



A JOURNAL OF CYCLING.

*The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.*

VOL. III.

LONDON, CANADA, APRIL, 1886.

No. 6.

— THE —

# — Victor Light Roadster —

— FOR 1886 —

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NEW DEVICE FOR LOCKING THE HEAD.

Avoiding the constant annoyance of its coming loose. Saddle much improved, longer and narrower, with wrench strapped on underneath.

Handle Bar entirely changed and improved, past a reasonable chance of breakage.

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HANDSOMEST AND EASIEST RUNNING LIGHT ROADSTER EVER OFFERED IN THE MARKET.

You will make a mistake if you buy without investigating.

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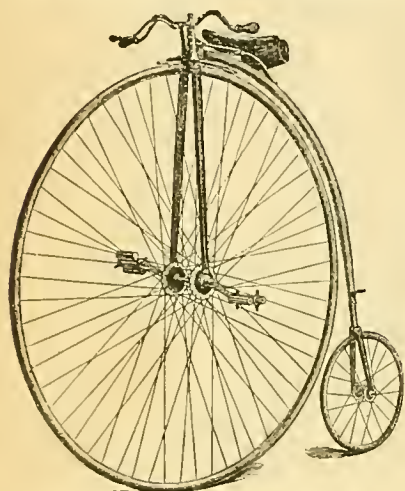
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SEND 3¢ STAMP FOR CATALOGUE.			

April, 1886.

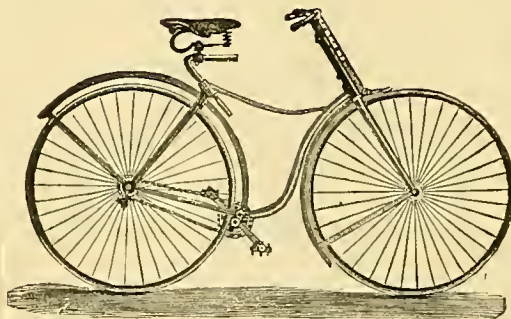
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This will again be our leading line for 1886. We claim that it is the best, lightest, strongest and most rigid bicycle manufactured.

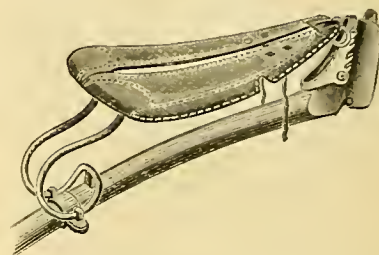
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PRICE ..... \$120.00.

This is a new Safety Machine of the Rover type, brought out by the Rudge Company. It is perfectly safe, and bids fair to become very popular.

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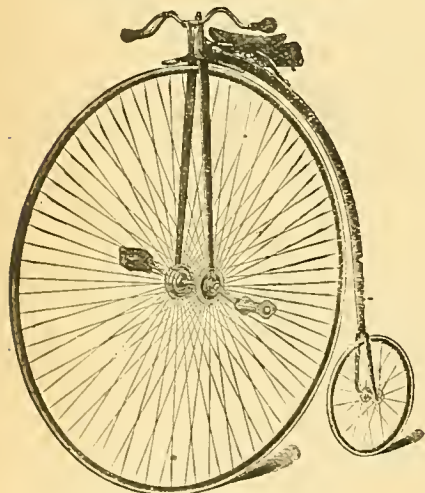


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We are Sole Canadian Agents for this celebrated adjustable saddle and spring combined. It is the only saddle having any of the following points: Adjustment in height in front, by means of a notched post; adjustment in height in rear, by means of blocks of varying height under the base of spring; adjustment in length, by means of steps and rivet bolts joining the two sides and passing over front spring; adjustment in width, by the automatic closing of the two sides to fit the form, and a lace underneath to hold them together, if desired; adjustment in tension, by the leverage of the clamps and eye-bolts at the rear; a comfortable coasting plate, at the rear of the seat, with the rivets obscured; a bifurcated seat, to remove pressure from the *perineum*, and to allow independent stretching and reciprocal tension to the two sides. The only saddle that can be changed in shape or position at all.

State make of machine when ordering. Dealers supplied.

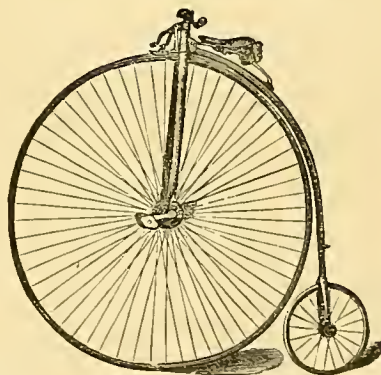
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PRICE (with Duryea Saddle and Spring), \$85.00.

The above machine represents the best value for the money to be found in Canada. It has the Rudge Ball Bearings to both wheels, hollow forks, nickelled head and handle-bar, &c.

THE C. R. & CO. BICYCLE.



PRICE ONLY ..... \$50.00.

A new, cheap Wheel, imported specially by us. Has Eolus Ball Bearings to front wheel, cowhorn handle-bar, etc.

Also made in Boys' sizes, at \$45.00.

THE PERFECTION BICYCLE SHOE



The Perfection Bicycle Shoe, made of the best quality of superior grained calf; equal to the best American shoes; secure on the pedal; perfect fitting; elegant in appearance; laced to the toe; made to order in two widths and half sizes; leather strips across sole. (Give size of boot, and state whether broad or narrow foot. Price, \$3.50.



# The Canadian Wheelman :

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION, AT LONDON, CANADA, AND SUPPLIED TO ALL MEMBERS OF THE ASSOCIATION.

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LONDON, APRIL, 1886.

WANTED—A MAN.

The *Cyclist* has come to the conclusion that the time has arrived when the question of international championships should be fairly looked at and considered. The day has passed when it was unnecessary to go out of England to find wheel records or even riders of more than fourth-rate distinction. The United States is laying claim to recognition as the home of some of the fastest riders the world has yet produced. Germany and France are waking up; Australia is well to the fore. In view of these facts, the *Cyclist* suggests the formation of a federation of the leading wheel associations of the world for the purpose of arranging and controlling a series of international contests, to be held in rotation in the different countries whose associations are members of the federation. The idea is a capital one, and will likely soon assume a concrete shape. It is rather mortifying to a Canadian, however, to find no mention of the Canadian Association as one that should be asked to co-operate in the suggested movement, although our sister colony of Australia is spoken of in this connection by the journal mentioned. It is not to be denied, however, that the Canadian Wheelmen's Association, nor Canadian wheelmen, is as well known outside of Canada as the strength of the one and the number of the other deserve. This is in great part due to the absence of any riders on the race-track who have made records sufficiently good to attract public attention from cyclists in other lands. When we have a Hendee or a Rowe, a Howell or a Cortis, we may expect recognition, but hardly so long as we remain at the dead level of respectable mediocrity that has been the distinguishing feature of Canadian wheel racing since the organization of the C.W.A.

Who will be the hero to raise us out of the Slough of Obscurity? Let him come forth, and announce himself at Montreal on July 1, 1886, and our children's children will call him blessed.

## MAKERS' AMATEURS SUSPENDED.

The chairman of the racing board of the L.A.W. issued on March 8 what was probably the most important order that ever emanated from that board. It was an order suspending from active membership in the League nearly every rider of prominence in racing circles until such time as they prove, to the satisfaction of the board, that

they have not violated the amateur rule of the League. This drastic measure was only decided upon after the most careful consideration, and was felt to be the only possible remedy for the evil of maker-amateurism, with which both England and the United States have had to contend for some years. Happily Canada has so far been free from this class of gentry. The following are the names of the American riders on whom is now thrown the onus of proving their amateur status:

Wm. A. Rowe, Lynn, Mass.; George M. Hendee, New Haven, Conn.; Edward P. Burnham, Newton, Mass.; A. O. McGarrett, Springfield, Mass.; Wm. A. Rhodes, Dorchester, Mass.; F. F. Ives, Meriden, Conn.; Fred. Russ Cook, San Francisco, Cal.; Alfred A. McCurdy, Lynn, Mass.; John Williams, Dorchester, Mass.; Wm. H. Huntley, Newton, Mass.; F. W. Westervelt, Springfield, Mass.; I. M. Horton, Macon, Ga.; I. E. Slocum, Macon, Ga.; William Taylor, Macon, Ga.; C. F. Cope, Philadelphia, Penn.; J. Rexford Smith, Washington, D.C.; John Green, Philadelphia, Penn.; Edward Taylor, Washington, D.C.; Wm. Robertson, Washington, D.C.; Asa Wendell, Lynn, Mass.; S. G. Whittaker, St. Louis, Mo.; Geo. E. Weber, Smithville, N.J.; Joseph Powell, Smithville, N.J.; L. D. Munger, Detroit, Mich.

## ABBOTT BASSETT'S NEW VENTURE.

It will be a surprise to many to learn that Mr. Abbott Bassett, the well-known and popular editor of the *Bicycling World*, in the past the leading wheel paper of the Continent, has resigned his position on that paper and decided to establish a new journal of cycling. In a circular issued by him he says:

"After an experience of five years in the editorial chair of the *Bicycling World*, I am obliged to give up the position because the future policy mapped out for that paper by the proprietor is not one that I can endorse. I have determined to start an independent weekly paper, which will have no interest for or against any manufacturer or dealer. I shall give all the news, but I shall let the courts decide matters in dispute between parties in litigation."

THE CANADIAN WHEELMAN cordially greets Mr. Bassett, and trusts that his new venture will receive that hearty support that he deserves for his manly and independent course, which we are certain he will follow to the end.

## THE GUIDE BOOK.

According to the arrangement made by the Board of Officers, the Chief Consuls have now in hand the preparation of the road reports for their respective districts for publication in the new Guide Book. Local Consuls have been furnished with blanks on which to make reports, and it is hoped that they will be as expeditious as possible in returning them to their Chief Consuls. Consuls will take the old reports and go over them carefully, pointing out and correcting all mistakes, and if possible give fuller details of the roads. By studying the Association map, they will acquire a knowledge of all roads between towns which are not in the old but should be given in the new Guide Book. Wherever such vacancies occur, a genuine attempt should be made by the nearest local Consuls to supply the desired information. The forthcoming book should be in every particular as reliable as possible, and will be compiled with the idea of remaining in use for some years. In order to make it such a book as will be a credit to the Association, the active, earnest co-operation of every member is imperative.

## OUR SUPPLEMENT.

We publish this month a Supplement containing the Constitution and By-laws as adopted by the Board of Officers at its recent meeting in Toronto. Before this Constitution and By-laws can come into operation, however, they must be approved by the vote of the Association. For this purpose, a blank voting ballot is attached to the Supplement, upon which every member is requested to send his vote for or against the changes at once to Mr. H. B. Donly, Sec.-Treas., C.W.A., Simcoe, Ont. As it is desired that the new Guide Book should contain the Constitution and By-Laws, let the votes be sent in as quickly as possible. Members will find by comparing the By-laws as published now with the ones in the old Guide Book that with the exception of the change in the Amateur Law all the alterations are unimportant, and pertain merely to the clerical work of the Secretary and other officers.

## THE NEW UNIFORM.

Our Supplement contains a cut and particulars of the new Association uniform, to which we call the attention of all those members who may not have been shown the samples and circulars sent to the several local Consuls by Secretary Donly. Nothing ever introduced to the Association has met with so universally cordial a reception or been so quickly adopted by a number of members. The Secretary informs us that orders are coming in most encouragingly. In Simcoe alone he sold in one forenoon 18 suits. The Consul at Niagara Falls, Mr. Robinson, sold 90 yards in three hours. St. Thomas, Ottawa, Woodstock, Belleville and other clubs are also moving in the matter of its adoption. And the next C.W.A. parade promises to show a mighty squadron of riders in gray.

## EDITORIAL NOTES.

Poor "Swiz," who lately died in Toronto, will be remembered by many readers of THE WHEELMAN as contributing several humorous articles to its pages during the first year of its existence. He was a genial, whole-souled fellow, and the world could better have spared a better man.

A new cyclometer, said to have been the best exhibited at the Stanley Show, has a bell attached, which rings as each mile is rolled off, enabling the rider to know what his score is without the necessity of a dismount. The idea is a capital one, and decidedly novel.

The H. B. Smith Machine Co. of Smithville, N.J., manufacturers of the Star bicycle, state that they are not much interested in the sale of the wheel in Canada, as they do not control the patents for this country, but they think that a live concern would do well build the Star in Canada for the trade. Here's a chance for some would-be speculator.

A writer in the *Sporting Life* very severely criticizes the actions of the L.A.W. Board in the matter of finances, referring especially to the Secretary and Editor's office, which he says will cost \$4,440, made up of \$1,500 salary, \$2,000



for office expenses, and \$1,000 for postage and printing. The writer says that on a basis of 5,000 members the annual income of the League would be only \$5,000, which is almost all swallowed up as above mentioned.

In commenting on the suspension of the racing men of the L.A.W., the editor of the *Bicycling World* very quaintly remarked that his views, from force of circumstances, were similar to those held by the chairman of the racing board. The latter gentleman happens to be the editor of the *World*.

A late English invention is described as an ingenious little arrangement, very neatly made in metal, for holding a watch on the handle-bar of a bicycle. It consists of a small plate, having two fixed recurved hooks at one side and two corresponding hooks which slide back and forth, and are actuated by a strongish spring; by simply pushing up the top hooks the watch can be put in, and is held quite firmly. For use on Canadian roads we have no doubt that this invention would be strongly recommended—by watchmakers.

The great Stanley Show of cycles and cycle accessories has been the all-absorbing topic of discussion in our English contemporaries during the past month. There were just five hundred and fifty-seven machines altogether at the Show, the total being made up as follows: 221 bicycles of all kinds; 258 single tricycles and carriers; 70 tandems; 8 sociables. These figures are a good index to the relative positions that the various classes of wheels now hold in England, the birthplace and home of wheeling. Three-wheelers are as many in number as two-wheelers, and tandems are crowding sociables out of the race. The poor roads of this continent furnish a very sufficient reason why tricycling makes such poor progress here as compared with bicycling. In England thousands of ladies ride—in America they seem almost to be counted by tens.

#### INTERESTING TO BICYCLERS

Boston, Feb. 27.—The following item going the rounds of the press is erroneous and misleading in several particulars:

"In the Supreme Court a case has just been decided which is a matter of considerable interest to wheelmen, as it materially affects the standing of patented devices used in bicycles and tricycles. In the case of the Pope Manufacturing Company vs. The Overman Wheel Company, for infringement of patents, a demurrer was entered by the defendant, which in effect acknowledged the allegations of the plaintiff, but denied cause for action. This demurrer was sustained by Judge Gardner, thus throwing the case out of court."

The facts in the case are these: It does not affect the standing of patented devices used in bicycles and tricycles, it was not a suit for infringement of patents, and the decision does not throw the case out of court, but by statute sends it to the next term of the same court to be tried on its merits. It only causes delay of trial. There are several suits pending in other courts by the Pope Manufacturing Company for infringement of patents, four of them against the Overman Wheel Company and four of them against the Ames Manufacturing Company, who are the makers of the Overman wheel, some of them in equity pending for some time, and some of them at law and recent. In the recent ones, attachments were placed about two weeks ago to an aggregate amount of forty-five thousand dollars, which still stand.

CHAS. E. PRATT,  
Attorney for the Pope Mfg. Co.

## With the Clubs.

### OTTAWA BICYCLE CLUB.

The annual meeting of the Ottawa Bicycle Club took place at their reading-room in the Scottish Ontario Chambers, on Thursday evening, March 11. The following gentlemen were elected officers for the ensuing year: President, Major J. Walsh (in place of G. A. Mothersill, Esq., resigned); Captain, F. M. S. Jenkins, re-elected; 1st Lieut., S. M. Rogers; 2nd do., Wm. Blythe; Sec.-Treas., W. G. Hurdman, re-elected.

The Sec.-Treasurer's report showed a flourishing state of affairs, and there promises to be a large number of new members this season, the names of two new ones being handed in last night. A very hearty vote of thanks was tendered Mr. G. A. Mothersill, who has so ably filled the president's chair for so many years.

The members then adjourned to the "Queen," where they were entertained by their popular Sec.-Treasurer, Mr. Hurdman, to an oyster supper, provided in mine host Spencer's usual first-class style. After doing justice to this, a short but interesting programme of songs and recitations was rendered by Messrs. Mothersill, Bonbright and Rogers. A most enjoyable evening was brought to a close by a three-times-three for the host of the evening and then "God save the Queen."

The club intend adopting the Canadian wheelmen's uniform of gray, and expect to send a strong representation to the annual meeting in Montreal on July 1st.

### BARRIE BICYCLE CLUB.

The annual meeting of the Barrie Bicycle Club was held on Monday evening, March 8th. The officers for 1886 are: President, G. E. Vallean; Vice-President, H. Thompson; Captain, Chris. Vallean; Sec.-Treas., J. R. Todd; Committee, J. A. Todd, A. Carson, Geo. H. Lewrey. Hon. members elected: Mayor Lewrey, J. M. Bothwell, G. H. Ross, Dr. McCarthy, W. H. Cross, and W. J. Vallean. The club is in a good financial condition, with a membership of 20, and great expectations for the coming season. The committee are doing their best to persuade the Council to level the Exhibition grounds track by May 24th, when it is proposed to hold a meet.

At the usual weekly outing of the Hamilton Bicycle Club, held at the Drill Shed on Thursday evening, March 25th, Mr. Palm Field was the recipient of a beautiful gold locket. Mr. Field is leaving Hamilton for New Haven, Conn., where he intends residing permanently. He will be missed by the club. Last year he gave great promise of developing into an exceptionally speedy bicyclist, and rare things were expected of him this summer.—*Hamilton Times*.

In the matter of a suit brought at Hartford by the Overman Wheel Company to collect an account from the Pope Manufacturing Company, before the case came to trial the Pope Manufacturing Co. paid the entire claim, together with interest and double costs, in order to prevent the entering of judgment against them in favor of the Overman Wheel Co.

## A NOVEL VEHICLE.

A new vehicle of locomotion, which combined the qualities of the rowing machine and tricycle, has been lately exhibited in Boston. The machine is the invention of Mr. H. E. Kempster, of Eastport, Me., and consists of a steel metal frame, somewhat similar to that of an ordinary tricycle, and supported by three wheels, two of the latter being propellers, and the third or front one being for steering. The operator faces to the front in the direction the machine travels, seated on a sliding seat such as is used in racing shells, and by his own muscular exertion, as is applied by an oarsman, governs or controls the speed of the machine. The machine is a great novelty of its kind, and has already been tried by George H. Hosmer and other oarsmen, who are loud in their praise of it. A few days ago an oarsman made a mile in 3.09 with it, a fact that is all the more significant, since the best time in a shell for a mile is over six minutes. A number of boat clubs have also become enraptured over the machine.—*Mirror of American Sports*.

## TRADE NOTES.

We have received the 1886 catalogue of Chas. Robinson & Co., of Toronto. It is very handsomely gotten up, and is, in fact, the best specimen of a Canadian bicycle catalogue we have yet seen. We judge from a look at its pages that they have greatly increased their business. Several new machines are added to their stock, such as the Rudge Bicyclette, the Rudge Humber Convertible Tandem, the C. R. & Co. Bicycle, etc. Their list of sundries is very complete, and includes many novelties. They have also added lacrosse, baseball, cricket, football and other sporting goods to their business. A catalogue will be sent to any address on receipt of a three-cent stamp.

Messrs. Gormully & Jeffery, the well-known Chicago bicycle dealers, have been notified by their New Orleans agent, Mr. E. C. Fenner, that they have been awarded the first prize for "Collective display of Bicycles" at the New Orleans Exposition. As will be seen by reference elsewhere, a great victory has been won by Albert Schock, at Minneapolis, on this firm's American Champion bicycle.

Mr. Jenkins, late of the *Wheel*, says: Mr. N. Malon Beckwith, of New York, who for the past three years has filled the office of president of the League of American Wheelmen, having declined to allow his name to be used again, the question as to who will be his successor is being agitated in wheel circles. It is said that Vice-President Stephen Terry, of Hartford, has the presidential bee buzzing in his bonnet, but in my opinion his chances are slight. T. J. Kirkpatrick, of Springfield, Ohio, is also mentioned, and is deservedly popular in the west, but unfortunately the feeling is not shared in Pennsylvania and New York. Henry E. Ducker, of Springfield, is said to be ambitious, and E. C. Hodges, of Boston, is also mentioned. At any rate there is fun ahead, and the meeting in Boston will doubtless be the most lively in the history of League politics.

## C. W. A. OFFICIAL ANNOUNCEMENTS.



## The Canadian Wheelmen's Association.

ORGANIZED SEPTEMBER, 1882.

*President*—Mr. JAS. S. BRIERLEY, *Journal*, St. Thomas, Ont.

*Vice-Pres.*—Mr. W. G. EAKINS, *Mail*, Toronto, Ont.

*Sec.-Treas.*—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

## DISTRICT NO. 1

Comprises all the Province of Ontario west of and including the Counties of Haldimand, Brant, Waterloo, Wellington and Bruce.

*Chief Consul:*

W. A. KARN, Woodstock.

*Representatives:*

C. H. Hepinstall, St. Thomas.  
W. E. Tisdale, Simcoe.  
J. G. Hay, Woodstock.  
S. Roether, Port Elgin.  
R. M. Ballantyne, Stratford.

## DISTRICT NO. 2

Comprises that part of Ontario east of District No. 1, and west of and including the Counties of Northumberland and Peterborough.

*Chief Consul:*

Fred. J. Campbell, 11 Front St., Toronto.

*Representatives:*

H. C. Goodman, St. Catharines.  
R. J. Blackford, Toronto.  
Harry Ryrie, Toronto.  
R. J. Bowles, Brighton.

## DISTRICT NO. 3

Comprises all the Province of Ontario east of District No. 2.

*Chief Consul:*

Geo. A. Mothersill, Ottawa.

*Representative:*

R. H. Fenwick, Belleville.

## DISTRICT NO. 4

Comprises the entire Province of Quebec.

*Chief Consul:*

John H. Low, 953 Dorchester St., Montreal.

*Representative:*

J. D. Miller, P.O. Box 1148, Montreal.

## DISTRICT NO. 5

Comprises Manitoba and the North West Territories.

*Chief Consul:*

A. J. Darch, Winnipeg.

*Representative:*

W. V. Matthews, Winnipeg.

*Committees:*

Racing Board.—Fred. J. Campbell, Toronto; W. A. KARN, Geo. A. Mothersill, J. H. Low and A. J. Darch.

Membership.—W. A. KARN, Woodstock, Chairman; Hal. B. Donly and W. E. Tisdale, Simcoe, Transportation.—H. S. Tibbs, Montreal, Chairman; A. T. Webster, Toronto; W. K. Evans, London.

Constitution and By-Laws.—The President, Vice-President, Secretary, and Messrs. Low and Ballantyne.

## LOCAL CONSULS.

## DISTRICT NO. 1.

London.—W. M. Begg and W. K. Evans.  
St. Thomas.—C. H. Hepinstall.  
Simcoe.—W. S. Perry.  
Port Elgin.—H. Wilkes, jr.  
Listowel.—F. W. Hay.  
St. Marys.—C. S. Rumsey.  
Stratford.—A. C. Mowat.  
Kincardine.—T. E. Coombe.  
Woodstock.—S. Woodroffe.  
Brantford.—W. J. Knowles.  
Mitchell.—J. M. Ford.  
Norwich.—W. H. Miller.  
Berlin.—O. Shantz.  
Waterloo.—Charles Fee.  
Paris.—W. W. Patterson.  
Palmerston.—A. Knowles.  
Guelph.—J. Davidson.  
Ingersoll.—W. C. Noxon.  
Seaford.—E. C. Coleman.  
Walkerton.—D. Traill.  
Paisley.—A. G. Beamen.  
Cargill.—W. D. Cargill.  
Tilsonburg.—R. C. H. Wood.  
Drayton.—Joseph Powell.  
Elmwood.—Moses Wildfong.

## DISTRICT NO. 2.

Toronto.—W. A. Capon, 183 King St. east.  
Newcastle.—Eli F. Bowie.  
Hamilton.—Percy Donville, 121 John St.  
Thorold.—J. Dobbin.  
St. Catharines.—A. N. Lindsay.  
Brighton.—R. J. Bowles.  
Niagara Falls.—John Robinson.  
Port Colborne.—Thornton Hayck.  
Newmarket.—Thos. C. Watson.  
Markham.—Jay J. Ross.  
Richmond Hill.—Theo. G. Law.

## DISTRICT NO. 3.

Ottawa.—F. M. S. Jenkins.  
Brockville.—A. L. Murray.  
Napanee.—Alex. Leslie.  
Kingston.—Wm. Nicol.  
Belleville.—R. E. Clarke.  
Carleton Place.—Alex. T. Taylor.  
Cornwall.—H. Turner.

## DISTRICT NO. 4.

Montreal City.—A. T. Lane, P.O. Box 967.  
“ “ J. T. Gnaedinger, St. Peter Street.  
“ “ J. R. Scales, 234 St. James Street.

Sherbrooke City.—R. N. Robins.

The C. W. A. Hotel Head-quarters for the town of St. Marys has been changed to the National Hotel. W. A. KARN, C.C.

The annual parade, so long thought an indispensable adjunct of the annual meet, is growing in disfavor with numbers of the L.A.W., and it is probable that it will not be long before it will be abandoned. “London W.,” in the *Bicycling World*, says of it: “Shawmut is down on parades, and so am I, and so is every old rider, and so, I believe, is the public. A lot of wheelmen making an exhibition of themselves is a silly sight, and I hope Boston will be spared. I think the parade does more harm than good. It causes the people to regard cycling as boys' play, and destroys the notion that it is a manly sport, a pleasant recreation, and a practical form of locomotion. I know that the sentiment of a majority of leading wheelmen is opposed to the parade, and I hope it will be discarded at the next League meet, and a series of pleasant runs arranged.”

## THE SPRINGFIELD TOURNAMENT.

The Springfield Club have decided upon a four-day meet for 1886. The plan which Mr. Ducker relies on to make four days attractive, and the 1886 tournament “the grandest the world has ever seen,” is to have a one-mile amateur bicycle race for the championship of the world, that shall be so recognized by the League of American Wheelmen and the National Cyclists' Union of Great Britain. The project in detail is that the League shall designate its six best men and the Union six flyers to enter the contest, in which at the beginning American will be matched with Englishman. The race Mr. Ducker would run in heats of two men each. The reason is obvious—perfect fairness; it is demanded by the fact that two or three riders often combine against and “pocket” a dangerous opponent, freezing him out of the race. The first round would be of six heats (a dozen men entering as proposed), three to be run the first day and three the second. The six winners would be matched on the second round in three heats the third day, and on the fourth and last day the three winners would struggle together in the final decisive heat. Mr. Ducker proposes two magnificent prizes of nearly equal value, one worth, say, \$600 for the winner of the world's championship (to be his property), and the other, worth \$400, to go to the man riding the fastest heat. It would be the first championship of the world if it should receive the sanction of both the League and the National Cyclists' Union, the two wheel organizations that number all the flyers save the Australian men Langden, Australia's champion, has, by the way, written that the Springfield tournament has charms to draw him from the antipodes, and doubtless a place can be found for him in the race, and for the Irish flyers, who have also expressed an intention of coming. If fifteen men were glad to start for the plain one-mile amateur open bicycle race last Sept., there will be no less a number eager to contend for the highest possible honor that can be offered. —*Springfield Republican*.

Of making saddles there is no end. And now comes the Acme saddle, which is the outcome of the experience and the experiments of Mr. Wm. H. Hale, one of Connecticut's best riders, and one who is well calculated to judge of what is required in this line. It is of the ordinary hammock variety, swinging between the ends of a flat spring. The spring rests on a shoe, which fits the backbone, and it is fastened to the machine at this point only. At the peak the saddle is hooked to the end of the spring, and at the rear a swivel plate allows the leather to accommodate itself to the action of the rider. The tension of the leather is adjusted by means of two screw bolts. The slot in the leather is made by cutting through the centre, turning back the edges, and stitching them down, thus reinforcing the seat. The parts are all interchangeable. The saddle is made by the Bicycle Supply Company of New Haven.

The *Century* for March has the first installment of Jo Pennell's trip on the Continent on a tandem with his wife.



## Wheelman Centres.

### TORONTO.

To nickel or not to nickel,  
That is the question,  
Whether 'tis better to cover up the imperfections that bikes  
are heir to by soaking them in plater's bath  
Or paint them over at a cost of a dollar.  
To paint? Spokes and all?  
Ah! there's where the rub comes in when my C.W.A. suit  
comes in contact with the fresh paint—and ruins its  
grayish complexion.  
Guess I'll compromise on enamel.

A pathmaster in one of the back townships was greatly alarmed the other day by reading the following contents of a postal card:

DEAR SIR,—We will repair your backbone, mend neck,  
and paint head for \$6.00. Send them by express.  
Yours truly,  
HAMMER & TONGS,  
Bicycle Repairers.

He was on the point of sending it to the village doctor as a fresh evidence of the cheek of medical quacks when a wheelman called for it and explained away the mystery.

Harry Davies intends devoting a good deal of time to the track the coming season. I have no doubt but that he has his eye on Clarke, whom he ran pretty closely last season. Harry is a good rider, having the necessary qualifications of pluck, physical strength, and power of endurance. I also heard it whispered the other day that George Orr, of the Wanderers', has made up his mind to tackle the cinder-path and the records.

Our League Baseball Club has purchased ground near the Don, south of the Kingston Road. It would be a good idea if the city bicycle clubs could combine to have a first-class cinder-track built if arrangements could be made with the Baseball Association.

The Wanderers' Bicycle Club held their annual meeting on the 18th inst. Mr. Chas. H. Riggs, a prominent dentist, was elected Captain, and Frederick Strange, music publisher, Secretary. Several new members were added to the roll. The prospects of the club for 1886 are excellent. The Rota Club will hold their annual meeting shortly for the election of officers, etc.

George H. Hill, who is on the road for Chas. Robinson & Co., has been giving fancy riding exhibitions in Montreal, Ottawa, and other eastern cities.

Lavender is expected back from England soon. It is to be hoped he will have fully recovered from the effects of his accidents of last season.

Toronto, March 23, 1886. PETE.

### SIMCOE

I suppose many of the members of the various clubs throughout the Province think that the Simcoe Bicycle Club isn't much of an institution, or they would occasionally see an article from us in THE WHEELMAN; but let them keep on thinking so, only if they ever come round this way they will find out their mistake, as I feel certain Woodstock and Brantford will testify. Well, I will admit we haven't any very able scribes amongst us, save the Secretary of the Association, and he won't bother himself with such small potatoes as writing club news; but when there is any fun going on, or a meet to be attended, we are there every time. Even Seaforth will tell you that we were at Buffalo, and I wonder if we didn't help stripe

the town. Eh, Dude? Western as we are, we are glad to see that the meet is going to Montreal, so that we can show our loyalty by being *thar*.

We are all going to Woodstock on the 24th of May, and if we are not met at the station by a good large deputation, it will be because the old Woodstock boys are dead and new ones have stepped into their shoes who are not capable of filling them. We have no racers of note amongst us, but for fancy riders we take the cake, as all of "Alfy's" acquaintances well know.

Our club is not what you could call large, but it is progressive. In 1882, it organized with a membership of six, and each year since it has steadily increased, until this year we have promise of putting twenty-five wheels in line. The question of building a track receives considerable talk among the boys, and from the tone of it we feel sure if wishing for one would get it we would have had it long ago. But, alas! "wishes aren't fishes;" and as we have no millionaire in the club, and the outsiders who could assist us don't appreciate us to the extent they should, I am afraid we will go without one till we make enough by concerts, and if all our concerts are as financially profitable as the last, that day will not come for some time.

We hold our annual meeting for election of officers on the first Friday in April, and from the talk we hear you may look out for a keen contest, especially for the office of pace-maker in club runs, for which I am an applicant. We lead, others follow. Our club has already decided to adopt the new uniform of the Association; and if our long-legged Secretary is as prompt in filling orders as the boys were in giving them, we will all come out in gray uniforms on the 24th of May. More anon.

Simcoe, March 18, 1886. D. H. F.

### OTTAWA.

Very many members of the press are active cyclists, and were it not that those of the daily journals have little time to spare, the ranks of wheeling pressmen would be largely increased. Looking over the muster-roll of the Press Gallery of the Dominion Parliament, and including those of the official debates, I recognize the following named as bicyclists: P. D. Ross, of the Montreal Club; F. Cook, late of the Imperial Club, Leeds (Eng.); A. Horton, M. F. Johnston, A. J. Magurn, of the Toronto Club; and H. W. Laird, of Toronto. There are doubtless others sufficient to form a Parliamentary Wheel Club as a sort of annex to the Ottawa Club. Some of us have our wheels here, and, through the kindness of members of the local club, are enabled to enjoy a little riding in the Drill Shed. The Ottawa wheelmen are worthy fellows, with the true fraternal spirit, judging by those I have met, and that they form an active, energetic club is well known. They will doubtless go down *en masse* to the C.W.A. meet at Montreal, and shake hands with their brethren from the west. There is no reason why, either, they should not put one or two men on the track. If the north does not put forward some specimens of pluck and rugged endurance, where will we look for physical perfection?

Ottawa, March 15, 1886. A. J. MAGURN.

### WOODSTOCK.

Looking out of window to-day, it seems as if any one suggesting bicycling as even a possibility would be regarded as a *crank* of the richest kind. I, however, actually rode home to dinner one day last week, and was fairly howled at by a brother cyclist, who seemed to think I had gone wild. Never mind, boys! possess your "soles" in patience for a short time longer. I do not know what the feeling may be in other places, but here everything points to a very lively season, and all the riders talk as if they meant to have all the fun possible out of wheeling.

Since my last, we have had further letters from American riders, both amateur and professional, who seem as if they were going to come and see us in force on the 24th of May. Our own Canadian flyers also seem, like "Barkis," to be "willin'," and if the sometimes agreeable, but more frequently *disagreeable*, clerk of the weather gives us a fine day on that occasion, we shall have a grand day's sport without a doubt.

We have not yet moved into our new headquarters, but expect to do so in a week or ten days. If any reception or jollification is given on the opening night, we may have some brother wheelmen and athletes from other towns to see us. It so, the old motto is still to the fore in Woodstock when we expect visitors—"the more the merrier."

The directors considered the matter of the appointment of a janitor of so much importance that it took three sittings of that body to decide it. The choice fell upon Mr. C. A. Pyne, former manager of the roller rink, an energetic and pushing gentleman, whose selection seems to give as good satisfaction as can reasonably be expected where there are 200 members and 10,000 ideas to be suited.

While on the Association topic, I see that one of our most pushing towns in this vicinity (Tilsonburg) is agitating that question. If they succeed in establishing it they will never regret it, for, looking back to old pre-association days here, it would seem like a return to the dark ages to have them again, so much pleasant sociability and spirit of good fellowship has it created amongst our young men.

I hope the interest in touring will be as great during the coming season as it was last year. The issue of the new guide-book of the C.W.A., with the full information as to roads, etc., which it will contain, will be a great boon to intending tourists. No one who intends doing anything in that line, in or through Canada, whether a member of the C.W.A. or not, should lose any time in procuring one, so as to give himself ample time to consider *where* he will go. They should also be in the hands of every American rider who intends passing through the Dominion, as so many did last year. It would have saved them much trouble and many vexatious delays, and *some* profanity (barring, of course, the clerical party), if they had had better information about the country. The road map issued a year ago is also very useful in connection with the guide-book, showing as it does leading routes, etc., in simple form, while the book will give details.

What on earth ails all the leading clubs, that



in issue after issue of THE WHEELMAN "Pete" of Toronto and myself are the only decently-regular correspondents? Why do not the captains of clubs, or the local consuls, either write themselves, or stir up some member of their club who has the "itch for writing," and would do it? "Pete" and I will be the grandparents of WHEELMAN correspondents in time. By the way, like the man who dared to quote "Pinafore" awhile ago, I am learning to look round for some one to "throw a brick" every time I say anything about this matter, as I have spoken of it so often. If I do fall a victim, let those who have not responded to my urgency feel that my blood is on their heads. While writing about the guide-book, I forgot to add that every rider in this district can add greatly to its completeness by sending to the Chief Consul, Mr. W. A. Karn, for blanks to fill up with descriptions of roads in their locality; and I would strongly urge them to do so.

The annual meeting of the Bicycle Club was held in the Association Rooms last night for election of officers for the ensuing year. The following fill the different positions: President, A. M. Scott; Vice-Pres., James Codville; Sec.-Treas., S. Woodroffe; Captain, W. A. Karn; 1st Lieut., W. Martin; 2nd do., S. L. McKay; 3rd do., H. Williams; Bugler, W. S. Hurst; Committee, J. G. Hay and E. E. Merner. There was a very large and enthusiastic meeting, and several close contests took place for the various offices, but at the close all seemed well pleased with those who were successful. As I said before, everything points to a very prosperous year, several new riders being added to the club, while all the old ones are on hand.

## BICYCLE.

Woodstock, March 23, 1886.

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We learn from the *Bicycling World* that Mr. W. McCandlish, the editor of *Wheeling*, and late of *Wheel Life* and the *News*, is a Canadian by birth, having been born in this country, of Scotch parents, in 1860. Though a noted road-rider, he has gained more reputation with his pen than with his legs. Over the signature of "Agonistes," he has contributed several fine poems to the cycling press. "Junius Junior" is his favorite signature at present. As editor of *Wheel Life*, he introduced a bright and gossip style of writing into cycling literature, and this style characterizes his work on *Wheeling*. "London W." writes: "I first became acquainted with Mr. McCandlish through corresponding with him when he was guiding *Wheel Life*. Well educated, clear-headed, and with an exceedingly facile pen, he has revolutionized the cycling literature of the day. He is, perhaps, a little inclined to be critical of all men and things, and hits hard, but no prosy, dry-as-dust, or tedious articles fall from his pen, and he couches the most ordinary incidents in language which arrests attention, and pleases if it does not instruct. His success as editor of *Wheel Life* has led him into other fields of literature and he is now, I believe, a contributor to the *St. Stephen's Review*."

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The National Cyclists' Union of England has decided to reject all Sunday racing records.

## THE STAR.

A writer in the *Bicycling World* gives his experience of the Star as follows: "The Star has, until quite recently, been an unpopular wheel. It is so yet in the 'Backwoods'; for when first brought out it was roughly constructed, ungainly in appearance, and very heavy. It was a cheap machine, and that fact alone got it into the hands of many who, by riding a bicycle, expected to receive benefits that did not belong to their class. Even at the present day, Mr. Stall, of Boston estimates that the proportion of Star men to those using other varieties of wheels is as one to fifty. This will account in part for the rarity with which they are seen on tours. By the way, are they so rare? There were seven with the first Canadian party, and about the same number last year. I heard well of them. As to safety, I have seen Bart Pressey ride over a platform fourteen inches in height, and can take a seven-inch curb myself without any fear of disagreeable results. My previous experience with machines has been 54 Expert the entire season, first machine, from which I took the usual headers allotted to cranks. During the same season I bought an old 57 Star. It was too clumsy, but a better hill-climber than the Expert. The season of '84 found me riding a special Facile, later on a Victor tricycle. Then I gave a Rudge Safety a trial, but none of them went up a hill with the easy, pleasant sweep of the old Star. So, early in '85 I bought a 51 noiseless Star. I am now about to change that for one of lighter build, and then shall be well fixed. As to road performances, I find that I can go faster and farther with a Star than with anything else I have ridden. With a perfect hygienic saddle I am as comfortable as if on a tricycle, and with the new double-lever brake just as safe, if not safer."

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## HANDLE GRIPS.

The handle of a bicycle is a small thing in itself, but for all that its suitability or otherwise forms a considerable factor in a day's enjoyment when on the wheel. The ordinary and generally recognized shape of the handles, viz., like those of a bradawl with bulbous ends, evidently originated with our manufacturers taking—in the earlier days of the trade—those handles which were offered to them by handle-makers without especially considering their suitability or otherwise for cycle use. Any one, however, who has ridden a side-steering tricycle for any length of time, or who has used any other shape of handle on a bicycle long enough to get accustomed to it, and has then gone back for a time to the ordinary style, will have noticed and felt the singular unsuitability of the handle in question. It is now nearly eight years since any change in handles was first mooted, and we ourselves for some time used perfectly spherical handle-grips, the suggestion of a well-known South of England cyclist, who fitted a pair of billiard-balls to his own machine. These were good in many ways, and a considerable improvement upon the ordinary type. About the same time, however, a maker in the South of England commenced to fit what are now known as

T handles, the grips being placed at right angles to the bars. For two years or more we have been using this pattern handle exclusively on our bicycles, and unhesitatingly say that the general principle of this handle is correct. What is wanted to secure perfect comfort for the arms in a handle, is that the hand and arm should be placed in a natural position. We ask any one to calmly look at the facts, and say whether the position of the hand in hanging on to a horizontal bar—which is, practically, what the ordinary handle comes to unless it is gripped by the really small end—is a natural position? Let any one stand upright and allow their arms to drop freely by their side, then close their hands, as in gripping anything, and see the position the hands will occupy. It will be found that they do not set across the body, but nearly parallel by its side, and rods held in each hand would be found to converge together at a point some six or seven feet in advance, and about on a level with the person's head. The handle, then, in common-sense should be so arranged as to give this position of the hand the fullest scope. The T handle does this, and so does what is termed the "spade" handle, which has been adapted from the tricycle by one or two makers and riders; and another form of handle, in which the handle-bar ends are bent round at right angles to themselves, likewise gives the desired position. It will be easily seen from this that the shape of the grip, as well as its position, is wrong; for if placed in the way described, the bulbous end would be terribly uncomfortable. What, therefore, is wanted in the shape is a large oval, tapering slightly from the centre to the ends. We have heard one or two riders say that they have tried T handles and have not liked them. It has not, however, been far to see that their handles have been set at a wrong angle. A little consideration will show that with a handle in this position it must be exactly right or it will be altogether wrong. We have seen makers fit a T or "spade" handle perfectly horizontal. Such a position, it will be easily seen, will strain the wrist to grasp the handle. On the other hand, we have seen them fixed very nearly perpendicularly, a mistake equally to the other extreme; and in fitting a handle of this type, care should be taken that it is just at a slight angle—say 20°, or thereabouts—out of the horizontal. During the last few years we have been pleased to note the slow, though very steady, increase in the number of handles of this type fitted, and we hope to see, before many more years have passed, the T, "spade," or backward sloping handles universal.—HENRY STURMEY, in *Cyclist*.

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Howell challenges Wood—through the London *Sporting Life*—in the following manner: "In answer to Wood, the self-styled champion, I wish to say that he does not hold the mile record, as I have beat his record in public by four seconds, and as Wood held the watch himself, he knows the record as a *bona fide* one. I enclose you £5 to bind a match with Wood, according to his letter, viz., to run as soon as the season commences—that will be Easter week; so if Wood means business, he will oblige by at once covering my deposit, and sending articles to me, when the match will at once be ratified."



## Wheel Tracks.

Bob English will shortly become a professional.

Woodside is said to be badly crippled financially.

The Minnesota Division has just issued its first handbook.

The baseball ground at Buffalo is to have a bicycle track.

California talks of a division of the League of American Wheelmen.

The Cleveland Bicycle Club will hold four meetings this season.

M. J. V. Webber will race again this year, and is already in active training.

A. G. Spalding & Bros. had seven cases of Humber machines on board the *Oregon*.

"The Big Four Tour Association" has been merged into the L.A.W.'s Tour Association.

The latest *Bulletin* contains 30 pages of Pope Manufacturing Company ads. Best on record.

Mrs. Van Sicklen was admitted as an associate member of the Chicago Club at its last meeting.

Sanders Sellers has fully recovered and resumed his studies in the profession of medicine.

Schock, Woodside, Morgan, Prince, Brooks and Young would make a magnificent six-day race.

The St. John, N.B., Bicycle Club has amalgamated with the St. John Cricket and Athletic Club.

A six-day bicycle contest, eight hours a day, will take place at St. Louis the first week of April.

Woodside gave Armaindo a half-mile start and beat her in a ten-mile race at Minneapolis recently.

Kauffman and McAnney are creating even a greater sensation in England than ever Dan Canary did.

John S. Prince offers to defend the R. K. Fox twenty-mile bicycle medal against any man in America.

Tom Eck is making money. He is running the Washington rink and training fighters in Minneapolis.

Gormully & Jeffery, of Chicago, are vastly pleased at Schock's great six-day victory. He rode one of their Champion bicycles.

The congregation of a New Jersey church took up a collection last week, and raised \$200 for the purpose of providing their minister with a tri-cycle.

The members of the Lynn Cycle Club have raised \$2,500 among themselves for the proposed track: \$1,000 more is wanted before beginning operations.

Articles of association were on March 4 filed by the Detroit Bicycle Track Association. The term of the existence of the Association is to be thirty years. The capital stock is \$5,000, divided into 200 shares of \$25 each.

Fred. E. Van Meerbeke, an ambitious young man of twenty years, a resident of New York city, is now journeying upon a bicycle across the continent to San Francisco.

We are to have another cycling contemporary, *The Bicycle*, to be published monthly at West Randolph, Vt. The first number was to have made its appearance on April 1.

Thomas Stevens, now making a tour of the world on a bicycle, cables *Outing* that he left Teheran, Persia, for Calcutta, March 4. He is in good health, and confident of penetrating China.

About 15,000 members have renewed their subscriptions to the C.T.C., while close upon 1,000 new candidates appear upon the list for election. This is an eminently satisfactory state of things.

A 27-hour bicycle contest between Miss Elsa Von Blumen and John Talmadge for a purse of \$500 was ended at Rochester March 12. Von Blumen made 168 miles 14 laps and Talmadge 159 miles.

John S. Prince has turned up in England. He was called home by the sickness of his father. He writes that he will be in Boston in a few weeks, and will accommodate Mr. Neilson with a race at any distance.

The Philadelphia Bicycle Club has purchased a lot at Twenty-sixth street and Pennsylvania avenue, on which it is intended to erect a handsome club-house, with all improvements, including a gymnasium and billiard-room.

Cycling is now making very much progress in France. *Le Veloceman*, *le Veloce-Sport*, *le Sport Velocipedique*, the three leading papers, have all three increased since the beginning of the year the number and the size of their pages.

Kaufman writes that there is little business for professional fancy riders, as there is not a rink in all England. He will leave in about three weeks for Australia, and will return *via* 'Frisco. Canary will shortly return to America.

Says the *Chicago Sporting and Theatrical Journal*: A photograph of W. G. Ross was added to our collection last week. The picture is an excellent one, and shows a handsome young man with a glittering breastwork composed of thirty-two medals.

There is a project now on foot to form a circuit similar to the horse-racing circuit, to include St. Louis, Chicago, Detroit and Cleveland. The bicyclists could then, with one training, attend all these races, and more racers would attend the circuit than for any one meet.

The fifty-mile road race of the Bay City wheelmen, San Francisco, was won by F. D. Elwell on a 56-inch Rudge light roadster. The time was three hours and thirty-one minutes exactly. The road was reported very rough in some places. The riders had to ford a stream, climb over two fences with their machines, besides crossing a trestle bridge.

Theodore Roosevelt, the statesman of New York and ranchman of Dakota, commenced in the March *Outing* an extended series on big

game shooting in the Rockies, to be fully illustrated. This series will be supplemental to his famous "Hunting Trips of a Ranchman," and will form, when complete, the most authoritative work on our western sport so far published.

L. D. Munger, on March 27th, lowered the world's 25-mile road record at New Orleans. The first nine miles were made in 29 minutes 38 3-5 seconds; the second nine in 30 minutes 21 2-5 seconds, and the last seven miles in 24 minutes 46 3-5 seconds; total, twenty-five miles, 1 hour 24 minutes 46 3-5 seconds, lowering the record 9 minutes 13 2-5 seconds.

F. J. Lees, the English bicyclist who made the 72-hour record of 1,007 miles, is coming to America, and expects to be in Minneapolis in three weeks to enter the six-day contest with Shock, which will begin there on May 15th. This contest will be the most interesting 72-hour race ever held. Woodside, Prince, and Higham, another English rider, will also enter the race.

On April 24, at Clarksville, Mo., about twenty miles from St. Louis, a national bicycle tournament will be held, at which there will be a race for the 50-mile championship of America. There will be five prizes, aggregating \$1,000. The entries include such well-known wheelmen as Al. McCurdy, of Boston; George Webber, of New Jersey; Van Sicklen, of Chicago; Whittaker, of St. Louis, and L. D. Munger, of Detroit, 24-hour champion of America. There are about fifty entries in all.

The *Bicycling News* says hollow handle-bars are becoming very general on bicycles, and there is a growing propensity on the makers' part to fit them in such a manner that they can be readily detached. This is a very needful provision, as a bent hollow bar cannot be straightened with such facility as can a solid one. Riders who use hollow handle-bars must bear in mind that if such a bar becomes bent *it must not be straightened cold*. A hollow bar may very possibly be bent out of a straight line without damage to the tube, but if it is bent back again cold, the tube will infallibly break. To straighten a bent tube very careful heating is requisite.

Schock's score for the 72-hours' race at Minneapolis was 1,009 miles and three laps, and Woodside's 935 miles. Woodside made a plucky race. He did some magnificent riding, and nothing short of the phenomenal endurance of the German could have defeated him. The world's record was made by F. J. Lees at Middlesboro', England, October 2, 1885. The distance covered was 1,007 miles, 1,232 yards. Schock had every inducement to spur him on. The manufacturers of the Champion bicycles, Gormully & Jeffery, offered him a purse of \$500 if he broke the world's record. The friends of the cyclists in Minneapolis subscribed over \$600 for him. Schock is 29 years old, five feet six inches in height, and of rather slender build.

—:o:—

Messrs. Gormully & Jeffery, the well-noted Chicago manufacturers, whose advertisement appears in our columns, have their 1886 catalogue ready. It is neatly gotten up, handsomely illustrated, and contains much information of use to wheelmen. Send for one.



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Undoubtedly the most Satisfactory Safety yet devised.

### *The American Ideal Bicycle.*

The Recognized Standard Youths' Bicycle of the United States.

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A beautiful little Two-track Tricycle for young ladies, and of same grade and finish as The Ideal Bicycle, and

## A LARGE LINE OF SUNDRIES

## 48-page Handsomely-Illustrated Catalogue

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# Gormully & Jeffery, Chicago, Ill., U.S.A.

## BICYCLE RIDING AND PERINEAL PRESSURE.

BY GEO. E. BLACKHAM, M.D., DUNKIRK, N.Y.

About a year ago, Dr. Strahan, of Northampton, England, published in the London *Lancet* an article with the above title, which, coming from so respectable a source, and published in so influential a medical journal, created something of a ripple.

The doctor assumed that bicycling caused an injurious amount of pressure on the perineum and prostate gland, and proceeded to draw a most doleful picture of the evil results that must follow, among which were "irritation and congestion of the prostate and surrounding parts, exhaustion and atrophy of the delicate muscles of the perineum, undue development of the sexual appetite, and early impotence;" a sufficiently serious catalogue of evils truly.

To be sure, from a strictly medical standpoint, the *gravamen* of these charges against the bicycle was much lightened by the fact that Dr. Strahan himself stated that "it must be understood that what is said in this article applies only to growing boys, who generally straddle the largest machine their length of leg permits, and so greatly increase the liability to perineal pressure," and that he cited *no* cases in support of his view, but frankly admitted, in conclusion, "what cycling . . . will do towards the advance of those prostatic affections which often render the closing years of life miserable, time alone will tell."

Now, having myself been for the past five years a cyclist, having ridden pretty constantly both bicycle and tricycle, not only without having experienced any of those evils which the learned doctor so graphically describes as a necessary or probable result of cycling, but on the contrary with great and constantly-increasing benefit to my health, I read the article with great interest. I was, of course, struck by the fact that the case was a purely hypothetical one, and that *no facts* were cited to support the conclusions drawn, and by the additional fact, equally apparent to any experienced cyclist, that the author was not himself a practical cyclist, but was writing on purely theoretical grounds, and that his argument being based upon false premises necessarily led to a wrong conclusion, and I was tempted to comply with numerous requests and reply to it upon those grounds. I preferred, however, to wait, to investigate the matter for myself, and to see whether there might not be something in it after all.

Theoretically, it is true that if the saddle is too small, or not properly shaped, and the wheel is too large in proportion to the size of the rider, some of the pressure that should be borne by the ischial tuberosities will fall upon the perineum, and the evils described may result.

Of course this would not constitute grounds for condemning the use of properly-constructed bicycles of a size suitable for their riders; but if it could be shown that these results did actually follow the use of the bicycle in any considerable number of cases, it would be sufficient grounds for limiting the use of the bicycle.

In the year that has passed, I have given the matter a very considerable degree of attention, and have made numerous inquiries among cyclists and medical men, without having found a single authentic case of injury to the perineum or prostate, and only a single instance in which even a suspicion of such injury had arisen, and in that case it was charged, by the bicyclist who spoke of it, to the use of an ill-fitting saddle, and disappeared upon the substitution of another saddle of more suitable design and construction.

After a long experience with the bicycle and tricycle, I am prepared to state positively that I know of no other means of locomotion or exercise that can compare with cycling for pleasure, for business, or for health. Even with the cruder machines with which I began my experience as a practical cyclist, this was true, but it is much more so with the improved machines of the present day. The small hard saddle has been replaced by larger and more elastic ones,

and the improvement begun with the so-called suspension saddle has gone on till there are now in the market several forms which seem to be almost absolutely free from any objection on sanitary grounds. The bicycle has been constantly improved in detail, strengthened and lightened, made more rigid where rigidity is desirable, more elastic where elasticity is wanted, till it seems to have closely approached ideal perfection. Given a modern bicycle, with its hollow rims, curved handle-bars, ball-bearings to wheels, and pedals of the right size, neither too large nor too small for the rider, fitted with a Lillibridge or Kirkpatrick combined spring and saddle,—such a machine, for instance, as my own Columbia Light Roadster, which, weighing but thirty-seven pounds, including tool-bags and tools, is nevertheless amply strong for a man of my size and strength, and on any fair road you have an almost ideal mode of travel. Swifter, surer, safer, and more healthy than horseback riding, and, so far as I can learn, absolutely free from objection on sanitary grounds. Even a less perfect and therefore cheaper machine, if selected with due care as to *fit* of machine and saddle, is equally free from danger to health, and may be the means of improving the health and strength of many a one who needs out-of-door exercise, while at the same time its economy will commend it to people who find horse feed or livery bills burdensome. My own bicycle is in daily use for about eight months of the year, and saves me each year more than its cost in horse hire. My health has never suffered from, but has always been improved by, cycling.

It is not fair to charge upon the improved cycles of to-day the faults of their undeveloped predecessors, nor is it right to cast suspicion on a healthy exercise, and a graceful, speedy and economical means of travel, on grounds that have no real foundation in fact.

Practical cyclists have not been, and will not be, disturbed by Cassandra-like references of non-riders to "the bicycle back," "injuries to the perineum and adjacent organs," "obscure nervous symptoms from the succession of shocks conveyed to the spine in bicycle riding," and other hypothetical evils. They know better. They know, from experience, that neither the causes nor the consequences so graphically described exist outside of the writer's imagination, and it is not for cyclists this is written. Parents and guardians may set their hearts at rest, and give their boys bicycles and their girls tricycles, and send them out into the fresh air and sunshine without the slightest apprehension as to any evil effects on mind or body. "The bicycle back" is usually strong and supple, "obscure nervous symptoms" are unknown among cyclists, and the worst that is likely to happen is that the boys may get sunburned, and develop appalling appetites, and the girls get freckled a little, and have to abandon their corsets.—*Bicycling World*.

Mr. Hillman, of the well-known English cycling firm of Hillman, Herbert & Cooper, drives a carriage constructed mainly of steel tricycling tubing, and the wheels of which are made spider fashion, and tired with india-rubber. Not only is this carriage the perfection of ease to ride in, but its weight—without losing strength—is so much less than that of ordinarily-constructed carriages that the horse labor is enormously reduced. Similar carriages have been made for Lord Granville and others, and the day will shortly come when the rush for similar vehicles will be immense.

The Westfield (Mass.) bicyclists have formed a class for Bible study among themselves. What do they find in the Bible about bicycling?—*Boston Post*. "Their wheels like a whirlwind." Isaiah 5:28: "As for the wheels, it was cried unto them in my hearing, O wheel," Ezekiel 10:13: "He wrought a work on the wheels," Jeremiah 18:3: "So run that ye may obtain," 1 Cor. 9:24: "I have not run in vain," Phil. 2:16: "Let us run with patience the race set before us," Heb. 12:1.—*Daily Union*.

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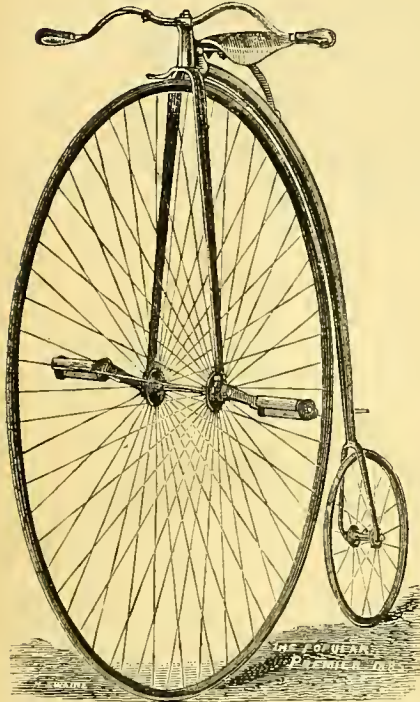
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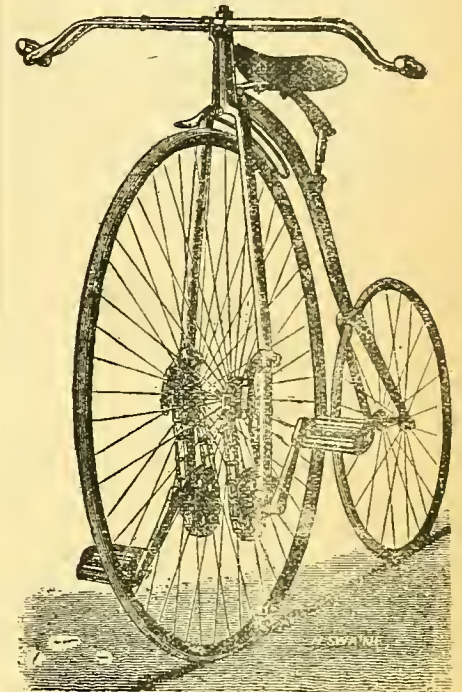
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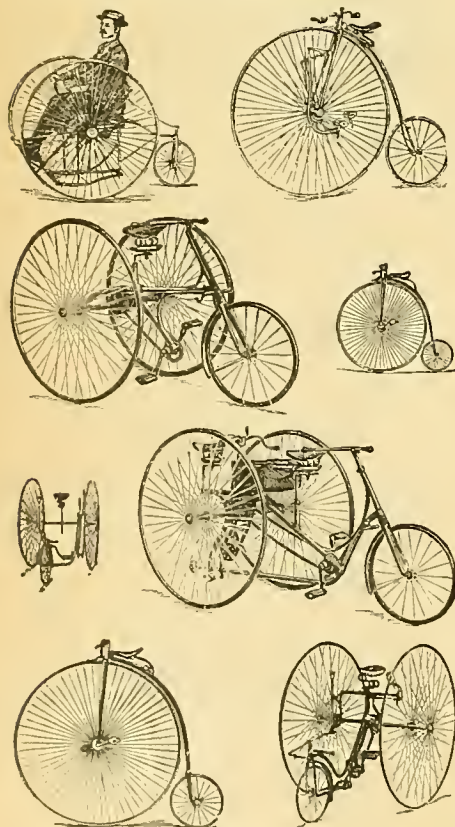
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