouds overhead did not impress us very favorably, as we made our final preparations for the start on Monday morning; still we were so desirous of getting off that nothing short of a regular deluge would have kept us in Edinburgh another night. While Peard was devoting a little time to the Glasgow cyclists, and having the mud-guards removed from his wheel to somewhat reduce its weight, McBride and Langley took advantage of the opportunity to visit the Castle, and were rewarded for their effort by the sun shining for a sufficient time to enable them to thoroughly enjoy and appreciate the sublime view obtainable from the summit of the tower. On entering the Castle proper we pass over what is known and supposed by many to be the moat, although the excavation was never used for this purpose, it being a creation of recent years; in fact the Castle stands on too high an elevation to afford the possibility of it

ever being supplied with enough water to boast of a moat. The Castle is at the present time garrisoned by about twelve hundred soldiers, principally Highlanders, although these are frequently changed from time to time. Too much praise cannot be bestowed upon the memory of the late Mr. Nelson, who was the main instrument in effecting the restoration of Argyle Tower, under which we pass when entering the gateway, and which retains so many memories of the incarceration and suffering of the adherents to the House of Stuart. Passing hurriedly on—for the rain had now commenced to come down in right good earnest—we inspect Mons Meg, the six ton gun, which, as a result of an overdose of loyalty and powder, burst when firing a salute in honour of the Duke of York during a visit of his Highness to Edinburgh in 1682. Memories of good Queen Margaret came before us as we were shown the chapel of St. Margaret; who, although wedded to the semi-barbarous Malcolm Canmore, was a most pious woman, beloved and idolized by her people. But I must not overlook the fact that this is not a resumé of historical events, but an attempt to record the doings of three very ordinary and distressingly modern mortals. Although the relentless rain had been falling with a persistency that perfectly appalled us, we were all ready to set off, and start we would. Probably good fortune admired our spirit of determination; but be that as it may, about noon the clouds broke away and good old Sol shone forth with as much strength and brilliancy as he is noted for doing when that much feared and at the same time revered preceptor of the small boy, James L. Hughes, bestrides his milk white charger and heads the Orangemen's procession on the Twelfth of July.

Although not as a rule given over to regrets, we sincerely believe that McBride did rue to some extent his selection of the ordinary, when in making the first mount, his saddle sought the ground, and in sympathy with the general result his handle bar became bent to such an extent that a visit to a neighboring repair shop was necessary before the journey could be continued, or rather commenced I should say. As I have before remarked, considerable rain had fallen during the morning, and the thought did force itself upon the reserve of common sense monopolized by Peard that notwithstanding the assurance by the natives that the roads dried up in a marvellously short time—he was running too much risk of being overloaded with Scottish real estate, as a consequence of the mud on the highways. The fondest

expectations of the party in this respect fell far short of the realization—but I am anticipating somewhat.

At two o'clock we were fairly on our way, soon losing sight of Edinburgh by a turn of the road, which also took us out of the route to Roslin Castle. We were sorry for this, and as it subsequently turned out we made a mistake in postponing seeing this old ruin until a later opportunity. The state of the roads at this time was not conducive to pleasant riding and added to the fact that this was the first ride we had been able to take for a month or so, the whole of our first twelve miles was a continual ascent; so when we arrived at Harriott, a village of two or three houses, with the junior member of the party in a badly exhausted condition from the absence of any soda fountains on the way, we were able to appreciate with boyish zest the delightful tea prepared for us by the good woman who kept the post-office general store, and what appeared to be the only place of refreshment for weary travellers. How readily the picture of that first supper "on the road" rises before me; the table was laid for us in the "parlor," every article from the house itself to its smallest furnishing being of the most quaint description, and conveying a feeling of the quiet contentment of mind and simplicity of living indulged in by the good hearted inmates of the home. After an hour's rest at this delightful spot we continued our ride, taking as an objective point Galashiels, a run of sixteen miles, down hill most of the way—serving an agreeable change to the riding of the early part of the afternoon—brought us to the manufacturing town of Galashiels about nine o'clock, although at that hour it was almost as light as noon-day. Here we found the best hotel—the Royal—and the most obliging and courteous proprietor of any house met with during our tour, his untiring efforts to please being specially appreciated by Peard, whose outer garments by this time were almost indistinguishable for mud. After some refreshment and a good rest we saw some of the large linen manufactories for which this town is noted, until eleven o'clock and the sudden approach of twilight reminded us that we were very weary and that recuperation would be necessary for the continuation of our journey on the morrow.

(To be continued.)

VanSicklen, of Chicago, on his pneumatic-tired Rover, rode over the Pullman course (fifteen miles) in fifty-seven minutes one day recently, the roads being in particularly bad condition at the time.

Rochester Notes.

The first of May seems to affect the bicycle clubs here, very much as it does many private families.

The Flower City Wheelmen have moved into their new house on East Avenue, where they recently entertained their friends. Following shortly after them the West End Club rented a house at 249 West Avenue, on a main thoroughfare paved with asphalt, on a line of electric cars, and centrally located for the largest number of its members. They have re-fitted and re-furnished their house, and are ready at all times to welcome their friends.

On last Friday night they opened their house, starting off with a lantern parade, with about 100 wheels in line, many of whom were of the fair sex. They soon returned to the club house where the entertainment committee took them in charge and did the handsome thing by their visitors, by serving a delicious lunch, to over two hundred of their friends, among whom were representatives from every wheeling club in the city. The especial guests of the evening were the Ladies National Club, and the Lake View.

The gathering broke up at a late hour, and everybody was happy, voting it the greatest success of its kind ever held in this city.

The West Ends have a twenty-five mile road race on hand for Decoration day.

CRANKSLINGER.

ROCHESTER, May 4, 1891.

H. C. Pease, the manager of the Comet Cycle Company, will soon leave Buffalo for Toronto. He will be much missed, as in his year's stay there he has made a host of friends. In the Ramblers he was most popular, and, coming in so handy for character sketches, was known as the "club comedian."—*Bi. World*.

"Herein may be observed the mutual relationship of the four elements of nature," observed a philosopher while he struck fire from the flints with the top of his head as he fell to the earth, owing to the slip of his air tyres on the well-watered roads.—*Bi. News*.

W. J. LUGSDIN

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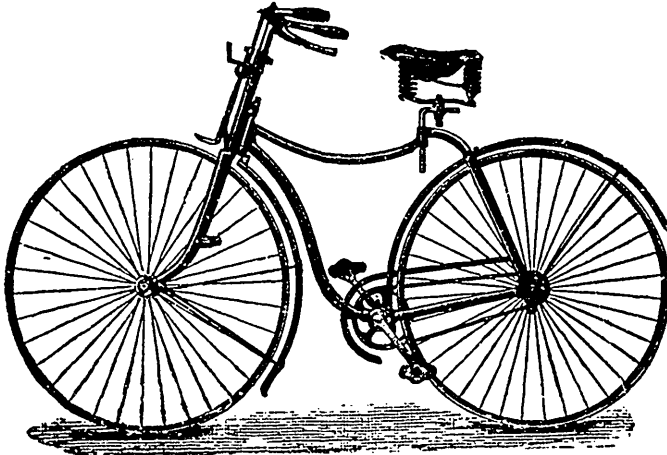
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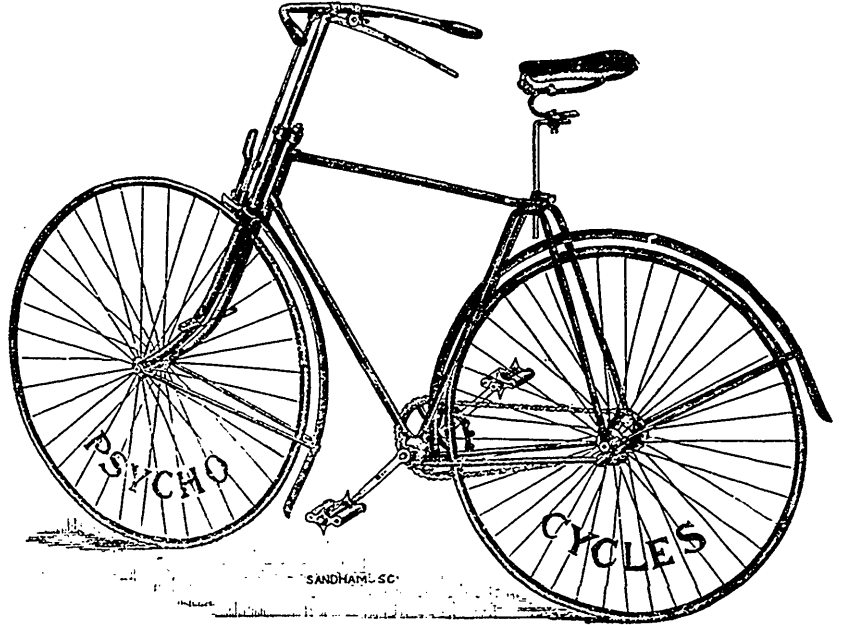
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Toronto Bicycle Club.**SATURDAY'S ROAD RACE.**

ORGANIZED



1881.

Club House—Cor. Church and Alexander Sts.**OFFICERS**

President	W. H. COX.
Vice-President	CHAS. LANGLEY.
Secretary	JAMES WOOD.
Treasurer	C. J. W. LOWES.

ROAD OFFICERS:

Captain	W. ROBINS.
1st Lieutenant	JAS. MILN.
1st " Safeties	F. B. ROBINS.
2nd " Ordinaries	C. W. HURNDALL.
2nd " Safeties	J. B. LAIDLAW.

J. H. Sinclair - - Club Reporter.

Matter appearing in this column is furnished and paid for by the Toronto Bicycle Club, consequently the proprietors of this journal do not hold themselves responsible for anything contained therein.

RUNS FOR MAY.**SATURDAY, MAY 16,—Road Race.**

Leave Club House, 2.30.

SATURDAY, MAY 23—Niagara-on-the-Lake—Falls, and Return Monday.

Leave Yonge Street Wharf at 1.45.

SATURDAY, MAY 30,—Liverpool Market and Return or Whitby.

Leave Club House, 2.30.

EVENING RUNS.

Every Tuesday and Thursday.

Leave Club House, 7.15.

The officers particularly request that every member attend the evening runs, and guarantee the runs will be of the pleasantest nature, no scorching being allowed.

CLUB NOTICES.

The regular monthly meeting of the Club was held May 4th. The Building and Finance Committee reported having secured a desirable Club House, providing the members were willing to carry the project through. On motion, the Committee were authorized to proceed with the negotiations and secure the site.

It was also decided not to participate in the contemplated trip to Woodstock, but to go on a tour of our own to Niagara Falls, particulars of which will be found in another column. All who participate in this outing are promised an enjoyable time. J. W.

The road race between the champions and the Second Team of the T.B.C. will start at 3.30 on Saturday afternoon, from top of Norway hill, weather permitting. Everything has been done to make this race very interesting to spectators, and it is hoped every member will be down the road. To distinguish the teams, the Champions will wear red caps and the Second Team blue caps. The following are the names of the Second Team:—G. M. Begg, F. Bendelari, W. McDonald, J. Wood, F. Gullett, W. Richardson, H. Love, C. Lowes, F. B. Robins, W. Miln; reserve, W. H. Lee. The above were drawn by lot by Messrs. Webster, Pease and Bryers, there being eighteen good riders offered.

Cooksville and Return.

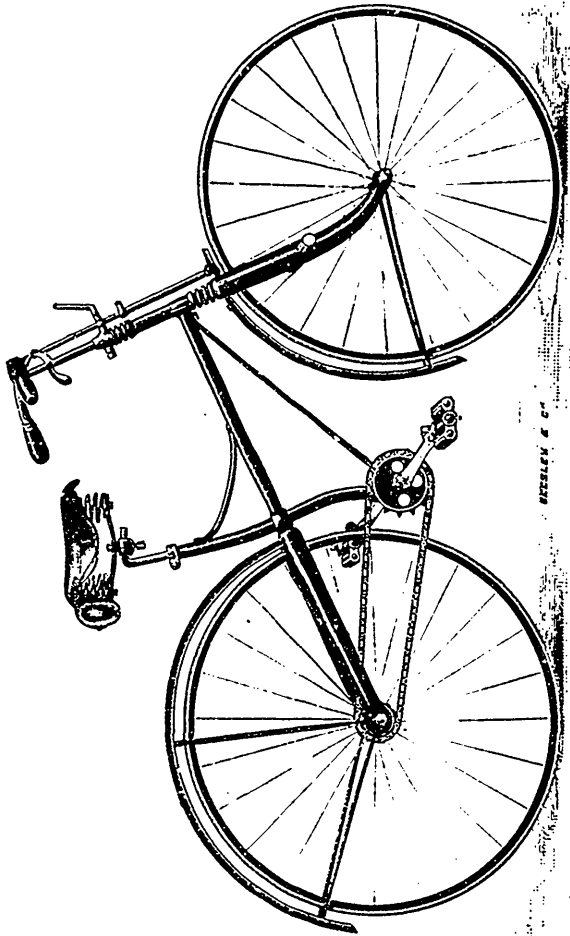
The fourth official run of the T.B.C. was held last Saturday to the above city, and despite the bad roads and a strong head wind the outing was much enjoyed by all.

After a rest of half an hour and a splendid supper, provided by mine host King, the boys returned homeward, and arrived at the Club House at nine o'clock. Following is a list of members present:—F. B. Robins, F. Lillie, H. Irish, A. Blackwood, W. McDonald, C. W. Hurndall, W. Hyslop (and his pneumatic), W. Ziller, H. Pease, W. Miln, J. Schulte, F. Whatmough, J. Miln, E. Y. Parker, G. M. Begg, F. Briers, H. Cornell, J. West, J. Stanbury, J. Laidlaw, E. A. Scott, A. Rankin, J. H. Sinclair, S. Bulley, J. Wood, E. N. Trent, W. Robins, F. Bendelari, F. Gullett, E. J. P. Smith.

Come to the Falls.

At the last monthly meeting it was decided to spend the Queen's Birthday at the Falls. All who participated in the very enjoyable trip of the year before last will remember the splendid time we had. The Club will leave Saturday, on the 2 o'clock boat, for Niagara, wheeling to the Falls in time for tea, spending Sunday at the Falls. On Monday it is proposed to return via St. Kits and Niagara—or Hamilton. The road officers will do their best to ensure a pleasant time. All members who intend taking in the trip will please leave their names with any of the road officers or Mr. A. F. Webster. Special steamboat and hotel arrangements have been made.

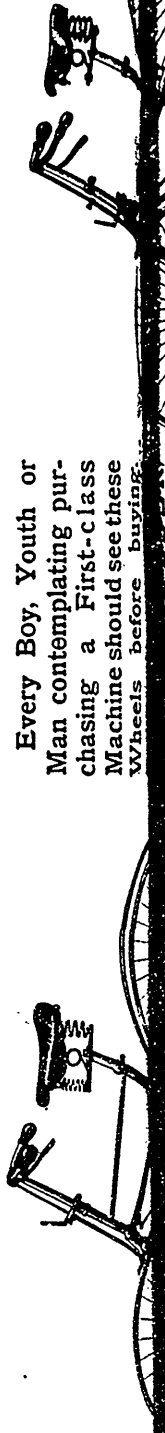
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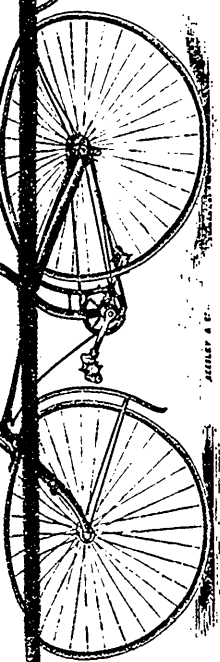
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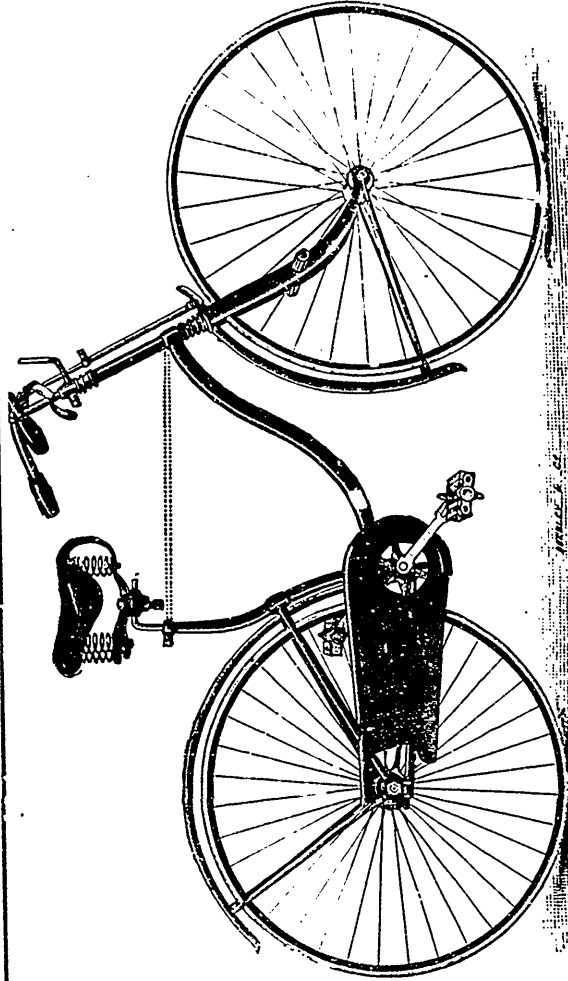
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Probabilities.

Dave will break the Kingston record on the Queen's Birthday.

The Champions will only run seven men next Saturday.

That the Ladies' Bicycle Club will be a success.

The Torontos will invite the Ladies' Club to occupy their new Club House.

A 25% call will be made on the stockholders.

Howard Irish will *not* finish first in the Road Race.

Bendi. will not finish last. Mac. will ride even if he has sprained wrists.

Freddy will not take a header at the start.

The "New Cushion Tire" will come well up the line.

None of the Torontos will be in Woodstock; they will all be at Hamilton on Dominion Day.

We would like to hear of someone going in and breaking Jack Laidlaw's walking record of $3\frac{1}{2}$ hours from Cooksville to Toronto, he having the misfortune to break his wheel.

The Monkeyed once too Often.

A somewhat humorous story appeared in the *Tribune* some time ago, of a young man who was so anxious for a race that, in an endeavor to draw out a driver he ran two or three times directly in front of his horse's nose. The driver warned him to "quit monkeying." A third time did the rider dash across the horse's head, but this time the driver said a word or two to the horse, and when the humorous youth looked around that old horse had his ears laid back and was coming after him at a gait that made his hair stand on end. He was coming after him, too, not trying to race with him. Then that funny lad leaned forward and got an action on his long legs that came near overheating the gearings of his knee-joints. And the old horse was right behind him, and seemed to be actually reaching out with his forefeet for the little hind wheel of the bicycle. If he ever struck it—but the rider had no time to figure on anything except how long he could keep up that movement. He couldn't turn; his speed was too great for that; he could only pump those pedals and thank heaven that he was on an asphalt

pavement. Four blocks and the bicycle-horse tandem entered Lincoln Park. One shot down one drive and the other another. The man in the buggy was alert and full of fun, the bicyclist was pale and panting, and the old horse trotted leisurely northward through the park. And one bicyclist has learned not to amuse himself worrying drivers on the boulevards.—*Referee.*

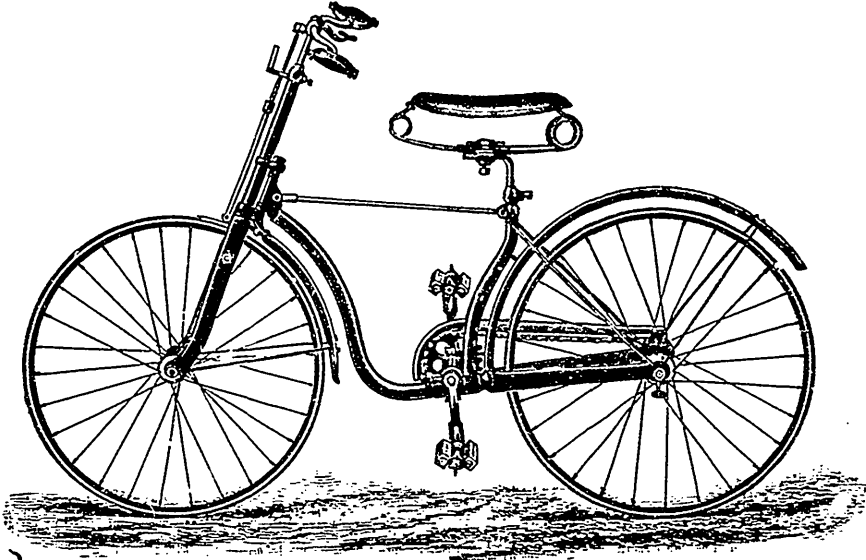
A road race will occur at Cleveland on May 30, starting at the Public Square and finishing at Wade Park. The distance will be about twenty miles. The race is open to all comers and handsome prizes will be given.

Just as we anticipated, the report that the *Bi. World* would try to clear itself of its contract with the League is vigorously denied. It is barely over a year since the proprietors of that paper declined to charge the League for over a thousand dollars' worth of space which it had used, and for which the *Bi. World* was entitled to payment, and it is hardly likely that a new contract, so recently made, should have so soon become irksome. Possibly there is another candidate in the field. We believe no change will be made in the official organ until the expiration of the present contract, and as that runs, we believe, until 1895, it is a little early to speculate. By that time, however, the centre of League membership will be far nearer Chicago than New York or Boston.—*Referee.*

A correspondent of the *Cycle Record* says: The indications of a revival in the demand for ordinaries are by no means so chimerical as some would have us think. For some little time I have been selling—that is wanting to sell—one of my old machines; but hitherto want has been my master. Now a sudden change has come over the face of things. Within a week I have had five offers of purchase, and in every case the offer has come from a previous rider of the safety. One complains that the safety does not suit him; another likes not the intimate acquaintance with dirt and dust that his low position (when safety-mounted) compels; and so the excuses go on. A friend of mine, who had anticipated this state of things, had bought, as a kind of small speculation, two or three good ordinaries at a low figure. He has now sold them all at advanced prices; and these are the kind of straws that show which way the winds of popular fancy blow. There are many fellows who ride the safety because somebody else does it, you know, and they were chaffed or persuaded to go in for a type of machine that they never at heart really liked. Some of these come back to their old love; some do not.

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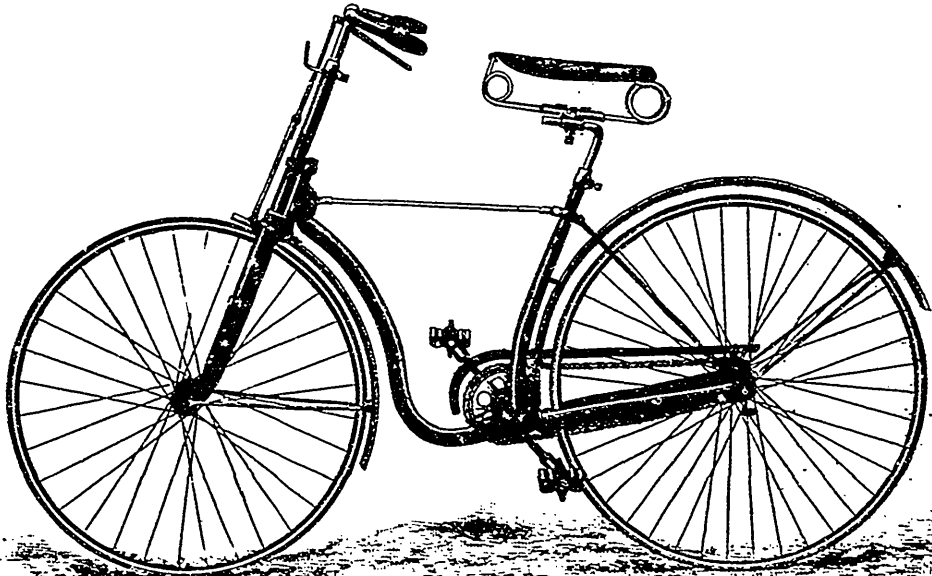
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I fancy I am the only one who has tried the idea of riding a racer with enclosed spokes. It may be of considerable interest to know that my experiment was a complete failure. One evening last week I worked from nine o'clock until half-past one in the morning. I enclosed the wheel with cardboard cut to measure, and covered over with a waterproof composition; I made a good job of it, too, and in a private trial (in the kitchen) that wheel seemed to go as if charmed, and without any motive power whatever. I went to bed with a humping headache, and dreamt that I had lapped Arthur Du Cros without an effort. I walked the machine up to the Ulster grounds on Saturday, and *en route* excited as much attention as if I had been the veritable "Bogie Man." When I mounted there was a fair wind blowing. Operations were suspended all along the line and the boldest held his breath for a time. A crowd of excited admirers (!) seemed prepared for anything even to the machine and myself going straight up into the air like a balloon. I got around the first corner splendidly, and with the wind dead ahead got up a fast pace; at the next corner the wind caught me fairly amidships. I made one wild wobble and went straight for the railings. The vessel—I mean the machine—righted, however, just in the nick of time, and I continued my wild career. Almost every corner was the same, and a very short experience convinced me that the enclosed wheel was a fraud, a delusion, and a snare. I got down and tore off the whole business, and got along much better without it. The man who races with enclosed wheels will distinguish himself by killing a few competitors. I would prefer to be either 100 yards in front or 100 yards behind him.—"The Crank" in *The Wheelman*.

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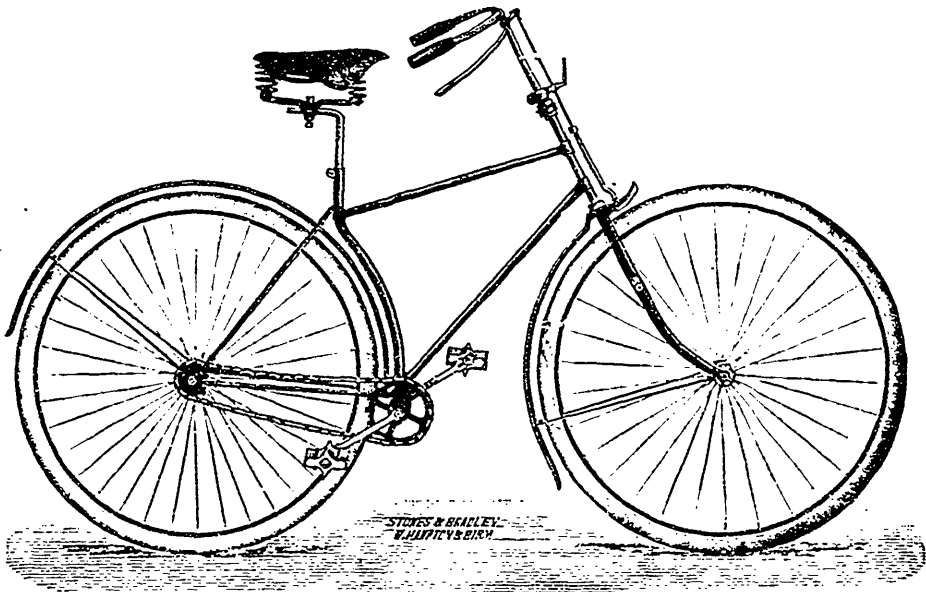
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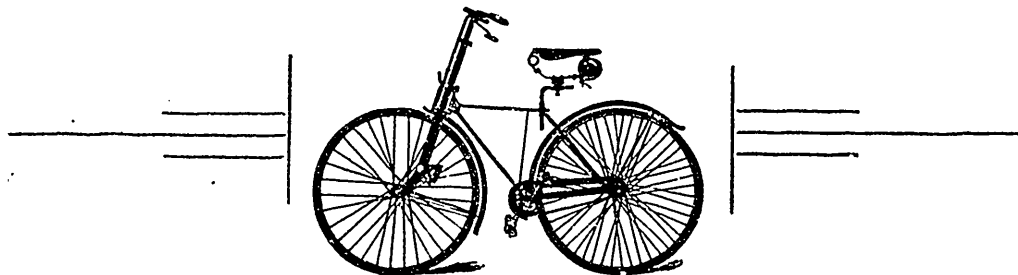
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MAY 9TH, 1891.

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Yours very truly,

PETER MYERS,
ENGINEER.

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Items of Interest.

The latest in tyres is an inch and half solid rubber on both wheels of a safety.—*Bi. News.*

The *Canadian Wheelman* will be published semi-monthly during the coming season, commencing with this month.

The effort to revive the Massachusetts Bicycle Club of Boston—one of the first clubs formed in America—has proved futile.

Detroit will, after all, secure the L. A. W. championships in July, the Racing Board having changed the dates of these events.

Editor E. J. O'Reilly, of *The Wheelman*, has been appointed handicapper to the Irish Cyclists Association.

Ten out of thirteen Bath Road riders on a recent Sunday were mounted on air-tyred wheels.—*Bi. News.*

Cycling develops and strengthens those great back muscles so important in woman, owing to her physical conformation. Cycling is therefore a very helpful exercise for women. *Exchange.*

The Rutherford (N.J.) Wheelmen will hold a 100 mile road race on the Washington avenue course between Newark and Passaic, May 30th. Lieut. Miers offers a \$25 gold medal as first prize.—*Bi. World.*

Says Sir Morell Mackenzie: "The ruddy-cheeked, full-limbed girl of to-day, who climbs mountains, rides, swims, rows, and is not afraid of the health-giving kisses of the god of day, is a living illustration of the value of exercise."

When they go riding in Texas and become tired they catch hold of cows' tails and are dragged along at the rate of about fifteen miles an hour. Game is so plentiful and confiding in the Lone Star State that riders can easily kill same with a monkey wrench! If this all be true we wish we lived in Texas, where cows and game are so accommodating.—*Bi. World.*

The device recently introduced in England to somewhat overcome the tendency of the wind to retard the motion of cycles, consisting of a pointed shield of light material encasing the front wheel, has been found highly successful for riding directly against the wind, but side gusts striking the shield deflect the rider from his course and are apt to land him in a ditch.

The executive committee of the Irvington-Milburn road race have placed a penalty of four minutes on pneumatics and a penalty of one minute on cushions. There was a disposition in the meeting to leave the matter

to the judgment of the handicapper, but that official refused the responsibility of deciding the matter.—*The Wheel*.

The Sefton and Dingle C. C. have hit upon something new. Every member when he pays his subscription will wear a star upon his coat sleeve. These stars will sort of twinkle at the non-payers, and seem to say, "Hi! Why have not you paid?" It will save the secretary some trouble no doubt, but isn't it playing the game a bit low?—*Bi. News*.

Holbein, speaking of the Pneumatic, says: "I think it is quite two miles an hour faster up to 100 miles; after that the advantage is far greater, owing to the absence of fatiguing vibration, and it is certainly my opinion that 200 miles will be done in 12 hours, and 370 miles in 24 hours on a favourable day.

The fifty mile (Buffalo-Corfu, N.Y.) road race in connection with the June tournament will be a handicap race, and will be made an annual feature. The course is a grand one and convenient for the purpose. There is one sand hill on the road, and it is very similar in length, grade and landscape to that on the Pullman course.—*Bi. World*.

The President and Captain of the Rhode Island Wheelmen of Providence have been appointed a committee to confer with those having charge of the erection of the new railroad depot. Their mission is to get included in the plans of construction a small room for the storage of wheels in transit. At present the bicycles are placed in the baggage room, and their usefulness and appearance are not enhanced thereby.—*Bi. World*.

The so-called "cash amateur" boom in Australia has fizzled out, and though some efforts are still being made to carry it on, there is no question as to its utter failure; *but*—the men who competed are none the less professionals, and any effort to trot them out in England as amateurs will be promptly sat upon. The loss to amateurism is very slight, as the status of more than one of the "cash amateurs" has been anything but doubtful for some time past.—*Bi. News*.

Opportunities for studying the morbid anatomy of pneumatic tyres are becoming very plentiful. Moorhouse suffered recently from an unaccountable puncture of the front wheel of his brand new tricycle before it had run twenty miles, and all the repairing efforts of amateur tyre-tinkers were of no avail. Sadly he returned and started afresh on his well-tried cushion again to meet with disaster in the shape of fractured fork-ends, and the third attempt to combine the cushion, front wheel with the rest of the pneumatic machine ended in a third disaster. Johnny Price found his pneumatic guilty of most eccentric

behaviour; it boiled and bubbled until a portion of the covering gave way, and a small bud of the inner tube struggled forth like the rounded top of a tiny toadstool. Gradually it swelled, and stretched, and bulged to the size of a child's air ball, and then gave up the ghost with a loud report, while Johnny danced round it in an ecstasy of mingled horror and surprise.—*Bi. News*.

M. A. Holbein, looking the very pink of condition, was seen on the Ripley Road last Sunday. He will form one of the party of Englishmen who intend crossing the streak and taking part in the French road ride next month from Bordeaux to Paris. Holbein is by no means decided yet as to whether he will select a cushioned or a pneumaticised mount for the trip—as with the latter there are other casualties to be dreaded besides the risk of explosion.—*Bi. News*.

An English rider, who has experimented to a considerable extent with cushion tyres, says that a great mistake is made in putting a tyre with too large a hole on the rear wheel. For riders weighing 140 pounds or less the orifice should be $\frac{3}{8}$ -inch, and for those over that weight $\frac{1}{2}$ -inch is plenty large enough. The sizes apply to $1\frac{1}{2}$ -inch tyres. It is generally acknowledged that the best results are secured from a fairly hard rear tyre. Soft cushions in the rear have a tendency to flatten slightly and retard the motion.

The following, from *Bicycling News*, will, we think, be of some use to Canadians as well as our friends on the other side of the Atlantic: "The old, old question, 'what to take on tour?' has had a long lay-by in the cycling papers, and it may be useful to new recruits to cycling to know the kind of kit that the more experienced and better known tourists carry. The luggage carried by such well-known way-farers as Langridge, Tinsley, Waterhouse, A. E. Jewesbury, Callan, Bolton and others is pretty much like that detailed below—and the list shows how little luggage is needed for perfect comfort on the longest tour. Items: Spare flannel shirt, spare necktie (washable), gossamer cape, shaving tackle, tools and oiler. For evening wear—a pair of light trousers or complete suit of some feather-weight material, socks and slippers, map and C. T. C. Hand-book. These, with a little medicine in the form of pills, capsules or tabloids, a pair of smoke glasses and a mosquito veil are all the things really essential for the biggest of tours on the Continent, and 12 lbs. weight would cover the lot. The best way to carry the load is on the handle bar, whether the machine be ordinary, safety or tricycle. In addition to the above, the tourist should, of course, have in his pocket his passport and his purse. Then he's all right."

A Philadelphia lady has invented an adaptation of the skirt elastic. She turns up the hem of her cycling skirt nine inches inside, and at the top of this hem she attaches on each side of the frock an elastic an inch wide and between eight and nine inches long. This she fastens to the top button of her shoe. It holds the skirt down in a headwind; and when dismounted the length of elastic keeps the skirt from being pulled back and forward by the movement of the foot.

In answer to B.C.M. I can give her advice about using something much better than shot or weights for the hem of her skirt. Let her get either round brass stair-rods, or else half-inch gas tubing, hammered flat, and have it cut into two-inch lengths, then enclose each between two pieces of black tape, with a strip of wadding on the side nearest herself, to prevent the hard substance striking against her ankles. These may be sewed flat to the inside hem of the foundation, arranged vertically; about eleven round the front, two inches apart. Their total weight is not much more than three ounces, and they do not interfere with the set of the skirt. A correspondent who has tried this plan recommends it most warmly as being very successful.—*Violet Lorne, in Bi. News.*

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