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# CYCLING

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

Vol. 1.

TORONTO, APRIL 8, 1891.

No. 10.

## *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.—IV.

Poor old foggy, muddy, dirty Glasgow did provide us with a perfect morning of discontent following our first night in this ancient city. No bicycles; oh how we did yearn for the close proximity of Harry Davies and "Singer" Payne of London, Ontario; the latter's name suggests what its owner would have experienced if McBride (notwithstanding the gentle spirit which is characteristic of the man) had had a short interview with him. To facilitate matters, we engaged a special wire to Coventry and used it pretty thoroughly all day in awakening the comatose occupants of the several factories to the fact that we existed and were in the country, but they did not seem at all put out or surprised, and it was here we received our first lesson that it is absolutely useless to attempt to hurry a business house in England. Nothing will have any effect in expediting their movements; while they are very courteous and agreeable they will not be rushed, so we found out to our sorrow. After borrowing an umbrella to keep the damp atmosphere from totally obliterating the bright russet hue on Peard's shoes, we succeeded in reaching the State Steamship Co.'s office and secured our state-rooms for the return passage, which we were almost tempted to make by the next steamer in consequence of the depressed condition of our spirits, as a result of the absence of our machines which gave no promise of appearing for several days. We did not allow the clouds overhead or the vexatious circumstance of being imprisoned in Glasgow to keep our spirits at zero point for a very long period. We were now expecting some news of our friends Robinson and Stark who had preceded us, but to our surprise and disappointment, were unable to glean any tidings of where they were or what plans they had made, beyond the fact of ascertaining from the Humber

Company's representative that one of them had purchased a wheel from him.

In consideration of the combination of adverse circumstances—the continued rain and our afore-mentioned trials—we did not feel much like sight-seeing. However, we donned our rain protectors and sallied forth to see the grand old Cathedral, which is one of the finest productions of mediæval architecture to be found in Great Britain. But here, as in many of the other old churches throughout Europe, the ruthless hand of modern renovation has shown itself, but the mind can still picture the scenes enacted within the various chapels during the days of the Reformation, and as we pass through the vaulted arches, listening to the tales of reminiscence connected with each particular window or tomb, we can almost imagine we hear the subdued music of the choir chanting a requiem over the death of one of Scotland's early heroes. Before leaving the Cathedral we ran across two ladies who had crossed the ocean with us, and with the additional pleasure of their presence we continued our tour of investigation, passing over the Bridge of Sighs, which connects the churchyard with the cemetery, and found ourselves in Glasgow's city of the dead. With commendable forethought this cemetery has been laid out on one of the highest elevations of the city, and on a clear summer's day must be a spot of brightness and beauty; but, as the rain did not relax its aggressiveness even here, we hurried through, and on to the Asylum for the Blind, which lies quite close to the Cathedral. We were conducted over this interesting institution under the guidance of the matron, who was very kind, showing us the young women at their work of making brushes, which they do with marvellous dexterity, and also the two extremes: the old ladies contentedly sitting in their ward knitting away as though they never realized the absence of the most valuable of the senses, and the little children whose faces glowed with pleasurable pride when, in response to their teacher's direction, they successfully pointed out to us some city, lake or river on the globe of raised material placed in front of them. We came out feeling very much more thankful for our blessings and privi-

leges than we did before seeing the interior of this home.

Having so many preparations to make for our life on the road we postponed further sight-seeing until the return visit. We made a valuable friend in Mr. Mackenzie, the genial representative of the Rudge Company, and under his care the moments of waiting passed swiftly by. The first bicycle to file an appearance was Langley's, and he, impatient to be off and on the wheel, started for Edinburgh, Peard showing his appreciation of Mr. Mackenzie's friendship by borrowing a mount to accompany Langley a short distance, and breaking the tyre of the front wheel before he had travelled half a mile. While these items of interesting moment were being enacted, McBride was on his way to Coventry, considering that personal attention was the surest way of securing his bicycle. So Peard was left alone in Glasgow filling in his leisure moments by meeting every train from Coventry, and on Saturday morning, five days after the party's arrival, he was rejoiced to see a 32-inch safety reposing on the top of a pile of bicycles. It was a pretty close connection; the party was due at the Scottish Cyclists Meet in Edinburgh that afternoon, and there was just a half hour left to join Mackenzie's party at St. Enoch's Station, but the big safety and its rider managed to get there with a moment or two to spare, and so ended the days of our tribulation.

*(To be Continued.)*

### At War with the Wheelmen.

A Bill has been introduced into the Local Legislature by Mr. Davis, of North York, in which he seeks to make a rider of a bicycle responsible for any damage that may be caused by a horse running away through becoming frightened at the silent wheel.

We are both pained and surprised that such a proposal should emanate from a gentleman who effects to be a Liberal.

Time and again have the rights of cyclists been set forth by the Courts of the British Empire during the past twenty years. In England, from the cycles first inception, the courts have never hesitated. A man riding a bicycle and a man riding or driving a horse have been accorded like privileges, have had like responsibilities exacted of them. Each has been given a perfect right to the use of the road, but each must use it in such manner that the rights of others be not invaded. Because horses were here first

does not furnish sufficient reason for practically prohibiting wheelmen from using the highway.

Mr. Davis is years behind the time. The "wheel" is too firmly established, it has too many votaries, there is too much capital invested in it, for the passage of his absurd law. Why not aim, too, to penalize all stray traction engines, railway trains, stump fences, bits of paper, roadside boulders, wheelbarrows, baby perambulators, and the thousand and one other things provocative of runaways on the part of horses of mean disposition.

As a matter of fact the wheel does not frighten many horses now-a-days, from the very simple reason that they have become so numerous that the horses have become accustomed to them.

In cases where deliberate carelessness on the part of a wheelman causes injury or loss, the same punishment can be—and should be—inflicted that is now imposed on horsemen and other users of the highways for similar offences. This should be sufficient. There are no substantial grounds for either the introduction of Mr. Davis' Bill or for its receiving any serious consideration at the hands of the Legislature.—*Norfolk Reformer.*

## THE CHAMPIONS CHALLENGED.

The following challenge was received by the Captain of the Toronto Bicycle Club and is causing much excitement among the members:—

APRIL 6, '91.

*Capt. W. Robins, Toronto Bicycle Club.*

DEAR SIR,—On behalf of a few members of the Toronto Bicycle Club, we hereby challenge the Championship Road Team of the Toronto Bicycle Club of 1890, to a twenty-mile road race—ten men on each side—to take place on May 16, '91, between the hours of two and six p.m. Course of said race to be from top of Norway Hill to top of Highland Creek Hill and return. The team to be selected one week prior to race from the following or any other member of the Club who was not on the championship of 1890:—Gullett, Schultze, Lowes, Lavendar, Webster, W. Miln, Bendelari, Robins, McDonald, Parker, Begg, Love, Irish, Barker, Wood, Lilly.

We remain yours very truly,

JAS. WOODS,  
A. F. WEBSTER.

# 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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Persons receiving sample copies of this paper are respectfully requested to examine its contents, give us their patronage, and, as far as is convenient, aid in circulating the journal, and extending its influence. Subscription price, \$1.00 per year.

## The Davis Bill.

The publication, some days ago, in the daily papers of a synopsis of a proposed Bill to regulate bicyclists—a Bill so manifestly unfair in its provisions as to bring to our assistance many of the leading newspapers of the country—has raised a storm of disapproval about the devoted head of Mr. E. J. Davis, who introduced the Bill in the Local Legislature.

Unless we are very much mistaken, this Bill has the appearance of having been framed by the York County Council, who, last year, attempted to pass a by-law to prevent cyclists from using the roads at all, and Mr. Davis, being a representative of the county, has been requested to act as sponsor for the present absurdity before the Legislature; but we are considerably mistaken in the man if the Bill, as at present understood, meets his approval.

The bicycle as a means of traffic is every day becoming more popular and useful, and the sooner farmers and others recognize the fact and regulate themselves and their horses accordingly, the better will it be for all concerned. A few years ago the same cry was raised against traction engines and threshing machines, but timid horses are now becoming used to them, just as those near the towns are becoming used to bicycles, and it would certainly be a long step back towards the days when the farmers of York County drove steers instead of horses if a Bill containing some of the provisions the Davis Bill contains were to become law.

It may be as well to state here that the wheelmen of Canada have not the slightest objection to any proper restrictions being placed on them, and will only be too willing to assist in placing cycles on a par with other vehicles, as they are at present in England

and many of the States across the border, where the rider is governed by the rules of the road, and must give to, and is entitled to receive from, other vehicles proper recognition.

There is no doubt that the cyclists may rely on the good sense of Mr. Davis and his fellow legislators for fair and just dealing, but it will not do to rely on that entirely without explaining to them our position in the matter, which we trust will be fully done by the committee having the matter in hand.

## A Pas de Géant.

Such is the motto of the Association; and though for the last year or two a *pas de nain* would have been a more suitable one, yet we believe that the time is fast approaching when the Association will again resume its past progressive spirit and once more advance a *pas de géant*. The annual meeting of the Board of Officers, on Good Friday, was well attended and many questions of interest to the whole membership of the Association were taken up and disposed of for what we believe will be the welfare of the Association. Another appeal is to be made to the Minister of Customs for a more equitable arrangement for touring cyclists. The committee who have this matter in hand must however place before the Minister some feasible plan, for it is of no use to go before him and expect that he will have the time to think out the details for them.

In reference to the new guide book we trust that every member of the Association will take it as a personal duty required of him to render every assistance to the Secretary of the Association, and that all clubs will assign to certain of its members the duty of supplying to him the particulars of routes so that his information may be complete and explicit.

In regard to the *Canadian Wheelman* there can be no doubt that the paper ought to be by far the most influential force at work for the good of the Association. And it must be placed on such a basis as to ensure its prompt and regular publication; if possible semi-monthly. In any event the editor of the paper should and will no doubt receive the assistance of some of the better informed members. It is to be hoped that the plan outlined by Secretary Donly in his circular calling the meeting of the Board of Officers, or one fully as good, will be adopted, and that at once.

To enable the Association to accomplish these various improvements it will be necessary for every member to "put his shoulder to the wheel" that we may indeed progress *A PAS DE GÉANT*.

## A Correspondent's View of the Question.

EDITOR CYCLING,—If you will give me a small portion of your space I would like, as an enthusiastic wheelman and a member of the C. W. A., to offer a few remarks on Mr. Donly's letter which appeared in your last issue.

The big and genial Secretary of the C. W. A. has apparently the idea that you are endeavouring to "jump on" his *confreere* and old friend Editor Brierley; but, if the matter is looked at from a purely unbiased standpoint, it can hardly be correctly argued that you have made any "unkind and misplaced" criticisms regarding this gentleman. I must say, however, that your articles relative to the Association have been rather fiery, but perhaps not more so than the occasion warranted. Admitting for argument's sake that you have been too severe in referring to the organ of the Association, and that Mr. Brierley, as the C. W. A. Editor, partook of a portion of your reputed censure, is it to be supposed that this gentleman, who we are told by Mr. Donly is one of the busiest of men, can give the time necessary to the successful editing of a cycling paper; especially as it cannot be expected, in consequence of his being such a busy man, that he can afford to give up valuable time which would otherwise be employed in furthering his own interests, as he has not *now* any monetary interest in the office that turns out the paper? I think not, and it could hardly be expected of him.

As far as keeping the interest alive during the winter months is concerned, this is just the time when the wheelman desires to hear what his fellows are doing; it is a very simple matter to keep enthusiasm up to the boiling point when the first balmy breath of spring-time conveys to the impatient cyclist the gladsome intimation that the long summer days are close at hand. It seems to me a mistake if either you or Mr. Donly allow this matter to develop into a discussion of any one person's responsibility—that is not the point. The question is just this: we are not, as an Association doing our best; what we can do, and how to successfully prosecute the work are phases that require consideration and possibly would bear considerable discussion. Encourage some of your other readers to say something on the subject, Mr. Editor; after which another line or two may be added by

AJAX, JR.

BRANTFORD, 31st March, '91.

## The Annual Meeting.

The annual meeting of the Board of Officers of the C. W. A. was held in the Toronto Bicycle Club's rooms on Good Friday, the following gentlemen being present: President S. Woodruff, Vice-President R. A. Robertson, Ex-Presidents R. H. McBride and H. Ryrie, Sec.-Treas. Hal. B. Donly, Chief Consuls C. Langley, Toronto; E. C. Hill, Kingston, and T. A. Beament, Ottawa; Representatives, F. G. Gnædinger, Montreal; E. W. Smith, St. Catharines; J. H. Gerrie, F. W. Hudson, E. A. Scott and W. Robins, Toronto.

The Sec.-Treas. presented his annual report, showing a balance on hand of \$494.04.

Hamilton applied for the annual meet on Dominion Day on condition that all the surplus, if any, should go into the funds of the H. B. C. instead of dividing equally with the Association. After considerable discussion a compromise was arrived at, the Association agreeing to accept 10 per cent. of the profits as its share.

A committee consisting of Messrs. Walsh, Hunter, McBride and Langley, with power to add a fifth, was appointed to watch the progress of the Davis Bill in the Local House, and vigorously oppose any clause therein which might injuriously affect cyclists.

Mr. Langley presented a petition from the T. B. C. asking the Association to recoup them for their outlay in the case of English *v.* McQuaid. The members generally expressed the opinion that, if the case had been under the control of the C. W. A., they would have been willing to pay all the costs, but under the circumstances agreed to recoup the Torontos in the amount of \$75 on receiving an assignment of their claim against McQuaid.

Considerable discussion took place upon the subject of improving the *Canadian Wheelman*, and Messrs. Donly, Beament and Langley were appointed a committee to take the matter in hand with a view to publishing the paper semi-monthly during the wheeling season at least.

A letter was read from Mr. W. H. Johnson, of Syracuse, N.Y., asking to be appointed a Consul of the Association. Referred to Chief Consul Hill, of Kingston, for action.

The Association decided to authorize the Racing Board to suspend all riders who compete in unauthorized meets.

Article III. Clause 1 of the By-laws was amended, and now provides that all club

proxies at the annual general meeting must be held by members of the club appointing them.

Article IV. Clause 1 was also amended, and now provides that Chief Consuls and Representatives are to be elected at the annual general meeting on Dominion Day.

The question of handicapping pneumatic and cushion tyred wheels was referred to the Racing Board as coming within their powers.

It was decided that the fee should not be reduced to 40 cents as proposed, and it will stand at 50 cents as heretofore.

The Minister of Customs is again to be interviewed by Messrs. P. D. Ross, T. A. Beament and G. Blyth, of Ottawa, who were appointed a committee to formulate a scheme to modify the Customs regulations and present for his consideration.

The proposal to issue a new guide book resulted in a decision to publish one in the spring of next year.

Altogether the meeting was one of the most successful in the history of the Association, and the Board are to be congratulated on the amount of work accomplished.

#### Ottawa Letter.

EDITOR "CYCLING,"—In looking over the *Mail* for March 28th, one must have noticed the able editorial referring to the Davis Bill for the regulation of wheeling.

The editor deserves the gratitude of all wheelmen for his powerful defence of our rights, and for the scathing rebuke administered to the authors of that masterpiece of ignorance and injustice, which could have emanated alone from a biased and untutored mind. So complete in all its bearings was that editorial that little remains to be said except in praise of the editor and in condemnation of the measure that called it forth.

Seldom do we see so well indicated that injurious tendency of the age toward over-legislation, and seldom have we seen the ambitious efforts of incapable, would-be legislators culminate in such a monstrosity. The passage of such a measure would be a gross injustice, a blow at individual liberty, and a precedent for the re-enactment of every iniquitous restriction that has ever disgraced the pages of legislative incapability. Surely the wheelmen as citizens have rights that command respect, and surely the manufacturers of Canadian wheels, in view of their vested interests, deserve the respect and support of the community in which they have had the enterprise to erect their fac-

tories. Few outside of the cycling fraternity have any conception of the amount of capital that is invested in wheels in this country—in legislators this ignorance is little less than criminal. I trust that before the publication of your next issue the obnoxious measure shall have been relegated to the realms of oblivion, except that its memory shall remain a monument to the incapability of its authors. It is high time that such measures should be taken that would prevent the sending of persons to our legislative bodies that have no knowledge of the proper sphere of government, nor even the barest rudiments of the principles of political economy.

Ottawa, usually enthusiastic in wheeling matters, will probably be largely represented at Hamilton. Some there are that laugh at enthusiasm, but he who is incapable of it has never been known to succeed; therefore let us be enthusiastic wheelmen with our faces set toward Hamilton which is this year to be our Mecca, a pilgrimage thence it is our bounden duty to accomplish.

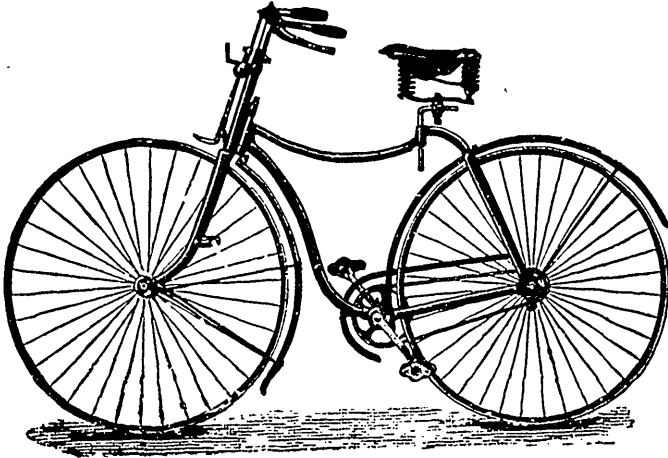
Mr. Donly's letter *re* C. W. A. has given a clue to the real trouble. It strikes me forcibly that whatever delinquency may exist in the organization is due to the apathy of individual members rather than to the fault of the officers. We feel that these officers have carried out their duties nobly, being without hope of reward other than the thanks of the Association. It must come home to all of us that we have not supported them as they have deserved. This is shown by the manner in which efforts to compile a new guide book were received. A guide book can be gotten up only through the efforts of individual members, and until the very members that are kicking buckle-to and provide matter for it, that book will continue a minus quantity. Undoubtedly some aggressive work can be done by the C. W. A. with reference to road improvements, tariff charges and the use of public parks, also in the line of ascertaining and protecting the rights of wheelmen. The publication of the laws relating to wheeling jurisprudence, either in connection with the new guide book or as a separate pamphlet, would be a desirable acquisition to wheeling literature. The payment by the C. W. A. of the legal expenses of Mr. English would tend to increase the confidence of members, as well as to show outside wheelmen that the C. W. A. offered the additional advantage of protection as well as those of good fellowship and enjoyment. Yours fraternally,

ARTO.

OTTAWA, March 30, 1891.

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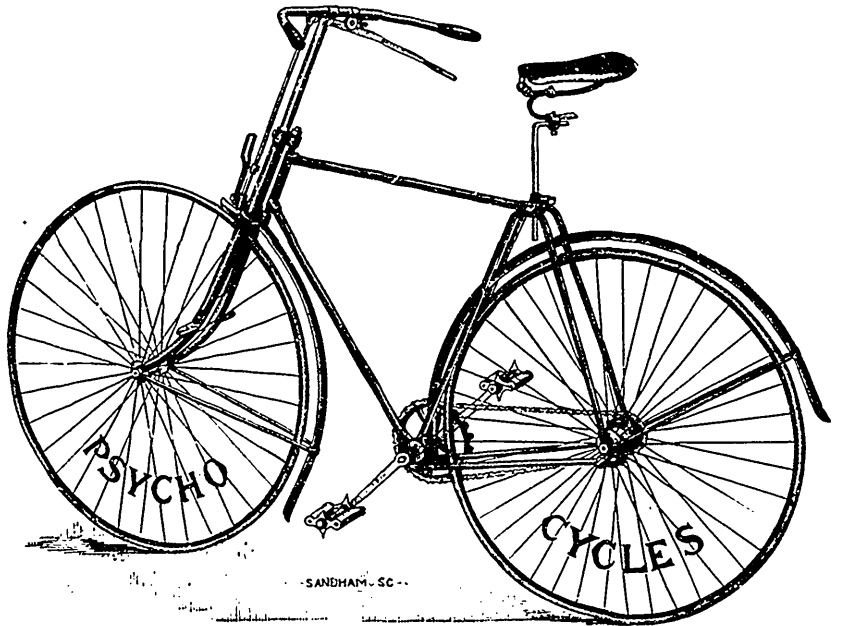
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## Toronto Bicycle Club.

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.

E. A. SCOTT - 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.

## CLUB NOTICES.

At the regular meeting of the Toronto Bicycle Club, the Incorporation Committee reported that they had made the necessary application for Incorporation, and asked to be discharged. The Club adopted the report and empowered the Club House Committee to perform any further duties appertaining to it. Mr. Gnaedinger, of Montreal, an old member of the Club, resigned on account of his inability to attend club meetings. The Club House Committee reported progress, and requested the members to sign the Stock Book as soon as possible. The Stock Book is at Mr. Cox's office, 9 Toronto St., and members will confer a favor by calling early. Mr. Lawson withdrew his notice of motion making it obligatory on all new members to subscribe for stock. Associate membership fee was fixed at \$2.

The following notice of motion was given by Mr. C. J. W. Lowes:—

That at the regular monthly meeting of the Club I will move that the Constitution and By-laws be amended to make the annual fees of Junior members \$2 instead of \$3.

## RUNS FOR THE MONTH.

SATURDAY, APRIL 11,	—Kingston Road.
" "	18,—Lake Shore Road.
" "	25,—Thorn Hill.

## A Moment With the Boys.

There's nothing mean about Frank Lilly. He reserves his headers for the principal streets, as witness his last on the corner of Yonge and Adelaide.

W. Richardson, a member of the T.B.C., living at Weston, rode into the city on Monday to business and reports the roads in good condition.

Hamilton promises the long looked for Team Road Race at the C.W.A. meet this year. If the correspondence which has been going on in the cycling papers recently may be relied on there will be lots of competition.

On Saturday, some of the "juniors" met together at the T. B. C. and formed a "team" to race the champions. There are some good men on it, and if the champions will only give them long enough handicaps, they may win the twenty-mile race. We hardly think it fair, however, to the champions to call such old heads as Webster and Lavendar "juniors."

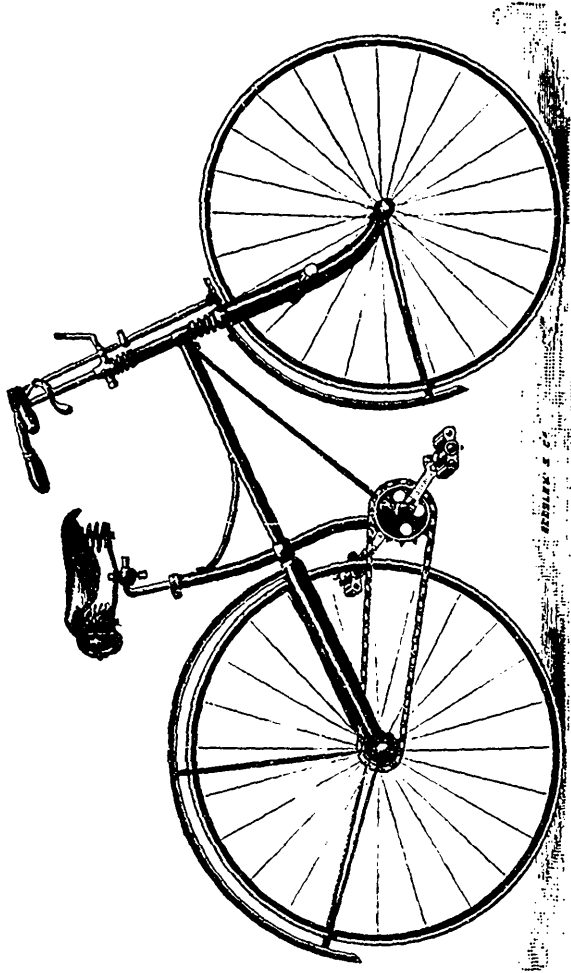
We are informed that the 1st Lieutenant of the Safeties is about resigning, he having taken to the Rational. The last seen of him was on Saturday night, when he was wobbling over the asphalt and calling a policeman to stop his wheel that he might dismount. Put on the brake next time, F. B., and you will get off quick enough.

## Probabilities.

At great expense, CYCLING has just formed a contract with "Old Probs," and will immediately proceed to give our friends the benefit of his prognostications in reference to the Team Road Race between the champions and "juniors" of the T. B. C. Gullett will leave Dave out of sight. F. B. will ride a Rational, but as he is not long enough for "go or higher" Mac. will win. "Bendi." and the captain will both have to train some of the fat off them. Macdonald and Hurndall will make the best finish. "Our Willie," on his new cushion tyre, will push "Scottie" pretty close. The Secretary will upset "Freddy" at the start. Schulte will "do up" Bulley if he does not take a header. Parker will make a big effort to "knock out" "Fisky." "The Kid" is "laying for" Howard, and will probably come in ahead of him. The Statistical Secretary will laugh at "Billy" West all summer.



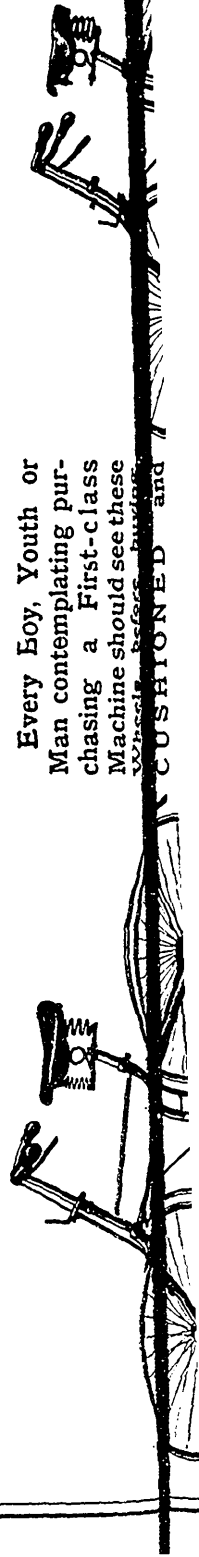
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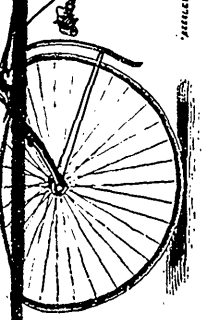
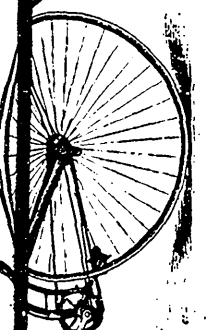
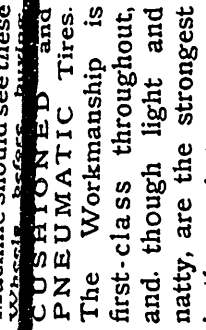
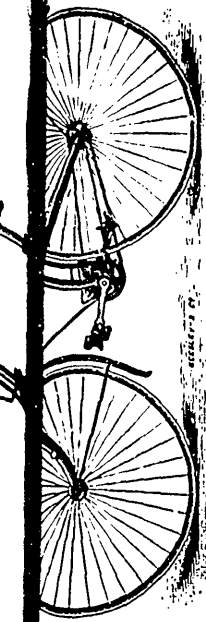
Every Boy, Youth or  
Man contemplating pur-  
chasing a First-class  
Machine should see these  
Wholesalers before buying



Wholesale buyers should see these

Wholesale buyers should see these

Wholesale buyers should see these



"SPECIAL" TELESCOPIC SAFETY.

"SPECIAL" IVEL NECK SAFETY.

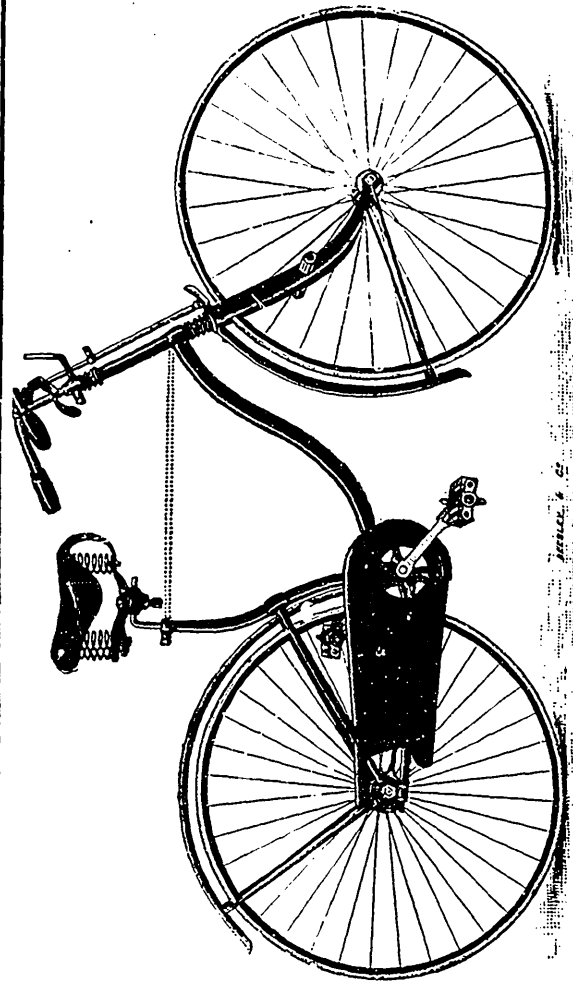
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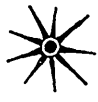


We will sell these machines wholesale only to first-class retail **MEN'S FURNISHERS AND GENERAL STOREKEEPERS** throughout the country, who will have our Illustrated Catalogue, which can be procured by writing us.



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That these machines can be retailed at from 20 to 25 per cent. cheaper than most first-class machines are sold at in Canada to-day, still leaving a respectable living profit for the retailer. This is a safe side line and is worthy of serious consideration by the trade generally.

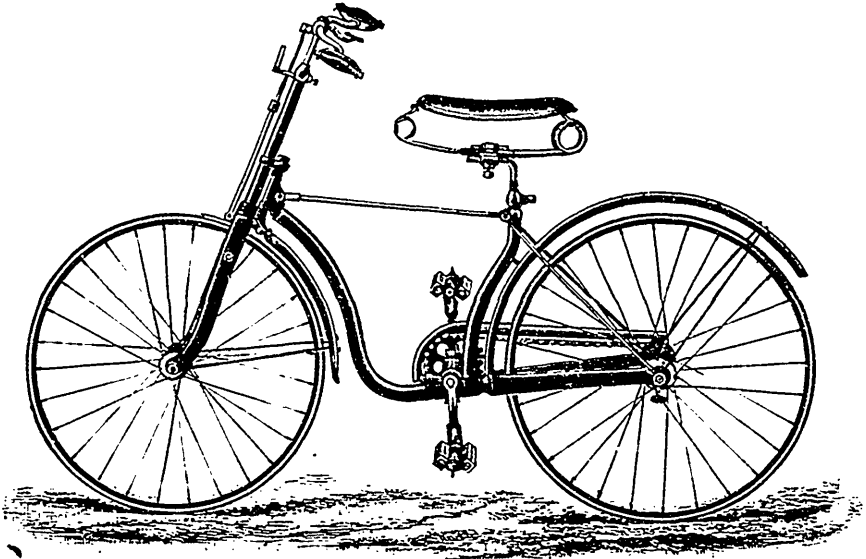


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HIGH GRADE SAFETY BICYCLES



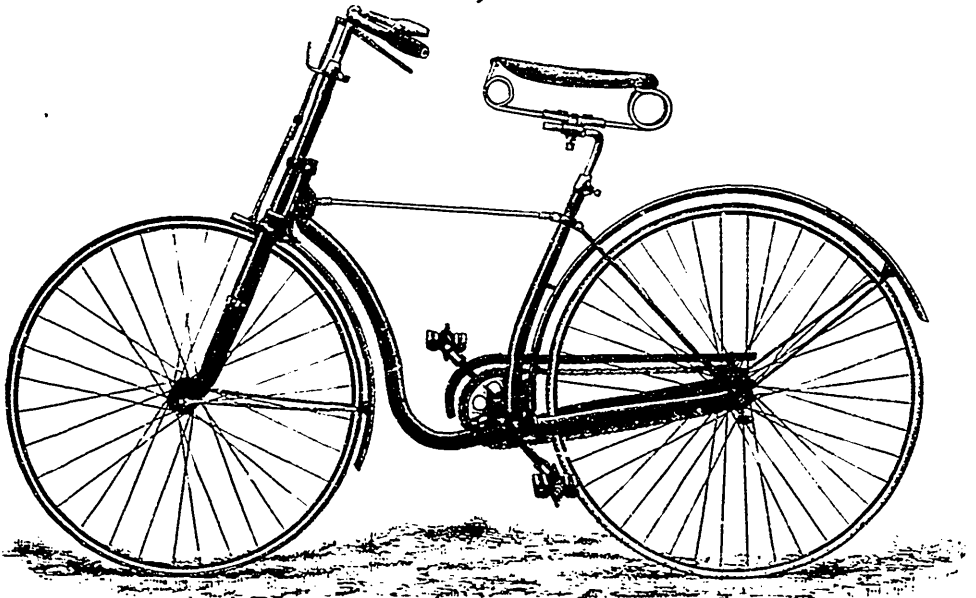
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**Wheels**—Both 24 in. x  $\frac{3}{4}$  in. tires; tangent spokes with adjustable nipples; geared to 38 in.

**Frame**—Weldless steel tubing, semi-hollow steel forks, dropped forgings throughout, ball-centre head, adjustable cones in wheels, yoke and pedals.

**Finish**—Enameled black; with handle bar, brake fittings, seat rod, braces, cranks pedals and nuts all highly nickle-plated on copper.

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TORONTO.

## For Road Riders.

It is often a matter of surprise to us the ideas that some men have as to road races of any distance over twenty miles. Thirty is looked upon as a very long race, and fifty is considered a journey not to be entered upon without a most elaborate course of training, riding at least forty miles per day, living on a Bovril diet, and getting rubbed down on every possible occasion with Anti-Stiff, etc.

As a matter of fact the course of training required for a fifty miles' road race is not by any means severe. For an average man to get into condition for such a race the actual distance to be ridden in training varies very much. Some men require and will stand a lot more work than others. A pretty good rule is, "never ride until you feel thoroughly tired." The following programme, carried out for about six weeks previous, should bring most men over fifty miles in good style. Starting on Monday, ride four to six miles pretty fast. Tuesday, eighteen to twenty-five miles at a good steady pace, not spurring, but endeavoring to ride as easy as possible. Wednesday, a walk or short run. Thursday, a fast ten to fifteen miles, finishing the last three or four fast. Friday, another walk or short run. Saturday, ride at least the full distance of the intended race at an ordinary pace.

Rest for two or three days previous to the date of the race, and when the event actually takes place, try and avoid all spurring until the finish. Ride up hills slowly, and down as fast as you like. As in training, try to ride as steadily as possible, endeavoring to get the greatest possible amount of pace, with the least exertion. A great deal of care should be exercised in having the position, length of stretch, etc., correct, as this is a point too often neglected.—*The Wheelman*:

## Trade Note.

Mr. Geo. F. Bostwick, 24 West Front St., who has a good reputation for handling only the very best goods, has this season added to his extensive business a very fine line of High Wheel and Safety Bicycles. It is now several years since the Company manufacturing these wheels commenced operations. They have been making a careful study of the requirements necessary in the mode of construction and materials used to enable them to turn out an article especially adapted to meet the hard usage experienced on Canadian roads, and having now passed the experimental stage, are this year offering a variety of High and Safety Wheels which are believed to be superior (for Canadian use) to any English, American or other Canadian make now on the market.

### The Woodstock Meeting.

The Woodstock Amateur Athletic club have sent out the following circular:—

*To our Cycling Friends:—*

It gives us unalloyed pleasure to make our eighth annual bow to you, and to hand you herewith the programme of bicycle races for our meet on Monday, May 25th, 1891. We feel that the pleasant relations which we have labored so long and so hard, but at the same time with so much satisfaction, to build up between the bicycle riders of America and ourselves, will have another strong link added to them by the event to which we call your attention, which, without any boasting, we can predict will be the event of 1891. Knowing, as so many of you do, the reputation of the W. A. A. A. for offering the most valuable and fairly representative prizes placed before racers by any institution in America; the fair treatment accorded to all competitors; the reputation of the town for hospitality, and the fact that our track holds every Canadian record but one, we feel that it is almost needless to say more than that in every particular we are determined to excel all past efforts, and can therefore confidentially assure all who may come here a fair field, no favor, splendid prizes, a hearty old-fashioned bicyclist's welcome, and with much pleasure we subscribe ourselves,

#### THE WOODSTOCK AMATEUR ATHLETIC ASSOCIATION.

##### PROGRAMME.

1. One half-mile, open to all.
2. One mile, open to all.
3. Five miles, open to all, handicap.
4. One mile, open to all, handicap.
5. One mile, safety, open handicap.
6. Two miles, tandem, open.
7. One mile, green race, road machines.

C. W. A. rules to govern.

Our full programme, with list of prizes, will be ready about 15th April. For same, or any other particulars as to rates, accommodation, training, etc., write the Secretary, who will cheerfully answer all enquiries.

E. W. NESBITT, President.	S. WOODROOFE, Vice-President.
D. S. KENDALL, Secretary.	F. MILLMAN, Treasurer.

A strange thing happened in Toronto, the asphalt pavement having caught fire. The theory is that Toronto is built right over the infernal regions and that a spark set fire to the roof.—*Hamilton Herald*.

### Of Interest to Cyclists and the Legal Profession.

A suit brought by George M. Armstrong against Edgar S. Lockwood was tried before Justice J. F. Barnard and a jury in the Supreme Court in and for Dutchess County, New York, at Poughkeepsie, on March 11, 1891. The action was brought by the plaintiff to recover damages for injuries alleged to have been sustained by him by reason of his being run into by the defendant, a wheelman. Justice Barnard, in charging the jury, said:—

"Gentlemen of the jury, this occurrence happened in a public street, a public highway in the city of Poughkeepsie. Both these parties had a right there—make no mistake, gentlemen—the bicycle man had as much right in the highway as the man in a waggon or a man on foot, and don't be carried away with any idea that you can regulate the particular vehicles that shall use the road, when the law don't justify you. The principle of travel upon the highway is that everybody is bound to anticipate possible danger, and to guard against it, and any violation of that principle, either upon the part of the plaintiff or of the defendant, is of vital importance in these suits. Gentlemen, take this case. Both of these gentlemen have a right in the street, and judge these people according to the degree of care proven by the circumstances under which this action arose. If the plaintiff was free from any negligence, he is entitled to recover."

The Leeds men who have taken out a patent for propelling cycles by wind and advertising on the sails are just a bit in advance of the times.—*The Wheelman*.

ST. ALBAN'S.—The magistrates have marked their sense of the conduct of a rough who interfered with and attacked a couple of cyclists in this neighborhood by inflicting a fine of £1 and costs. A further fine of £3 was inflicted upon a practical joker who threw himself in front of a bicyclist to the serious injury of the rider.—*C.T.C. Gazette*.

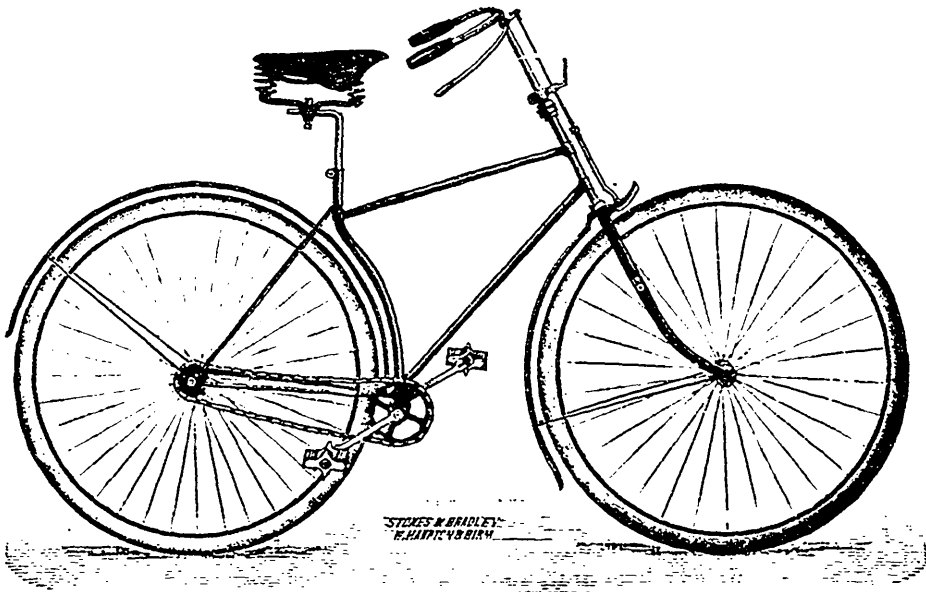
A WARNING TO CABMEN.—William John Arringer, 36, a cabdriver, of Jeffery Street, Kentish Town, was charged with assaulting Percy W. Smith, a stockbroker, of 31 South Villas, Camden Square. The prosecutor said he was riding his bicycle along the Junction Road on Friday night, and the prisoner was driving a hansom cab in the same direction. Arringer drove his cab close to prosecutor's machine, and more than once drew his cab across the road just in front of the bicycle, and prosecutor narrowly escaped being seriously hurt.—*Daily Telegraph*.



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WHEEL  
OF THE  
Season.



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" " "C." " " 105 00	" " "G." Cushion Tyre 95 00	2nd " " " 9.00 "

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### A Jack Tar's Cruise on a Bicycle.

An English paper contains an amusing yarn related by an old sea-dog about a cruise he had ashore on a bicycle. He had just returned from a long voyage, and was, consequently, well supplied with money, so when he spied a wheel in front of a store he immediately purchased one. "As I'd never ridden one afore, I got the man what sold it to help me sail the vessel," he stated, when telling his experience to a crowd of seamates. "All the morning he kept at it, and after ripping my breeches and falling overboard on to the man scores of times I learned how to steer the craft n yself. Well, I takes her home, and after dinner starts on a cruise. Getting a couple of land lubbers to steady the craft on an even keel, I claps my feet on the india rubber handles in the middle of the big wheel and sets sail. It was a prosperous voyage for a couple of mile, when I comes to the top of a long hill. Cocking my legs over the steering bar like two bowsprits, and sitting well aft the mainmast, I lets her drift. With the wind fair astarn she drove on quicker and quicker till I was ripping along at twenty knots an hour. All of a sudden, half way down the hill, a wagon of hay with three hosses all in a string began to cross the

course. The captain of the vessel was walking alongside, so I roars out to him, 'Ahoy, there! breakers ahead! Clap on all sail or I'll be aboard ye in a minute!' He looked round, rushed to the hosses and dragged the wagon across just as I went sailing by close astarn, like a flash of lightning. As I whirled along round a bend in the hill I spied the top sails of a drove of pigs near the bottom, and they were sailing slower than me straight ahead. I hailed the driver: 'Hold on, ye lubber! come to anchor one side of the channel. Furl your sails. Har'r'd a port.' He made desperate efforts to drive the swine to one side, but as fast as he drove one aside two more ran in the road. In a second I was amongst them ripping along at full sail. The enemy heard me coming along and about five of the biggest scampered on ahead in front as hard as they could go. Suddenly I remembered the brake which the man said was to stop headway. Marlin-spikes and jib-booms! shiver my timbers! it was the right name. I pulled hard on the brake handle, and shot up into the air like a rocket, and came down heavy on the back of the biggest pig. He let out a shriek like a steam engine in a fit. I rolled off on to the ground, got up, and went back to the wreck. The brake had done its work well, for there was not a

blessed atom unbroken. I felt mighty savage, and to relieve my feelings I knocked down the pig driver, told him to make an arm chair for his granny out of the wreck, and clapping a little squealer under each arm I bolted home. For the rest of that week we feasted on pork at Pollie's, and jolly good pork it was, too."

### A Glimpse at Our Exchanges.

Trophies offered at meetings of athletic clubs controlled by the A. A. U. rules shall not exceed the following prices: \$35 for first prize, \$20 for second, and \$10 for third.

American wheelmen encourage the membership of ladies in their clubs. We agree with the American wheelmen. It is only the married cyclist who ever objects to the presence of the sex; but then some of these bald-headed Benedicts know a lot.—*The Wheelman*.

Philadelphia intends to inaugurate a big tournament on Labor Day, and has formally applied for the national championship races which Detroit so unfeelingly cast to one side. Chicago also lays claim to them, and Peoria, Hartford or Providence would be only too pleased to secure the honor of conducting them.—*The Wheel*.

The net result of a lantern parade recently held at Cardiff, Wales, was £303 odd shillings and odd pence. Will someone tell us how money can be made on lantern parades? In this country the result of such illumination is much weariness and vexation of spirit, a series of nasty slips on the greasy pavements, tallow here, tallow there, tallow, tallow everywhere, and not a few of the ladies' dresses torn.—*The Wheel*.

We have just received a copy of a circular letter, sent by the Secretary of the C.W.A. to all the members of the Association, asking their assistance in opposing the Davis Bill. It deserves and requires the immediate attention of every member, and it is to be hoped that each member will feel that it is a personal letter to himself, and act accordingly.

We cannot understand why so much fuss should be made over Lord Lonsdale's feat of driving twenty miles within the hour. There are hundreds of driving men in Ireland alone who could do as well as that. Where is such a performance when compared with Holbein's or Edge's long-distance ride? Simply nowhere.—*Wheelman*.

Our English correspondent on the occasion of his first experience with a pneumatic, discarded mudguards with the result that he

did not reach his *lares et penates* at all that night, nose, eyes, mouth and ears being filled with mire and clay; and shoes, when once taken off, refusing to go on again. Novices, take to heart this over true tale.—*The Wheelman*.

The venerable Mr. Coupon Clipper, growing loquacious after dinner, told this story: "I well remember the failure of Getup and Glideaway. They went overboard dishonorably and then bankruptcy brought them a fair return for their trouble. Their failure was a well managed and profitable affair. They owed me \$300 and it cost me several thousand to jail them, for they were sharp birds. My trade knew that I had nailed them, and while I continued business, firms which were anxious to do, made it a point to first pay Coupon Clipper." And there is much meat in the story.—*The Wheel*.

On Saturday evening we called at the "Comet" works to take a look at their machines, and found that though they had a number on the way there was not a complete "Rational" or No. 1 "Safety" in stock, the demand for these machines having been so great. Mr. Lavendar, however, informed us that they would have a number finished in a day or two.

Some "smart Aleck" tried riding over the curb-stone on Jarvis Street on an ordinary the other evening. Result—a first-class "header."

### Ladies' Safeties.

The ladies' safety in America is almost a necessity to the woman who rides much in the country, whereas we in England, in fact, we in the United Kingdom may keep to the three-wheeler if we choose, without the fatigue and discomfort suffered by its votaries in the States. But though most of the English manufacturing firms are now turning out ladies' safeties those very firms continue to assure us that the demand for the two-wheeler is by no means large, and to marvel why this thing should be. Perhaps one very good reason lies in the fact that the safety for feminine use is still, as produced by many of the makers, open to considerable improvements in one or two respects.

Chief among these faults is a badly-dropped frame. Now, to induce a lady to mount a safety, it is necessary to convince her that she will not look awkward or unwomanly upon it. If she sees a frame constructed, as it is in many cases, so that her skirt cannot



possibly be made to hang properly when she is in the saddle, the temptation to make that machine her own is small. In many ladies' safeties the frame is not brought nearly low enough at present, and the distance between it and the pedals at their lowest is great enough to make the effect very bad in the eyes of the critical observer.

Imperfect guarding is another crying sin in a safety. The machine cannot merit its name if there is the very faintest chance of a woman's draperies catching in either driving gear or wheel. Some of the new tricycles are so beautifully provided for in this respect that there is not the possibility of any such accidents happening. And yet, under all conditions, there is far more risk to the lady bicyclist than to her tricycling sister, and any catching of the draperies is sure to have far more serious consequences. Yet more than one so-called safety that I could mention—if I would—has a mere airy trifle round the chain which politeness might call a guard, but which common sense would soon prove to have no right whatever to the name.

Surely, the brake is one of the most omnipotent factors in a safety, and yet nine out of every ten machines I have ever examined or tested have a brake which may be all that is excellent when it is once applied, but which is so constructed that the ordinary hand of woman can only jamb it down with her finger tips; and if woman's hand is not endowed with the power of man's, why on earth should she be deprived of even her feeble force? Nobody would think of giving a man such a brake-reach that he could only use his finger tips to it.

Of course, the root of the whole matter is that cycle constructors are men, and have only slowly and imperfectly come to understand what are a woman's requirements in a machine. I would advise them, at least, to take women into their councils, or it will be long before the demand for ladies' safeties equals the generous supply.

—VIOLET LORNE, in the *Bicycling News*.

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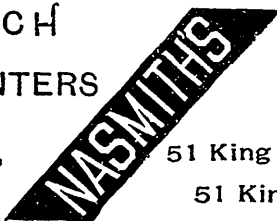
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