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The Canadian Wheelman

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, NOVEMBER, 1885.

No. 1.

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THE RUDGE!

THE SEASON'S RESULTS—50 VICTORIES.
Astounding Records! Thunderbolts of Truth!

CANADIAN.

QUEEN'S BIRTHDAY.

- 1.—Clarke, the champion, at Woodstock, beating Laverdor in the one-mile championship race.
 - 2.—Clarke, also at Woodstock, winning the Ontario five-mile championship race.
 - 3.—Biette, at Woodstock, winning the three-mile record race.
 - 4.—Biette, winning the four-mile handicap.
 - 5, 6.—Kent, at Newcastle, won the one-mile handicap and hurdle race.
 - 7.—June 15th, at Napance, one-mile club championship race, won by A. R. Boyes on a Rudge Light Roadster.
- DOMINION DAY MEET.**
- 8.—One-mile championship of Canada, won by Clarke, the champion.
 - 9.—Five-mile championship of Canada, won by Clarke, the champion.
 - 10.—Half-mile without hands, won by Herbert Williams, of Woodstock.
- SEAFORTH, AUG. 26.**
- 11.—Club race, F. W. Armitage, on a Rudge.
 - 12.—Half-mile without hands, Herb. Williams, on a Rudge.
 - 13.—Five-mile race, Clarke.
 - 14.—Two-mile green race, A. B. Parmenter, on a Rudge.
 - 15.—Ten-mile race, won by H. Biette, on a Rudge.

- 16.—One-mile race, Clarke.
- MONTREAL, AUG. 29.**
- 17, 18.—G. S. Low won the half-mile, the one-mile and the three-mile race on a Rudge.
- AT TORONTO.**
- 20.—Clarke won two-mile Industrial Exhibition race.
 - 21.—One-mile open at Toronto, races won by Clarke.
- A M E R I C A N .**
- 22, 29.—At St. Louis, Missouri, May 23rd, 1885, SEVEN out of TEN races were won on the Rudge.
 - 30.—At Springfield, Mass., May 30th, on the Rudge Safety, a mile was made in 3.06 2-5.
 - 31.—At Boston, in August last, Corey rode 263 1/2 miles in 24 hours on a Rudge Safety, beating the record for Safety machines.
- AT HARTFORD, SEPT. 2, 3.**
- 32.—Howell won five mile professional championship.
 - 33.—Howell won ten-mile professional race.
 - 34.—Chambers won one-mile Safety race on a Rudge.
- AT SPRINGFIELD, SEPT. 8, 10.**
- 35.—Howell won five-mile professional Safety race.
 - 36.—Howell won one-mile professional race.
 - 37.—Howell won one-mile professional Safety race, in 2.53 4-5.
 - 38.—Howell won three-mile professional race.

- 39.—Sept. 25, Howell broke Safety record. Time, 2.43.
- 40.—Sept. 23, Howell broke world's one-mile record. Time, 2.31 2-5.
- 41.—Sept. 23, Howell broke world's half-mile record. Time, 1.13 3-5.

E N G L I S H .

- 42.—April 4th, fifty miles professional championship of the world, at Leicester, won on a 55-inch Rudge Bicycle, beating F. Wood and all the best men of the day.
- 43.—April 8th, one-mile professional championship of the world, at Wolverhampton. The Rudge Bicycle was placed 1st, 2nd and 3rd.
- 44.—April 8th, two miles "Safety" Bicycle handicap, open to the world, at Wolverhampton. The Rudge Safety was placed 1st, 2nd and 3rd.
- 45.—April 6th, one mile "Safety" race, won on a Rudge machine, at Liverpool, beating all other from scratch.
- 46.—April 18th, ten mile professional championship of the world, at Leicester. The Rudge first.
- 47.—One-mile amateur championship of the world, won by Saunders Sellers, at Birmingham, on June 13th.
- 48.—July 1, Duncan won 50 miles professional championship, at Leicester, on a Rudge.
- 49.—May 2, Howell, at Leicester, covered 20 miles in 1h. 3m. on a Rudge Safety.
- 50.—Sept. —, Adams made 232 1/2 miles in 24 hours, on a Rudge Rotary.

THE RUDGE holds the World's Records, from 3 to 20 miles, inclusive.
CHARLES ROBINSON AND COMPANY,
Canadian Agents, 22 Church Street, Toronto.

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PIONEER,
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BRITISH SPECIAL,
BRITISH TRICYCLE.**

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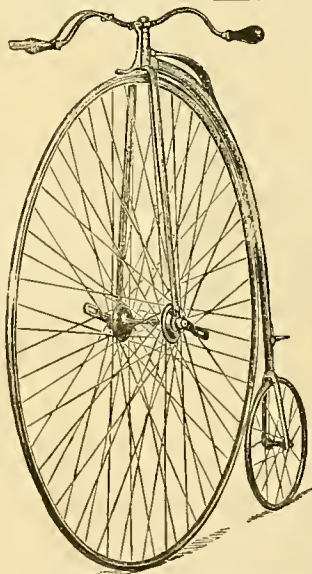
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W. M. PAYNE,
LONDON, ONT.

PHOTOGRAPHIC VIEWS OF THE BIG FOUR TOURISTS,

ON THEIR ARRIVAL AT Round Island, St. Lawrence River, July 11, '85.

No. 1.—The Big Four Group, "Shady Ledge Cottage," on Round Island, owned by Frank H. Taylor, Commodore, of New York. Size, 14x17. Price per copy, \$2.00.

No. 2.—The Big Four Staff in front of their camp at Shady Ledge, Round Island. Size, 14x17. Price per copy, \$2.00.

No. 3.—Group on Rocks in front of "Shady Ledge Cottage," facing river. Size, 8x10. Price per copy, 50 cents.

No. 4.—Big Four embarking on steamer *John Thorn* at Alexandria Bay to connect with Utica and Black River R.R. Size, 8x10. Price per copy, \$2.00.

No. 5.—The Big Four, Michigan Camp.—Size, 8x10. Price per copy, 50 cents.

Parties wishing to secure one or more copies of the above can do so by sending their orders to my address. I will furnish the whole set of six, mounted, at \$5.00; unmounted, at \$4.00.—Securely packed.

A. C. McINTYRE,
Alexandria Bay, Jefferson Co.,
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537 CRAIG ST., MONTREAL.**

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.

Subscription Price to Non-Members..... \$1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, NOVEMBER, 1885.

THE WHEELMAN.

As intimated in the last issue of THE WHEELMAN, the connection between the paper and the Wheelman Company, which had existed for a year, ceased with that number. At the annual meeting of the Association, on July 1, in Woodstock, a Committee was appointed to examine into the matter, and to report on the most advisable course to be pursued by the Association in regard to an official organ. The following is the report made by the Committee :

To the Board of Officers of the Canadian Wheelmen's Association :

GENTLEMEN,—Your Committee appointed to prepare and submit to your consideration a scheme for the publication of THE CANADIAN WHEELMAN for the ensuing year beg leave to report as follows :

We met in the town of Simcoe, and went carefully over the Financial Statement of the present Manager for the year now closing. We found that the cost of producing the paper had been about \$600. We find that the assets, if fully realized on, will about cover the liabilities, though there is little hope that any moneys advanced by the Guarantee Company will be refunded.

We find that there was taken on subscription account \$100; grant from Canadian Wheelmen's Association, \$96; from advertisements, \$250; leaving the balance to be made up out of the contributions of the Company.

We also went over the books of the Treasurer of the Association, and we find that there would be on hand about \$400 after allowing for all outstanding claims.

Our proposal, therefore, is briefly this: That the Association assume entire control of THE CANADIAN WHEELMAN, publish it once a month, and send it free to every member of the Association. At the last meeting of the Board it was decided to grant the publishers aid to the amount of \$200. But as the present editor wishes to sever his connection with the paper, it would not be possible to issue it longer with even this help; and we are of the opinion that the Guarantee Company will not be likely to continue the publication of the paper. By dropping the four extra issues of midsummer, the expense of publication can be brought to less than \$500; and we think that fully one-half, if not more, of this amount can be secured from advertising, which would leave but a small portion more than the present grant to come from the Association; while we think the gain of having an official organ placed regularly each month in the hands of the members would be of invaluable benefit to us.

Providing that this plan meets with the approval of your honorable body, the paper will be published and printed as heretofore in London by the "Wheelmen Company for the C.W.A.," the editing being assumed either by the President or Secretary of the Association, or possibly by the two conjointly.

All of which is respectfully submitted.

JAMES S. BRIERLEY, }
W. KINGSLEY EVANS, } *Cont.*

With this report, when forwarded to the members of the Board, was included a voting paper. The result of the vote was an acquiescence in the proposal of the Committee, and therefore the present issue of THE WHEELMAN is published by the Canadian Wheelmen's Association, and furnished to every member of the Association. The place of publication will, as heretofore, be London, and communications, of whatsoever nature, should be addressed to "THE CANADIAN WHEELMAN, 420 Talbot street, London." The date of publication will be the first of each month, and it is requested that all changes of advertisements, news items and letters be in the hands of the editor not later than the 25th of the month.

THE WHEELMAN now, therefore, drops the semi-private character it has in the past possessed, and becomes the "official gazette," in fact as in name, of an Association numbering close upon one thousand members. Going into the hands of these thousand riders and readers, it ought to become a most valuable instrument for advancing the interests and maintaining the status of the C.W.A. To those isolated riders who may have sometimes felt that, in joining the C.W.A., they have not been receiving a *quid pro quo*, the paper will be a very tangible, and, we trust, valuable and esteemed benefit, flowing directly from membership in the Association. To club members, racing men, and to tourists, it ought to furnish much information of interest. To the latter class, especially, THE WHEELMAN should prove of great value, if they will only communicate to each other, through its columns, their experiences of the various roads throughout the country. To the advertiser, the guarantee that the paper goes into the hands of every member of the Association should show that THE WHEELMAN is undoubtedly the best medium in Canada whereby he may reach the cycling fraternity.

If the individual members of the Association do their duty towards THE WHEELMAN, it will do its duty towards them.

AN UNNECESSARY SNEER.

In noticing the proposed change in the mode of publishing THE WHEELMAN, that excellent authority on sporting matters, the *Mail*, goes somewhat out of its way to remark: "If this plan is adopted, the members of the C.W.A. will be compelled to support a paper they have hitherto neglected, and still lie under the pleasing supposition that they are receiving it free."

The *Mail* is unjust. If in the past THE WHEELMAN did not receive a very hearty support from the C.W.A., it was because many members of the latter did not see their way to subscribing for it in addition to their subscription to the Association. Its publication by the C.W.A. has been determined upon because of the necessity for some medium of communication between members of the Association, not one of whom is silly enough, as the *Mail* would suggest, to believe that it costs him nothing. If our contemporary has any objections to the Association publishing an official gazette, let it advance them manfully; let it cease its sneers, and present its ideas—if it have any.

BRANTFORD WANTS THE MEET.

We are glad to see another claimant in the field for the meet of '86. The following letter, claiming the honor for Brantford, will be read with interest. It shows that the boys by the Grand River are wide awake, and will make a strong push for the meet. Belleville and Montreal will also be likely to present their claims, and there is therefore no probability for the meet going a-begging:

Brantford, Oct. 20, 1885.

EDITOR CANADIAN WHEELMAN:

SIR,—The Brantford Recreation Park Company have at last decided to lay a quarter mile cinder path on their grounds here. It will be laid immediately, or at least all but the final coating of fine cinders. The present intention of the Company is to have the track hollowed out V shape, and filled up with cobble-stones, bricks, etc., then an eight-inch coating of coarse cinders will be laid down and rolled smooth. It will then be allowed to stand till next spring, when the final coat of fine sifted cinders, mixed with clay, will be rolled on. When finished, it is expected to furnish the club with the fastest track in Canada. There will be none of the sharp corners on it that are in some other Canadian tracks. The track will not, in all likelihood, be opened until next spring; but the opening may even be deferred until the first of July, if we get the meet of the C.W.A. here. The bicycle club here expect a great boon next year, and if the track turns out as fast as they expect it will, they intend to make a big effort to get the Canadian Wheelmen's meet here for 1886.

Brantford is, we think, entitled to the meet, not only as it is the largest city that has not had the C.W.A. meet, except Hamilton (and they have not a track suitable for it), but also by its position, being central, and easily reached by several railroads. It has also good hotel accommodation, and if the meet is fixed for here, the bicyclists may look forward to having as good a time as they have had at any meet yet, if not better. It would be very successful in a financial point of view, as this city has not been drained by cycling meets, and one good race-meet would draw an immense crowd. The club have managed to get the track down on the expectation of getting the meet here, and will therefore offer greater inducements for the same than perhaps any other club can afford to do.

Yours, etc., D. H. F. P.

The manufacturers of bicycles are said to be contemplating a large reduction in the price of machines to retailers, as trade is falling off perceptibly, and the large profits accruing the past few years can be easily cut and yet make handsome dividends to stockholders.

If you love a man very much, and you wouldn't hurt him for worlds, don't you stick a layer of cobbler's wax on the saddle of his bi. in the dark, because then when he dismounts he won't fall off or tear his trousers, or—do anything else which might befall an unlucky wight. Mem.—Make a note never to do it to a friend, but if a fellow—well—*Wheeling*.

EDITORIAL NOTES.

The Woodstock Clarke has too much wind for the Toronto riders, and the Woodstock track has too much wind for Clarke.

The small cities—Belleville, Woodstock, Brantford—will soon have a monopoly of the best racing tracks in the country. See Woodstock smile!

Wake up! some of you riders and writers, and let THE WHEELMAN hear how you, your club and your town are getting along. Blow your own bugle. Nobody else will!

The *World* is content to accept McCurdy's 233 1-16 miles in 23 hours and 51 minutes as the record for America, but warns all would-be record-smashers that in future it will require better authenticated records. Good thing for Mac this rule wasn't adopted before he made his famous ride.

The *Cyclist* doesn't approve of the sensational way in which the Springfield meet was advertised. Hear it: "In short, the announcements scarcely read like those of an amateur race meeting, but suggest piebald nags, curly wigs, slouch hats, and spangles. Verily, this thing reeks of the sawdust circle."

The CANADIAN WHEELMAN states that Fred Westbrook will in future race as a professional. We suppose Freddy, like all other aspirants for honor in this direction, has an idea that he is the man to lower the colors of Howell, Wood, and other celebrities.—*Wheel*.

No, friend *Wheel*, we think not. Fred isn't aspiring so much for honor as he is for dollars and cents.

Unlike the majority of papers, THE WHEELMAN was really established to fill a long-felt want. So far it has failed in filling it, and the want is larger and more open now than ever. With that indomitable perseverance characteristic of every true wheelman, THE WHEELMAN is going, for a twelvemonth longer, to keep on trying to fill this cavernous want. Will all friends of the C.W.A. do their share in helping it, and thereby help themselves, and become the recipients of THE WHEELMAN's most distinguished gratitude.

Our Woodstock correspondent, in this issue, makes a very pertinent inquiry when he asks us why the devotees of the sport in other towns and cities throughout the Dominion do not write oftener to THE WHEELMAN, and thus let their fellow-cyclers know how runs the wheeling world away in their districts. We are like unto the Israelites in that we object to be compelled to make bricks without straw; but if our Egyptian taskmasters will only furnish us with a bundle of cycle straws from each cycling centre we will guarantee to give them a "brick of a paper."

Mr. Smith of the Brooklyn Park Commission, in discussing the question of park regulations, said he thought any man who was near to years of discretion and rode a bicycle, was close to being an ass; but there were such, and it was a serious question whether they would have to be examined as to their skill before admission to the park. A correspondent asks us to publish and answer the remark. To our mind no answer is needed, for an appropriate answer will arise in every man's mind as he reads it.—*Bicycling World*.

The *World* is not fair to its readers nor just to Mr. Smith. Some of them might, on the

principle of answering a fool according to his folly, rise up and remark that Mr. Smith himself must be "close to being an ass." Now, that would not be doing Mr. Smith justice. He is not close to being an ass. He is the veritable Simon Pure article himself.

Mr. S. M. Daly, a member of the Belleville Ont., B.C., served as a private in a Canadian regiment during the recent uprising of half breeds in the northern part of the province.—*The Wheel*. We did not know before that Canada was a province, but we have been credibly informed of the existence of some people south of the line who believe Canada's only province is to keep the north pole from freezing up the States.

HERB. CLARKE WINS AT CHICAGO.

The tournament of the Illinois Bicycle Club was held at Chicago on Friday and Saturday, 16th and 17th October. The well-known riders, Knapp, of Cleveland; Weber, of New Jersey; Van Sicklen, of Chicago; Munger, of Detroit, and others took part in the races. W. A. Rowe, of Lynn, Mass., who on Saturday beat the world's amateur one mile record at Springfield, and on Monday the twenty mile record at the same place, trained at Chicago, but left a few days before the tournament for Springfield, to endeavor to break the records. It may be mentioned that the Springfield track is the best in the world, as a proof of which every record up to one hour, with the exception of four, has been made on it. The Chicago track is a good one, the only fault being a somewhat sharp turn on the home stretch. The only Canadian who took part in the tournament was Herb. Clarke, of Woodstock, amateur champion of Canada.—R. A. Neilson, formerly resident in Canada, but now of Boston, secured first place in all the professional races of both days. Neilson is the fastest professional rider in America. At Springfield, last month, he did a mile in 2.36 2-5. W. F. Knapp secured first place in the one and three mile amateur races on Friday, doing the mile in 2.49; Weber was second. Clarke started in both races, riding his 58-inch Rudge. It was too large for him, and he did not finish in either, being unable to make a big spurt owing to the size of the machine. Clarke, Knapp, Weber and others started in the five mile race on Saturday. Knapp won, Weber 2nd; Clarke dropped out after doing two or three laps. The last amateur race of the meeting was the one mile open, the starters being Munger, Knapp, Weber and Clarke. A few minutes before the race was called, Clarke obtained the loan of a smaller racer of the Columbia make. This suited him much better than his large one. The first three laps of the mile were done in very slow time, all being a raid of leading out, preferring to ride a waiting race, Munger leading slightly, the others riding abreast. On starting the last lap, Weber, who was on the outside, spurred and gained an advantage of several yards, Clarke followed him closely, Knapp lying at his wheel. Weber endeavored to turn and gain the inside of the course, but doing so too sharply fell. Clarke ran on the grass to escape a collision, and Knapp followed him. This was at the beginning of the last lap.—Clarke and Knapp then made a driving race to

the finish, the Woodstock man getting there by ten yards. The pace was something remarkable, as proved by the fact that the last lap or quarter of a mile was covered in between 36 and 37 seconds, or at the rate of from 2.24 to 2.28. The time of the race was 3.11. The Canadian's win was a surprise to almost everyone present. He had started in three previous races, in none of which he had been placed, owing to being unable to do his best on the large machine. His feat in defeating Knapp was a great one. Weber has beaten Burnham, who rode at Woodstock on the 1st July, in all the principal races in which they have competed. At Chicago, Knapp defeated Weber in every race, winning every thing he started for except the race in which Clarke beat him. Knapp's record for a mile is 2.41 3-5. Weber has a record of 14.39 or five miles. The prize won by Clarke was the most valuable one given at the tournament. The Woodstock Club may well feel proud of Herb., who ranks among the very fastest amateurs in America. None of them can ease themselves and win in a race in which he starts.—*Woodstock Sentinel-Review*.

COLA E. STONE'S DEATH.

The facts regarding the death of Cola Stone are now public property. It had been a matter of wonder that such a large, powerful man as Stone should die so suddenly. Accordingly, an inquest was ordered, which took place just before the funeral. Dr. J. Martine Kershaw testified that Saturday evening he was called to attend Cola Stone. On entering the room, Stone mentioned to his grandmother and father to leave the room, then said: "Well, doctor, I have taken arsenic." When asked why, he simply shrugged his shoulders, and said he wanted to "shuffle off." The doctor at once proceeded with the usual antidotes. His pulse was then 168, and he was tossing around in great agony. He was asked by the doctor if he wanted to take any medicine to counteract the poison, and said: "Yes, I am disgusted with the arsenic route." This, the doctor thinks, was not meant as a desire to return to life, but simply as the expression of a wish to be relieved of the terrible pain that was sapping his life. He was at this time in the greatest agony, vomiting every minute. When the doctor called later, at ten o'clock, Stone was in an unconscious condition, and never rallied.

The cause of the suicide is found in his friendship with a young lady named Laura Browning, who gained some little notoriety by sitting to the artist, John H. Fry, for Delilah, in his painting called "Samson." She is a handsome young woman, with a Grecian type of beauty, and had captivated Cola, who continued his addresses with ardent persistency that would brook no coolness, or take notice of any disfavor that was shown regarding his attention. When at last she rejected him, his determined spirit could not endure the pain, and, setting his jaws, he went to his death. He was as firm and decided in his love-making as he was in everything else he undertook, and was constantly in the young lady's company, and was worried beyond all measure when anything was said that led him to believe his suit was not looked upon with favor.

The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

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

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

Secretary-Treasurer—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

RECORD BREAKING.

The route of the late 100 mile road race won by the Star man, Weher, has been measured, and found to be two and three-fourths miles short. Weher, therefore, loses the 100 mile record, but gets one of 6.57 for 97 miles, which is far better proportionally than the English 100 mile record of 7.11. The previous best American record for 100 miles was 8h. 28m., made by Cola E. Stone, from Cobourg to Kingston, July 10, 1885. The English 100 mile record is 7h. 11m. 10s., made by Geo. Smith, Sept. 27, 1884, on a Kangaroo.

On Oct. 10, Richard Howell made a 2 miles' world professional record in 6m. 12-2-5s. The mile was covered in 3m. 1-2-5s. Both of these times supplant F. Lees' English record of 3m. 20s. for the mile and 6m. 35s. for the 2 miles, made at Leicester, May 20, 1884, also H. W. Higham's American, 3.22 for the mile, made at Washington, August 24, 1885. Howell's times, however, fall way to the rear of the world's amateur records of 2.53 4-5 and 6.03 4-5 made by R. Cripps and P. Furnivall respectively at Springfield.

October 17 was a fine, still day at Springfield, Mass., and the wheelmen took advantage of it to break several records. McGarrett, of that city, rode two miles without hands. His time was: Quarter, 43¾; half, 1.25 3-5; three-quarters, 2.10 2-5; mile, 2.58 4-5; two miles, 6 09 3-5. These are all world records. Fred. Brown, of Springfield, made a quarter-mile in 36 2-6; Rowe, of Lynn, made a mile in 2.36 3-5, breaking the amateur record for that distance, and also on a half-mile trial he made the distance in 1.12 4-5, breaking all world records, both professional and amateur. He made the quarter in 36 3-5 seconds. If these records stand, the American amateur records will be as follows; George M. Hendee, ¼, 36 1-5; W. A. Rowe, ½, 1.12 7-5; mile, 2.36 3-5.

At Springfield, Mass., on Oct. 19, W. A. Rowe, of Lynn, lowered the world's 20 mile bicycle record at Hampden Park. Time, 58 20. The following table shows the times of the intermediate miles made and the previous best of record. Above two miles all the previous best amateur records were held by M. V. J. Webber, of England, who scored them on the Springfield track, Sept. 10, 1885:

MILES.	Present Record.		Previous Record.	
	M.	S.	M.	S.
1	2	44 4-5	2	36 1-5
2	5	33 1-5	5	34 2-5
5	14	07 2-5	14	08 4-5
10	28	37 4-5	28	44 2-5
15	43	26 1-5	43	36
20	58	20	58	56 1-5

At Springfield, on Oct. 23, W. A. Rowe, of Lynn, lowered the mile amateur bicycle record

to 2 35 2-5. He went two miles in 5.21 3-5, and three miles in 8.07 2-5. The last two are the world's record.

Richard Howell, the record smashing professional, now holds the world's records for half-mile flying start 1.11 1-5; half-mile in 1.12 1-5; one mile, 2.31 2-5; one mile safety in 2.43. The mile 2-31 2-5 was accomplished on Sept. 29, at Hampden Park, Springfield, Mass. He rides a 58-inch Rudge, is six feet in height, and weighs 200 pounds.

Clarke's 50 mile record of 3.07 22, made in Toronto on September 17th, at the time beat the American record, which was then 3.09 45¼. On October 10, however, at Springfield, F. F. Ives, of Meriden, cut the record from 26 miles up to 100. He registered the 50 miles in 3h. 3m. 30s., without a dismount, and the 100 miles in 6h. 25m. 30s.

Last month, at Springfield, Ives and Rhodes attempted to make a 25 mile track record. Ives made the distance in 1h. 19m. 6 3-5s., beating the best American record made last August by V. H. Van Sicklen at Chicago, by 2m. 7 13-20s., and 2m. 25s. slower than the English record of H. L. Curtis at Surliton, in September, 1880. Rhodes' time was 1h. 24m. 30½s.

In the 24 hour tricycle race between riders of the Rudge Rotary tricycle, Mr. J. H. Adams covered 233½ miles, beating the record

Wm. Woodside, in a ten mile ride at Hampden Park, Springfield, October 26, lowered the world's bicycle records from six to ten miles inclusive, making the ten miles in 29.12 2-5. This lowers the record by 7 3-5 seconds. Wm. Rowe also lowered the three-quarter mile record of 1-20 of a second, his time being 1.55 1-5.

At the annual meeting of the Chicago Bicycle Association the American ten mile record was broken by R. A. Neilson, of Poston, in 30.02¼.

At Boston, October 26th, A. A. McCurdy who started to break the 24-hour bicycle record, on the following night finished 255½ miles in 23h. 59m. 30s, thus beating Ives and Rhodes' record of 241 9-32 miles.

Wm. Rowe, in an attempt, at Springfield, Oct. 27, to lower Hendee's one-quarter mile record of 36 1-5 seconds on the Hampden Park to-day, made the distance in exactly the same time.

Wm. Woodside, in a 50-mile run at Springfield, Oct. 27, lowered all American records from 5 to 46 miles, inclusive, except his own of the day previous, and all English records from 6 to 9 miles, inclusive, but failed to break either American or English 50-mile record. His time for 5 miles was 14.33; 6 miles, 17.29 1-5; 9 miles, 26.23 4-5, and for 46 miles, 2.38.48 3-5. The best previous American time was 2.39 21. He also established an American record for one hour, covering 20 miles and 285 yards. The English distance is 20 miles and 509 yards.

It is said that John Wesley was once walking with a brother, who related to him his troubles, saying he did not know what he should do. They were at that moment passing a stone fence to a meadow over which a cow was looking. "Do you know," asked Wesley, "why the cow looks over that wall?" "No," replied the one in trouble. "I will tell you," said Wesley; "because she can't look through it; and that is what you must do with your troubles, look over and above them."

THE MILE RECORD.

On Saturday, the 10th Oct., at the Grounds of the Woodstock Amateur Athletic Association, Herb. Clarke made a successful attempt to lower the mile record for Canada made by himself at Toronto last fall. It had been fully expected that he would have broken the record at the tournament held the day before, but the wind blew such a gale as to make fast riding impossible, and on the morning of the 10th, when the last attempt was made, the wind was very strong, which will account for the cut on the record being so small, for of course it is well known that Clarke can get many seconds under anything that has yet been credited to him in public. The officials were: Referee, H. B. Donly, Sec. C.W.A.; Judges, J. W. Rippon, C. Wilson, H. Beitte; Timers, W. A. Karn, J. Hall, J. H. McLeod; Starter, A. B. Hay; Scorer, G. H. Nesbitt. The first quarter was made in 42 secs., the half-mile in 1.26, the three-quarters in 2.13, and the full mile in 2.58 3-5, which is now the record for Canada.

WOMEN ON WHEELS.

An Englishman—an enthusiastic tricyclist—declares that "the woman who has never been on wheels has not tasted half the innocent joys of life. Your tricycle is at the door; you mount the saddle and press the pedals with feet which seem as languid and spiritless as the heart within you. A few turns, and the quickened circulation begins to act upon you. Your sad eye brightens; the color mounts to your pale cheek; you draw a long breath, and settle down, no longer languidly, to your work. A few minutes, and the dreary town surroundings are left behind. You ride and ride, till the calm, fair beauty of wood and stream sinks deep into your weary heart, and you feel young, and strong, and happy again all on a sudden, and you reach home refreshed and invigorated in body and mind, feeling as you alight as if you were treading on air and could scarcely keep from bursting out into singing as blithe as that of the lark you left behind you an hour ago. That night you sleep the sleep of tired childhood, and you wake to feel the world a very good place, after all, and duties not so irksome by half as you thought them yesterday."

THE IDEA IN MAINE.

Tricycling Tourist.—"What's up here, anyway?"

Honest Native.—"Ain't naathin' up."

Tourist.—"But the stores are closed, and you fellows look as if you were got up for a holiday. Any fun going on?"

Native.—"Wall, d'no 's ye c'd call it jest fun. Sheriffs 's comin' daown f'm Squedank—the'ts aour caounty taown—after a man the'ts b'en sellin' liquor."

Tourist.—"Well?"

Native.—"Wall—we d'no jest who 'tis he wants, so we've all a sorter got ready for him. That's all."—*Puck*.

We have heard it said by "one who knows," that a bicycle can be made on the lever principle, which would cover a mile in 2.08. But if the rider ever fell off! The detachable handle-bar would be useful, if the man was a good acrobat.

Correspondence.

WHISPERS FROM WOODSTOCK.

Editor CANADIAN WHEELMAN

SIR, When I sent you my last letter, which you received too late for publication, I *threatened* you with another, which, luckily for you, has been averted till now.

Thinking, however, that you might like a few items from the bicycling "Hub," will try and give you some. By the way, am sorry to see that a matter, of which I spoke in my last, has not as yet improved, and it is, that letters to your paper from towns where there are bicycle clubs are still so scarce.

Why, every number of your paper should be full of interesting letters from correspondents in every town where there is a club. Where are Brantford, Stratford, Simcoe, London, Seaforth, Hamilton, Toronto, and dozens of other places, that their voices are not heard in the land, telling us what is going on among them? Now that the season has come when bicyclists will not be seeing each other almost weekly, as in the touring and racing season, why can we not exchange friendly greetings through THE WHEELMAN?

Wake up, boys! As you cannot now indulge in "giddy flights" on the wheel, straddle your good quill pens, and ride abroad in the columns of our Association's paper.

I have strayed somewhat from my original subject, but trust you will excuse it, as the object is, I think, a good one.

Much of interest has occurred during this season in wheeling matters, and I only regret time will not permit going into them fully. For instance, we had the visit of the clerical wheelmen, and if the brethren can give their flocks as good a lead through the rough places of life as they gave our good captain and myself, over some tough road between here and Princeton, they will carry them along in fine style.

Touring generally seemed to be very popular. We had visits from many tourists, both native and foreign.

Then, we had the opening of the Seaforth racing track, and the boys there are certainly to be congratulated on the success attending their efforts. Our boys still heave a sigh occasionally, when they think of how we had to hurry away from the elegant lunch and kind attentions provided by the ladies of that live little town. Owing to unfortunate circumstances, the time in the races was not good, and in fact the meetings through the year have been a disappointment, in so far as placing the Canadian record where it should be goes. We have the tracks and the men, but the "clerk of the weather" has not done his duty. Our late effort here to have the records lowered by Clarke failed for the same reason, for, although the mile was brought down a notch, had the attempt been made earlier in the season, under favorable conditions, more could have been done. As you are aware, Clarke "took in" the recent meeting in Chicago, and landed winner of the mile race on the last day. The time was slow for the mile, all the racers holding back for a big effort in the last lap, the time for which was very fast. Clarke got there nicely, proving that

the high opinion of him which we have here is not misplaced. I need not give you any lengthy account of the race, as all your readers have no doubt seen reports of it, and your paper will contain one.

Our club runs were fairly attended this year, and everything points to bicycling matter still flourishing here. We are looking forward to a pleasant winter season, through the medium of our Association rooms, toboggan slide, etc. Several interesting occurrences have taken place among our members, and for the future, perhaps, our portly captain and wiry lieutenant will not be able to respond to club calls, as they have done in the past. One has married a wife, and the other gotten a daughter, and, like the men of old, will not be able to "come" as freely as of old. "But for goodness' sake *don't* say I told you."

Well, I must conclude in haste, as mail time is approaching. Will write you again at some future time, and, in the meantime, hope you will hear from other clubs.

Yours truly,

BICYCLE.

Woodstock, Oct. 24.

:o:

THE LAST MEET OF THE W.A.A. FOR 1885.

The programme for the last meet of the W.A.A., although a very attractive one, drew the smallest crowd that ever appeared at a meet on the grounds. There was a high wind nearly all day, which no doubt kept a good many away, and made the races very slow. H. B. Donly, of Simcoe, and Fred. J. Campbell, of Toronto, officiated as referee and timekeeper.

The following is a condensed report of the bicycle races:

The one mile green handicap brought out Revell, Barr, Chesnut and Codville, who finished in the order named. Time, 3.37 1-5. Chesnut gave the others ten seconds start.

One mile open.—Clarke started from the scratch; Johnson, of Toronto, and McKay were each given 40 yards. In the third lap McKay dropped out, and Johnson and Clarke made a beautiful race for the first place, but Clarke, on making a spurt up the hill, won easily in 3.06 3-5.

Five miles.—Clarke and Johnson started. In this race Clarke endeavored to break the record, but the wind being so strong it was found impossible. He, however, rode the race out in 16.30 4-5.

One mile bicycle ride and run.—Johnson, Hurst and Stone started. Johnson won easily, with Stone second.

During the afternoon, Wm. Boyd ran an exhibition 150 yard race, covering the distance in 14 $\frac{3}{4}$ seconds, breaking all previous records by $\frac{1}{4}$ second.

The wind having gone down a little, Clarke was again brought out to try to break the mile record, but after riding two laps, he found the wind too much for him and retired.

:o:

Col. Albert A. Pope has, after a four weeks' confinement to the house, sufficiently recovered from his accident to be able to attend to business. He is, however, still forced to support his arm in a sling.

Poetry.

A SUNDAY MORNING RIDE.

When fields are free from snowy robes,
When spring's warm breath the flower unfolds,
The Cyclers who by winter's reign
Have banished been from hill and plain
Bring out their wheels once more to try
A pleasant ride 'neath sunny sky.
Though in the air there lingers still
Faint traces of the winter's chill,
The blood leaps lightly through their veins,
As on the leaf falls April rains.
The wild flowers through the tender grass
Peep shyly on them as they pass;
The bluebird, earliest of the train,
From warmer climes hath come again,
And, flitting on from tree to tree,
Pours out his heart in melody.
This day, released from toil and care,
With one or two his joys to share,
Upon a cloudless Sabbath morn,
Like fleecy clouds on air upborne,
The cyclist on his shining wheel
New life within his pulse doth feel:
A rapture in his bosom glows,
Which no one but the rider knows;
The bursting buds on forest trees
Faintly perfume the passing breeze;
Or later on, in summer's prime,
When bees go humming through the thyme,
The fragrant smell of new-mown hay
Regales us as we wheel our way
Past lowland meadows, where the stream
Dances beneath the morning beam:
Where blackbirds whistle and the thrush
Makes music through the Sabbath hush,
The lowing kine in farm-yards seen,
Or roaming pensive on the green,
Seem almost conscious of the day.
The steeds, released from toil, may play
And gambol at their heart's delight
From early morn till dewy night.
All nature rests. Our Maker knows
The peace from which the Sabbath flows.
Nor carking Care may close her wings,
Nor mar the joy which this day brings,
While sweet-toned bells through balmy air
Call grateful hearts to praise and prayer.
The churchward people whom we pass
(Each stalwart man and blooming lass)
Look on us with a wondering eye.
As we, all noiseless, pass them by.
They think, perchance, we're sinners bold,
Whose fearful doom has oft been told
By preachers' voice from pulpit desk,
Whose words may oft pervert the text;
But He who on a Sabbath morn
In Jewish field plucked ears of corn
Proclaimed the day was made for man.
This is our Father's loving plan:
The pure in heart through fields may stray,
Nor desecrate the holy day:
May rest beside the murmuring rill,
And feel their heart's responsive thrill
With nature's heart, or on a bike
May wheel along the lengthening pike:
And he who in the chancel kneels
May feel no more than they on wheels!

—JAS. D. DOWLING, in *Cycling Record*.

Wheel Tracks.

St. Louis asks for the L.A.W. meet of 1887.

"I pride myself on my descent," said the cyclist, as he took a header.

Lynn boasts of a lady tricycler who has cycled upwards of 500 miles this season.

M. V. J. Webber attributes the success of the Englishmen while in America to the atmosphere.

Karl Kron is looking for the birthdays of the cycling editors and prominent writers, for insertion in his book—that is to be.

It is possible to do one mile on a wheel in 2.26, and that is where it will be next year. We have seen a half-mile done in 1.11.

Boston wheelmen are wondering why Munger does not come on from Detroit and smash the 24-hour record, as he claimed he would.

Hendee has finally decided to give up bicycling. He should have done so at the end of 1884. This season has given him no glory.

Prof. N. E. Kaufman is travelling with a combination, consisting of Kaufman, bicyclist; Higgins, skater; and Lintner Bros., contortionists.

There are five bicycles in Exeter, and the *Reflector* observes that the bicycle fever is raging high there. It is proposed to organize a club shortly.

Another fancy rider has developed—Will Norton, of Chicago. He is represented as a daring rider, and fully the equal of all the others on one wheel.

Burley B. Ayers is already at work on a number of "Chicago" tours, which are designed to take in choice bits of country at the least possible expense.

Mr. and Mrs. J. S. Smith, of the South London (Eng.) T.C., recently rode ten miles on their "Invincible Tandem" in 38m. 18s.—an average of 3.31½ for each mile.

Mr. Joe Dean says that the club uniform is now considered bad form on the other side. English gentlemen have adopted the wise custom of wearing very quiet costumes.

The Chicago B. C. is in a sad fix. The members have failed to pay their dues or aid the club financially, and the secretary announces that he has lost all zest for footing the bill's.

George Bates and F. Trussell, who ran down a tricyclist named Robinson, in England, some time since, were fined £7 and costs, on the matter being brought up at the Hampton petty sessions.

An English writer suggests that it would not be a bad idea for tandem riders, when they are touring, to pin a map on the back of the leading rider. The rear man would then have something to look at.

C. H. Veeder, in the *World*, calculates that in making a mile in 2.35, the power exerted by the rider is 32,640 foot-power per minute, or almost a horse-power, and that Hendee, in making the quarter in 32 seconds, as credited to him by Mr. Furnivall, exerted something like 1¾ horse-power.

The 100 mile road race for Kangaroo bicycles, which took place in England, Saturday, Oct. 17, was won in 6h. 39m. 5s. This is a world's record, and displaces that of 7h. 5m. 10s. made by Geo. Smith in the Rover Safety Race, Sept. 26.

Already Canary is being worked in the English papers, and no doubt he will receive a cordial reception and reap abundant shekels from his trip. It is said that Kauffman, of Rochester, will also visit England next spring.

Rowe now certainly deserves to be acknowledged as the amateur champion of America. If Hendee thinks that he has a better right to that title, a race can easily be arranged between the two men. It would be a fine contest, and one worth going a long way to see.

H. W. Van Baden, a student of the Hague University, Netherlands, spending his vacation in England, recently rode from Broadgate, Coventry, to London and back on a Safety bicycle, in 18 hours 47 minutes. The distance covered was 180 minutes. Machine ridden, 38-inch Harvard Safety.

F. F. Ives, of Meriden, Conn., and W. A. Rhodes, of Dorchester, Mass., in an attempt to lower the twenty-five mile amateur bicycle record at Springfield, Mass., Friday, 9th Oct., made the following records: Ives, 1h. 16m. 6 3-5s.; Rhodes, 1h. 24m. 30½s. Ives thus lowers the American record by 2m. 7 13-20s.

A novel railway bicycle has recently been invented in England. It has four seats with springs, etc., like an ordinary tricycle, so as to allow four drivers to work with their feet the two large driving wheels. It is estimated to attain a speed of twenty miles an hour, and being fitted with a handy brake is kept under easy control.

The Amateur Bicycle Association of North Shields, England, intends to offer exceedingly handsome prizes at a tournament next year, with the special object of inducing American amateurs to meet the great rider, English, at his home. The sporting press across the water already assures visitors from this country of a hearty welcome.

Some remarkably good road rides have recently been made in England. Mr. P. A. Nix rode 231 miles in 24 hours on a Facile; Mr. R. Tingley rode 231 miles on the same style of machine in the same time; Mr. H. R. Goodwin, also on a Facile, rode 212 miles; and finally, Messrs. Renouf and Barmore rode 200 miles on a tandem tricycle within the day.

A Kansas city wheelman, passing through Topeka, Kansas, had occasion to wheel over the bridge at that place, and was promptly arrested by an over-zealous officer on attempting to do so. The Topeka *Lance*, in commenting on the case, says: "The bridge is a public thoroughfare, and the wheelmen have a right to use it. The action of the officers is little short of blackmail."

Mr. Price Howell, an engineer, of Barrow-in-Furness, has just patented two cycle rims into which spokes can be inserted without interfering with the india-rubber tyres. To facilitate the removal of spokes at both ends, Mr. Howell also arranges for a small beveled flange to be fitted around the hub, into which spokes can be

inserted and nutted on the outside. Both the web and the rim and the double flange can be fitted to any machine. No doubt go-ahead makers will be glad to have Mr. Howell's plans explained to them.—*The Cyclist*.

The start in the 100 mile road race of the Boston Bicycle Club was made on October 5th by five riders, whose time on the completion of 50 miles was as follows: George Weber, New Jersey, 3h. 10m. 30s.; F. T. Ives, Meriden, 3h. 11m. 15s.; D. A. McCurdy, Lynn, 3h. 15m.; W. A. Rhodes, Dorchester, 3h. 36m.; T. Rothe, Cambridge, 3h. 41m. The race was won by G. Weber in 6h. 57m., beating the world's record by 24m., and the best American record by 1h. 29m. Ives came in second in 7h. 5m. 10sec. McCurdy was third, 5s. later.

A young son of Wm. Hawthorne, residing in Malden, Mass., was run over by a bicyclist one day last month, and died an hour after from internal injuries. The rider was an employe of the Boston Rubber Works, and was on his way home to dinner, when he saw the little fellow ahead of him. He steered to the right, supposing that the lad would turn in the opposite direction, but the boy also turned to the right, and was struck in the back by the wheel, and was knocked down. The accident is to be regretted, as it but adds another to the long list of similar ones that have preceded it.

The second series of articles describing the journey of Mr. Thomas Stevens westward from New York, in his remarkable tour around the world, opens with a striking paper in *Outing* for October, entitled "From America to the German Frontier." It is illustrated with an excellent portrait of Mr. Stevens, engraved on wood, and five drawings by W. A. Rogers. At last accounts Stevens had just left Angora, Asia Minor, where the crowds that flocked to see him were so great that the proprietor of the house was obliged to charge an audience fee, by which considerable money was taken in.

Mr. T. R. Marriott, captain of the Nottingham Tricycle Club, has just completed an extraordinary ride on his Humber tricycle. He left the Land's End Hotel, Cornwall, on the 20th Sept., and reached John O'Groat's House, Caithness, Scotland, in six days, 15 hours, 25 minutes, after being delayed no less than ten hours by a snowstorm in the Highlands. The distance was 950 miles, and the rider finished in sound health and condition, and none the worse for his tremendous exertions. The performance (says the *Daily Telegraph*) entirely eclipses all previous rides taken on either tricycles or bicycles between these two points.

Mr. H. M. Farr, of the Farr Alpaca Co., Holyoke, Mass., formerly of Randall, Farr & Co., Hespeler, accompanied by a friend of his, was in Hespeler on Thursday, says the *News* of that town of Oct. 1. Mr. Farr and companion left Holyoke some two weeks ago on bicycles, and wheeled all the way to Rochester, N.Y., and then rode their two-wheeled perambulators the entire distance from there to London, Ont., and thence to Berlin, often making as much as 75 miles a day on good roads. They left "on bicycle back" for Toronto, going to Holyoke by way of Kingston and Alexandra Bay, and in-

tending to wheel it all the way home, making a journey of over 1100 miles by means of their own motive power.

Races under the auspices of the Kingston Club on Oct. 1: $\frac{1}{2}$ mile, in heats—1st heat, J. Minnes (1); M. F. Johnston (2). 2nd heat, Minnes (1); Skinner (2). 3rd heat, Minnes (1); Johnston (2). 1 mile—M. T. Johnston (1); L. B. Cooper (2); W. Skinner (3). 2 mile—L. B. Cooper (1); M. F. Johnston (2); W. Skinner (3).

How little clothing a biped without feathers may wear while publicly riding on a bicycle is now a matter of inquiry before the Pennsylvania courts. Ex-Senator Roscoe Conkling has been retained to defend a Pittsburg editor who wrote that a certain rider came on a track indecently nude. The bicycle associations themselves should regulate this matter. They know just how far clothing may handicap a wheelman. There is no use in going beyond that limit, and, furthermore, such laxity would surely destroy the growing interest of the best classes in bicycle meetings and races.

At a business meeting of the Chicago Bicycle Club, held at their club-house, Tuesday evening, Oct. 13th, the reorganization scheme, which had been agitated by several of the members for two weeks past, was carried into effect. Believing it would further the best interests of the club, all the officers present handed in their resignations, and their successors were immediately elected as follows: J. O. Blake, president; Wm. M. Durell, vice-president; Wm. C. Thorne, secretary and treasurer; N. H. Van Sicklen, captain; W. G. E. Peirce, lieutenant, south; T. S. Miller, lieutenant, west.

The bicyclists are rapidly closing up the gap between themselves and trotting horses in point of speed. Last year the best mile record was 2.39 for a bicycle, with a standing start, and 2.09 $\frac{1}{4}$ for a trotter, with a flying start. This year the trotting record has come down only half a second to 2.08 $\frac{3}{4}$, while the bicycle record is now 2.31 2-5, a gain of 7 2-5 seconds. It begins to look very much as if the man on his wheel was to catch the trotting horse before long, for a quarter mile has already been covered on a bicycle, with a flying start such as horses have the benefit of, in 31 $\frac{1}{2}$ seconds, a rate equal to 2.06 for a mile, and it is probably only a question of time when there will be athletes capable of holding such a pace for a mile.

In the Chicago races, on Friday, 16th Oct., the first event was the 20 mile race for the Columbia cup. This was won by Van Sicklen, who had a walk over in 1h. 4m. 9 $\frac{1}{4}$ s. The next race was the 2 mile professional race, which proved the most exciting event of the day.—Woodside and Brooks alternated as leaders until the last lap was reached, when Neilson, spurring, came to the front at a terrific pace, and won by a wheel, Woodside being 2nd and Prince 3rd. Time, 5.54 $\frac{3}{4}$. In the 4 mile professional race, Woodside, Neilson, Prince and Brooks were contestants. When the last half of the last lap was reached Neilson and Prince had the field to themselves, the Bostonian winning by a wheel in 14.48 $\frac{1}{2}$. The time at the end of each mile was as follows: One mile, 2.53 $\frac{1}{4}$; two miles, 5.50 $\frac{1}{4}$; three miles, 8.50 $\frac{1}{2}$; four miles, 11.50 $\frac{1}{4}$; five miles, 14.48 $\frac{1}{2}$.

FIFTEEN HUNDRED MILES ON A BICYCLE.

A TRIP FROM ST. LOUIS TO BOSTON—NINETEEN AND ONE-HALF DAYS ON THE ROAD.

Mr. Geo. W. Baker, of St. Louis, who has been stopping with relatives in Boston for a few days, is the only amateur who has ridden from St. Louis to Boston on a bicycle. He gave an account of his trip to the *Post*. The distance ridden was 1,500 miles. His actual time on the road was nineteen and one-half days—nearly 79 miles a day. How does this compare with the early settlers' tedious weeks of travel from New England to the Ohio? Or how would it compare if only Karl Kron were here to write it?

Mr. Baker started from St. Louis at 9 o'clock on the morning of July 1 with a brand-new Victor made by the Overman Co., of Chicopee, Mass., to which he had attached ten pounds of baggage. He went bowling along the national road to Columbus and thence to Cleveland and Buffalo. Then he struck across New York State to Albany, and from Albany went by the most direct route he could find to Boston, where he arrived on the afternoon of July 28. All these roads he selected upon the advice of wheelmen of the various localities. They were excellent up to Buffalo, but from there on were very heavy and rough. He kept ploughing along, rain or shine, stopping for his meals and sleeping nights at the best hotels. He suffered neither in his table nor bed, for he was on a route along which at convenient distances were big towns where the sheets were well aired and the cuisine very inviting.

Although he never took a header of moment on level ground, he experienced six falls on Ash-tabula (Ohio) hill while coasting down it. The only other machine that has made the descent is a Star, which has, the general public may not know, the small wheel in front. The hill is rough and steep and the path very winding. The ruts and water-bars are numerous. Mr. Baker laid over eight and a half days for purposes of visiting.

"I broke the record between Terre Haute and Indianapolis," said Mr. Baker, "a distance of eighty miles. I made it in eight hours. I also made ninety miles in twelve hours—that was my next best. Forty miles of the Terre Haute road were very bad, too. As to my general practice, I found my best hours for running to be from 4 A.M. to 12. In the afternoon I generally took my ease—running as the whim seized me. I managed to get my meals regularly, for if I were not at the proper hostelry just on the dot, a run of ten to fifteen miles to one consumed comparatively little time. I never ran after dark except from Batavia to Leroy, N.Y., a distance of ten miles. I was sick but one day, from the change of water, I presume soon after starting out. Notwithstanding that in the morning I couldn't stand, I made twenty miles that day. Rain did not deter me from running, and I never caught cold. The scenery from Cleveland to Buffalo, and from thence to Boston, was grand; the land rich and rolling, and the vistas of trees and hills unprecedented.

To all well-wishers of the L.A.W. it will be welcome news to learn that the Boston Bicycle Club has decided to return to the League.

MILITARY BICYCLES.

Toronto, Sept. 28, 1885.

Editor CANADIAN WHEELMAN:

SIR,—Old friend *Punch* does occasionally get off something good, such as the enclosed clipping, which I take the liberty of sending you.

Yours truly,

FRANK VEIGH.

"HOOP-LA!"

In consequence of the possibility of bicycles being used for scouting purposes in warfare, the following set of questions has already been drawn up by the military authorities, for use at the next Sandhurst Examination:

1. What course would you be inclined to recommend for practical adoption, if, when the enemy's cavalry is charging down on you, you find yourself suddenly and violently precipitated over the handle of your machine, owing to the front wheel coming off?

2. State your method of tightening your cranks under a hot fire.

3. Do you consider yourself qualified to guide a machine with a revolver in one hand and a sword in the other? Mention how, under such circumstances, you propose making practical use of your field-glass?

4. What's your way of treating an enemy that shouts "Yah! your back-wheel's going round!"

5. On arriving at the summit of a steep hill, and finding the enemy in full possession of the ditch half-way down, what sort of patent brake would you prefer to have attached to your bicycle? Which would be best—to shoot the hill, or shoot the enemy?

6. At what precise moment in the decisive Battle of Coventry did the British Commander flash the thrilling signal (by heliograph) to all parts of the field—"England expects every man to oil his machine?"

7. Supposing that fifty howling savages are hanging on to your coat-tails, and jabbing you with spears, would you feel a glow of pleasure at remembering that an economical government had failed to supply your machine with one of the Patent Galvanic Death-dealing Backbones?

8. Do you think the new Torpedo Tricycle likely to be most perilous to the enemy or to its rider?

9. In riding through a dangerous country, where there's every reason to fear ambushes, which do you think the safest seat on a "Tandem"—in front or behind? Which would you offer to your commander-in-chief if he requested a mount?

10. In those numerous cases where good macadamised roads would require to be made through dense jungle and over perpendicular mountains before cycling scouts could begin to operate, what particular advantage do you think would result from their employment in preference to a few light-mounted skirmishers on horseback?

Prince Wells, the fancy rider, was born in Louisville, in January, 1866. He stands five feet and nine inches, weighs one hundred and thirty-six pounds, and is a thorough athlete. At Columbus, Indiana, on July 4th, he made world's record for one wheel, doing a mile from pistol shot in 6.45 $\frac{1}{2}$, which is the first record of the kind ever made.

TRAINING.

Training is a splendid thing for the muscles: no one denies that. In a month of correct and proper training a man can develop himself from a dissolute and unhealthy society fiend to a robust, muscular, nery, fighting man, or a tough, wiry, lean and enduring racing man. I have read much literature in regard to the proper course to pursue when training, and after trying many different ways upon myself, with varying results, have selected the best points from each system, and, putting them together, have a course that will make a Hercules of a man (or kill him in the endeavor) inside of two months. Here it is:

First.—Take a currycomb, curry all the hide off your body, and then rub alcohol and harts-horn liniment on it.

Note.—Some trainers prefer a coarse towel and a pint of blue vitriol, but I prefer the currycomb.

Second.—Don't eat anything that is nice or is good. If you do, it will work irreparable injury. Especially do not eat any sugar, potatoes, bacon, or the common necessities of life. Do not smoke or drink, or sit up late, or eat ice cream, or do anything you were wont to do in happier times. Water is prohibited. If you must drink, drink tea, and if you don't like tea don't drink at all.

Third.—Get up in the morning (before breakfast) and trot out in the country for a couple of miles. When you come back get hold of your trainer and give him the all-firedest thrashing he ever had. Then make him rub you down with "ellikholl." When this is over you will feel like the furnace of a steamboat under high pressure. Then you get your Indian clubs, and club yourself for three-quarters of an hour, after which you may club the trainer at discretion for the rest of the day.

Only eat once a day, and confine yourself to the following delicacies: Roast beef, one-quarter pound, cooked rare; stale bread, steen ounces; tea, without sugar, half-pint. About once a week you can have a fricassee of board nails and barb-wire fence to make you tough and wiry. Every evening your trainer must turn the hose on you, and when you get tired of this, make a rush and turn it on him. The harder the time your trainer has, the better condition you will be in. If you feel weak in the morning it is on account of having had too much to eat. Discontinue eating for a few days, and kill your trainer. He will be found to have been partly the cause of your weakness, and you will immediately feel stronger.

The best and most approved system of hardening the muscles is to bathe them in a decoction of jimson weed juice and ammonia, though I generally go down to the drug store and get a little of every liquid in the shop, with the Latin names thrown in, and after mixing them rub the result on my muscles. The Latin names are so hard that they will make you as tough as gristle.

These points are known to very few of the profession, and have been kept a profound secret. I believe I will have this recipe copyrighted, but take this opportunity of saying that when next I start to train, I will first take a double-action 38-calibre revolver, press it to my fevered brow, gently agitate the mechanism called

the trigger, and waft my soul to realms of eternal bliss, where they race not, neither do they spin, and where they have plenty of water, no tea, and a square meal three times a day.—NORB, in *The Wheel*.

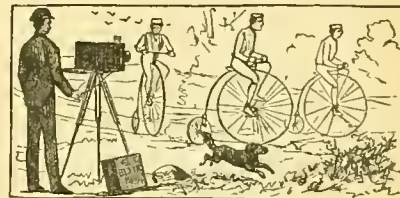
THE COMING KNICKERBOCKER.

In the manner of costume innovation, knee breeches will come next. Oh, I have studied the signs, consulted the authorities, and am not mistaken! Five years ago the Prince of Wales, who sets the masculine fashions even for Paris, could have brought about such a revolution; but now nothing more than the example of a dozen New Yorkers is necessary to effect it. Already short trousers are so common at the watering-places that they attract no especial attention. Bicycling, pedestrianism and field-sporting have hitherto been the excuses for them, but this year many equestrians wear them, and they are not taken off when no longer required for these purposes, but are lounged in for hours before and after. The fellow whose dandyism is bigger than his purse suddenly finds a value in articles which, he now thanks his stars, were not disdainfully tossed to the second-hand dealer. The bicyclists started the movement, and made their stocking-legs familiar throughout the country. The advantages of the costume are apparent. They are just the thing for dusty walking, for boating, for all sorts of field sports, and for undress wear all day long in the country. That is as far as the fashion has gone to-day, but it is bound to come into town from the seashore and the mountains, for only a fear of being gayed keeps men from appearing in them here. Let ten valorous young dandies step out in knee-breeches and stockings, and the thing is done. Already the sight is common at Long Branch, and that is next door to New York. Moreover, the tightly-encased legs have been there concerned in the revolutions of the waltz as well as the wheel.—*Long Branch Letter*.

A STEAM BICYCLE.

A steam bicycle is the latest novelty, invented by L. D. Copeland, of Arizona. It is of the star pattern, with a small wheel in front, and attached to the front bar is a vertical brass boiler heated with gasoline. A dainty engine mounted on the bar above the boiler has a stroke of three inches, with a cylinder 1-16 inches in diameter. Below the engine is a spherical reservoir holding a quart of water, and above it a cylinder holding as much gasoline. A round belt communicates the power of the engine to a 30-inch wheel attached to the wheel of the bicycle. The engine, in an exhibition at Newark on Friday, made 180 revolutions of the 1½-inch crank in a minute, and nine of these revolutions turned the large wheel once. A little steam-gauge showed 60 pounds pressure a few minutes after the fire had been started, and, leaping into the saddle, Mr. Copeland rode swiftly around the rink for twenty minutes. The inventor said the engine would run for an hour without renewal of water or gasoline, and that engine, boiler and fuel did not add more than 20 lbs. to the weight of the bicycle. He has retained the pedals on the machine, and he used them as an auxiliary to the engine when he pleased.

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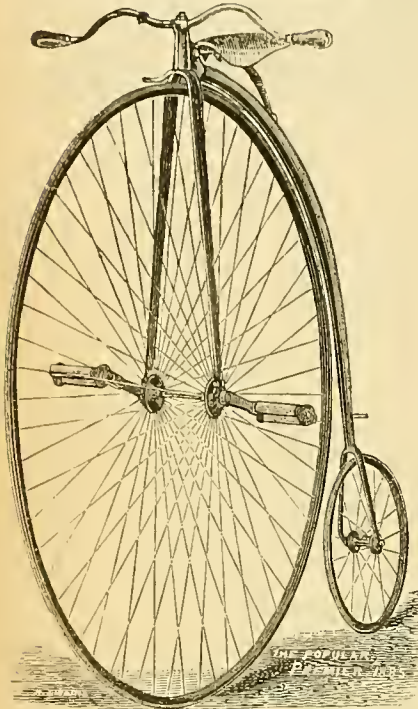
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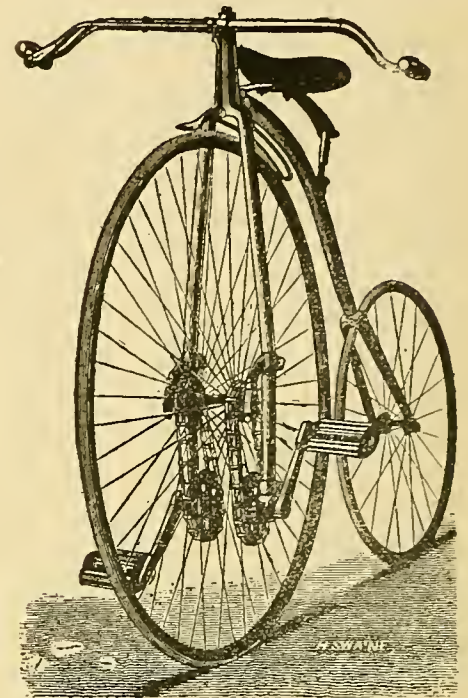
52 inch. Balls to both wheels. Half plated. Too high for late owner. Not run 100 miles.

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At the Toronto Bicycle Club Sports, September 19th, 1885, six out of seven of the events were won
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including the five miles open.

- | | | | | | | |
|----|--------|---|---|---|---|-------------|
| 1. | Foster | - | - | - | - | Invincible. |
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—A T T H E—

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London, England, August, 1885, the Surrey Machinists Company

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SPRINGFIELD, OCTOBER 19.

WORLD'S RECORD - 1 Mile - WM. A. ROWE, 2.36 2-5

Amateur.

AMERICAN RECORD - 2 Miles - WM. A. ROWE, 5.33 1-5

WORLD'S RECORD - 4 Miles - WM. A. ROWE, 11.11 4-5

WORLD'S RECORD - 5 Miles - WM. A. ROWE, 14.07 2-5

WORLD'S RECORD - 6 Miles - WM. A. ROWE, 16.55 3-5

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WORLD'S RECORD - 8 Miles - WM. A. ROWE, 22.41 4-5

WORLD'S RECORD - 9 Miles - WM. A. ROWE, 25.41 4-5

WORLD'S RECORD - 10 Miles - WM. A. ROWE, 28.37 4-5

WORLD'S RECORD - 11 Miles - WM. A. ROWE, 31.37 1-5

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WORLD'S RECORD - 12 Miles - WM. A. ROWE, 34.32 3-5

WORLD'S RECORD - 13 Miles - WM. A. ROWE, 37.24 3-5

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WORLD'S RECORD - 15 Miles - WM. A. ROWE, 43.26 1-5

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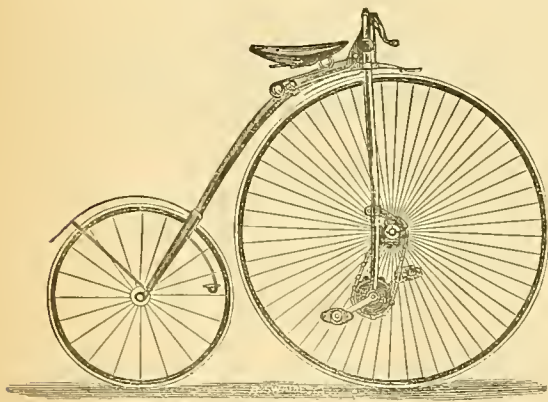
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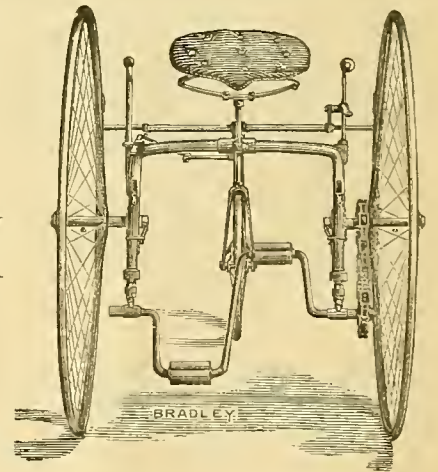
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The Canadian Wheelman

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, DECEMBER, 1885.

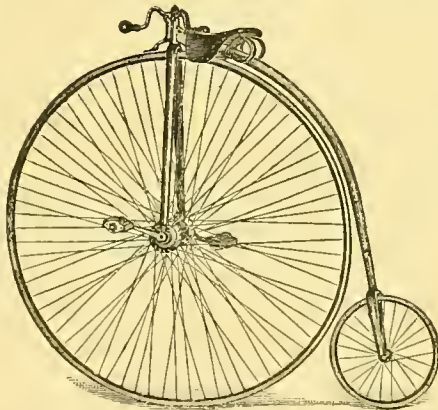
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"Hello, Central! Switch Charles Robinson & Co., 22 Church Street, Toronto, on to their customers."

"All right. Go ahead!"

"How goes the world, boys?"

"Prosperously jolly. Had dyspepsia, lumbago, rheumatism, sore head, and a dozen other playful complaints, until we mounted one of your Rudges; y'see they run so doocid easy that a fellow straddles it whenever he gets a chance. Result: lots of exercise. Enter fresh air and ozone. Exit all the ills to which flesh is heir. How's business with you?"

"Booming with a booming boom that extends from the most exalted peak of the Rockies to the cities by the sea down east! Want to hear the particulars? The demand for the Rudge has far exceeded our expectations (and the latter were by no means humble), and *every customer is satisfied*. And so are we. Napanee, Stratford, Toronto, St. Catherines, Woodstock, Seaforth, Guelph, Ottawa, and other cities and towns have patronized us extensively. We are more and more convinced that in the Rudge we have the best wheel in the market, good as a few of its rivals are. The American Rudge at \$85 has also taken well and given full satisfaction. We intend adding some improvements to it next season without increasing the price."

"How about the Rudge Safety? Has it taken well?"

"So much so that we can pronounce it a success in every way. This year was its first year in Canada, and of the number we sold all are giving satisfaction. We can foresee its future as the machine for the around-town business and professional man. Dr. Macdonald, of Simcoe Street, Toronto, uses one in his profession, and he is simply enthusiastic over its practical efficiency. Dr. Goodman, of St. Catherines, ditto. We asked Dr. Ahrens, of Stratford: 'Are you satisfied with your Rudge Safety?' 'More than satisfied,' he at once answered. Mr. Boles, Mr. Brown and Mr. Bosworth, all of Stratford, speak in similar terms. It's a fine little machine. We anticipate a big run on them next spring; indeed, rumors of orders are already in the air."

"Hello, Robinson & Co., still there?"

"Yes."

"We merely wanted to give you warning to lay in a big stock for the spring. Any number of the boys will swoop down on you next April, and they won't be satisfied with anything less than a Rudge Light Roadster."

"All right. Come along. We'll be ready for you and —"

Central—"Are you thro-o-u-u-g-h?"

"Just another word. Come early and avoid the rush."

"Good-bye."

"Good-bye."

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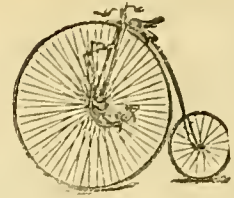
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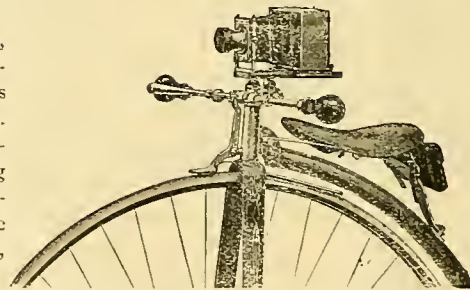
Testimonials from Medical Practitioners in Canada using the XTRA. the past four years, do cheerfully recommend this style to be used more amongst the profession.

(These testimonials will appear in my Catalogue for 1886.)

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NICKEL-PLATING BICYCLES

A SPECIALTY!

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537 CRAIG ST., MONTREAL.

The number of English cycling papers has been reduced by the union of three in one. *Wheel Life*, the *Tricyclist* and the *Nexus* have been consolidated under the title, "*The Bicycling News and Tricycling Gazette*." George Lacy Hillier, F. Percy Low, H. H. Griffin, and W. McCandlish will be on the staff of editorial writers.

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.

Subscription Price to Non-Members. . . . \$1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, DECEMBER, 1885.

THE RECORD WAR.

An unseemly and rancorous war of words over the records made at the Springfield tournament has been a much-to-be-regretted feature of the last two months' cycling events. Several of the leading English papers declined to accept the records without further evidence of their authenticity than was at first furnished, and this refusal naturally excited the ire of the American papers, who felt that the good faith of American wheelmen had been impugned. Recriminations followed, and a far from edifying spectacle of bitter taunts and mean insinuations flying across the Atlantic has been presented. To the unbiassed view of an outsider, it would appear that the Englishmen are altogether in the wrong, and are deserving of all they have received in the way of tongue-lashing from the American papers. As representatives of the gentlemen wheelmen of England, the English papers would have displayed greater courtesy, less jealousy, and far more brotherly feeling, had they said nothing against the American records, but quietly accepted them as necessarily genuine when endorsed by the gentlemen wheelmen of America until such time as evidence might be furnished to show that fraud or carelessness had existed.

Common justice, as well as friendly sentiment, should have taught the Englishmen to consider the Americans innocent until they were proven guilty; but their action in reversing this procedure and holding the records as false until proven true has had the boomerang effect of making the world believe that those so ready to assail the motives and acts of others are not themselves above suspicion.

We have carefully followed the discussion on this subject, and have seen no reasons advanced that throw any serious doubt on the Springfield records. To say that "records had to be made at Springfield," simply because an advertisement of the Springfield Club announced that records had always been broken at Springfield, is no argument, but a dirty insinuation for one wheelman to make against a body of brother cyclists. But this and similar others have formed the sum total of the pleadings of the English papers against the records. THE WHEELMAN, as representative of Canadian cyclists, who look to England with a feeling almost filial, and would hold her honor and credit as their own, would fain commend instead of blame the position taken by the Englishmen in this connection,

and it is with regret that it has to acknowledge that its brethren across the Atlantic have lowered themselves in the eyes of the cycling fraternity of this continent by their cavilling, picanniny and puerile conduct in this matter of the records.

THIS SETTLES IT.

Should a male cyclist bow to a female cyclist when they meet? Aye, that's the rub, and so diverse are the opinions on this all-important question that the columns of the *Bicycling World* are not wide enough for the disputants. A discussion somewhat similar once waged between those who claimed that a horse, in running, raised the off front foot and the right hind one together, and those who denied this assertion. It was settled, at last, by some brainey fellow coming along and suggesting that the debaters look at a horse running and see how he lifted his feet. Similarly, the man with brain gigantic who writes this paragraph would suggest that the gentleman in doubt as to whether he should bow to a sister cyclist should first look at the aforesaid sister. If she bows, then he may lift his cap, if he's not a boor, and can ride well enough. And if he doesn't bow, let him, like the Levite of old, pass by on the other side.

THE WHEELMAN.

From all parts of the Dominion we are glad to be able to record the receipt of expressions of approval of the new mode of issuing THE WHEELMAN. In this number will be found communications from four or five of the principal cycling centres of Ontario, and although it will be difficult to find much news of interest to record during the winter months, we trust that the work so well begun will be continued until the spring-time, when of course there will be no excuse for lack of items. We would ask that the secretaries of clubs make it a point to let us have a communication about the 20th of each month. By this means, better than any other, the interest in THE WHEELMAN can be maintained, and the greatest amount of good it can accomplish be attained.

A NOVEL PARADE.

The possibilities of wheeling are as a tale half told, but the Massachusetts Club has lately added a new chapter to the story. A few weeks ago the club had a Chinese and Japanese lantern parade, which, according to a correspondent of the *Wheel*, was dazzling in its effect. If it was half as pretty as the enthusiast proclaims, this novel idea of the Massachusetts Club should find many imitators. Which of our Canadian clubs will be the first to try the experiment? Here is how the *Wheel's* correspondent describes the scene:

"It was a weirdly-beautiful sight, oriental in its loveliness, and, viewed from a distance, seemed not unlike a myriad of will-o'-the-wisps; the twinkling lights darting hither and thither, ever ceaseless in their erratic movements. Imagine a line of upwards of four hundred bicycles and tricycles, pendant from every one of which hung gorgeously-brilliant paper lanterns of every line

known to the art of the Orientals; while ever and anon colored fires, looming from the handle-bars of the cycles, suddenly illuminate with dazzling brilliancy the surrounding space. A bicycle would seem a machine capable of but slight ornamentation in the way of fragile lanterns, yet many bore a score of the twinkling lights, and one had forty-three. The latter was a feature of the parade. It was an ordinary bicycle, about which was rigged the outline of a yacht, the lines, spars and yards, formed by strings of lanterns, and at the mast top floated a pennant bearing the word 'Puritan.' The tricycles afforded unlimited opportunity for decoration, and the riders fairly excelled themselves in the artistic arrangement of the colored light. Some were wholly enclosed in a bower of colored light, while hoops and crosses and umbrella frames formed bases for innumerable designs. A unique effect was produced by arranging an arch of the colored lanterns behind the rider, casting about his head a halo of Japanese glory."

EDITORIAL NOTES.

Lost, strayed, stolen or hibernating—the Montreal Bicycle Club.

A movement is on foot to establish a club in Hagersville. May it succeed!

Winnipeg wheelmen, waken! Write THE WHEELMAN while winter wages war 'gainst wheels.

Mr. Harry Etherington indignantly denies that he got a free passage across the ocean. That settles it.

The English papers are arguing in favor of longer cranks. Wonder if they know the captain of the Brantford B.C.?

Mr. W. G. Ross, of Montreal, first C.W.A. champion, is spending a couple of months in Florida and Central America.

Wheelmen will be glad to know that the A. L. Pilkie, lately arrested for forgery in Woodstock, is not Alf. Pilkie, who won the green race in the first C.W.A. meet in London.

What one friend of THE WHEELMAN has to say: "I am well pleased with the way the paper is now issued, which is the only proper way, if the Association fees have to be raised to do it."

Messrs. Webster, Ryrie and Chandler, of the Torontos, have decided upon making a bicycle tour through England, Scotland, and the northern part of France, next spring, leaving about the middle of April.

Who will get up an American tour for Canadian riders for next season? We should reciprocate, and there is no danger that our American cousins will not give a hearty welcome to a Canadian "Big Four."

The Marquis of Lorne has taken out a patent for improvements in cycle construction, and a contemporary sarcastically remarks that it always held that the Marquis would do something some day.

They call it a silent wheel, and yet it is always making rim marks on the road.—*Bicycling World*.

Silent, indeed! It spoke enough to tire you, and its bawls are always for oil.

The *Western Cyclist* announces that "Corey hill, in Brooklyn, has a national reputation for

hill-climbing." Queer kind of a hill, that! We've been told that the little hills shall skip like lambs, but history and prophesy are alike silent on the subject of hills going a climbing.

A Toronto correspondent hints at the possibility of a big two-days' meet being held in the Queen City next year, at which inducements sufficient to entice American fliers to enter would be offered. If the idea materializes, we trust that care will be taken to place the date sufficiently distant from that of the C.W.A. meet not to interfere with the success of the latter.

Mr. Walter Crane, in the *Pall Mall Gazette*, refers to the bicycle and tricycle as the best means of escaping from the ugliness of cities, and muses upon the irony of the fact that civilized life should only be tolerated in proportion to the number and attractiveness of the means of escape from it. Mr. Crane's argument runs counter to the practical fact that the tendency of man is more and more towards city life, but perhaps man seeks the city for the pleasure of tiding out of it astride a bicycle.

A Newfoundland correspondent of the *Cycling Touring Club Gazette* relates an instance of judicial injustice worthy of the Dark Ages. A fellow named Prouse is on the bench, and in two recent actions against a cyclist for running against persons on the street held that the public has as much right on the road as on the sidewalk, and that the cyclist was responsible for any accident that occurred, no matter whether the result of his carelessness or not. If they cannot stop their wheels instantly, he held, they should keep to the country roads, and had he the power he would prohibit them altogether. Luckily, Hizzoner hasn't the power.

The modesty of the English cycling press compares well with their strictures on the American papers for the use of "slang" and "blow." For instance, Mr. Geo. Lacy Hillier, editor of the *Bicycling News*, in speaking of an approaching dinner, says that "with George Lacy Hillier in the chair * * * the Kildare is sure to be a big success;" and *The Cyclist* makes no bones about dubbing itself "the thunderer" of the cycling press. Such remarks would be considered very bad form on this side the Atlantic. We are convinced that THE CANADIAN WHEELMAN is the leading wheel paper of the world, but instinctively shrink from proclaiming the fact to an incredulous public.

Charles Robinson & Co., of 22 Church St., Toronto, have a change of advertisement on page 2, to which we call the attention of our readers. They inform us that they have had a most successful season, and that the prospects for next season are very bright for a considerable extension of the wheeling fraternity, while the tendency on the part of old riders is to have the best mounts in the market, discarding the cheap makes. We notice that Mr. George H. Hill, formerly connected with the establishment of Robinson & Co., has entered the field as a fancy rider. He filled his first engagement recently at the Princess Roller Rink, Toronto, and gave an interesting and successful exhibition.

If the world don't look out its records will all be standing in a Rowe.

CORRECTION.

With pleasure THE WHEELMAN publishes the following letter from the Editor of its English contemporary, *Wheeling*, and regrets that an injustice was unwittingly done him in the paragraph in question:

Editor CANADIAN WHEELMAN.

DEAR SIR,—With reference to a leaderette published in your issue of Sept., in which you quote from *Wheeling* and venture to presume the quote as having been penned by me "after a week's experience in America," I wish to point out that the quote in question was written and inserted in *Wheeling* during my absence from England.—After-issues of my paper will, I think, point out the high opinion I hold of America and American wheelmen. As to "bunkum," I am afraid there is more "bunkum" and monkey business in England than in either the States or Canada.

I am, dear Sir,

Yours faithfully,

HARRY ETHERINGTON.

152 Fleet Street, E.C., London,
October 22nd, 1885.

:o:

GOING FOR THE RECORDS.

At Springfield, on November 4, Hendee made an attempt to break the quarter and half-mile tricycle records. The heavy wind of the morning had entirely disappeared, and as he came down to the tape on his Victor racer, ready for the start, everything seemed to be in his favor. Getting a fine push off, he bent to his work, and before he had rounded the curve of the track was going at top speed. Nearing the quarter he put in a little extra speed, and passed the pole in forty-two seconds. Here he was picked up by F. R. Brown, who set a rattling pace the rest of the way. As Hendee neared the wire his anxious friends rushed up the track and cheered him on, and he spurred over the tape in 1.21 4-5. The best previous amateur records were those made by Cripps in an exhibition mile during the late tournament,—43 3-5 for the quarter, and 1.25 for the half. After ten minutes' rest Hendee again appeared, this time mounted on his bicycle, and announced that he would try to break Rowe's record for the quarter—36 1-5. Starting with a rush around the corner, he made for the quarter pole at his best gait, Brown picking him up as he shot into the back stretch, but in spite of all his endeavors he failed to reach the quarter quicker than 37 4-5, missing the record by 1 3-5. The next day Hendee attempted to lower the quarter-mile record, but did not succeed. It was then announced that Hendee would make no attempt for records, and Rowe got on his racing costume for an attempt at the quarter-mile. Hendee, however, took a practice spin and decided to try for the quarter, and soon after appeared. He got a wretched start, but recovered finely. His poor start, however, had too badly handicapped him, and he made the quarter in 36 2-5, one-fifth of a second slower than the record. Rowe then appeared on the track, Illston coming down the home stretch on a flying start. He passed Rowe, who got a good send-off, and travelled for all he was worth up the back stretch. He came under the wire in 35 1-5, and when the time was announced a great cheer went up. The record of 36 1-5 is broken, and in fine shape too.

DO YOU KNOW?

THE WHEELMAN with pleasure publishes the following inquiries, and trusts that they will meet with satisfactory response from those who have had experience with the wheels mentioned. Such inquiries, if made and answered in good faith, are calculated to be of great benefit to riders, and they will be gladly welcomed in these columns.

Editor CANADIAN WHEELMAN:

SIR,—Can any of your readers, speaking from actual trial, say how the "Spalding" (made for Spalding Bros., Chicago, by Hillman, Herbert & Cooper) works on our roads, and especially in a very hilly country? How does the arrangement of spokes, adopted in this wheel, work?

Is it difficult or not to replace a spoke which is headed into a "Warwick Hollow" felloe?

Can anyone give their experience on our roads of the "American Pilot" light roadster, made for Latta Bros., Friendship, N.Y., by Hickling & Co., and of the "Victor" bicycle, made by the Overman Wheel Company?

How are the laced spokes in the latter wheel liked?

Answers to any or all of the above questions through your valuable columns will greatly oblige

Yours fraternally,

C 0511.

:o:

MUNGER STOPPED BY RAIN.

L. D. Munger, of Detroit, who attempted recently to break A. A. McCurdy's twenty-four hour record on a bicycle and failed, owing to an injury to his ankle, started again on Saturday, Nov. 7, to break the record. He left the Faneuil House, Brighton, at 1.30 P.M., accompanied by C. I. Swan as pace-maker. His route was substantially the same as he went over before, the circuit being about 50 miles. He made a plucky attempt to capture the 50-mile record on his first round, and when he arrived at the Faneuil House he was inside the record, but after he had dismounted, it was found that his cyclometer gave but 49 $\frac{3}{4}$ miles, and he had hardly time to make up what he had lost. He arrived at 5.01 P.M., having made the run in 3.31. The record is 3.32 20 2-5. The moon was not advertised to shine that night, and Munger had to depend upon artificial light to find his way. He had a light framework attached to the head of his machine, to which he appended two lanterns, and a third swung from his hub. After a rest of twenty-four minutes, he started on the second round, with E. G. Frost and J. D. Clark as pace-makers. He completed that round at 10.15, 101 $\frac{1}{2}$ miles to his credit. He was given a rest of twenty minutes, and on the third round was accompanied by W. H. Huntley and J. Vivian. Just before he started on his third round it began to rain, and he did not ride but about half the circuit. He covered in all 130 miles, stopping at 2 A.M., and he had eleven hours and thirty minutes left to make the 126 miles necessary to beat McCurdy's record. The time remaining would have been largely in the light of day, and there was a good prospect of another breaking of the record.—*Cycling World*.

:o:

The Overman Wheel Company has just given a contract for 3000 Victor bicycles. This is probably the largest contract ever given in the United States for high-grade bicycles. The Company is making great preparation for the season of '86.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

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

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

Secretary-Treasurer—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 Kyrie, 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. Woodrooffe.
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. Beames.
Cargill.—W. D. Cargill.
Tilsonburg.—R. C. H. Wood.
Drayton.—Joseph Powell.

DISTRICT NO. 2.

Toronto.—W. A. Capon, 183 King St. east.
Newcastle.—Eli F. Bowie.
Hamilton.—Percy Domville, 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.
Napawee.—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. Gaadinger, St. Peter Street.
" " J. R. Seales, 234 St. James Street.
Sherbrooke City.—R. N. Robins.

MCCURDY'S ATTEMPT.

Mr. A. A. McCurdy started on Monday afternoon, October 26th, to recover the twenty-four hour record which was wrested from him by Messrs. Ives and Rhodes. A course was laid out, measuring 47½ miles in length, and this was followed throughout. He was started at six o'clock from the Faneuil House, Brighton.—During the early part of the run, and while at West Newton, an accident occurred. McCurdy and his pace-makers were riding abreast, when two other bicyclers came upon them from the other direction. Every effort was made by the riders to avoid each other but McCurdy's wheel was struck, and he was thrown into the gutter. His companions were unhurt, and quickly came to his assistance. They found him comparatively uninjured, though he complained of his leg. He was completely covered with dirt. The big wheel of the machine was so buckled that it would not go through the forks, and the left pedal was bent so that it wouldn't whirl. The five wheelmen jumped on the wheel and brought it back into position, and the pedal was knocked back into shape. McCurdy then mounted. At the conclusion of the 24 hours, Mr. McCurdy's cyclometer registered 255½ miles, the highest American record.

THREE HUNDRED MILES IN WESTERN ONTARIO.

J. S. Anderson and A. S. Bowers, of the T.B.C., left Toronto at 5.30 A.M. on Tuesday, August 18th. Following the Guelph route given in guide-book, Georgetown was reached at 11.20. Here they were joined by H. J. Aldous, who accompanied them throughout the trip. The afternoon was spent in buffeting a heavy wind, and the party arrived in our Royal City shortly after 6. Between Cooksville and Georgetown, the stiff clay after recent rains was not very highly appreciated. Leaving the latter, however, the roads are very fair gravel.

Mounting next morning at 6.30, and wheeling up the Elora road, the Junction Hotel was soon passed, and pursuing the course to the right over ten miles of excellent gravel, Ferguson was reached. From here three miles of very indifferent road led to Elora. A mile north, at Salem, is some very pretty scenery on the river Irvine. Continuing north against a stiff breeze, and over some hilly country, Alma and Rothsay were passed, and the trio reached Harriston for supper, just 110 miles from home.

On the 20th, after a slight shower of rain, a start was made at 7 A.M., and breakfast partaken of at Clifford, the intervening seven miles being wheeled in forty-five minutes. Passing Mildmay and Dunkeld, some grand roads were travelled, especially nearing Paisley, the next town. After leaving this latter place several long hills were encountered, followed by good wheeling through Burgoyne and on to Port Elgin. Approaching this town the road is, for a couple of miles, "as level as a board."

There is in Port Elgin but one active cyclist, Mr. S. Roether, our C. W. A. representative, who is ever ready with a hearty welcome for the tourist.

Friday morning dawned to the accompaniment of a drizzling rain, which continued till 11 o'clock. A start was made at 12, and for some time the pastime consisted in dodging water puddles, but Old Sol came to the rescue and soon made everything "just lovely!" After climbing the "mountain," about two miles out of Port Elgin, a good view may be had of Southampton, by taking the side-line for a hundred yards or so. The way led over a rolling country through Underwood and Tiverton, Kincardine being reached about 7 in the evening.

Saturday turned out a day of more than average mileage. Leaving Kincardine shortly after 6 A.M., Amberley, Kintail and Port Albert were soon left behind, and Goderich, "the town with the sand-papered streets," was no longer in anticipation. After dinner, Mr. G. B. Cox led at a pretty hot pace for several miles, and, pointing the road, bade his adieux. In the order of progression, Holmesville, Clinton and Seaford became memories, and Mitchell furnished the means of an excellent supper, after which Stratford was reached in the dark, no dismount being necessary in this last 12 miles. Distance for the day, 80 miles.

Next morning Berlin was made *via* Shakespeare, New Hamburg and Baden; but here the rain rendered further wheeling out of the question, and train was taken for Toronto.

Wheelman Centres.

BRANTFORD.

In the last issue of *THE WHEELMAN* your Woodstock correspondent asks "Where is Brantford, etc.?" so, thinking it would be an act of charity to enlighten him, as it is evident he has not travelled very much, I straddle my quill to do so. Brantford is on the map, and is noted for having the worst road in Canada leading out of it, namely, the road to Hamilton; but, for the information of wheelmen, this road is kept bad on purpose, as we do not want to have any intercourse whatever with that wicked city.

Bicycling matters are a little dull just at present, but I suppose they are so all over the country, the minds of everybody being engaged at present in figuring up the exact number of blessings to be thankful for received during the past year. Bicyclists, I think, have more to be thankful for than any other class of people, because they have more accidents, and we must be thankful for accidents—that is, if we have an accident policy.

We are getting things in good shape here for next year, and by next May will have completed the finest cinder racing-path in the country—will be four laps to the mile, and made to do fast riding on.

We are going to try and secure the annual meet here next year, and think we are entitled to it because our club is one of the oldest clubs in the Dominion; because Brantford has not been flooded with tournaments; because Brantford is in a good position for such a meet, being easy to reach from all points; because we could turn out a larger crowd of spectators than any other place double the size; and last, but not least, because visiting wheelmen would be treated right royally. Several other reasons could be given, but I want to keep some for the next time I write.

With the advent of spring and a new cinder-path, the sport will more than boom here, and you will see some of our boys come out as fliers, when woe to all Canadian records!

There is a strong feeling here in favor of an Athletic Association. If such an association should be formed, it will put the different clubs on a thoroughly sound basis, and would be the means of having several tournaments during next season.

Our boys are all greatly pleased at the change in the manner of publishing *THE WHEELMAN*; and I promise you lots of news from here, and will keep any feeling from coming over you that we are not alive. I hope we will hear from all the other centres through your columns.

Brantford, Nov. 11, 1885.

SIXTY.

OTTAWA.

The ever-welcome *WHEELMAN* arrived here some days ago, and was as usual full of news, but no letter from Ottawa. We seem to be almost out of Ontario, as very few touring cyclers care to brave out the roads between here and Kingston. The season is about over for us; it has been raining since—well, it's so long since that I cannot very well remember. The O. B. C. have rented a fine club-room, which is furnished in the most approved style,

and supplied with the popular wheeling journals, such as *THE CANADIAN WHEELMAN*, *Outing*, *The Western Cyclist*, etc., and by etc. I mean a good many more. Wheeling has been booming here this summer, and we hope to double the club next summer. There was a race between a bicyclist and a roller-skater at the Royal Rink a few days ago, the bicyclist fell, and of course the skater won, but all the same the wheel did well.

There is a movement here to organize a drill squad for the winter, and if we manage it we'll crow for some of our brothers from the west to lick us. I hear some talk of the C. W. A. meet being held in Ottawa; if it is, all right, send 'em along. I reckon we got su'thin' here in the way of a racing man who can—can what? Oh, never mind, come and we'll show you. I hear some one talking about "the last ride." Well, now, I guess there won't be any last ride. It is a geographical fact that the Rideau Canal is located somewhere near Ottawa, and as there are no ice-boats (Toronto man "what got struck" please N. B.) we expect a good deal of riding during the winter months. Wishing *THE WHEELMAN* every kind of success, and with greeting to the wheeling world in general, I will close my letter.

Yours truly,

MAC.

Ottawa, Nov. 18, 1885.

TORONTO.

Success to *THE WHEELMAN*! May it fill the old "long-felt want" to the brim—at \$1 a fill, payable in advance.

Cycling in Toronto during the past season has progressed and developed steadily. The Toronto Club boasts of the largest membership, over 100, followed by the grey-coated Wanderers with a following of 40 or 50, the rear being brought up by the new Rota Club with a limited membership of 20 or 25. Large as the clubs are, too much inactivity and too little fraternization prevails, no special effort being made to have the club-rooms made cheerful or inviting; they are usually as empty as a cyclist after a run to Whitby. With judicious management, the talent contained in the ranks of the clubs might give us many a pleasant evening during the winter of our discontent—and chilblains.

Steps will be taken early in the spring to form a Safety Club, a large number of these machines being ridden here, and the number is rapidly increasing. Strange, the winner of the Wanderers' Challenge Cup, rides one; so does Frank Wilson, of *Truth*; and Robert Tyson, Thos. Bengough and N. R. Butcher, all court reporters, have the miniature mounts. By the way, the reportorial, or shorthand profession, fully values cycling, judging by the number who ride. Beside the above-mentioned, Albert and Edward Horton (the former a Hansard reporter and his brother a court reporter), Frank Yeigh, and other "knights of the pencil," may often be seen a-straddle the graceful steeds.

Charles Robinson & Co. have been made the victims of a sneak-thief, who recently helped himself to a full-plated 52-inch Oxford Club, which had been left standing outside the door. The robbery took place between 2 and 3 o'clock in

the afternoon. On the principle of the inevitable drowning of the small boy who a-fishing goes on Sunday, it is to be hoped that the black sheep in our ranks who stole the wheel will encounter a brick wall or a curbstone whenever he mounts his stolen horse.

Rumor says that a big two-days' meet will be held here early next season under the joint direction of all the Bicycle Clubs. Good! You'll all admit that Toronto is Ontario's wheeling centre (as far as numbers go), and it is therefore one of the best places to have a really large and important meet. Let the clubs lay their plans now; strike preliminary committees; communicate with the leading American fliers; get wealthy Torontonians to contribute prizes, and thus have everything "cut-and-dried" when winter hustles out of the lap of spring and makes room for some one else. And don't forget a parade. All the boys from Ottawa to Windsor will come.

Geo. H. Hill is about entering the arena as a fancy bicycle and tricycle rider. He is practicing daily at the Princess street Roller Rink. I dropped in on him the other day and saw him perform a number of very neat tricks. He is perfectly at home on his 46-inch full-nickelled wheel, and is especially graceful in his mounts. He will be under the management of Charles Robinson & Co.

Lavender has gone to England for a few months.

Albert Horton took his wheel to Boston with him recently, and is enthusiastic over the roads in and about the Hub.

PETE.

BELLEVILLE.

I beg permission to express my approval of the change in the management of the Association organ, *THE CANADIAN WHEELMAN*. The change will do the cyclists of Canada an inestimable amount of good. A good live journal, such as I predict *THE WHEELMAN* will be, will prove a good tonic to the enthusiast and make enthusiasts of the drones. A drone would hardly be expected to pay subscription for an exclusive cycling paper, but will read it and wish it well if received free. Such, Mr. Editor, is the view of your correspondent. As the fair city of Belleville has never been represented in your columns, to my knowledge, I will make a move with the hope that others will help bear the burden from time to time.

There is in this city an active, vigorous club of wheelmen, with a membership of from 65 to 70, which can muster not less than 35 wiry steeds, all told. The Ramblers' Wheel Club has enjoyed a career of unparalleled prosperity since its organization. Although the club did not give so many entertainments this season as last, Capt. Geo. Reid has not allowed the life to die out of the organization. On the contrary, some 15 or 20 new members have been enrolled. Of the hospitality of the citizens of Belleville, and wheelmen in particular, tourists who have passed through can testify. In fact, it is the ideal place for holding the next annual Association meet, and the Ramblers will move vigorously to secure it, Brantford and Montreal to the contrary notwithstanding. Besides having a fair city, a live club of fine fellows, and large hopes for the next meet, we have in our midst a young wheelman of more than ordinary promise for speed—I refer to Mr. L. B. Cooper. Although but 17 years old.

last July, he turns the beam at 196 pounds, and has a name on the track that the best men of the Province are learning to respect. As he will go into training in January, it is altogether likely that he will be heard from before the close of the season of 1886.

At a meeting of the club on Friday evening it was decided to lease Coleman Hall as a place for the members to congregate and ride during the winter months. This will keep the boys together. There is a desire on the part of a number of wheelmen here to arrange a tour for next season. It is thought that from the number in the city and surrounding towns and villages that a jolly company can be gotten up for a week's tour without much difficulty. This part of the country abounds in fine macadamized roads, reputed as good if not the best in the country. There are few riders here who do not know them for miles about. More anon.

Yours truly, RAMELER.

Belleville, Nov. 16, 1885.

L. A. W. AND C. T. C.

The *Cycling Touring Club Gazette* (Eng.) having drawn a comparison between the growth of cycling on this side of the Atlantic and on the other, the *Bulletin*, the organ of the L.A.W., is moved to make the following remarks, which show that the comment is not so far behind after all:

"There are many among our membership who at times express themselves with some impatience at the growth of the League, which to them seems far too slow. They point to the enormous size of the C.T.C., our cosmopolitan sister organization, and, viewing its seemingly unprecedented growth, reproach the powers that be for their lack of success in the same line. Let us first take the testimony of the secretary of the C.T.C., and then compare it with what we know of our own growth. Says the *C.T.C. Gazette*, page 272 of the present volume:

"Twenty thousand and fifteen! Such is the aggregate. The long-talked-of standard was reached and passed on the morning of the 25th ultimo (August). To the many enthusiastic supporters who contributed to this end we desire to record our hearty acknowledgments. In no country save Britain could such a happy result have been accomplished in so limited a period."

"Again, on page 301, we read:

"Granting, for the sake of argument, that the class which actively participates in cycling in America is—thanks to prohibitive import tariffs and royalties *ad nauseam*—socially and monetarily in advance of the average rider on this side the water, there yet remains the fact that for one man who rides in the new world at least fifty are arrayed under the banner of the wheel in this effete old country."

"Here we find Secretary Shipton admitting that only in Great Britain, where the cyclists number fifty to one (we do not vouch for the accuracy of this comparison) as compared with this country, could such growth—twenty thousand and fifteen in seven years—be possible. The League on its fifth anniversary had six thousand two hundred full-paid members on its books. Some of these have since failed to renew their membership, but so will many of the twenty thousand on the books of the C.T.C. on its seventh anniversary. We must not forget that the League is not cosmopolitan, and that it

leaves to the Canadian Association the task of enrolling members north of the St. Lawrence. Taking these into consideration, we find that five years of organized growth in America has produced seven thousand members, or a little over one-third the number that the C.T.C. has succeeded in obtaining in seven years, though the whole world is its field and several thousands of its members hail from outside of the nest of islands, where we are told cyclists are fifty times as numerous as they are with us. A very simple calculation shows us that the League ought not now to have over three hundred members, as we have but one-fifth the number to draw from, and are but five-sevenths as old.—Or, to compare the relative growth of the two organizations in another way: If the L. A. W. and C. W. A. have grown in five years to a membership of seven thousand, the C. T. C., with possibilities fifty times as great and time two-fifths longer, should have had *four hundred and ninety thousand members*, to adhere strictly to our figures. But Brother Shipton is greatly mistaken in his estimate of the relative proportion of bicycle riders in the two countries; where he says 'fifty' it would be much nearer the mark to say *ten*. Let it stand at that, and we find that our growth is nearly equivalent to a membership of one hundred thousand across the water; and this calculation does not take into account the difficulty of covering so large a territory that we experience here, nor does it allow for the fact that of the twenty thousand members of which they boast probably less than fifteen thousand are to be found within the limits of that happy region where we are told cyclists do so abound."

MUNGER FAILS TO GET THE RECORD.

L. D. Munger, of Detroit, who came east expressly to undermine the 24-hour bicycle road record, was not at all daunted by McCurdy's brilliant performance, but left the Faneuil House, Brighton, at 5.30 sharp Tuesday afternoon, with Mr. J. C. Clark, of the Massachusetts Bicycle Club, as pace-maker. An encouraging shout followed them as they started. Their route lay through Mattapan, Hyde Park, Dedham, Needham, Newton, Watertown toward Waltham, back to Watertown, and Brighton to Faneuil House. The first return was at 8.47, the cyclometer checking 35 11-16 miles. Munger was immediately off again, with Haynes of the Massachusetts Club as pace-maker. They got back at 9.34, the cyclometer, of which there were two on Munger's machine, one on the axle and one on the forks, registering 44½ miles. A rest of 14 minutes was then taken. Munger was feeling first-rate, and he had thus far equalled McCurdy's record. He was rubbed down and fed, and then taken out by Mr. W. P. Hood, of the Danvers' Club, over the 50-mile course of the Boston Bicycle Club. While riding through Newton he slipped one of his pedals, which, when it came up again, cramped the foot in such a way as to badly strain his ankle. The pain bothered him somewhat, but he continued on, hoping that the strain would prove of no consequence. The second circuit was a longer one, and when completed at 1.40 A.M. the cyclometer showed that 85¾ miles had been covered. The third round was begun at 2.01½ A.M., with H. C. Getchell

for pace-maker. Mr. Getchell was the first pace-maker he had who knew the course, and a full fifty miles was made. The circuit was completed at 6.51 A.M., with a record of 135 3-8 miles. At 7.20 he started on the fourth circuit, with C. O. Danforth for companion. Some fast time was made on this trip, 14 miles being covered in one hour. It was 11.49½ A.M. when the hotel was reached, and the cyclometer showed 185½ miles. His ankle was now paining him greatly, but, after having it doctored up a little, he concluded to continue on. C. I. Swan and J. C. Clarke went with him as pacers. At Newton Centre he was met by his friends, who, seeing that he was suffering greatly, persuaded him to abandon the trial, which he did, and returned directly to the hotel. Munger is of strong and wiry build, weighs about 160 lbs., and rides a 57-inch Apollo bicycle weighing 34 lbs.—*The Wheel*, Nov. 1.

GREAT PERFORMANCE BY MUNGER.

Brighton, Nov. 21.—Yesterday at 5 o'clock P.M. L. D. Munger, of Detroit, the bicyclist, started on his fourth attempt to beat the 24-hour bicycle record. All his previous attempts had been thwarted. When he started yesterday the weather was clear and cool, and the night was beautiful. By an unlucky accident early in the day he fell from his machine and painfully injured one of his knees, but he insisted on attempting the effort, and, although suffering, persevered with dogged pluck. He started on his second round at 9.33 o'clock, and at 2.52 o'clock this morning, when he arrived at the Faneuil House, had covered 115 miles. After a rest of 28 minutes he started again and got back at 5.25 o'clock, his cyclometer showing 134 miles. He rested 22 minutes, and at 10.24 o'clock he had covered 186 5-32 miles. After a rest of 20 minutes he started on the fifth lap, with A. A. McCurdy as pace-maker. By this time he was ahead of the English record, and was sure of success, when the weather clouded up and got cold and raw, his sore knee began to stiffen, and with great trouble he managed to proceed. He finished at 5 this afternoon, completing 259 13-16 miles. W. H. Huntly, of Newton, Mass., who started at almost the same time, and who was in perfect condition, made only 257 1-16, still beating the former record of 255 1-13 miles.

A military correspondent, who is attending the Italian army manoeuvres now in progress, writes: "Possibly, in consequence of their weak cavalry, the Italians economize that arm in the matter of orderlies by employing infantry men on bicycles to carry messages. I saw three such—to our eyes—strangely-mounted orderlies going along the road yesterday. If this can be done in Italy, where the roads are indifferent, it could certainly be done in England, where good roads are numerous, and where our weak cavalry regiments can ill spare the large number of men taken for orderly duties. At Aldershot, especially, tricycle orderlies would be very valuable. Indeed, there is no reason why tricycle orderlies should not be employed by us in campaigns where, as in Europe, fair roads are to be met with. Any number of our volunteers would be able and willing to perform this duty."

Wheel Tracks.

There were 403 entries for the Springfield meet.

It is rumored that Hendee will settle in St. Louis.

The *Cyclist and Athlete* has suspended publication.

The German Cyclers' Union has now a membership of 3,000.

Howell weighs 185 pounds, but rides a 22-pound machine.

Percy A. Nix rode 254 miles in 24 hours, on a Facile, October 20.

Bob Neilson, of Boston, is considered the coming American professional.

Mlle. Armaindo and T. W. Eck are travelling through Missouri in company.

Lynn boasts of a lady tricyclist who has cycled upwards of 500 miles this season.

A Rhode Island Division L.A.W. is one of the probabilities of the near future.

A. P. Engleheart, the premier safety-rider, has won 26 out of 30 races entered this year.

Several of the young women of the Harvard Annex ride to their recitations on tricycles.

A party will leave New York March 2nd on a Bermuda tour, to extend over twenty days.

A movement is on foot among Detroit wheelmen to build a quarter mile bicycle track next year.

The foreign trade is booming. A Chicago firm recently shipped one of their machines to Jerusalem.

The Detroit B. C. Club will offer prizes to the members making the best road records during 1886.

It is stated that Cola E. Stone, prior to his death, had not worn a pair of long trousers for four years.

George Cain, of the Lynn Cycle Club, will soon attempt the feat of riding down the steps of the Lynn City Hall.

Harvard College does not show up well in wheeling. In every other department of athletics she takes a leading position among the colleges.

McCoy and Williams, of Newark, N.J., have designed and patented a saddle, in form similar to the Victor. It has but one coil behind, instead of two.

The recent performance of Messrs. Klipstein and Hildebrand, of St. Louis, in riding 120 miles in 21 hours, becomes a 24-hour record for the State.

There are between three and four hundred thousand cyclists in England, and the ancient city of Coventry is the chief seat of the cycle-making industry.

Thos. R. Finley, Smithville, N.J., the fancy Star rider, has been declared a professional by the L.A.W. Racing Board for accepting money for an entertainment.

Sellers will not race again, at least that is his present intention, as he is head and ears into his books, and he reckons he cannot study properly and train properly.

The Birmingham Small Arms Company has just completed a new ball bearing, for which they make great claims; among others, that it does not infringe any existing patent.

M. Josec Kohont, of the Cesky Klub Velocipedists, holds the twenty-four hour record for Germany. He recently covered 248 miles in 21 hours 30 minutes, actual riding time.

The Elizabeth (N.J.) wheelmen claim a riding record for nine months of 28,965 miles. L. B. Bonnett leads the list with 2,255 miles Mrs. D. B. Bonnett has a record of 648 miles.

The Columbia racer now has all the amateur world records from a quarter mile to two miles, and exclusive world records from two to twenty miles inclusive, held by W. A. Rowe, of Lynn, Mass.

Bicyclists have been employed by the Austrian government as scouts, and thus far have given entire satisfaction. At some future date we may expect to see the United States army on wheels.—*Western Cyclist*.

Neilson and Woodside, the professionals, will ride bicycles against Anderson, the long-distance rider, at New York Christmas week. The former will alternate every hour, while the horseman can change his horses as often as he chooses.

President Bates has closed his connection with the *Detroit Post and Tribune*, with which paper he has been connected for twenty years, and is to take the editorial management of the *State Republican*, of Lansing, in January next.

A ten mile bicycle race took place at Montreal on November 8, and was won by Murray, of the Montreal Bicycle Club (2½ min. handicap) in 40.50; 2nd, Crispo (1m. handicap), in 41.35; 3rd, Ramsay (½m. handicap), 42.35.

Benj. F. Hutches, jr., of Galveston, Texas, has taken out a patent for a cyclometer, which is kept in motion by contact with the tire. It is to be attached to the head of the bicycle, and occupy the place of the brake, but we do not learn what is to become of the brake.

Messrs. A. W. Aves and John Hanley, of Detroit, recently started out with the intention of riding 100 miles within daylight. They rode to within a short distance of Dealtown, Ontario, and return, the cyclometers registering 104 miles.

The League will undoubtedly fix upon 27, 28, and 29th May for the annual meet. There is a strong desire for a three days' meet, and these dates will fall upon Thursday, Friday and Saturday, and Decoration Day will be celebrated on the following Monday.

Application was lately made to Common Pleas Court No. 2 for the approval of a charter for "The Pennsylvania Bicycle Club of Philadelphia." The incorporators are Frederick McOwen, Eugene M. Aaron, Charles Harvey, Edgar C. Howell and Isaac Elwell.

Geo. M. Hendee made an unsuccessful attempt at Springfield to break the 100-mile track record, on Wednesday, Nov. 11. On completing 93

miles he was so much exhausted that he had to be taken from his machine. He was so much discouraged after his ineffectual effort that he declared he should never ride again.

The London *Illustrated Sports* publishes an article on "The Decline of Cycling." The writer, after dwelling at length on the causes of the decline, suggests that the C.T.C. hold an annual tour, on the plan of the Big Four. He is of the opinion that it would do much toward arousing a new interest in the sport.

Both *St. Nicholas* and *The Century* for 1886 are to contain articles written by Mrs. Elizabeth Robins Pennell, and illustrated by her husband, "Joe Pennell," the artist-wheelman. "Four Great English Schools—Rugby, Eton, Harrow Winchester" will appear in the former, and "A Tricycle Pilgrimage to Rome" in the latter.

Cycling is giving to the present generation of England a remarkable knowledge of their own country, which railroads were causing them to lose, and has infused fresh life into many once famous inns on the old post roads. The most popular cycling ground is the great Bath road, and men frequently go 150 miles and back.—*Sun*.

The Amateur Bicycle Association at North Shields, England, intends to offer exceedingly handsome prizes at a tournament next year, with the special object of inducing American amateurs to meet the great rider, English, at his home. The sporting press across the water already assures visitors from America of a hearty welcome.

A novel railway bicycle has recently been invented in England. It has four seats with springs, etc., like an ordinary tricycle, so as to allow four drivers to work with their feet the two large driving-wheels. It is estimated to attain a speed of twenty miles an hour, and being fitted with a handy brake is kept under easy control.

The fever for expensive club houses is evidently infectious. The Missouri Wheel Club, of St. Louis, has announced that it is ready to receive offers from builders to erect them a house costing about \$10,000. One capitalist has offered to put up a building at his own expense, on condition that the club lease it for a number of years. Some of the more sanguine members of the M. B.C. expect that the proposed house will be well under way by the beginning of winter.

Wm. A. Rowe, whose late record-breaking performances were reported in the last *Wheel*, will make Springfield, the scene of his great successes, his permanent residence next year. During the winter, when riding will be impossible, Rowe will go through a complete gymnastic training at Boston, under the care of Dr. Sargent. With the coming of spring it is confidently expected that Rowe will blossom forth as the fastest rider amateur bicycle rider in the world.

At a meeting of the Business Committee of the Owl Bicycle Club, of Chicago, Nov. 9th, John W. Bell, captain, was unanimously suspended from membership, and the position of captain which he has heretofore held, is declared vacant, until action can be taken upon his case at the annual meeting of the club, on January 9th, 1886. According to the Constitution, C. B. Pride, now 1st lieutenant, becomes acting captain, until a successor is appointed.

DAN CANARY.

Canary is showing the Englishmen a thing or two. The *Cyclist*, of London, says: "The greatest feature of interest to cyclists generally at the gathering was perhaps the performance of Dan Canary, the American trick-rider. Canary, who is a young, slight-looking man of gentlemanly appearance and manners, is by far the best acrobat on wheels we have ever seen.— Placing an ordinary 50-in. bicycle on the dining-table, in front of the chairman, he proceeded to climb up it, using the spokes as rungs of a ladder, and all the time balancing the machine in the position adopted by the few riders who can stand still on a bicycle. When he reached the bearings he stood on them, extending his hands into the air, and then, after standing with both feet on one pedal, he stepped lightly into the saddle and sat there, still perfectly balanced. He then gracefully dismounted and clambered up again, mounting the saddle from over the front of the handle-bars. This performance was then repeated with the bicycle standing on two chairs on the dining-table. Dan Canary 'opens' at the Aquarium at Westminster at 4 P.M. on Thursday next, and we fancy that during his engagement at the Palace of Fishes every cyclist in London will visit the show specially to see him, for, judging by his performance on the dinner-table last Saturday evening, he is simply unsurpassed in the world as a trick-rider on the bicycle."

MORE RECORDS GO.

The *Wheel* gives the following particulars of Rowe's great feat, briefly mentioned in our last issue: "Again has the Lynn shoemaker put the recently-revised records for one, two and three miles in the shade. On Friday, Oct. 23rd, in company with Chas. P. Adams and John Illston as pace-makers, alternating at every half mile, Rowe started in to capture the three mile record which would make complete the chain up to twenty miles. The first quarter was made in 41 3-5, the half in 1.20 4-5, the three-quarters in 1.58 3-5, and the mile in 2.38. He then began to go for the records, and reversed the duties of pace-maker, pushing them so hard that he practically set the pace for them. His two miles were made in 5.21 3-5, the previous world's record being 5.29. When told that he was breaking records he shook his head and gave a satisfied shout and then pitched into the three mile at a terrific pace. As he rounded the upper turn for the homestretch he scooted by Adams, his pacemaker, and flew under the wire in 8.07 2-5, 10 1-5 seconds under the record. Woodside, who was on the judges' stand, stood in open-mouthed wonder.

"Rowe then made an attempt for the three-quarters, and made the quarter in 39, the half in 1.17 2-5, the three-quarters in 1.56. As he had 40 seconds to spare, a signal was given him to keep on for a mile, and the way in which his wheel revolved sent him spinning in in 2.35 2-5."

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PIONEER,

BRITISH,

BRITISH SPECIAL,
BRITISH TRICYCLE.

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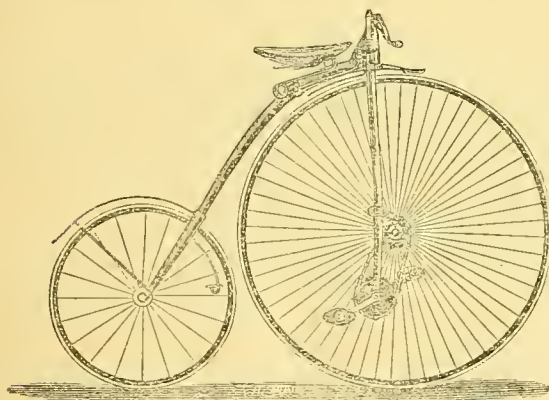
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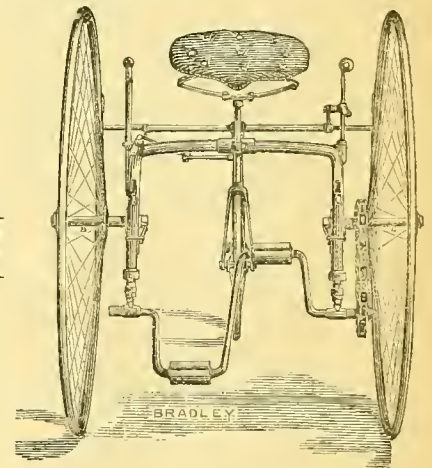
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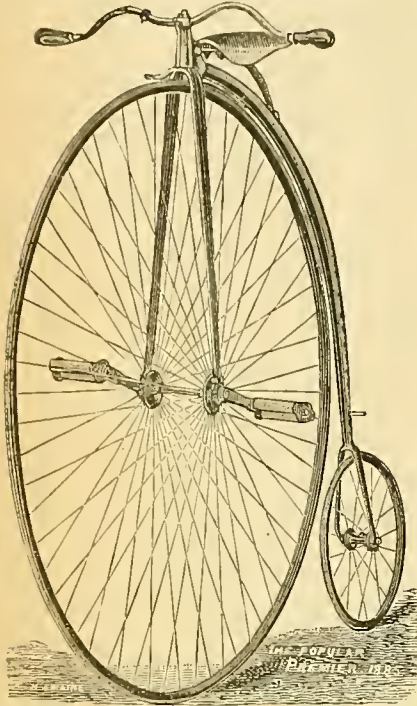
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A. T. LANE, - Montreal.

ROYAL CANADIAN No. 2.



This machine has been greatly improved since last season, but price remains the same. SPECIFICATION:—Hillman's new pattern ball-bearings to front wheel and adjustable cones to back, direct spokes, HOLLOW FORKS, BENT HANDLE BARS and LONG-DISTANCE SADDLE. Finished in Harrington's black enamel. Price, \$65.00.

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Premier Sociable

Balls to all wheels, king of road lamps, new tires.

COST \$190, for \$110.

IN GOOD ORDER.

Rudge Racer

51 inch. Balls at both wheels and pedals. Only used a few times.

COST \$115, for \$75.

Popular Premier

51 inch. All nickel-plated but felloes. Ball bearings to front wheel. Æolus ball pedals. King of road lamp. Nickel-plated. Hill & Tolman Automatic Gong. In very good order.

FOR \$70.

Special British Challenge

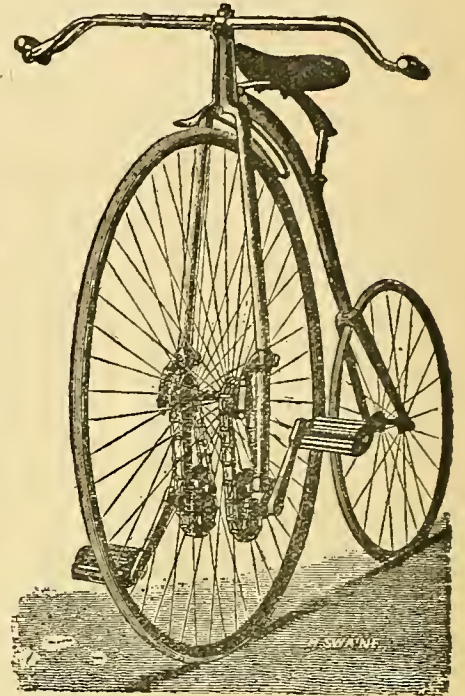
52 inch. Balls to both wheels. Half plated. Too high for late owner. Not run 100 miles.

— \$75.—

And 50 more Bicycles

ALL JUST AS CHEAP.

THE KANGAROO.



THE PERFECT SAFETY.

Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important particular. Price, \$105.00; Ball Pedals, \$5.00 extra.

Send 3-Cent Stamp
for largest and most
elaborate Bicycle Cata-
logue ever published in
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42 Pages—62 Engravings.

STILL THEY COME!

At the Toronto Bicycle Club Sports, September 19th, 1885, six out of seven of the events were won
on the

INVINCIBLE BICYCLE,

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— A T T H E —

INTERNATIONAL INVENTIONS EXHIBITION,

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HAVE BEEN AWARDED A GOLD MEDAL!

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WORLD'S RECORD - ¼ Mile - WM. A. ROWE, .36 1-5	WORLD'S RECORD - 10 Miles - WM. A. ROWE, 28.37 4-5
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WORLD'S RECORD (AMAT'R) ¾ Mile - WM. A. ROWE, 1.55 1-5	WORLD'S RECORD - 12 Miles - WM. A. ROWE, 34.32 3-5
WORLD'S RECORD " 1 Mile - WM. A. ROWE, 2.35 2-5	WORLD'S RECORD - 13 Miles - WM. A. ROWE, 37.24 3-5
WORLD'S RECORD - 2 Miles - WM. A. ROWE, 5.21 -35	WORLD'S RECORD - 14 Miles - WM. A. ROWE, 40.25
WORLD'S RECORD - 3 Miles - WM. A. ROWE 8.07 2-5	WORLD'S RECORD - 15 Miles - WM. A. ROWE, 43.26 1-5
WORLD'S RECORD - 4 Miles - WM. A. ROWE, 11.11 4-5	WORLD'S RECORD - 16 Miles - WM. A. ROWE, 46.29 2-5
WORLD'S RECORD - 5 Miles - WM. A. ROWE, 14.07 2-5	WORLD'S RECORD - 17 Miles - WM. A. ROWE, 49.25
WORLD'S RECORD - 6 Miles - WM. A. ROWE, 16.55 3-5	WORLD'S RECORD - 18 Miles - WM. A. ROWE, 52.25 1-5
WORLD'S RECORD - 7 Miles - WM. A. ROWE, 19.47 2-5	WORLD'S RECORD - 19 Miles - WM. A. ROWE, 55.22 2-5
WORLD'S RECORD - 8 Miles - WM. A. ROWE, 22.41 4-5	WORLD'S RECORD - 20 Miles - WM. A. ROWE, 58.20
WORLD'S RECORD - 9 Miles - WM. A. ROWE, 25.41 4-5	

Chicago, October 16, 17.

19 out of 22 First Prizes, 30 out of the entire 40 Prizes taken on COLUMBIAS.

4 MILES PROFESSIONAL RECORD - - - - -	11.29 2-5
5 MILES PROFESSIONAL RECORD - - - - -	14.23 3-5
6 MILES PROFESSIONAL RECORD - - - - -	17.28 2-5
7 MILES PROFESSIONAL RECORD - - - - -	20.25 3-5
8 MILES PROFESSIONAL RECORD - - - - -	23.23 4-5
9 MILES PROFESSIONAL RECORD - - - - -	26.19 4-5
10 MILES PROFESSIONAL RECORD - - - - -	29.12 2-5

BY W. M. WOODSIDE, AT SPRINGFIELD, OCT. 24 & 26.

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Vol. III.

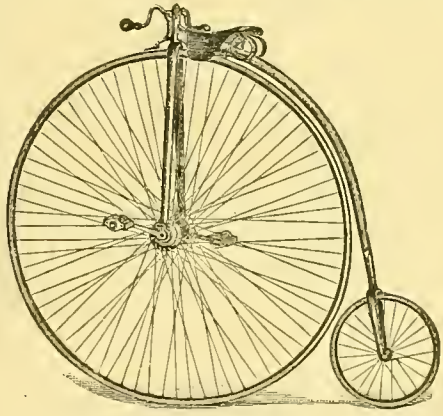
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A MARVELLOUS TALE.

:o:

'Twas the week before Christmas. In Lapland
Town

(Where lived Santa Claus of world renown)
A crowd had gathered from far and near
To attend the sale of Mr. Claus' deer,
For, strange to say, he had advertised well
That on that day his deer he would sell.
The people all wondered how their neighbor
would carry

His Christmas load without deer or lorry,
But that he knew a thing or two
After reading this tale you'll say is true.

* * * [had gone !
'Twas the day before Christmas. Santa Claus
Suddenly left his old Lapland Town !

Whither or when or how no one knew,
Nor did he give them the slightest clue.

* * * [down
'Twas Christmas Night, and the Moon looked
On sleeping city and village and town ;
But the Man in the Moon saw the strangest
thing

That ever was viewed by a planet, I ween.
As midnight drew near he keenly peered
To see if Santa and his antlered herd
Were going to visit the world once more
From chimney to chimney and door to door.
Long he listened for the merry jingling
Of his golden bells with the air a-mingling :
Hold ! By the light of the Evening Star
What's this I see in the distance afar ?
A white-bearded, fur-covered affair !
Heigh-ho ! 'tis St. Nicholas at last, I declare !
But where are his ponies with high-perched
head ?

And his cosy seat in his little sled ?
Faster and faster he flies o'er the earth,
Shaking with laughter and jolly with mirth.
But what is he riding ? 'Tis a thing of steel ;
By Jupiter, Stars, he's on a Rudge Wheel !
With a curved handle-bar and a clear-sounding
bell,

And a load of presents that nearly fell
As he pedalled away o'er the Rockies' crest :
'Twas a perilous ride, it must be confessed.
But how he flew over hill and plain !
How he worked his way with might and main !
How he skipped across highways and across
corner lots,

Till in the distance his feet were but dots !
And his pile of goodies had run so low
That he wheeled to Fairyland and began to stow
Away in his saddle-bag a fresh store of toys
For American girls and Canadian boys.
And all night long on his tangent wheel
St. Nicholas raced with the envious Deil
Who tried to stop him on his errand of joy,
Jealous because he had been given no toy.

* * *
By the break of day, when the Morning Star
Arrived on the scene from her home afar,
St. Nicholas had finished the last of his task,
Dismounted from his wheel, took out a flask,
And drank hearty and long to his Friend of
Steel—

His Lightning Express—his new Rudge Wheel ;
He drank to the health of Robinson & Co.,
And advised his friends at once to go
To Toronto Town and buy for cash
The marvellous wheel that goes like a flash !

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Mounted on beautiful wheels,

Has a fine repertoire of startling and difficult
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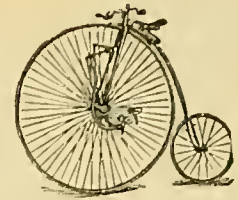
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THE KING OF SAFETIES.

This Bicycle has stood the test of over eight
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ABSOLUTE SAFETY, SPEED,

—AND—

Easy Propulsion.

Two-third Crank. No Dead CENTRES.

Testimonials from Medical Practitioners in
Canada using the XTRA. the past four years,
do cheerfully recommend this style to be used
more amongst the profession.

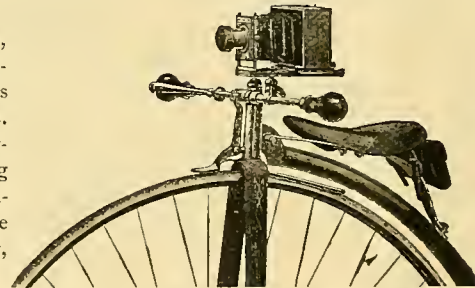
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logue for 1886.)

W. M. PAYNE,

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The lightest, neatest,
and best Camera in mar-
ket for the price. Makes
pictures $3\frac{1}{4} \times 4\frac{1}{4}$ inches.
Consists of a fine mahog-
any Camera with rising
front and folding bed, sin-
gle achromatic lens, one
double dry plate holder,



and attachment with uni-
versal joint for fastening
Camera to Bicycle. The
whole apparatus in a
handsome sole leather
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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, JANUARY, 1886.

THE CAREFUL LEARNER

No man knows so well how to be wisely careless as the truly careful man. To be careful is to be wise, and to be careless, under some circumstances and in respect of some things, is to be equally wise. All wheelmen given to observation must have noticed that the over-cautious and extremely careful rider comes oftener to the ground. He takes just twice as long as his chum to learn to ride, and never, positively never, feels thoroughly at ease in the saddle. He is afflicted by this nervous dread of accident, which has its foundation chiefly in his imagination, and this slow-up, pull-back style of carefulness which is fatal to the comfort of those who practice it. Brother wheelman, never vote lack of confidence in your wheel: if you do, it will resent it and pitch you into all sorts of shapes. On the contrary, if you put full confidence in your strong, easily-controlled machine, it will be proud of you and carry you safely through nine times out of ten. The tenth time is the accident to which we are all subject.

The sacred poet Isaiah says: "He that observeth the wind shall not sow; he that regardeth the clouds shall not reap." Now, the man who has got seed to sow is not to be utterly regardless of the wind, nor the reaper is not to entirely ignore the weather. But the wheelman who is afraid of every small rut in his path, like the sower frightened by every gust of wind, how is he going to ride! Or how is the rider who becomes timorous in every narrow way or at every little declivity, like the reaper scared at every cloud that flits across the sky, to keep his saddle! He will lose his head, or actually go over his head, and no one likes to be out of his depth. Do not misunderstand us; we are not advocating recklessness: he who knows nothing of the careful will come to grief.

To the rider of a month who falls to the side, we would say, be less timid. Put more shove to your feet and you will have fewer tremors in the small of your back. Trust to your wheel and don't be afraid of making it lift you over a brick. To the first season rider who sometimes tries to get ahead of his machine we would say, be less studiously careful and more confidently careless.

Mr. Chas. Richard Dodge, late of Washington, D.C., and formerly editor of *Field and Farm*, has recently accepted the editorship of *Quiting*.

EDITORIAL NOTES.

The New York *Wheel* dubs Woodstock the bicycle hub of Canada. This is fame.

John Bell has been honorably reinstated as captain of the Chicago Owl Club, the parties who made charges against him having seen their error and apologized.

Hill-climbing contests are not as general in Canada as they should be. What an attraction a contest on an artificially-constructed hill would be at a C.W.A. meet!

Mr. Thos. W. Eck invariably affixes "Champion of Canada" to his signature. Will Mr. Eck please produce his credentials. If Canada is his country, he has no honor here.

They are making a new street in St. Louis, and the idea is mooted of constructing part of it especially for cycles. The time may come when all roads will have their cycle tracks.

Some western wheelmen have again raised the question of flying starts. 'Tis a dead issue. So long as human natur' is human natur', flying starts will be unsatisfactory to racers and spectators.

There is a probability of England being swarmed with fancy riders next year. Annie Sylvester, Prince Wells, Ralph Friedberg, Westbrook and Hacker, and others, are already on the tip-toe of expectation.

Mr. Joseph Butcher, in a letter to the *Bicycling World*, makes the serious charge against McCurdy, the long-distance rider, that in his great race one of his pace-makers rode his wheel while he rested.

A good suggestion is made in an English journal that handicap races should be made from scratch, the riders not to be aware of the time allowance given to each. This would make such races worth looking at.

The official organ of the L.A.W. is credited with being a financial loss to the League. 'Tis not to be wondered at. The L.A.W. does not likely expect to get a first-class official gazette like the *Bulletin* for nothing.

'Tis with pride we learn that Canada, through the medium of the Montreal Bicycle Club, can claim the first Chinese lantern parade. What the Montreal boys don't know about wheeling few American clubs can teach them.

The Star riders who toured through Canada last summer say, in the *Star Advocate*: "The Canadians were very hospitable, and we wish to thank them for the many kindnesses shown us; we will gladly reciprocate whenever opportunity may offer."

Rowe, it is obvious, is a good man, but should he visit England next year we shall expect to see him finish behind our best men. We should unhesitatingly pin our faith upon Webber (in default of English) in a 20-mile race either in England or America.—*Bicycling News*.

It is likely that the opportunity for faith-pinning will be afforded next season.

The English *Bicycling News* shows how small a soul it possesses and what the nature of its professed fraternal feeling towards American cyclists by leaving uncorrected in a letter from Mr.

Ducker a few mistakes of grammar that crept into that gentleman's communication. Such action is beneath contempt.

The kindly disposition manifested by the English papers towards America and American riders is well illustrated by the following extract from the *Bicycling News*:

"The record manufactory at Springfield is still in full blast, and we have again to announce further upsets on the path. Mr. Geo. M. Hendee, having turned his attention to tricycling riding, made 'world's records,' as a matter of course— $\frac{1}{4}$ mile, 42s.; $\frac{1}{2}$ mile, 1m. 21 4-5s."

It is felt by many that the year 1886 should see the adoption of an Association uniform by the C.W.A. The kindred organization of Great Britain and the United States have each a distinctive dress. The possession or wearing of the uniform would not of course be compulsory, but if adopted by a majority of the members of the Association would add greatly to the appearance of the Association meets. Were a neat costume adopted, new clubs would be very likely to accept it as their uniform, and in the case of unattached riders, their difficulty about selecting a suitable riding dress would be solved for them.

The anathemas of the Montreal Bicycle Club have been hurled upon the devoted head of THE WHEELMAN for mentioning as a novel idea the recent Chinese lantern parade of the Massachusetts Bicycle Club. We must confess that we are no longer in ignorance of the fact that the Massachusetts Club merely copied an example set by the Montreal Club a year ago. No one could have occupied the editorial chair of THE WHEELMAN since the issue of the December number without learning that much. Letter after letter has arrived from members of the energetic Canadian Club pointing out our error, and asking that credit be given where credit is due. We give it with the heartiest pleasure, and wouldn't object to making a similar error in regard to several other Canadian clubs if it would result similarly in awakening their members to a realization of their duty to THE WHEELMAN.

Perhaps some of our friends will take exception to the last remark, and claim that they owe no duty to THE WHEELMAN—that they are diligent in their payments to the C.W.A., and that there their duty ceases, and those of the editor of THE WHEELMAN begins. Friend that thinkest so, thou'rt wrong. Your duty to THE WHEELMAN is a part of your duty to the organization of which you are a member. The C.W.A. is a band of brethren of the wheel, joined together for mutual advantage, and every member of the Association is supposed to do what he can in the interest of his fellows generally. THE WHEELMAN is one of the instruments adopted by the Association to advance its work, and it is every member's duty to personally endeavor to make it better serve, with each succeeding month, the purpose for which it exists.

Cyclists are full of schemes. An English wheelman proposes a winter excursion to Holland for a run on the frozen canals, and another wants to go on a long-distance tour on the Great Canal of Russia, 4,792 miles long, so as to reach the Chinese frontier before Thomas Stevens gets there.

STRAIGHTAWAY FOR FORTY DAYS.

Karl Kron, in his book, will say: Physically, a man is apt to be at his best during the ten years which bring him to middle-age at thirty-five. Of his possible seven decades, that is distinctly the one during which, under normal conditions, his average health and vigor will most nearly approach the ideal standard. Health may not always ensure happiness, but it is certainly a chief condition thereof; and whoever puts it in peril by continuous overwork during those "ten healthiest years," with the idea of thus winning leisure in which to enjoy himself later, seems to me to act foolishly. "As we journey through life, let us live by the way," is a maxim that has ever been to me a sufficient excuse for "going slow" and making the most of the pleasures of the passing hour. These theories I have often advanced against Philistine acquaintances, whose all-absorbing efforts to "get on" forced an indefinite postponement of all thoughts of pleasuring, and I have warned them that the bodily machine tends to run less and less smoothly when once it reaches the down-grade, beginning at the half-way point on its appointed course. It was somewhat exasperating, nevertheless, to have the truth of this physical law so promptly demonstrated upon my own person; but my thirty-sixth year was not allowed to end without bringing to me an attack of illness—for the first time since my childhood. But within three weeks after this brief prostration by malarial fever, I started to wheel 400 miles, and no reminder of the fever kept me company during that pleasant autumn journey. The first annual tour through Canada of the Chicago B. C., the previous July, had shown me that I could be sure of finding 300 miles of such roadway between Detroit and Niagara; and an illustrated report of some Washington men's ride to the Natural Bridge (*The Wheelman*, Aug., 1883, pp. 323-331), had made me eager to try that longest and best-macadamized track in the Union, which stretches from the edge of Pennsylvania for 150 miles south, through the Shenandoah Valley, to Staunton, in Virginia. My fortnight's ride in Ontario began at the Crawford House, in Windsor, opposite Detroit, Monday, Oct. 8, 1883, at 4 A.M., and ended at the Revere House, in Prescott, opposite Ogdensburg, Sunday, Oct. 21, at 9.30 P.M. I do not believe that the "weather probabilities" of so extended an outing could be bettered by changing the season of it. I think I chose as good a time of year as possible for the exploration of that particular 1,400 miles of territory. I should account a man very lucky who could go over it without experiencing an aggregate of discomforts at least as great as my own. The intensely cold air, which characterized my week's passage across Pennsylvania, supplied an admirable exhilaration which could not have been had in summer; and if the rains which preceded made mud, they also laid the dust and stiffened up the sand ruts,—those two banes of touring in very dry weather. The rain-storms indeed never once proved prohibitory to daily progress, and the happening of four of them within eight days did not prevent my fortnight in Ontario from being much the fastest one in my entire wheeling experience. I may as well confess here that one reason for such swiftness was a lack of temptations for

tarrying. It was by no means an unpleasant country to ride through,—it was far less monotonous and uninteresting than a traveller by train would imagine,—but all I wanted too see of it could generally be seen well enough without leaving the saddle. There were few salient points or noble outlooks where I longed to linger. There was small sense of loss or regret in continually moving on. From Tecumseh on Lake St. Clair to Kingsville on Lake Ontario; along the shore of this for 100 miles till in the region of St. Thomas, where a turn was made cross-country for 50 miles to Lake Huron and its shore skirted for a dozen miles to Goderich; then another inland stretch of 190 miles to Toronto, and a shore road along Lake Ontario and the St. Lawrence for 230 miles to Prescott: such is the outline of a course that supplied me a pleasing variety of scenery, but "without prejudice" to a rapid passage through it. If the waters of the lake, in sunshine or in moonlight, made a pretty section of my horizon, I was not forced to halt in order to enjoy the spectacle. Its attractiveness was increased, rather by the constant change implied in rapid motion. No hills worth mentioning were met for the first 100 miles; and the roadway, without being absolutely straight, was a very direct one, having few abrupt turns or angles. Cleared and cultivated lands extended back from it on each side, for a ½ mile or ¼ mile, with a fringe of woods behind them, against the horizon. In the hillier, rougher and less fertile regions which I traversed later, I found similar conditions generally prevailing, in a somewhat modified form; that is, there was usually a stretch of open country near the road, with a wooded background. It seems to me that very little of my riding was "in the woods," and almost none of it in heavily-timbered forests. I think, too, that hardly any shade-trees had been planted along the wayside. Beneath the blazing sun of midsummer, therefore, a "tenderfoot" tourist through Ontario might perhaps consider its roads a trifle too much *al fresco*; but, on the whole, as I have said, to a cyclist who wants the peculiar pleasure of pushing himself at a swift pace across a wide stretch of country, "Talbot Street" offers far greater attractions than any 500 mile thoroughfare in the United States.

:o:

THE RECORDS.

The following table from the *Mail* shows the best Canadian records in existence:

Distance.	Time.	Made by
½ mile.....	1.31 4-5	.....Low
⅓ mile, without hands	1.42 2-5	.....Williams
1 mile.....	2.58 3-5	.....Clarke
2 miles.....	6.29 2-5	.....Foster
3 miles.....	9.52	.....Foster
4 miles.....	13.37	.....Clarke
5 miles.....	16.06 3-8*	.....Clarke
6 miles.....	20.29 2-5	.....Davies
7 miles.....	23.50	.....Davies
8 miles.....	27.12 1-5	.....Davies
9 miles.....	30.35	.....Davies
10 miles.....	33.43 4-5	.....Davies
20 miles.....	1h. 11.53	.....Davies
50 miles.....	3h. 07.22	.....Clarke

Tricycle Record.

1 mile..... 4.18 3-5A T Lane

Safety Bicycle.

1 mile..... 3.19 4-5T Fane

* Clarke is credited with 16.00 3-5 Sept.'5, 1884.

A STAR QUARTETTE IN CANADA.

In August last four members of the Star Bicycle Club of Cleveland—Messrs. Chubb, McTigue, Weitz and another—took a tour through Canada, which is pleasantly described in the last number of the *Star Advocate*. They started from Windsor, and the writer says: "Dusk brought us to Buckhorn, 71 miles since 11 A.M. In the morning we were fresh and lively, and ready for a good day's work. Our route led us over 23 miles of good roads, but on the last few miles we were filled with grave anticipations, as the natives would exhortingly tell us that we 'wouldn't run them things so nice when we came to the sand,' and, sure enough, we didn't; we would ride awhile, then dismount in a hurry and push the wheel to rest it; it was ride a little and then push; finally we got through to Wal-lacetown, 14 miles, where we were told that bicyclists never attempt to ride the road we had ridden. The next six miles, to Iona, is good, and from Iona to St. Thomas the land is undulating and the finest riding imaginable—one continuous succession of hills not too steep to climb, and just steep enough for excellent coasting. We would coast down one and half way up another, when a few strokes would bring us to the top, and the fun would be repeated. This lasted nearly the whole distance, 13 miles. Arriving at St. Thomas, we coasted Kettle Creek hill, a perfect gem for coasting, a quarter of a mile long, with a hard even grade and nearly straight. It was our intention to have taken an early supper (59m.) and gone on to London, 18 miles, but being welcomed by such distinguished wheelmen as Messrs. Brierley and Hepinstall, we concluded to remain until morning. Mr. Brierley, president of the C.W.A., escorted us around the city, showing us, as only a wheelman can, the points of interest, and here we noticed the absence of all prejudice against the Star. The St. Thomas wheelmen, and, in fact, all others, rode with us, and treated us as if we rode 'ordinaries;' and I think some of our American cranks might study with advantage the good-fellowship of our Canadian neighbors. At London we were waited upon by several members of the Ariel Touring Club, and after supper Mr. Meyers and Mr. Evans, editor of THE CANADIAN WHEELMAN, came for us, to see the city from the wheel. Our schedule for Monday, the 17th, called for Goderich, 66 miles. This was said to be the finest road in Canada, but there is a mistake somewhere, as it was the worst we rode over, excepting the sand."

:o:

Messrs. Charles Robinson & Co., of 22 Church street, Toronto, has a member of their staff who is strongly addicted, like Silas Wegg, to "dropping into poetry." He makes the Rudge his theme in this issue of THE WHEELMAN, the result being a stirring tale of Santa Claus and his Christmas ride. This enterprising firm write us that they are preparing their Spring Catalogue, which will contain some novelties for 1886, early announcements of which will be made in THE WHEELMAN.

:o:

The Westfield, Mass., bicyclists have formed a class for Bible study among themselves, to meet in their club-rooms on Sunday afternoons.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

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

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

Secretary-Treasurer—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

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

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Representatives:

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

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“ “ J. T. Gnaedinger, St. Peter Street.
“ “ J. R. Scales, 234 St. James Street.
Sherbrooke City.—R. N. Robins.

Mr. W. A. Karn, C.C. No. 1 District, has appointed the following Hotel Headquarters:

Arlington House.....Port Elgin.
Lorne “Elmwood.
Hicks “Mitchell.

TRICYCLES.

The year 1885, now nearly gone, has been, so far as tricycles go, a year of experiments. No one type of machine has led the market, and new forms have come in for trial. Two years ago the loop-frame machine was the popular one, then the two-track shared honors with it, and last year the T-frame was the favorite. This year the small-wheeled handle-bar steerers have come in, and we believe they have come to stay. With so many different kinds in the market, it is hard to tell which possesses the most advantages. All have their good points and all have weaknesses. He who can assemble the one and reject all the others will be fortunate. We believe the machine of 1886 must have small drivers, a large steerer, handle-bar automatic steering, and a strong and simple hand-brake.—*Bi. World.*

THE COMING GRAND TOUR.

When cyclists, in the course of a year or two, have discovered how very superior the roads are in France, Switzerland and Italy to those in England, and how easy and jolly a thing it is to ride abroad visiting cities as old as Verona and as beautiful as Venice, there will arise a need for a new kind of Bradshaw which will give in a very small bulk the routes from London to all the principal cities of Europe, with what the English Bradshaw does not give added—namely, the name of some inn or hotel at each place passed, and the prices, just as Bædeker does in his handbooks. The cyclist will have many advantages over the ordinary traveller, because he carries less luggage, and can visit places—a waterfall, a ruined castle or abbey, a quiet lake, a gem of blue set in the Alps—without the bother and expense attendant upon the ordinary methods created by the present system of “going abroad.” At present, even cyclists are too little aware of how much may be done, and at how small cost in a fortnight’s holiday, when they bring to their aid in running about a bicycle or tricycle. Of course the bicyclist can run the faster, but he is at this disadvantage—he cannot carry as much luggage with him as is actually necessary for a run on the continent, while the tricyclist, on his machine, may carry enough for all his wants—of course those wants being of a modest character. Perhaps at no distant time the bicyclist will only need to carry a tooth-brush and a comb about with him—all other necessities being supplied by the hotel-keeper, on the same principle adopted by Captain Maryat. In the new “Cyclists’ Bradshaw” how curious it will read, “To Venice from Chiasso, by Como, Milan, Brescia, Teschiera, Verona, and Padua, seven days, probable cost, \$3.”—*London Standard.*

A SPORTING OPINION.

While contemplating the long and exceptionally brilliant array of unparalleled achievements this season placed to the credit of amateur and professional cyclists, and noting the additions constantly being made to the list, the average reader must feel disposed to heartily join with the sorely-tried preserver of records in fervently praying for a “let-up” on the part of the over-ambitious propellers of the nicked steeds.—Surely they should remain content with the marvellous performances so far accomplished, and willingly give their overworked machines a much-needed rest till the season of 1886 opens. The feats performed by Amateur Rowe and Professional Woodside since our last issue, together with nearly all the unprecedented achievements chronicled since the Springfield tournament, have, it must be remembered, been done in trials against time, under conditions of weather, track and surroundings altogether favorable to the performer, and that, while constituting technical records, in actual merit they fall short of slower performances accomplished in races between men. This fact should be given due consideration in comparing the time made, as it will be in making up the records at the end of the year.—*Clipper.*

The head of the firm of Singer & Co., Coventry, is expected in America shortly, to look up the matter of establishing an American branch.

Wheelman Centres.

BRANTFORD.

Allow me, Mr. Editor, to congratulate you, on behalf of the boys from the Telephone City, on the neat and tasty form in which THE CANADIAN WHEELMAN appeared last month, and the thanks of the members of the Association are certainly due to the person who first evolved the idea that it could be made an Association paper.

Outdoor bicycling may be said practically to have finished around here for this season, but we are still making use of the Roller Rink, Manager Secord having been kind enough to offer us the use of his building to ride in every morning during the winter season, and we expect to make good use of it in thoroughly drilling the club in both fancy and demon drill.

Mr. W. G. Hurst gave his wonderful exhibition at the Rink here for two nights before large and highly appreciative audiences. Some of his tricks were simply marvellous, and stamped him as a rider whom even the invincible Dan Canary will have to perform his best tricks to equal.

The boys here are all glad to hear that the Belleville Club has such a large membership, and that they have such bright prospects for the coming year; but they beg respectfully to differ from them as to the city in which the C.W.A. meet for 1886 could most advantageously be held. Belleville is, no doubt, a very large and beautiful city, but it is far from a suitable place for the reception of the meet. It is not central, and, above all, has no suitable track. Just imagine the championship times to be made on an eighth of a mile track! Brantford is not only more central and has a splendid track, but our club ranks far above the Belleville one in the C.W.A., and our turnouts on former meets have been much larger than those of Belleville.

Our boys are not trying to get this meet here to make money, and if there is any surplus due us after paying expenses, it will all go towards giving our visitors a pleasant time on that day.

Everybody is full of new projects and ideas for the next season, and among the probabilities for cyclists around here is a suite of rooms at the track, consisting of a gymnasium, sitting and ball rooms.

There is also some talk of a tour by the members of the club here. The route is not finally laid out, but will embrace about four hundred miles of the best road in the country.

December 10, 1885.

D. H. F. P.

BERLIN AND WATERLOO.

A correspondent from far-off Nebraska writes: The last copy of our official organ came to hand a short time ago, and in perusing its valuable columns I "took in" the remarks of your Woodstock correspondent and decided that he was right in giving the sleepy clubs of our Association a waking up. Go it, Woodstock! and there is no doubt but some of our more backward clubs will see the necessity of helping you "keep up the rep."

As I am a member of "The Echoes" of Berlin and Waterloo, perhaps a short history of that club will be interesting. It was first organized in May, 1884, under the name of the "Lans-

downe B.C.," and was made up of wheelmen of both towns to the number of 10. Our runs during the season were frequent and enjoyable. In May, 1885, the club was reorganized under the name of "The Echoes," and the membership increased to 20. A club-room was fitted up at Berlin, and here we held our meetings, which were well attended and enthusiastic.—During the earlier part of the season the runs were very popular and well attended, but interest in them lessened as the season advanced. Frequent tours were taken by some of the boys, who reported the road-guide as invaluable. By the way, a report of the roads leading out of Berlin and Waterloo was prepared but never sent, for some reason unknown to me. The club was represented by ten men at the annual meet at Woodstock. Later in the season the boys suddenly awakened to the necessity of having more funds in the treasury, and in less than two weeks from the above-mentioned waking-up we presented a programme to our Berlin and Waterloo friends. Our intentions were to provide similar entertainments during the winter, and if other clubs would do likewise, I am certain it would help to pass the long winter evenings in an enjoyable and profitable way.

Hoping you may hear from other clubs that have been quiet like ourselves,

I am, yours respectfully,

WATERLOO.

P.S.—Will tell you about Nebraska roads next time.—W.

Nebraska City, Neb., Dec. 1, 1885.

TORONTO.

The winter of our discontent arrived on the C.P.R. train from Winnipeg a week ago to-day. When the first B. S. fell on old Mrs. Earth, twenty-six members of the Torontos and fourteen of the Wanderers rummaged among their bureau drawers and brought forth their old 6-ply bicycle stockings; whipped them over the back of a chair half a dozen times to get the Kingston Road dust out of them, and then pulled them on; donned a blanket coat, and lo! a snowshoer stood revealed. A bicyclist is a genuine sport. He manages to fill every chink of his spare time with pleasure of some sort; and the man whose legs are accustomed to pedalling his way over the country is just the person to propel a pair of snowshoes over the snow. There's one enthusiastic wheelman here, however, whom nothing can stop except a railway train or a policeman. Winter and summer, spring and autumn, rain and shine, mud or slush, he disdains to walk and pushes through any obstacle on his Xtraordinary Challenge. I refer to Mr. Robt. Tyson, the Osgoode Hall shorthand reporter. I've been told he keeps his wheel in his bedroom, and occasionally gets up at night to have a spin up and down the hall, so as to keep in practice, but I won't vouch for its accuracy.

Chas. Robinson & Co. inform me they have never recovered the Oxford club stolen from them last fall.

Lavender is still in England.

I hear many a flattering remark about the improvements in THE WHEELMAN. So say we all.

Hurst is about leaving for the States on a professional fancy bicycle riding tour.

George H. Hill has been exhibiting down east.

A high old Christmas to you!

PETE.

MONTREAL.

A two-line remark in the last WHEELMAN about the Montreal Bicycle Club had the desired effect, and a couple of the gentlemen connected with that organization rise to remark that the club is neither dead nor sleeping.

"Montreal" writes as follows: My December number of THE WHEELMAN has just reached me, and while glad to see that it is as well edited and as readable as formerly, I must confess I fail to understand the general rejoicing running through the communications, unless, indeed, it is that they now get for nothing what before cost \$1.00 per annum. But I did not intend to open this letter with a "growl" when I commenced. No. I wanted to have something to say about one of your editorial notes beginning, "Lost, strayed, etc.," and ending with "Montreal Bicycle Club."

We are "hibernating" at present with a vengeance. There is a tremendous snow storm at time of writing, but you can bet your head last summer was not our season for "hibernating" to any great extent. Our club mileage was larger than ever before, our rides better attended, and more members came to our weekly meetings and gave our committee the benefit (?) of their advice. I will try and stir up our hon. sec. to send you figures.

I want to have a whack at another editorial—"A Novel Parade." You state that the Massachusetts Club, in holding a Chinese lantern parade, have added another chapter to the possibilities of wheeling. Well, so they have, but it is chapter No. 2, for the Montreal Bicycle Club (don't walk all over my coat collar if I say, as usual) have added chapter the first in that line. As long ago as September, 1884, our club had a Chinese lantern parade, attended by some 90 riders, all the machines being more or less decorated with fancy lanterns, as the taste or inventive faculties of the riders dictated. It was a very pretty sight indeed, and we have it under consideration to repeat it in the coming season with even greater success.

I hope this letter may have the effect of stirring up some of our literary members to send you more news about our club; but if it don't, I will perhaps inflict another epistle on your patience.

"A Member," after speaking of the lantern parade, says: The members of the Montreal Bi. Club presented Mr. S. McCaw (ex-captain) with a handsome silver tilting-pitcher on the occasion of his marriage on the 25th Nov. As our silent steeds are put away for this season, some 20 or 25 of the boys tramped over Mount Royal with the Snow Shoe Club, Wednesday evening, Dec. 2nd. The boys are having a large club picture taken at Messrs. Notman & Son's. There being some 55 or 60 men in the group, Mr. Notman has signified his intention of exhibiting it in London (Eng.) next year, at the Colonial Exhibition.

Messrs. Crispo, Darling, Knædinger, Robertson, and some others of our prominent racing men, may be seen in the Gymnasium three times a week, going in heavy for something heavy.

Messrs. Tibbs, Lane, Miller and Ostell are still to the good, and deserve the thanks of the boys for their long and still continued services to the club.

Mr. R. F. Smith, the hon. sec., is just the man for the position, and as the secretary, he is a "dandy."

"M. B. C." writes: Mr. W. McCaw, better known amongst the boys as 'Sandy,' was married last month. He was elected captain last spring, but had a bad fall on July 4th, which severely injured his knee-cap, and laid him out for about six weeks. He has not been able to ride since, but he sent in his resignation about a month after the accident, when Mr. J. R. Scales was elected to succeed him. Joe has become quite a favorite amongst the boys.

"1878" sends a clipping from the *Montreal Star* of Sept. 11th, 1884:

"Over seventy bicyclists and nearly a dozen tricyclists turned out last night for the Chinese lantern parade. They met at the club-house about 8 o'clock, with their machine decked out with flags and Chinese lanterns. Some also had Chinese parasols attached to their vehicles, with lanterns hanging from them, and the appearance of the party was very picturesque. Fireworks were discharged all along the route taken, and some amusement was caused by several of the lanterns taking fire. The procession broke up at Philips Square, having been the best of this nature that has ever taken place in Canada."

OTTAWA.

The season's riding can be fairly judged past now. Every bicycle fellow one meets has a wonderful tale of riding at his tongue's end, and that, I take it, is a sure sign. How elastic memory is in the matter of record-breaking! Is it any wonder that they do occasionally dwindle in public, when so many are broken in private? Our yarns, however, all treat of road-riding. We have no track here, which is, of course, a hindrance to the growth of the sport. Public imagination in such matters is, at best, a sluggish thing, and it is only the livelier quality that sees in our whirling wheels suggestions of green woods, birds, and other things besides nickel-plating and blue serge, and, not grasping the full meaning of the innovation, they look on bicycles as pretty, but rather dangerous, toys. The advent of "Safeties" to our midst is doing much towards opening the public eye in the matter, and the bearded bread-winners, who straddle "Safeties" to get the better of their livers, are getting the better of existing prejudices at the same time. All honor, then, to the "Safeties!" Not so graceful, so *spirituelle* as the larger breed, I know, but the divine law of compensation declares itself here in immunity from headers, and other practical advantages, so that those who do not care to take risks can still whirl themselves away from the noisy, dusty streets to where cow-bells tinkle and ozone is cheap.

Our club-rides during the past season have been increasingly well attended, the average being well over two-thirds of active membership. But the real benefit of the club-work is not by any means represented by this average; rather is it exhibited in the small parties of five or six wheelmen that may be seen any afternoon riding country-wards, happy in comradeship the club has fostered. Street parades have been held once a month throughout the season, and an exhibition of club-drill was given in the Roller Rink on the occasion of Westbrook and Haecker's performance here. Latterly the club energies have been directed to the establishment of club-rooms, and we

now luxuriate in cosy apartments in the Scottish Ontario Chambers. Bicycle literature lies on the table, bicycle pictures adorn the walls, amidst which stimulative surroundings it is felt we shall bear the wildest blizzard and the stiffest frost nap with the composure of souls that live in a pleasant past and a hopeful future. But stop! Do not imagine for a moment that we are about to lapse into that enervating, cigarettish languor that too often characterizes club-rooming-it. We have guarded against this evil by holding weekly meets in the Drill Hall, while a fancy drill-squad is arranging for nightly practice in the Roller Rink; so you see we still live and love our wheels, and that beast of a thermometer will have to come right down off its nail to chill the enthusiasm of

Yours very truly, OTTAWA.

ST. JOHN, N.B.

The interest taken in bicycling in this city during the last season has made quite a stride. The club now numbers over forty as compared with twenty the year before. Much of this credit is due to the push and energy of our very popular captain, W. A. MacLachlan. Although the streets through the city are rough, the country roads are in fine condition, and the club has had many successful runs.

Messrs MacLachlan, Robertson and Turnbull represented St. John B. C. on "The Moosehead Bar Harbor" tour in July last. A 5-mile road race was held on Thanksgiving day, H. C. Page being the winner in 18 47. The course—which was in good condition—was 2½ miles out the Marsh road and return. A club-room has been opened for the winter, and judging from the attendance the club will have many new members next season.

Arrangements are being made for the proposed "Blue-nose" tour to be held next July. The American party will be under the leadership of F. A. Elwell, who has so successfully conducted the "Down East" and Bermuda tours the last few years. The tourists will assemble at Grand Falls, and after visiting the many places of interest, including the Falls—the largest in America with the exception of Niagara—will wheel to Fredericton, where they remain two days, enabling the party to view this beautiful city and its surroundings. From Fredericton the tourists will take the steamer down the picturesque St. John river to Westfield, where they will disembark and wheel to St. John. The roads taken by the tourists are good, and the most inexperienced wheelmen will find no trouble in keeping up. We hope that some of our Canadian friends will avail themselves of this opportunity to have one of the pleasantest trips of the season. We would be pleased to see any wheelmen visiting this city, and every effort will be made to make their stay with us enjoyable.

JIM.

A correspondent of the *Bicycling World* writes: "Has it ever been suggested to take instantaneous photos of close finishes in bicycle races? The camera could be focused on the tape, and by 'taking' at the proper time, it seems as though dead-heat questions could be settled beyond dispute. A photographer took all the finishes at the Chicago meet with great success, not, however, with the idea of using them in evidence."

TO THE END OF THE WORLD.

What would we not give to be able to interview at this moment Mr. Thos. Stevens, the intrepid English bicyclist, who on his two-wheeled steed has ridden across Europe from Calais to Constantinople, and waxing bolder by success, has pushed on through Asia Minor to Persia. He is now at Tabrees, and from thence he is going to push on through Afghanistan to India, Burnaby's ride to Khiva is nothing compared with this bicyclist's tour to Herat. To what visions of terror he must have given rise in Asiatic villages as he sped noiselessly through a wondering population! To see a wheel running away with a man on top of it must have suggested thoughts of Shaitan and the Afritz with which the Eastern imagination has peopled the invisible world. But how the world shrinks and what a prospect does the adventurous cyclist open up before the eyes of wheelmen! If a bicyclist can trundle his way over Ararat and the Himalayas, what corner of the world will be left unvisited by the silent riders of the iron steed? We shall have tricycling parties to Thibet and bicycling tours to Peking. Who knows but that before the next century dawns it will be recognized that the inventor of the bicycle has done more to revolutionize the religious, moral and social ideas of mankind than all the philosophers of our time.—*Pall Mall Gazette*.

A ROMANCE.

BY T. W. E.

A cyclist, "tired" of single life,
Soon took a mental "header"
O'er a resolve to win a wife—
To woo a girl and wed her.

"No 'Safety' on my lonely way,
Dangers appear at random;
I'll ask her now to name the day,
And journey on in 'tandem.'"

He "spoke" to her in accents low:
"'Star' of my life," he said,
"Wilt thou be mine, for weal or woe?"
She blushed and hung her head.

"Were't olden time, and I a knight
In 'Royal Mail' attired,
I'd 'Challenge' 'Victor' in the fight
For heart and hand desired.

"But in 'Columbia's' land we live,
A land of mutual pride;
Thrice blessed to me if it will give
You to me as my bride."

"This 'Extraordinary' news,"
She said, in sweetest tone,
"Tells me of love; I'll not refuse,
Because you have my own."

And then the blushes seek her face
Beneath her "Ideal's" view;
It seems there must, in that swift race,
Be "records" broke anew.

[kiss
"You'll not beg 'Rudge' me one sweet
Now we're engaged?" he said;
I need not tell you more than this—
Suffice it, they were wed.

--The S. W. Gazette.

Wheel Tracks.

A 24-hour road race is talked of for next season.

It is believed by many that Rowe will beat 2.30 next year.

Hodges, of Boston, is spoken of as the next president of the League.

Rhodes, the Dorchester rider, is said to have covered 6,000 miles this year.

A Wisconsin man has been fined for keeping a bicycle. It belonged to a neighbor.

Burnham, who has been recuperating in Maine, has returned home, much improved in health.

They have it down fine in Great Britain. A line is drawn between grass, dirt and cinder records.

The *World* says the horse 'Capt. McGowan' trotted 20 miles in 58.25 at Boston, October 31st, 1865.

The value of W. A. Rowe's prizes during his short racing career are said to amount to over \$2000.

Munger was hooked to leave Boston on Monday for Detroit, thence to New Orleans to spend the winter.

Francis P. Prial has severed his connection with the *Wheel*, and Fred. Jenkins once more assumes the helm.

The English papers are in a furore of excitement over the purchase of a Kangaroo bicycle by Lord Francis Cecil.

"Gone over to the United States" is the way the English cycling press announce the marriage of wheelmen nowadays.

Woodside and Brooks will ride bicycles against Anderson on horses, at Madison Square Garden, New York, during Christmas week.

Master Willie Sidney, a four-year old infant of Indiana, is attracting much attention by his excellent riding on a diminutive machine.

Canary is engaged until March, 1886, and will give exhibitions at the Theatre Royal, Bristol, during the run of the Christmas pantomime.

An English tricyclist, coming in from a ride on a tandem with his wife, said: "If they had gone a step farther, his children would have a step-mother."

Java is the latest place to take to the wheel, and Humber & Co. have just sent two machines out there. This shows the spread of cycling all over the world.

The Springfield Bicycle Club has once more shown its allegiance to the L.A.W. by discarding its neat uniform of black and adopting the uniform of the L.A.W.

At the game supper of the Springfield Bicycle Club, the club presented their president with \$500, as a token of esteem and regard for his good work for the club.

Our friends and patrons will have to be indulgent with us this month, both for our tardiness and the many errors—cause, the darned printer. Drunk. —*Southern Cyclist*.

Of the fourteen professional bicycle championship runs in England this season, Howell has scored nine firsts and two seconds; Wood, three firsts and six seconds; H. O. Duncan, two firsts and one second.

In these days of wonderful feats on the wheel, it must not be forgotten that, seven years ago, C. Terront, on an indoor track, covered 366 miles in 26 consecutive hours—an average of 14 miles per hour.

"America has six amateurs who can ride twenty miles in the hour every day in the week," says an eastern paper—Wm. A. Rowe, Geo. Weber, E. P. Burnham, S. G. Whittaker, F. F. Ives, and N. H. Van Sieklen.

Pierre Lallemand, the inventor of the bicyele, is working in the repair shop of the Pope Manufacturing Company. He is announced to give an exhibition at the coming carnival of the Massachusetts Bicycle Club.

The City of London T.C. grasp time by the forelock with a vengeance. They have made these fixtures for 1886: Club dinner, Jan. 15; club races at Crystal Palace, June 5; garden party at Merton, July 10.

Mr. W. W. Stall is building for a man out in the uncivilized sections of western Massachusetts a six-foot bicycle wheel, which will weigh some fifty pounds. It is for some sort of a patent extra speed developer bicycle.

A few countrymen were taken in at the Springfield meeting by some fresh youths who made a business of betting that Mr. So-and-So would come in head first, generally taking a slow rider. While new, the catch worked well.

Hendee was evidently in earnest when he declared his intention of forsaking the path. He should have stopped last year. The trouble with Hendee is, that by his constant racing he has worn himself out. Perhaps a year or two of rest would make another man of him.

Messrs. Westbrook and Hacker, the fancy riders, have lately attained considerable notoriety from the excellence of their performance. The best feat is Westbrook's mounting, dismounting, and doing other various things on the bicycle, Hacker the while standing erect on his shoulders.—*N. Y. Wheel*.

Following is the leading individual mileage of the Montreal Bi. Club: J. H. Robertson, 739 $\frac{3}{4}$ miles; Capt. J. R. Scales, 547 $\frac{1}{2}$ miles; First Lieut. H. Joyce, 545 $\frac{1}{2}$ miles; ex-Capt. William McCaw, 512 miles; Bugler F. W. Crispo, 493 $\frac{3}{4}$ miles; T. Morrison, 469 $\frac{1}{2}$ miles; A. J. Darling, 460 $\frac{3}{4}$ miles; L. Rubenstein, 452 $\frac{1}{2}$ miles.

It is told "in the yard" at Harvard that President Eliot has received a letter of inquiry from a young man in Nebraska, who wishes to know the correct pronunciation of the word "bicyele." There is some feeling in regard to the matter among the students, the strict academies clinging to "sickle," and the advanced athletes are firm for "cycle."

Grant Bell, of Minneapolis, Minn., met with a serious accident Dec. 1st. He arose from his bed while yet asleep and walked through a window, falling a distance of twenty-five feet. His spine was seriously and permanently affected.

Bell was noted for his speed on a rink track in Minneapolis and his skill in taking the corners, and on this track he defeated all comers.

Negotiations are pending for the purchase of *Outing* by Mr. Poultney Bigelow, of New York. Mr. Bigelow was formerly a writer on the New York *Herald*, and there will be associated with him such men as Theodore Roosevelt, of New York, and Mr. Cleve Dodge. A new company will be organized, called the "Outing Company." The offices will be at 120 Nassau street, N.Y.

"In recognition of the able manner in which Mr. H. D. Corey managed R. Howell, who accomplished such wonderful times on the Rudge bicycles and tricycles while in America," Mr. Geo. Woodcock, of D. Rudge & Co., Coventry, presented Mr. Corey, just as he was leaving England, with a "Genuine Humber" tandem tricycle, built by his firm. The machine is valued at \$275.

Says the *Bicycling World*: The sports at Montreal will be on as large a scale as ever the coming season. Wheelmen who go to the carnival should not fail to look in on "Tommy" Lane, who is headquarters for cycling and sporting information, and for sporting goods of every kind. If you want a *bona fide* Canadian toboggan or snowshoes, send to Lane, and you will be well served.

The largest light roadster in the country is ridden by S. L. Cromwell, of Brooklyn, a 14-year-old boy who will make his mark in the cycling world. It is a 59-inch, and young Cromwell rode it 100 miles in 9.45 on Friday, the 27th ult. In a few years Dr. Beckwith's 62-in. wheel will have to retire to second place, as from present indications, the boy will soon ride the largest wheel in America.

The clubs of Toronto will join this winter in preparing for a grand two-days' tournament, to be held next year. At least so says a correspondent of THE CANADIAN WHEELMAN. He also states that wealthy Torontonians will offer valuable prizes as a bait for American fliers. Cheese it, old man! Think you that our true amateurs would journey to Canada for anything less than their expenses and a guarantee? Preposterous!—*N. Y. Wheel*.

An English wheelman says he remembers a steam tricycle that made its appearance in 1881. It was shown at the Stanley Show, Holborn, and was tried by a cyclist on the Greenwich road. The police sighted the machine, however, and brought it and the rider to court. There the justice decided that it was a locomotive, and must not travel at a greater rate of speed than four miles per hour, and with a man walking in front with a red flag and lantern, at that.

"There were 135 new members passed through the Montreal Amateur Athletic Association during last month," says the Montreal *Gazette*. "For ten dollars, membership is obtained in the Montreal Snowshoe, Lacrosse, Football and Bicycle Clubs and the Tuque Bleue Toboggan Club, for which the aggregate of fees is over \$15. To this add the benefits of the club-house, reading-room, gymnasium, billiard-room, bowling-alley and shooting-gallery, with the privilege of joining the Hockey Club, Fencing Club, Cinderella Social Club, and the Dramatic Club."

MAKERS' AMATEURS.

English cyclists are seriously considering the propriety of abolishing the distinction between amateurs and professionals and place them all on the same footing. The League of American Wheelmen is not yet prepared for this step, but at the rate things are going it will soon be necessary to do one of two things—either professionalize the so-called makers' amateurs, or else amateurize all the professionals. As matters now stand there is a distinction, but it is not always a difference. There is little to choose between a professional who races for money prizes, stakes and purses, and an amateur who is paid salary and expenses for making records that will advertise and help sell machines. We do not object to the maker getting all he can out of the record-smashing, nor to the amateur realizing some financial benefit from his superior racing abilities; but we think such riders should not be classified as amateurs.—*Mirror of American Sports.*

A bicycle rider got his wheel tangled in the street car track, and landed on his face with a tremendous crash in a mud-puddle. Several of the spectators came to his assistance, and as he arose one asked: "Are you hurt?" "Hurt! no," was the injured answer. "I always get off that way!"

Chas. Robinson & Co., Toronto, are doing a large business in shoes and toboggans.

TRICYCLE SPRINGS.

A correspondent of the *Bicycling World* says that having actually ridden six or eight hundred miles on the spiral spring and some thousand on cradles, he finds more side play to the spiral than the cradle. The spiral is made in weights as well as the cradle, and either one may be had stiffer or lighter as desired for effect. His own experience was that while both are good, easy springs, the cradle is better as regards being detached from the saddle, allowing of adjustment in various ways, wanted by the spiral, and is not so liable to breakage as is each of the collection of comparatively weak supports in the latter. If one desires a steadier spring, ride one of full weight.

257 AND 259 MILES.

The twenty-four record was broken twice in one day, first by W. H. Huntley, of Newton, Mass., and afterwards by L. D. Munger, of Detroit, Mich. Huntley started first, at 2 P.M. on Friday, November 20, and riding over a selected course, he finished twenty-four hours later, with 257 1-16 miles to his credit. Munger started at 5 P.M., and rode under great disadvantage. His leg was in bandages, and being unable to bend his knee to its full limit, his pedals were unequally adjusted. He scored 259 27-32 miles.

The firm of tailors that supply the L.A.W. uniforms has so far received 766 orders.

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WATSON & PELTON,

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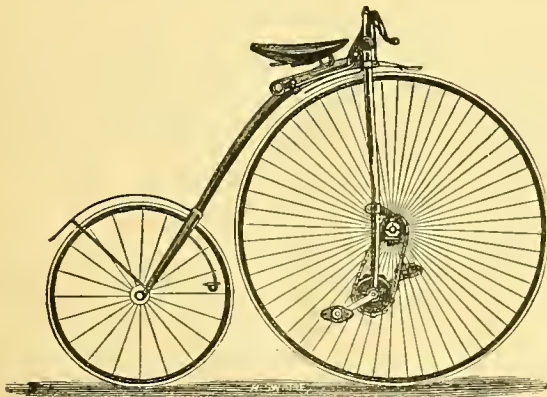
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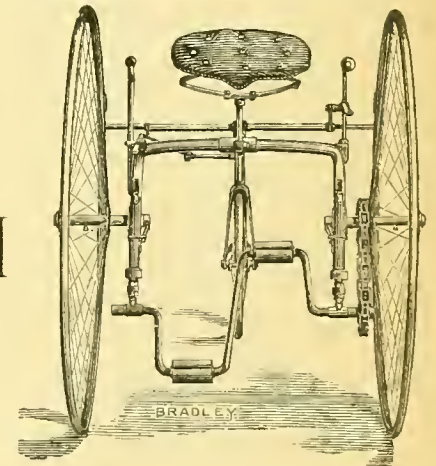
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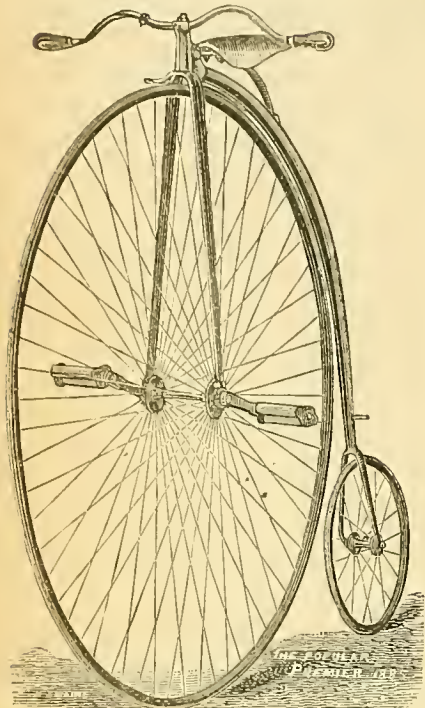
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A. T. LANE, - Montreal.

ROYAL CANADIAN No. 2.



This machine has been greatly improved since last season, but price remains the same.

SPECIFICATION:—Hillman's new pattern ball-bearings to front wheel and adjustable cones to back, direct spokes, HOLLOW FORKS, BENT HANDLE BARS and LONG-DISTANCE SADDLE. Finished in Harrington's black enamel. Price, \$65.00.

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MACHINES

For Sale Cheap!

A FEW BARGAINS!

Premier Sociable

Balls to all wheels, king of road lamps. new tires.

COST \$190, for \$110.

IN GOOD ORDER.

Rudge Racer

51 inch. Balls at both wheels and pedals. Only used a few times.

COST \$115, for \$75.

Popular Premier

51 inch. All nickel-plated but felloes. Ball bearings to front wheel. Æolus ball pedals. King of road lamp. Nickel-plated. Hill & Tolman Automatic Gong. In very good order.

FOR \$70.

Special British Challenge

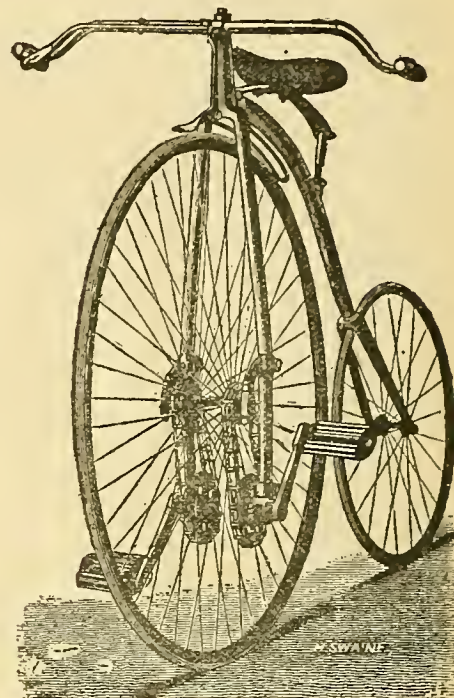
52 inch. Balls to both wheels. Half plated. Too high for late owner. Not run 100 miles.

— \$75. —

And 50 more Bicycles

ALL JUST AS CHEAP.

THE KANGAROO.



THE PERFECT SAFETY.

Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important particular. Price, \$105.00; Ball Pedals, \$5.00 extra.

Send 3-Cent Stamp
for largest and most
elaborate Bicycle Cata-
logue ever published in
Canada.

42 Pages—62 Engravings.

A. T. LANE, - - MONTREAL.

STILL THEY COME!

At the Toronto Bicycle Club Sports, September 19th, 1885, six out of seven of the events were won
on the

INVINCIBLE BICYCLE,

including the five miles open.

- | | | | | | | |
|----|--------|---|---|---|---|-------------|
| 1. | Foster | - | - | - | - | Invincible. |
| 2. | Davies | - | - | - | - | Invincible. |
| 3. | Clarke | - | - | - | - | |
-
-

—A T T H E—

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London, England, August, 1885, the Surrey Machinists Company

HAVE BEEN AWARDED A GOLD MEDAL!

Highest award for the INVINCIBLE MACHINES. Also at the
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—BY—

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WORLD'S RECORD - ¼ Mile - WM. A. ROWE, .36 1-5	WORLD'S RECORD - 10 Miles - WM. A. ROWE, 28.37 4-5
WORLD'S RECORD - ½ Mile - WM. A. ROWE, 1.12 4-5	WORLD'S RECORD - 11 Miles - WM. A. ROWE, 31.37 4-5
WORLD'S RECORD (AMAT'R) ¾ Mile - WM. A. ROWE, 1.55 1-5	WORLD'S RECORD - 12 Miles - WM. A. ROWE, 34.32 3-5
WORLD'S RECORD " 1 Mile - WM. A. ROWE, 2.35 2-5	WORLD'S RECORD - 13 Miles - WM. A. ROWE, 37.24 3-5
WORLD'S RECORD - 2 Miles - WM. A. ROWE, 5.21 -35	WORLD'S RECORD - 14 Miles - WM. A. ROWE, 40.25
WORLD'S RECORD - 3 Miles - WM. A. ROWE 8.07 2-5	WORLD'S RECORD - 15 Miles - WM. A. ROWE, 43.26 1-5
WORLD'S RECORD - 4 Miles - WM. A. ROWE, 11.11 4-5	WORLD'S RECORD - 16 Miles - WM. A. ROWE, 46.29 2-5
WORLD'S RECORD - 5 Miles - WM. A. ROWE, 14.07 2-5	WORLD'S RECORD - 17 Miles - WM. A. ROWE, 49.25
WORLD'S RECORD - 6 Miles - WM. A. ROWE, 16.55 3-5	WORLD'S RECORD - 18 Miles - WM. A. ROWE, 52.25 1-5
WORLD'S RECORD - 7 Miles - WM. A. ROWE, 19.47 2-5	WORLD'S RECORD - 19 Miles - WM. A. ROWE, 55.22 2-5
WORLD'S RECORD - 8 Miles - WM. A. ROWE, 22.41 4-5	WORLD'S RECORD - 20 Miles - WM. A. ROWE, 58.20
WORLD'S RECORD - 9 Miles - WM. A. ROWE, 25.41 4-5	

Chicago, October 16, 17.

19 out of 22 First Prizes, 30 out of the entire 40 Prizes taken on COLUMBIAS.

4 MILES PROFESSIONAL RECORD - - - - -	11.29 2-5
5 MILES PROFESSIONAL RECORD - - - - -	14.23 3-5
6 MILES PROFESSIONAL RECORD - - - - -	17.28 2-5
7 MILES PROFESSIONAL RECORD - - - - -	20.25 3-5
8 MILES PROFESSIONAL RECORD - - - - -	23.23 4-5
9 MILES PROFESSIONAL RECORD - - - - -	26.19 4-5
10 MILES PROFESSIONAL RECORD - - - - -	29.12 2-5

BY W. M. WOODSIDE, AT SPRINGFIELD, OCT. 24 & 26.

Notwithstanding the above excellent result of "Good Men upon Good Bicycles," of more practical value to the 90 and 9 wheelmen is the fact that the majority of the American Wheelmen purchase Columbia Bicycles and Tricycles, because they are pre-eminently road machines, with an ease of running and durability which have faithfully stood the test of eight years upon every grade of road, and under all supposable conditions.

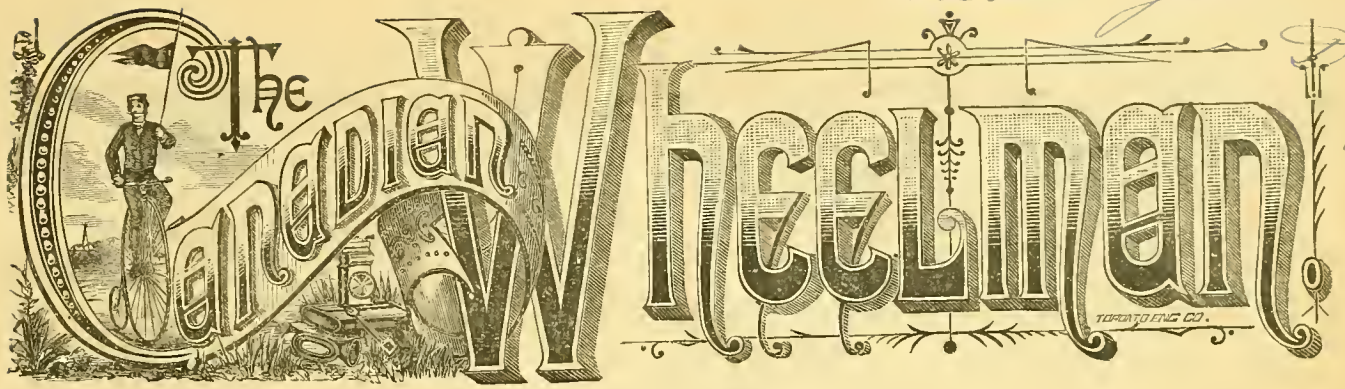
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A JOURNAL OF CYCLING.

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

VOL. III.

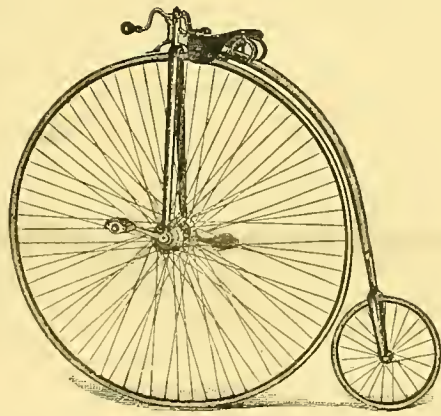
LONDON, CANADA, FEBRUARY, 1886.

No. 4.

Victor Bicycles & Tricycles

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BICYCLE.

ALL STEEL,
ALL INTERCHANGEABLE,
FINEST MATERIAL,
BEST WORKMANSHIP.

COMPRESSED TIRES, which cannot
be torn from rim.
BOWEN'S BALL BEARINGS all
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FINISHED IN HARRINGTON'S ENAMEL.

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ONLY A POSTAL CARD.

22 Church Street, Toronto, }
Jan. 20, 1886. }

MR. PRINTER,—

We're too busy selling Snow-shoes and Toboggans to send you copy for our space this month, and have only time to say that we are making extensive preparations for next season's business. We will receive about the middle of March the largest single shipment of Bicycles and Tricycles ever landed in the Dominion. Reserve us a whole page for our announcements in the March issue of THE WHEELMAN.

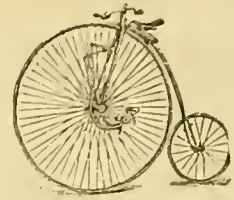
Yours, in a state of perspiration,

CHARLES ROBINSON & CO.

P.S.—We are also at work on our Spring Catalogue, which will be sent on receipt of a three-cent stamp.

EXTRAORDINARY

No Chains



Here.

THE KING OF SAFETIES.

This Bicycle has stood the test of over eight years' experience, and still stands unrivalled for

ABSOLUTE SAFETY, SPEED,

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Easy Propulsion.

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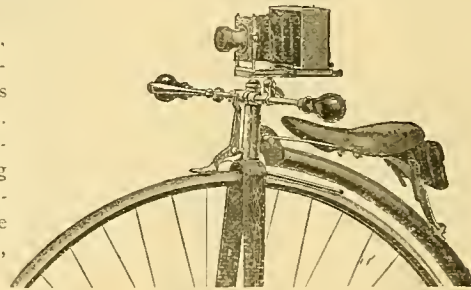
Testimonials from Medical Practitioners in Canada using the XTRA. the past four years, do cheerfully recommend this style to be used more amongst the profession.

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The lightest, neatest, and best Camera in market for the price. Makes pictures $3\frac{1}{4} \times 4\frac{1}{4}$ inches. Consists of a fine mahogany Camera with rising front and folding bed, single achromatic lens, one double dry plate holder,



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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.

Subscription Price to Non-Members..... \$1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, FEBRUARY, 1886.

THE MEETING OF THE BOARD OF OFFICERS.

A word of explanation is perhaps necessary in reference to the calling of this meeting so early in the year.

At the last meeting of the Board it was decided to publish a guide-book this spring. The Secretary has, however, found it impossible to obtain advertisements sufficient to pay even a small portion of the cost of the work, and it is an absolute necessity, therefore, to get the Board together at a date early enough to decide on some other method of getting out the book, if it is to be done at all.

Then there are some important questions affecting the Constitution and By-laws of the Association which must be settled.

At this meeting it will be decided where the meet will go for this year. Informal invitations have been given by Stratford, Brantford, Belleville and Ottawa, while Montreal is also said to be a claimant. No official invitations have, however, as yet been received by the Secretary, so the officers of the clubs above mentioned will do well to give their attention to the matter at once.

Members of the Board will note that the meeting is called for 10 o'clock in the forenoon, and they are respectfully reminded that ten o'clock is just one hour after breakfast-time. We trust they will be punctual. The work to be done requires considerable time, and the attendance of all the officers; hence the idea of calling the meeting for 10 A.M. instead of 8 P.M. as heretofore.

BRIGHT PROSPECTS.

On the whole, the outlook for cycling in Canada during 1886 is hopeful. Last year saw the steady increase in popularity of the wheel, without any of the mushroom growth that had characterized its progress in preceding years. There was less of "boy" element in the ranks of wheelmen last year; less of the class that took to wheeling for its novelty, and whose interest in the wheel expired as soon as the novelty wore off. The growth of the bicycling fraternity was more among the class that took to wheeling as a source of health and as a means of locomotion—the two qualities that ensure the lasting popularity of cycling. Judging by 1885, therefore, we have every reason to expect the same results this season—a steady growth in the popularity of wheeling.

REMEMBER THE C.W.A.

The wheeling season of '86 will soon be upon us. The backbone of winter is well-nigh broken, and in a few weeks old wheels will be brought out to the light of day, and polished and repaired for the spring campaign; new ones will be purchased by many who rode out '85 on old machines, and by others who have never bestridden a wheel, but have been fascinated by the grace and beauty of the silent steed.

At this time, therefore, it is not out of place to remind Canadian wheelmen of their duty to the Canadian Wheelmen's Association. Let every wheelman's first duty be to his local club; but, that performed, let him not forget that as the club is to the individual, so is the Association to the club, and his duty towards one claims his fealty to the other. The Association has grown and prospered because it has been of real, practical benefit to its members. And as by its assumption of THE WHEELMAN it has still further widened its sphere of usefulness, it has still greater claims on the wheelmen of the Dominion. Gentlemen of the wheel, join a club and see that the club joins the Association. The year 1886 should see 1000 members in the C.W.A.

With a few slight modifications, the claims advanced by the L.A.W. Hand-book on behalf of that Association answer for the C.W.A.:

The claims advanced by the C.W.A. upon your patronage are of two kinds—abstract and concrete. In the abstract, it is your duty to yourself and to your fellows to so place yourself that mutual assistance may be obtained in the easiest manner, and that you may not reap the harvest of your comrades' disinterested labor without contributing to its support. In the concrete there are offered to you—

First—A MONTHLY GAZETTE ranking among the best cycling papers in general interest.

Second—A MEMBERSHIP TICKET, which is a sufficient introduction to any local officer (Const.) of the C.W.A., and voucher for the right to reduced rates in the many hotels secured to that end.

Third—Various SPECIAL CONCESSIONS in different localities, involving reduced transportation, uses of parks, places in parades, etc.

Fourth—The right of LEGAL PROTECTION.

Fifth—Every facility for obtaining information concerning ROADS, HOTELS and DISTANCES.

Wheelmen! Consider these advantages, and then apply for membership.

Messrs. Charles Robinson & Co., of 22 Church Street, Toronto, will make their spring trade announcement in the March number of THE WHEELMAN. They are filling in the winter months with a big trade in winter sporting goods. It would be well for intending purchasers of a Rudge wheel to place their orders now to ensure early spring delivery.

The pretty Turkish women in Constantinople are becoming "Christianized" to the extent of adopting thinner and more transparent *yashmaks* or face coverings than their religion requires. In Thomas Stevens' article in the February *Outing* a picture of one of these semi-converts to Occidental customs, from a photograph, is presented, being the legend, "almost persuaded to be a Christian."

WHICH SHALL IT BE?

The Toronto *Mai's* sporting column is generally very well edited, but when it is devoted to bicycling subjects it shows a remarkable degree of ignorance of the subject on which it professes to be an authority. On January 11 the editor takes up the cudgels on behalf of the flying start, and devotes half of his space to picturing the scene of dismounted riders and broken wheels that he imagines occurs regularly at all races where the "standing start" is adopted. He says:

"The standing start simply handicaps the riders who are not expert in mounting, and even the quickest in getting away are liable to accidents on the nervous hurry which follows the word 'Go!' The spectacle of riders and studs strewn over the first few yards of the course may be a very interesting one."

This is an entirely fancy picture, and as an argument against the present style of starting races falls flatly to the ground. Bicycle riders do not mount after the word "Go," but before, and the racers start off easily and evenly, not the slightest advantage being gained by him who is most "expert in mounting."

But better informed papers than our contemporary are advocating the flying start, and the question has certainly to be discussed on its merits, not consigned to limbo as unworthy of attention. Of course, if getting over the ground in the least possible time is the main object in bicycle races, the flying start should be adopted. But is it? It is a consideration certainly, but if to obtain it other considerations have to be foregone, may it not be procured at too great a cost? Bicycle races would lose much of their interest if invariably delayed by false starts, the riders having to be "rung back" perhaps half a dozen times before what the judges choose to agree upon as a fair start is obtained. Yet this will as inevitably follow the adoption of the flying start as it is natural for contestants to strive for the advantage—by fair means or foul. Judges may be ever so strict, and endeavor to perform their duties faithfully, but still there will be dissatisfaction among the riders as to the fairness of the "send-off," heart-burnings and ill-feelings in those ruled out, and protests, criminations and recriminations at the end of a race, when there should only be glory for the victor, without any tarnishing to his well-earned fame.

Vick's Floral Guide for 1886, the pioneer seed annual of America, comes to us this year a real gem, not a dry list of hard botanical names, but over 30 pages of reading matter, among which are articles on roses, house plants, cheap greenhouse, onion culture, mushrooms, manures, young gardeners, and very interesting reading, followed by about 150 pages containing illustrations, descriptions and prices of seemingly everything the heart could desire in the line of seeds, plants, bulbs, potatoes, etc. It is a mystery how this firm can afford to publish, and really give away, this beautiful work of nearly 200 pages of finest paper, with hundreds of illustrations and two fine colored plates, all enclosed in an elegant cover. Any one desiring goods in this line cannot do better than send 10 cents for the *Floral Guide* to James Vick, Seedsman, Rochester, N.Y. Deduct the 10 cents from first order sent for seeds.

EDITORIAL NOTES.

Neilson and Eck are still talking about the championship of Canada. They think more of Canada than Canada does of them.

Burley B. Ayers is preparing for a Big Four tour through Europe in '87. England, France and Italy will be the countries to suffer.

Elections of club officers will be in order during the coming months. Will club secretaries oblige by promptly forwarding to THE WHEELMAN the results of such elections?

The *Wheel* says that three-fourths of the Montreal wheelmen left the city because of the small-pox. The Montreal boys are not that kind of stuff. They may have gone over to New York for a few days, however, to bury the editor of *The Wheel*.

Says a correspondent of the *L.A.W. Bulletin*: "We should by all means have the distinctively American flying start, and in every other way possible depart from the ways and customs of our English cousins." The writer proves he has departed as far as possible. He has written himself down an ass.

"Boston, the 'hub of the universe,' will in May next show the world the grandest, greatest and most successful meeting of cyclists in the history of cycling."

So says the *Springfield Wheelman's Gazette* anent the coming meet of the L.A.W. Steady, brother, steady! Don't forget past English meets, as well as past American ones—the former as exemplars, the latter as warnings.

A very handsome calendar, and one that will do much to promote the cause of cycling, as well as the interests of the firm that publishes it, has been issued by the Pope Manufacturing Company. Twenty-five thousand have been distributed. For each day of the year a verse or remark applicable to cycling is presented, that for January 1 being by Will Carleton:

"We claim a great utility that daily must increase,
We claim from inactivity a sensible release;
A constant, mental, physical and moral help we feel,
That bids us turn enthusiasts, and cry 'God bless the wheel!'"

Ever active, the Woodstock Amateur Athletic Association is bestirring itself betimes this season, and is making big preparations for a bicycle tournament on the Queen's Birthday (May 24). The chief attraction promised is the first professional bicycle race ever held in Canada, for which a very handsome prize will be offered, and in which it is expected that Neilson, Prince, Woodside, Brooks and others will compete. Whatever the W.A.A.A. has taken in hand in the past has been so successful that we may look forward to a first-class tournament on May 24th.

Some people talk of the decline of bicycling. In the words of the *Springfield Wheelman's Gazette*, "there is no such thing." Our contemporary very truly says: "Cycling has come to stay, just as did the wagon of hundreds of years ago, and the railroads of the present century. The wheel is a practicable machine, filling a hitherto unoccupied field of locomotion, and in a few years with improved roads can no more be dispensed with than our horses and wagons, which croakers said there would be no use for when railroads became thoroughly established."

T. W. Eck, of Aurora, Ont., has taken up Robert Neilson, of Boston, for signing himself professional bicycle champion of America and Canada in his challenge to Prince, and challenges him to three races—10 miles, 100 miles, and 26-hour straightaway—for \$50 to \$100 a-side each race and the championship of Canada, the race to be run in Chicago, Boston, or Toronto. Eck has put up his forfeit.

The Woodstock people should try and secure this race for the 24th of May. The championship of Canada should be fought for on Canadian soil, not banded around a race track in Chicago or Boston. Who are Eck and Neilson, anyway?

Mr. Harry Etherington announces, in his modest way, that he has retired from the editorship of *Wheeling*, an English wheel magazine. Part of his valedictory reads thusly:

"Readers of *Wheeling*, my lords, ladies and gentlemen, Harry Etherington has reached that point with *Wheeling* at which he can afford to make a big stride forward, and, while making his own lot easier, advance the interests of the paper and enhance the interests of its readers. I have, to come to the point, made arrangements for the future editing of *Wheeling*, which will relieve me from a great deal of work which is irksome to me, and enable me to urge the paper on in those directions where, I flatter myself, *H. E.* is not likely to be left much."

Mr. H. E. must have got that "left much" in the States. He wouldn't be any worse off if he had left much of it in the States.

BICYCLE TOURS AND THE L.A.W.

Recognizing how great is the importance of the fact that the League of American Wheelmen should have charge of touring events, President Beckwith has at last decided upon a plan which he thinks will prove successful, and one which he intends to submit to the Board of Officers at their meeting in New York next month. This department is to have two officers—the tourmaster, or chief director, and the chairman of the bureau of information. Burley B. Ayers, of Chicago, has been appointed to the former office, and H. S. Wood, of Philadelphia, to the latter. The tourmaster is empowered to take charge of everything pertaining to the organization, business direction and guidance of tours. The chairman of the bureau of information is empowered to obtain duplicate copies of all road reports, maps, and anything else with practical cycling information. He is to have as assistants all compilers of road books. One of the advised duties of the tourmaster will be to promote or organize a tour once a year, carrying out the details as he may think best. This annual tour will be the result of the tourmaster's efforts in promoting cycling in the touring department, the same as it is one of the objects of the chairman of the racing board to promote racing events, although those events may not be given under the auspices of the L.A.W.

Messrs. Gormully & Jeffery, of Chicago, have recently added a new building to their factories for nickelling and enamelling. Their nickelling is entirely on copper. Hereafter their Standard Finish for Challenge and Safety will consist of all parts enamelled in black except the head, handle-bar, hubs, stop and cranks, which will be nickelled.

HEALTHY, BUT NOT SOCIAL

The bicycle has doubtless become one of the greatest promoters of healthy out-door exercise among our young men, as well as some of the older ones—but there is necessarily nothing social in it; in fact, it is the most selfish conception possible. Think of a family-man buying a bicycle and starting off for a ride while the wife and children are left at home on the verandah to admire the grace and ease with which their lord and master wheels off to get exhilarating whiffs of fresh country air. The economical young man mounts his wheel on a fine afternoon and whirls off to the house of his lady-love, leans his steed against the front fence and spends the summer evening on the piazza, while the young lady is no doubt thinking of her possibly old-fashioned but more fortunate companion who has gone out on the road behind a good trotter to breathe the refreshing air. The one wheel is far more economical in every way, and its enthusiastic if not fanatical admirers no doubt get much good from it, but in an article on social recreations they cannot hope for high praise, for their favorite machine is certainly not a family invention. When Mr. Edison will invent a motor which may be hung beneath the seat of a sociable tricycle, with a small seat behind for the children, and by which the whole load may whirl off to the country without the danger of running away at the first railway crossing, or the necessity for grooming or feeding on the return, then the family may sing the praise of the "cycle."—MILTON BRADLEY, in *Good Housekeeping*.

TRICYCLE vs. PHYSIC.

When Shakespeare said, "Throw physic to the dogs," he had an eye on the tricycle lying in the womb of the future. There can be no doubt of it, because a lady in the West End has demonstrated it. She is the mother of adult children, and had suffered from insomnia and a burning pain in the head, that finally resulted in a complete collapse. A friend quietly brought a tricycle into the backyard and left it there. The lady, seeing it, was possessed with a desire to learn to ride, and that evening went out on the asphalt and rode a few blocks. Completely captivated with the new notion, she could scarcely wait until the next evening, and when it came rode five or six miles, climbing the Seventeenth street hill and going up the steep grades with ease. That night she enjoyed the first night's sleep for many months, found that the pain in her head had disappeared, and that not a single pain or ache was left in its place by the gentle exercise of the night. This restoration was brought to her, moreover, while she was dosing herself with the remedies "made and provided."—*St. Louis Post-Dispatch*.

That the pleasures of the wheel are enjoyed by all classes and conditions of men, is evidenced by the fact that the Overman Wheel Co. has just received a very flattering testimonial letter from Prince David Kawanakoa, of the Sandwich Islands. He rides a Victor bicycle, and writes to express his approbation of it.

The H. B. Smith Machine Co. will endeavor to reduce the weight of the Star this year to 30 pounds.

C. W. A. OFFICIAL ANNOUNCEMENTS.



BOARD OF OFFICERS, ATTENTION.

THE SPRING MEETING.

THE Regular Annual Spring Meeting of the Board of Officers of the C.W.A. will be held at the WALKER HOUSE, in the City of Toronto, on FRIDAY, February 19th prox, to commence at 10 o'clock of the forenoon sharp.

The attendance of every Chief Consul and Representative is imperatively demanded.

JAS. S. BRIERLEY, *President*.

HAL. B. DONLY, *Secretary*.

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.

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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.

Seaforth.—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. Gnädinger, St. Peter Street.

“ “ J. R. Scales, 234 St. James Street.

Sherbrooke City.—R. N. Robins.

SCIENCE ON THE WHEEL.

The muscular exertion in bicycling is small when the enormous results are taken into consideration. In the first place, the position of the rider is that of partial support and partial bestowal of the weight of the body as a means of progression; and this balance can be varied at the will of the rider and the character of the road travelled. The whole or part of the weight may be supported by the saddle, or the whole or part of the weight may be bestowed on the treadles as a means of progression. The enormous wheels now used compel the rider to be almost in the perpendicular position, thus affording a minimum amount of exertion to the lower extremities, and utilizing the bodily weight as a means of progression. Take, for example, a bicycle with a wheel of 60 inches in diameter; every stroke with the foot causes the wheel to travel half its circumference, or nearly $7\frac{1}{2}$ feet—*i.e.*, 90 inches. This is equivalent to three regulation walking steps of 30 inches; and not only so, but the impetus given to the bicycle by one stroke would carry it much farther, whereas a step in walking gives no farther “way” on the body. Hence each stroke becomes lighter after the first, and less and less exertion is required to keep the machine in motion. From all these reasons, then, and from actual observation of the effect of comparative distances travelled, it is plain that to travel a mile on a bicycle is equivalent in muscular expenditure to about one-sixth of that expended in walking a like distance. The exertion spent in travelling a mile on the “level” on a bicycle is not more than four foot-tons, so that as 300 foot-tons is the calculated amount of daily exertion necessary to expend to keep a man in health, an 80-mile ride can be undertaken by a man without danger of overdoing it. No road, however, is level or smooth; hence it is nearer the truth when the exertion expended is considered to be six foot-tons a mile; limiting the distance which ought to be travelled to less than sixty miles a day, if one is to keep within the bounds in regard to the energy expended. Of course, a healthy man can do much more than 300 foot-tons a day, but an exertion greatly over that amount cannot be continued day after day without injury to health. —*Book of Health.*

A well-known enthusiastic tandem writes us: “Indications point to a sweeping victory for the tandem another season. The tandem has shown its wonderful qualities, especially in the mixed tours, its adaptability for use on long rides and tours by lady and gentleman riders being unquestioned. A prejudice was seen at first.—Riders of singles averred that they each preferred to ‘paddle their own canoe,’ but when they find that the big boat has the playful habit of leaving his lesser brother (and sister) sadly behind at times, self-protection will be the order of the day, and the tandem will be the necessary evil another spring. They come high, but we must have ‘em.”

“Wheelmen are requested to appear in uniform,” now appears on the cards for nearly all the receptions and entertainments given by wheelmen in New York and vicinity.

The field of cycling journalism, rumor says, is being entered by two new seekers after, if not knowledge, at least fortune. *The Wheelman*, published in Washington, D. C., and another cycling journal hailing from San Francisco, will enter upon the “struggle for existence” very shortly.

Wheelman Centres.

WOODSTOCK.

It is now some time since I had the pleasure of sending you a letter, and you may perhaps have thought that the remarks in my last about other correspondents not writing you would apply very forcibly to myself. I must, however, plead pressure of business, and hope in future to write you more regularly. And I have been flitting myself that what I said about other towns not writing to you has had the effect of stirring them up, as every issue of THE WHEELMAN since has contained a number of letters from other clubs. There are many yet to hear from, and my mission will not be complete till they, too, are in line.

Wheeling matters, in so far as present events are concerned, are of course quiet; but the air here in our town, the cycling "hub," is full of rumors of stirring times to come, when spring arrives and thaws us out. Our Athletic Association is not of the material which sits down content with past success, but is ever up and doing, determined still to be in the van. To do this the better as regards external matters, such as race meetings, etc., we are strengthening ourselves internally by extending the attractions of our rooms in such a way as must largely increase our already large membership.

Long before we expect to welcome yourself and other brother wheelmen to the most interesting race meeting yet held in Canada, of which I will speak later, we will be settled in much larger and more commodious quarters than those at present occupied, where a billiard-room, bowling-alley, etc., will be added, while the old features, reading and card-rooms and gymnasium, will be carried on with the advantage of larger space. Our officers for the ensuing year are much the same as last, the general verdict seeming to be that better ones could not be found. Some new blood was added. However, on the 24th of May next we hope to "shake" with yourself and a host of visiting wheelmen in the new rooms. On that day it is the intention of the Association to present to them, and to the public generally, the most attractive programme of sports ever offered in Canada. In addition to the interest centred in the meeting of our own riders, both known and unknown to fame, inducements will be held out which will bring here some of the leading American amateurs, and a liberal purse will be hung up, sufficient to bring some of the best professionals from the other side to compete here—an event which, from its novelty in Canada, and from its exciting nature, cannot fail to prove a great draw. So, gentlemen all—riders of all kinds—racers and slow-goers—turn over your diaries till you come to the 24th of May, and write there that you are going to Woodstock on that day for the best races ever ridden in Canada. By the way, before leaving the matter of race meetings, I wish to notice a remark in a letter from one of your correspondents re the "meet" for this year. In setting forth the attractions of his town, as a place for holding it, he says something to the effect that as, if it goes there, it will be the first large event of the kind in that vicinity, it will have a large share of local patronage, and that the fact of its being hitherto unbroken

ground will add largely to its success in a paying point of view. Now, while allowing that novelties take, our experience here is that the better the public generally know the riders and their reputation the more interest they take in seeing the question of supremacy settled amongst them, so that the interest grows instead of decreasing. Of course the matter does not affect us as regards the "meet" of '86, only in its bearing on race meetings generally. By the time you receive this we will be enjoying the king of winter sports—tobogganing. Our sad experience of last year will teach its lesson of care in the mode of conducting the slide, so that we may look for this season being one of pleasure unmarred by any terrible accident, such as cast a gloom over the closing days of the last season.

Plans of all kinds are on foot among the bicycle boys for next season, in the way of drill, fancy riding, etc., and with the additions of last year and the coming ones of this year to our racing tracks, we may look out for a season of stirring events. There should certainly be some flyers among the new material that the increased facilities for practice will create.

Let us hope that all the clubs who control tracks will work together in harmony, and avoid clashing in the matter of dates for their meetings, which can only be hurtful to all concerned.

Well, my letter has spun out to quite a length, so I will close for the present.

BICYCLE.

Jan. 22, 1886.

TORONTO.

Hooray! the days are beginning to stretch. Yesterday was at least five minutes longer than its predecessor, and before we know it the last flake of the beautiful will have disappeared; the merry frog will have emerged from his lair, and the bicyclist will have cleaned his wheel and blackened the north pole of his nose in the operation.

So much for the future. But it is a crying shame that the Canadian clubs do not imitate the English clubs by holding winter meetings. Bless your heart, Mr. Editor, just look at the *Cyclist* to see what heaps of fun they must have with their "Smokeries" and their "Cinderellas" and other high jinks! Why can't we meet in our respective headquarters and have a jig-gery, or a hop-pery, or a free lunchery, or a drunkery—on coffee? Time is flying faster than the wheel of the best record-smasher of the world, and we're missing lots of opportunities for enjoyment.

The Toronto Club will hold a meeting on Feb. 1st for the nomination of candidates for office, and the annual meeting will be held on the following Monday. I will send you an account of the meetings as soon as held. I may say to you confidentially that I am a candidate for the position of grand worthy patriarch of the club. Your vote and influence respectfully solicited.

Bennett, sprint-runner, ran $2\frac{1}{4}$ miles against 3 miles by George H. Hill on a Rudge Safety, at the Princess Rink recently. Bennett won by three laps.

PETE.

Fear not the dog that barks, but put thy leg over the handle-bar in the presence of the silent canine.—*Fl. Wayne World.*

MR. DUCKER'S LATEST SCHEME.

Few are aware of the extensive preparations being made by our local bicycle manager, President Ducker, for a trip of an American team to Europe in the spring. It is Mr. Ducker's intention to select from America's greatest wheelmen some fifty in number to make a tour through all the principal cities of Europe. The programme, as so far developed, is something like this: To leave New York city about the middle of June in the City of Rome, land at Queenstown, Ireland, and make a thorough tour through that country; next to England, where they intend to give the English battle on their own ground, and will endeavor to bring back some of the trophies, or their equivalent. They will also make a tour through France and Germany, and a romantic programme is also in view, that of making a descent of the Alps into Italy. After satisfaction has been acknowledged by our tourists, they will return to their native land, either wiser or better men. An agent of the American wheelmen in Europe has been at work for the past three months, laying out their future line of action.—*Springfield News.*

A POINTER.

Mr. W. P. Ure, one of our Scottish R. C.'s, contributes a valuable wrinkle thus: "I have recently discovered a cure for an annoyance to which I have been subject for some little time. I refer to the breaking of spokes close to the rim, and my mode of dealing with it is as follows: I cut up a spoke into small pieces, about two and a half to three inches long, and head up one end of each of these small pieces. I carry two or three of these with me in my tool-bag, and when a spoke gives way I simply insert one of them through the hole in the rim, bend round the end of it by means of a small pair of pliers, bend round the end of the broken spoke in a similar manner, hook the one into the other, and tighten up the spoke in the usual way. The plan enables me to mend a spoke on any country road in ten minutes. I have now three spokes mended in this way, and none of them show any signs of giving way, though I have ridden several hundred miles since mending the first."—*C. T. C. Gazette.*

A story comes from St. Louis to the effect that a certain young man of that city has used his bicycle in a way which suggests limitless possibilities for the cyclist. A rival engaged the wheelman's dulcinea for a drive, and unluckily let his prospective triumph reach the ears of the other lover, who, jumping on his faithful machine, followed behind the carriage, which was an open vehicle. The fellow in the carriage with the girl, seeing his adversary silently rolling behind, whipped up his horse, but could not shake off his silent pursuer, until, in despair, he left the highway and took a rough side road. But the wheelman was an expert, and kept right up with the couple, spoiling all the romance of the ride. At last the ride was given up in disgust, and the horse's head was turned homeward.

T. J. Kirkpatrick is the favorite among western men for the L.A.W. presidency.

Poetry.

A TANDEM TALE.

I oft was told in childhood,
 Quaint tales of long ago,
 When babes slept in the wildwood,
 Quite safe from pain and woe.

No harm could e'er befall them,
 No grief could make them moan:
 They were good little children,
 And the gods protect their own.

Of-times I've sat and pondered
 If true this tale could be,
 And just as often wondered
 If the gods protected me.

But when in cycle riding
 I oft was harshly thrown,
 I soon gave up confiding
 In "the gods protect their own."

Nor 'gain did I accept it,
 Though years rolled swiftly by;
 Till Jove's dire anger taught it,
 As I rode a tandem tri.

I learned that cyclersesses
 (The loveliest ladies known)
 Are safe from base caresses,
 For the gods protect their own.

One evening in the spring-time,
 With first tan-tri in town,
 I took a lady wheeling
 O'er smooth roads up and down.

We climbed the hills so lightly
 No grade would leave us blown:
 The coasts were just delightful—
 "How the gods do bless their own!"

As swift we coasted downward,
 My heart was full of bliss,
 I threw my arms around her,
 And tried to steal a kiss.

* * * *

Oh, Jove! why this convulsion?
 That thunderbolt why thrown?
 No doubt to teach the lesson
 That the gods protect their own.

Some say the steering faltered
 When left to watch itself;
 I say it was the immortals
 Who laid me on the shelf.

So now when tandem riding,
 I fear a modest throne,
 And oft repeat the maxim,
 "The gods protect their own."

—C. E. D., in *Bicycling World*.

The bicycle is not a toy—anybody who has ever wrestled with it will admit that. It is a practical road machine, unexcelled in removing stones from the public highway and indicating the presence of sand. Next to the wheelbarrow, it is the safest known carriage. It never bites ladies or children, and doesn't scare worth a cent. If you want fun, buy a bicycle; if you don't—buy one, anyhow. It is right there every time.—*Fort Wayne World*.

BICYCLE OR TRICYCLE.

The *Cyclist* sums up a discussion on the merits of the two machines as follows:

"The correspondence which has been going on in our columns for many weeks past has produced a great variety of opinions, but the majority of writers appear to have been content with extolling the particular style of machine which they at present ride. Thus, one who has never mounted a bicycle, or one, perhaps, who has abandoned that machine, thinks there is nothing better than a tricycle; whilst bicyclists, pure and simple, contend that they would not have a tricycle as a gift. Others, too, have placed the desideratum at one of the many safeties now on the market; but we think no writer has given any sound reasons why either of these particular types of velocipede should supersede all others for all purposes and all persons, neither, indeed, do we think any one could do so. In speaking on this question, we do so with a thorough knowledge of each class, having ridden each variety for long periods, and, after our experiences with them all, we can only arrive at the conclusion that there is no type that will suit the wants of every one, and that in deciding on a mount there are many things to be considered, such as quality of roads over which the machine would mostly travel, household accommodation, and purposes for which required, to say nothing of individual ideas and peculiarities. A considerable amount of abuse has been heaped upon the head of the ordinary bicycle, which to our mind is totally out of place, though there has certainly been a reason for the charges of danger, etc., that have been brought against it. As a matter of fact, a 'vaulting ambition hath o'erleaped itself' in the matter of the bicycle, and—doubtless to suit the wishes of large numbers of riders, who were continually clamoring for close build and high position, to enable them to ride as big a wheel as they could possibly stretch—machines have been built too generally on pretty but unsafe lines. Thus, we find nine bicycles out of ten sent out with forks nearly upright, scarcely any clearance between the wheel and fork top, small light back wheels and close-cut unsuitable springs. For our own riding, our machines have always been built with plenty of clearance between wheel and fork, a good two and a half inches rake, a free spring, a fairly large back wheel, and a powerful brake, and have selected the size of wheel some three or four inches below what we could ride at a stretch. Of late, we have been riding our ordinary bicycle a great deal, and we think that were these lines more generally carried out, there would be few machines that would surpass it, even in the matter of safety, with a careful rider. With the bicycle as now commonly built, and an incautious rider who climbs to the very highest size wheel he can reach, it is impossible to obtain either enjoyment or safety, and, as a consequence, the machine gets the blame. The bicycle proper has the advantage of a high position, by which the surrounding country, as well as dangers ahead, can be seen, and a good appearance, besides lightness, for even the small-wheeled safeties have not cut it out in that respect. Of course it has to be learnt, and with the vast majority of the community 'there's the rub.' For such the

tricycle comes in, or the safety bicycle, which has the advantage of being easier to learn. The safety is likewise easier to mount and dismount, especially when tired, and the low position and small wheel enables one to go very much slower when occasion requires, as amongst traffic, and to be off in an instant should a dead stop be requisite. It is even easier stowed away than the bicycle proper, but against it is the fact that in the majority of geared-up machines the side slip on greasy roads introduces an element of danger that is totally absent with both the other classes. The tricycle is heavy and cumbersome compared with its *confreres*, but there is no learning required, that is to say, no series of tumbles to be gone through before the balance and full confidence can be obtained, but that it requires a considerable amount of learning is well known to every tricyclist. The speed that has been obtained on the road by noted riders has in some cases surpassed that of riders on a bicycle, but it must be remembered that the riders in all cases have been exceptional ones, and the machines highly geared and very different in weight from those supplied to the ordinary customer, so we can safely say it is a slower vehicle. Luggage can be carried on it to any extent, and its general adjustability makes it suitable for the whole family if it is so desired, though it necessitates more household accommodation. The use of the tricycle is not by any means so free from danger as some would make it, though with care it is as safe as a horse and trap, and perhaps safer. All things considered, we believe that the bicycle proper, when sensibly built, is no more dangerous than any other form of velocipede in the hands of a careful and experienced rider, and that for general, what might be termed, light riding, that is, without luggage, it will never be rested from popular favor. The safety (so called) is more suitable for traffic riding, such, for instance, as short, quick business calls. As an all-weather vehicle, the tricycle, perhaps, stands best, and for use where parcels have to be carried, as well as for traffic riding, it stands to the fore. In short, each particular type is the right thing when in the right place, but just as much the wrong thing when out of place.

Gradually but surely the bicycle is getting to the front as the greatest aid to human locomotion on land since the invention and development of the steam railway system. There are to-day very few among the speediest of road horses that can hold their own against a well-trained and well-mounted wheelman for any distance from five miles upward, while from fifty to one hundred miles or more the horse does not live that can live out a race with a cyclist. Already the bicycle has been ridden a mile in but a fraction over two minutes and thirty-one seconds, and nobody believes that this is the limit of possible speed. But it is in tests of endurance and the ability to cover long distances that the cycle is pre-eminent. * * * * * Our American racing men are only just beginning to find out what they are capable of doing on the bicycle when thoroughly trained and carefully fitted for contests of speed and endurance. So far the Englishmen have beaten them at the shorter distances, but Yankee muscle and pluck are not going to be kept in the background for any length of time.—*Mirror of American Sports*.

Wheel Tracks.

F. F. Ives and W. A. Rhodes will both try for the 24-hour record on the first favorable day in early spring.

Charles E. Buell, of Springfield, has been awarded a patent for a tricycle propelled by compressed air.

Weber's mount next season will weigh thirty pounds only, and will be fitted with ball-bearings throughout.

The Cleveland quarter-mile track is said to have cost \$2,500, while the Springfield half-mile took all of \$3,500.

The English C. T. C. has a membership of 21,000, the L. A. W. 7,000, and the German Cyclist Union 3,000.

The Otto Machine Company of England will wind up its affairs, having lost \$9,000 in two seasons on the venture.

Mr. E. Oxborrow, of the Æolus Bicycle Club, England, has put in a claim of 267 miles for the 24-hour bicycle record.

The Surrey Machinists' Company is about to introduce a crank with variable throw, which can be shifted while the bicycle or tricycle is going at full speed.

Geo. Weber, the "Star Demon," stands five feet ten inches high, and weighs 175 pounds. In his year and a half of racing he has captured thirty-six prizes out of the forty races entered.

The Cleveland Club has 80 members. There is a great deal of rivalry between this club and that of Cincinnati, which is close up in point of numbers.

G. Lacy Hillier was allowed 2m. 15s. start in a ten miles' cross-country race recently, contested by local men. He won by 200 yards. It looks as if the old champion was declining.

Captain L. D. Munger, holder of the 24-hour American road record, has left for New Orleans and other southern points, where he will spend the winter in the interests of Everett & Co.

Four of the leading ministers in Brooklyn are cyclists. The Rev. Henry Ward Beecher and Rev. Geo. R. Vandewater ride tricycles; Rev. Geo. R. Pentecost and Rev. W. W. Davis ride bicycles.

Three of Canada's most popular cities and cycling centres are bawling for the C.W.A. meet. After the spirit of L.A.W. gatherings, they will no doubt have a lively time on the discussion of the question.—*Wheel.*

President Bates, who for a number of years has been an editorial writer on the *Detroit Post*, has accepted the editorial management of the *Lansing (Mich.) Republican*, and entered upon his new field of labor on January 1st. He will still retain his membership in the Detroit Club.

George E. Hutchinson, the fancy bicycle rider, has issued a challenge to ride any bicycle or unicycle or buggy wheel rider in the United States a series of exhibitions for from \$500 to \$1000 and the championship of the United States, to be contested in rinks which may be mutually agreed upon.

The next Springfield tournament will last four days.

A popular air with the ladies—"Sweet Tri and Bi."

"True love never runs smooth." Neither does a bicycle without oil.

Prince Wells will shortly endeavor to climb Pike's Peak on his wheel.

The one mile bicycle championship of Australia has been won by F. Shackelford in 2.56.

Cycling has a firm hold on the inhabitants of Jersey—late the home of the Americanized lily.

The Rev. Mr. Thayer, of Osage, Iowa, has taken to wheeling. The gentleman is over 60 years of age.

J. D. Macauley, of Louisville, Ky., has raised his '85 record to 6,573 miles. He takes the bun, by a long way.

The Boston B.C. was the first club in the country to establish a restaurant in connection with its club-house.

Westbrook and Hacker, the double riders, are anxious to get up a competition with the Wilnot double riders, and have issued a challenge to the world.

The Cycling Division of the English Hull A.C. evidently has a few pot-hunting scorchers. The members have captured 73 prizes, valued at one thousand dollars, during the present season.

Philip Fontaine, of the New York Citizens' Club, has a record of 3,400 miles from January to the present date, all ridden in the evening or on Sunday. Elliott Mason follows with an even 3,200.

The Detroit Bi. Club, at its annual meeting in January, will be incorporated under the laws of the State. This is done so as to make a stock company for the purpose of building a bicycle race-track, which the club have decided to do in the spring.

There are rumors about London of a scheme on the part of the C. T. C. officials to interest capitalists to the extent of about \$1,000,000, to be used for the construction of a palatial club-house, with restaurant, gymnasium, and all the comforts.

A Baltimorean is credited with having uttered the following words of wisdom: "It is not always the man with the biggest legs who can ride the bicycle best. A short leg gets around the pedal quicker, and does not necessitate near so much work."

Mr. Hicks, the religious editor of the *Post-Dispatch*, of St. Louis, has ridden over 4,679 miles since he became a devotee of the sport, twenty-eight weeks ago. His record has been made on the streets of St. Louis, and in the pursuit of his daily business.

One evening in December, four members of the Buffalo Ramblers played a game of polo on ordinary bicycles. The game was marked by many collisions, though few bruises resulted. It was the unanimous opinion that there was more fun in polo on wheels than on skates, and not one half the danger.

Charles E. Kluge, the noted Star rider, was born in Philadelphia, in 1860, stands 5ft. 11in. high, and weighs 180 pounds.

Grant Bell is not as seriously injured as was thought. He will probably be able to ride "when the robins nest again."

A tandem pair—lady and gentleman—will, it is rumored, form part of the New York contingent of the Big Four next season.

Willie K. Vanderbilt, one of the heirs of the late millionaire, is reported to have become a wheelman since his father's decease.

The latest royal purchasers of cycles are the Duke of Connaught, the Duchess of Cambridge, and the young Prince of Mecklenburg.

The Springfield B.C. has been notified that they may occupy their present quarters until February 1st, when they will have to move.

A writer in *The World* suggests that five cents worth of shellac dissolved in alcohol proves to be a better and cheaper cement than any now on the market.

It is said that Singer & Co., the Coventry firm, will shortly establish an American branch house, for which purpose a member of the house will come to America.

The Chicago Bicycle Track Association is happily out of debt and danger. The members have responded to the call of the treasurer, and have made up the \$1500 deficit.

The C. T. C. is to have a new badge. The old one has been pirated and has lost its usefulness. The new badge is a combination of ticket and badge, that has been protected by a patent.

L. A. Pattison is out with a letter to the *Bi. World* denying Mr. Butcher's charges, and requesting the latter gentleman to make public any information he may be possessed of concerning McCurdy's record.

Mr. Charles Richards Dodge, who retires from the editorship of *Outing* with its transfer to New York, has declined editorial connection with the magazine under its new management, preferring to remain in Boston.

Among other good resolutions for the new year, every wheelman should resolve to keep a record of his riding during the season, the figures being very interesting reading matter at the end of the year. Commence now.

The survival of Swedish wheelmen under the title of a cycling paper, that has just made its appearance, is certainly very mysterious. It hails from Stockholm, 13 Storkyrkobrinken, and carries the name of *Tidning for Idrott*.

Cinder paths are going out of date, and tracks are now better made of clay and gravel after the Springfield track. The new track at Rangiora, N.Z., is nearly finished, and is expected to prove a fast one, being made on lines of the Springfield track.

W. G. Hurst, of Toronto, has issued the following under date of Jan. 16: "I hereby challenge any bicycle and unicycle rider of America to compete against me in a fancy bicycle and unicycle contest for the championship of Canada

and for any amount from \$100 to \$500, at any time or place. I would like to hear from some of those so-called Canadian riders.—W. G. Hurst, champion fancy bicycle and unicycle rider of Canada.”

A new and improved pedal has been placed on the market by the Pope Manufacturing Co. It has a double-grip rubber which prevents slipping.

The latest railway lines that have announced their intention of carrying wheels free are the Bennington & Rutland and Hoosac Tunnel and Western R.R's.

A number of professionals contemplate visiting England next season. Woodside will sail in April, while Neilson and Prince may depart these shores at later dates.

Wheeling's new editorial staff will include W. McCandlish, F. Percy Low, and E. A. Lloyd, who go to it from the *Bicycling News*. This will make a strong team for *Wheeling*.

Says the *N.Y. Wheel*: The Canadians are not ambitious. It is strange that no attempts are made to reduce the 20-mile record which at present stands to the credit of H. Davies, the time being 1.13.53.

The bicycle business of Messrs. Rudge & Co. has increased to such an extent that it has been deemed advisable to form the firm into a corporation. During the last three years they have actually made and sold upwards of twenty thousand machines.

The N.C.U. and the A.A.A. of England have settled the quarrel which has been waging between them for many months. The former will regulate and control cycle racing, and the latter will attend to athletic sports. This is as it was before the war.

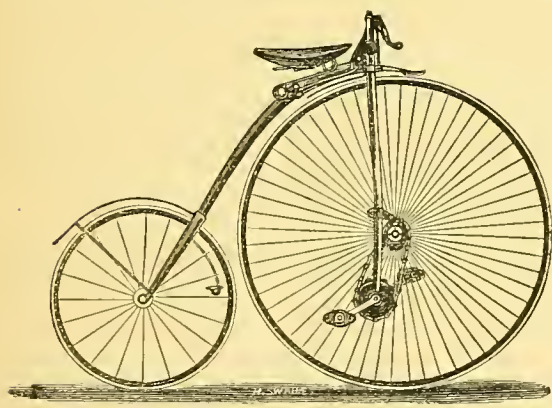
The cycling rivalry between Chicago and St. Louis is not on the wane, as several have intimated. Just the contrary, in fact. St. Louis still boasts of her Whitty, Chicago of her Van, while a few novices who have lately made their appearance quietly talk of usurping the places the aforesaid worthies hold in the hearts of the wheelmen.

If the management for the Big Four next season decides upon the route through Virginia the participants will have cause, by comparison, to think that the roads through Canada last year were a perfect paradise. The roads of old Virginia were never intended to be traversed by cyclists. It is a beautiful country to travel through, but I can say from experience that the only way to tour is on horseback.—*Wheel*.

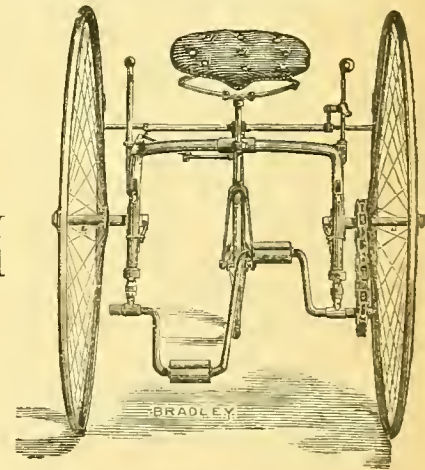
The Springfield Club is said to be arranging to hold, in connection with next year's tournament, a grand one-mile professional race for the championship of the world that will put in the shadiest of shades anything heretofore attempted in that line. A prize, consisting of some thousands of dollars, will be offered as a bait for all professional riders in England, America, Germany, France, and all other far-away countries that can boast of fast men, including Canada.

At the end of 1885 the American (U.S.) Division of the C.T.C. numbered 669 members, and the Canadian Division 56 more, making a total of 725 in America north of Mexico. Strange as it may seem, all other foreign countries, outside of Great Britain, could only muster 875 members, thus showing that the United States and Canada furnish nearly one-half of all the members of the C.T.C. who, living outside of Great Britain, are looked to to warrant the organization in claiming to be an international one. In the United States there are at present 30 C.T.C. hotels, 81 local consuls, and six repair shops.—*L.A.W. Bulletin*.

The promoters of the Big Four tour for 1866 have all sorts of routes under contemplation. The one under most favorable consideration is as follows: Niagara Falls to Rochester, thence through Central New York, *via* Canandaigua and Watkins Glen, to Elmira, thence down through the Lehigh Valley to Philadelphia; from Philadelphia over the Lancaster Pike to Lancaster, Pa., thence to Gettysburg, Pa.; from Gettysburg to Harper's Ferry, and thence down the Shenandoah Valley, *via* Luray and Staunton, to the Natural Bridge, Va.; thence to Richmond and Norfolk, taking steamer to New York. A proposition is on foot to wind up the tour at Springfield, by taking round steamer for New Haven, thence wheeling through Connecticut, stopping at Hartford, to Springfield, in time to take in the tournament.



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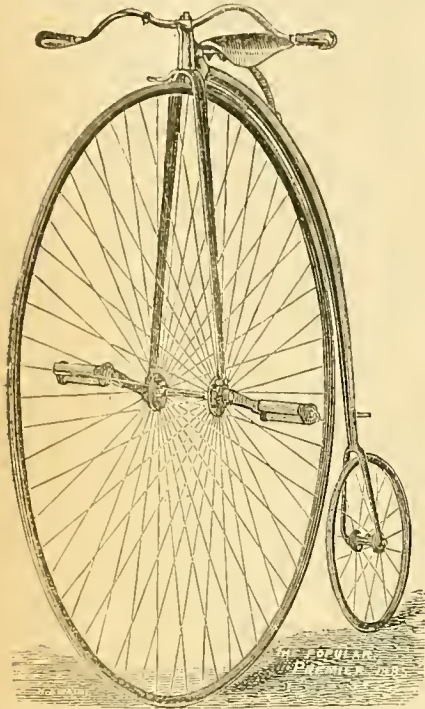
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A. T. LANE, - Montreal.

ROYAL CANADIAN No. 2.



This machine has been greatly improved since last season, but price remains the same.
 SPECIFICATION:—Hillman's new pattern ball-bearings to front wheel and adjustable cones to back, direct spokes, HOLLOW FORKS, BENT HANDLE BARS and LONG-DISTANCE SADDLE. Finished in Harrington's black enamel. Price, \$65.00.

☛ Subscriptions received for all Cycling Publications.

50 SECOND-HAND
 MACHINES

For Sale Cheap!

A FEW BARGAINS!

Premier Sociable

Balls to all wheels, king of road lamps, new tires.

COST \$190, for \$110.

• IN GOOD ORDER.

Rudge Racer

51 inch. Balls at both wheels and pedals. Only used a few times.

COST \$115, for \$75.

Popular Premier

51 inch. All nickel-plated but felloes. Ball bearings to front wheel. Æolus ball pedals. King of road lamp Nickel-plated. Hill & Tolman Automatic Gong. In very good order.

FOR \$70.

Special British Challenge

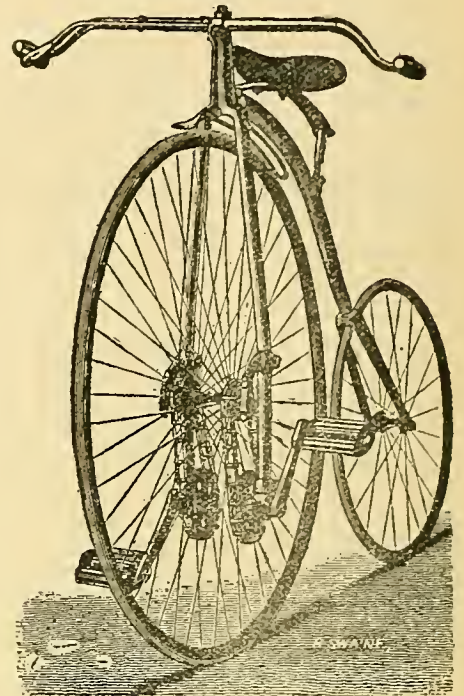
52 inch. Balls to both wheels. Half plated. Too high for late owner. Not run 100 miles.

—\$75.—

And 50 more Bicycles

ALL JUST AS CHEAP

THE KANGAROO.



THE PERFECT SAFETY.

Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important particular. Price, \$105.00; Ball Pedals, \$5.00 extra.

Send 3-Cent Stamp
 for largest and most
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 logue ever published in
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42 Pages—62 Engravings.

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STILL THEY COME!

At the Toronto Bicycle Club Sports, September 19th, 1885, six out of seven of the events were won
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INVINCIBLE BICYCLE,

including the five miles open.

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|----|--------|---|---|---|---|-------------|
| 1. | Foster | - | - | - | - | Invincible. |
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-

— A T T H E —

INTERNATIONAL INVENTIONS EXHIBITION,

London, England, August, 1885, the Surrey Machinists Company

HAVE BEEN AWARDED A GOLD MEDAL!

Highest award for the INVINCIBLE MACHINES. Also at the
Industrial Exhibition, Toronto.

The Coventry Machinists Company was awarded a Gold Medal at the above London Exhibition,
the Highest award for a

CLUB SAFETY BICYCLE.

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W^{M.} A. R^{O W E} ON RECORDS!

UNQUESTIONABLE & ACCEPTED RECORDS MADE ON COLUMBIAS

THE 24-HOUR ROAD RECORD - - 255¹/₈ MILES

—BY—

ALFRED A. McCURDY on a Columbia Light Roadster,

OCTOBER 26, 27.

WORLD'S RECORD	-	$\frac{1}{4}$ Mile	-	WM. A. ROWE,	.36 1-5	WORLD'S RECORD	-	10 Miles	-	WM. A. ROWE,	28.37 4-5
WORLD'S RECORD	-	$\frac{1}{2}$ Mile	-	WM. A. ROWE,	1.12 4-5	WORLD'S RECORD	-	11 Miles	-	WM. A. ROWE,	31.37 4-5
WORLD'S RECORD (AMAT'R)	$\frac{3}{4}$ Mile	-	WM. A. ROWE,	1.55 1-5		WORLD'S RECORD	-	12 Miles	-	WM. A. ROWE,	34.32 3-5
WORLD'S RECORD	"	1 Mile	-	WM. A. ROWE,	2.35 2-5	WORLD'S RECORD	-	13 Miles	-	WM. A. ROWE,	37.24 3-5
WORLD'S RECORD	-	2 Miles	-	WM. A. ROWE,	5.21 3-5	WORLD'S RECORD	-	14 Miles	-	WM. A. ROWE,	40.25
WORLD'S RECORD	-	3 Miles	-	WM. A. ROWE,	8.07 2-5	WORLD'S RECORD	-	15 Miles	-	WM. A. ROWE,	43.26 1-5
WORLD'S RECORD	-	4 Miles	-	WM. A. ROWE,	11.11 4-5	WORLD'S RECORD	-	16 Miles	-	WM. A. ROWE,	46.29 2-5
WORLD'S RECORD	-	5 Miles	-	WM. A. ROWE,	14.07 2-5	WORLD'S RECORD	-	17 Miles	-	WM. A. ROWE,	49.25
WORLD'S RECORD	-	6 Miles	-	WM. A. ROWE,	16.55 3-5	WORLD'S RECORD	-	18 Miles	-	WM. A. ROWE,	52.25 1-5
WORLD'S RECORD	-	7 Miles	-	WM. A. ROWE,	19.47 2-5	WORLD'S RECORD	-	19 Miles	-	WM. A. ROWE,	55.22 2-5
WORLD'S RECORD	-	8 Miles	-	WM. A. ROWE,	22.41 4-5	WORLD'S RECORD	-	20 Miles	-	WM. A. ROWE,	58.20
WORLD'S RECORD	-	9 Miles	-	WM. A. ROWE,	25.41 4-5						

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BY W. M. WOODSIDE, AT SPRINGFIELD, OCT. 24 & 26.

Notwithstanding the above excellent result of "Good Men upon Good Bicycles," of more practical value to the 90 and 9 wheelmen is the fact that the majority of the American Wheelmen purchase Columbia Bicycles and Tricycles, because they are pre-eminently road machines, with an ease of running and durability which have faithfully stood the test of eight years upon every grade of road, and under all supposable conditions.

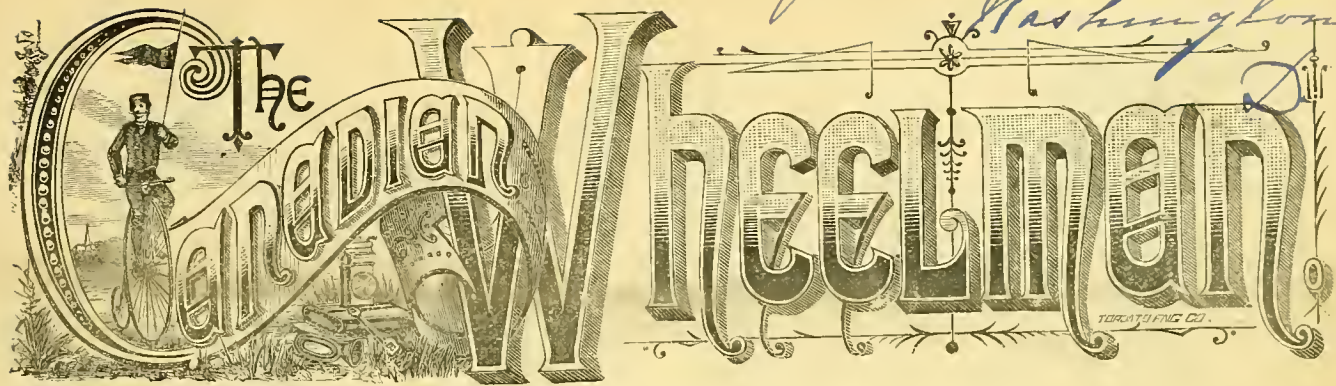
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A JOURNAL OF CYCLING.

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

Vol. III.

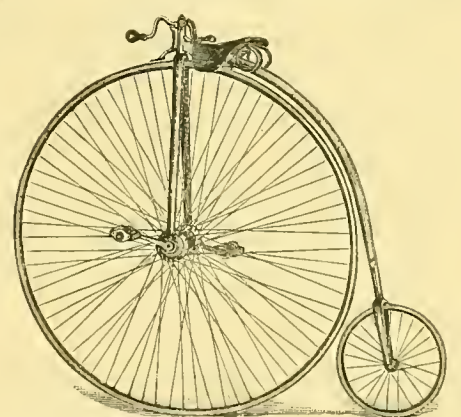
LONDON, CANADA, MARCH, 1886.

No. 5.

Victor Bicycles & Tricycles

SHOW THE BEST RESULTS OF ADVANCEMENT IN THE
CYCLE BUILDER'S ART.

"VICTOR"



BICYCLE.

ALL STEEL,
ALL INTERCHANGEABLE,
FINEST MATERIAL,
BEST WORKMANSHIP.

COMPRESSED TIRES, which cannot
be torn from rim.
BOWEN'S BALL BEARINGS all
over, including Pedals.
43" FINISHED IN HARRINGTON'S ENAMEL.

IT IS TO YOUR INTEREST TO INVESTIGATE BEFORE PURCHASING.

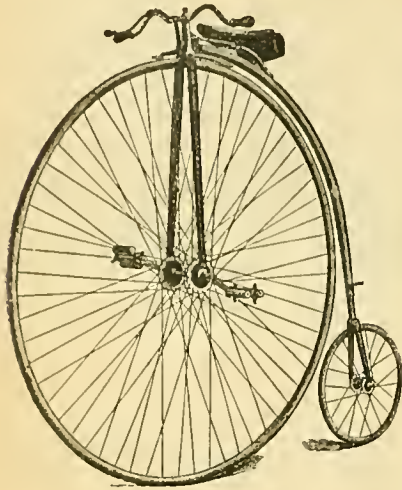
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OVERMAN WHEEL COMPANY,

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THE MONARCH OF THE CYCLING WORLD!

THE RUDGE LIGHT ROADSTER.



A few of last year's Testimonials.

DURABLE AND EASY-RUNNING.

STRATFORD.—J. A. Kirk.—My Rudge Roadster has given me the best of satisfaction. It is easy riding and durable.

STANDS THE ROUGH ROADS.

KINCARDINE.—F. C. Coombe—I am very well pleased with my wheel. It runs very easily, and stands the rough roads splendidly.

SUITS HIM WELL.

TRENTON.—W. M. Ireland.—My Rudge suits me splendidly. I have taken some long tours, and have found it to be a first-class machine.

IT HAS STOOD ROUGH ROADS.

SIMCOE.—Harry Marlatte—Have ridden my Rudge over rough roads and it has stood it first-rate. It had some big falls, too, but the machine came out all right.

THINKS IT THE BEST.

THAMESFORD.—Henry Fillmore.—For finish, perfect workmanship and light running, I think my Rudge Light Roadster is the best machine in the market.

THE BEST.

BOSTON, Mass.—Fred. B. Sweetser.—While in Port Hope last summer I rode one of your Ridges. For good road-riding I consider it the best; in fact, I will ride no other.

A GOOD ROADSTER.

OTTAWA.—Maynard Rogers, 2nd Lieut. Ottawa B.C.—I have ridden four different makes of machines, and like my Rudge better than them all. It is strong enough for road work, and light enough for racing.

WON EIGHT RACES ON HIS RUDGE.

WOODSTOCK.—A. B. Parmenter.—My 56-in. Rudge Light Roadster is the most rigid and lightest machine I have yet seen. I have ridden it a number of long distances, and have won eight races, and in every case it gave the utmost satisfaction.

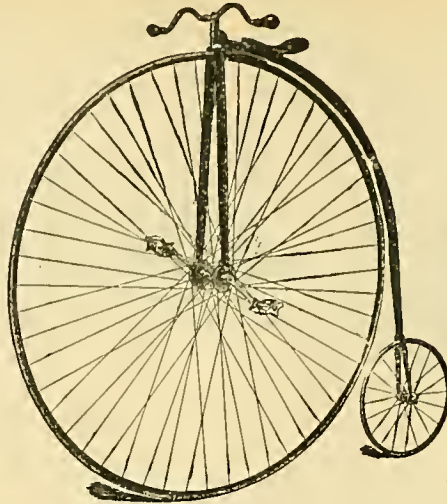
ENTIRELY SATISFIED.

SEAFORTH.—Fred. W. Armitage.—I desire to express my entire satisfaction with my Rudge, after giving it a thorough test, both on road and track. I have stabled it for the winter worth every cent as much now as when first purchased. It is a wheel that combines both light weight and durability as well as excellent workmanship.

A STRONG TESTIMONIAL.

HAMILTON.—James B. Mundie, ex-captain Ramblers' B.C.—I have ridden almost every kind of bicycle, from the old Boneshaker up to my 55-inch Rudge Light Roadster, and the latter beats them all. I have made the 25 miles between Hamilton and Brantford, over one of the worst roads in the country, in 2 hours 40 minutes; from Hamilton to Niagara Falls (50 miles) in 5 hours, and similar tours on my Rudge. It is a most rigid and strong wheel—first-class, and entirely reliable.

THE AMERICAN RUDGE.



The proof of the Wheel is in the Riding.

EVERY SATISFACTION.

BEAVERTON.—H. Westcott.—Your American Ridges gave every satisfaction.

A GOOD HILL-CLIMBER.

PARKDALE.—H. G. Todd—I ride an American Rudge, and like it very much. I find it a good hill-climber and an easy runner.

EASY-RUNNING.

WATERLOO.—George A. Bruce.—I have one of your Rudge machines, and find it is the easiest-running machine I ever rode.

THOROUGHLY SATISFIED.

TORONTO.—Jas. Malcolm, Knox College.—I am thoroughly satisfied with my American Rudge, and can recommend it as a Roadster.

STRONGLY RECOMMENDS IT.

ST. MARYS.—George Parsons.—I can ride my American Rudge a whole day and not feel tired. It is wearing splendidly, and I can strongly recommend it.

THE RUDGE THE BEST.

TORONTO.—F. Sparling.—Have ridden three different makes, but my American Rudge gives better satisfaction than any of them. It is excellent value for the money.

THE RUDGE SUPERIOR TO OTHERS.

ST. CATHARINES.—J. A. Sword.—My No. 2 Rudge has given me perfect satisfaction in every respect. Comparing it with other wheels, I find the Rudge far superior, both as to speed and durability.

IT STOOD THE TEST.

ST. CATHARINES.—E. W. Smith.—The Rudge No. 2 purchased from you last April has given me good satisfaction in every respect. It has stood the test of learning over a dozen persons to ride on a rink floor, that being one of the hardest surfaces to fall on, and with the exception of the paint being somewhat scratched, it is as good as new.

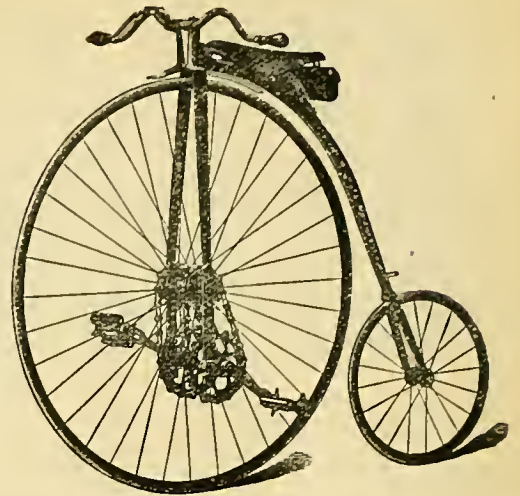
EASY-RUNNING AND WELL BUILT.

LAURENTON MILLS.—L. B. Howland.—The 52-inch Rudge I secured from you last season has given every satisfaction, both as to bearings and durability. I have ridden for the past four years upon many differently-constructed machines, and have not, during all my experience found an easier-running and more rigidly-constructed machine than the Rudge. If I were securing a new machine it would undoubtedly be a Rudge.

AS GOOD AS NEW.

CALEDON.—C. Campbell.—My American Rudge has been in use almost every day during the past summer and has given complete satisfaction. I have found it to be a first-class bicycle, and superior to other makes in speed and finish. It has been used on roads that are none of the smoothest, but has required no repairs, and the spokes and tyres are as firm as when it was first taken out of the shop.

THE RUDGE SAFETY.



Practical experience is worth volumes of talk.

LIKES IT.

TORONTO.—F. A. Robinson.—I like my Rudge Safety purchased from you very much.

COULD NOT DO WITHOUT IT.

LINDSAY.—J. Riggs.—The Rudge Safety I got from you last summer gives me perfect satisfaction. I could not do without it.

WELL SATISFIED.

STRATFORD.—Wm. Boles.—I like my 40-inch Rudge Safety very well. It steers remarkably easy, and I am well pleased with it.

IT RUNS RAPIDLY.

TORONTO.—J. Carden.—I am perfectly satisfied with my Rudge Safety, and can recommend it. It is a well-made machine, steers easily and runs rapidly.

PREFERS IT TO OTHERS.

WEST TORONTO JUNCTION.—R. Burgess, C.P.R.—The Rudge Safety Bicycle received from you has given me entire satisfaction. I greatly prefer it to all others that I have used.

INVALUABLE TO HIM.

TORONTO.—Thos. Bengough.—I can speak very highly of my Rudge Safety. It is invaluable to me in getting from point to point in the city; besides, the pleasure and exercise derivable from it make it worth its price.

OF PRACTICAL UTILITY.

TORONTO.—Dr. Macdonald.—I find my Rudge Safety of practical utility to me in my profession. It has not needed a repair since I purchased it. I learned to ride it in half an hour. I can highly recommend it to my fellow-physicians.

IT HAS NEVER FAILED HIM.

JAPANESE.—A. R. Boyes.—I can say, after a season's almost daily use of my Rudge, that it has never failed to give me the utmost satisfaction and pleasure, being very easy-running, light, and at the same time as strong as heavier makes. I have tried a good many machines, but the Rudge suits me best.

A DOCTOR'S OPINION.

ST. CATHARINES.—E. Goodman, M.D.—The Rudge Safety I purchased of you last season has given me every satisfaction. I have used it in my profession often in preference to my horse, as I found it so much more convenient and exhilarating. In the matter of health, I would not be without one, and consider that there should be one in every family.

Mr. George W. Hodgetts, Manager Bank of Toronto, Mr. A. Monk and others of Ottawa, are mounted on Rudge Safeties.

The above are but a few of the scores of testimonials we have received from the purchasers of Rudge Wheels last season. They speak for themselves. Look at this page in the April issue of THE WHEELMAN for a description of our new Wheel specialties for 1886. Send 3 cent stamp for our New Illustrated Catalogue.

P.S.—We have now the sole agency for the RUDGE for Quebec, Ontario, Manitoba and British Columbia.

CHAS. ROBINSON & CO. 22 CHURCH ST., TORONTO.

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.

Subscription Price to Non-Members. . . . \$1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, MARCH, 1886.

THE C.W.A. MEET.

The decision of the C.W.A. Board to hold the next annual meet of the Association in Montreal is one that will commend itself to the majority of the members of the Association. If any club in the Dominion deserves well at the hands of the Association it is the Montreal Bicycle Club. Somewhat laggard, perhaps, in first casting in its lot with what it may have had reason to fear would be an insignificant and short-lived Association—especially as such a move would virtually mean a severance from the old and strong League of American Wheelmen, of which the Montreal Club might almost be said to have been one of the founders. When once within the ranks of the C.W.A., it unselfishly set to work to do all in its power to advance the interests of the Association. As our Woodstock correspondent very truly remarks, the Montreal Club, almost isolated though it is from the great body of Canadian wheelmen, has pursued no dog-in-the-manger policy, but manfully done its share in insuring the success of each and every meet of the Association, no matter how far from Montreal that meet might be held, nor how little direct and personal control could be exercised by the members of the club over the preliminary arrangements. Although the Montreal Club has stood, in point of membership in the Association, very near the head, it has never, by reason of its distance from the other clubs, possessed that voice in the affairs of the Association that might reasonably have been expected. This year, for the first time, to the great body of Montreal wheelmen will be brought home a realization of the benefits that flow from their membership in the C.W.A. It will no longer seem to them an institution which they help to support for the benefit of bicycling in the abstract, but an institution of practical worth to them and to their sport.

Montreal deserves the meet, and deserves the hearty co-operation of the wheelmen of Ontario in making it a success that will eclipse all its predecessors. The wheelmen of this province will be false to the Association and ungrateful to Montreal if they do not respond in large numbers to the invitation of the Montreal Club. To hundreds it will furnish an opportunity of seeing the commercial metropolis of Canada under circumstances that may not be offered again for many years. Cheap rates will certainly be secured, and there will be little or no excuse for a small attendance from this province.

Needless to say, the Montreal boys will do their duty in the premises. They have had the experience and they possess the will, and we are looking forward to a C.W.A. meet perfect in management, large in numbers, and successful in a manner that will be a "record" hard to break.

DUES FOR 1886.

Within the next two months the majority of clubs will hold their annual meetings. In the heat of the election contests don't let the question of C.W.A. membership be forgotten. The Association should easily have a clear roll-call of 1000 paid-up members by July 1st; and if all the clubs do their duty this can be very easily accomplished. That is the date of the Association year, but all joining during the preceding three months of April, May and June are credited with membership for the year 1886-7. Send on your application to the Secretary. One dollar per annum, or fifty cents when the entire membership of a club joins.

AN ASSOCIATION UNIFORM.

The decision of the Board to recommend the adoption of an Association uniform is one that will generally commend itself to the members. All who have seen the L.A.W. uniform have been struck by its neatness and appropriate nature, and the fine effect produced by it in parades. Having stood the test of time, and proved itself an exceedingly convenient and handsome business suit, as well as fitted for the special purposes of cycling, the C.W.A. has done well in adopting it, and not, like the Athenians, spent its time in trying "to see or to hear some new thing," simply for the purpose of being different from its neighbors. A slight change in color has been deemed best, and the C.W.A. uniform will be of dark gray instead of brown. It is probable that some one wholesale house will agree to keep on hand a special line suitable for these uniforms, in which case the members of the Association will be promptly notified, and may then procure the cloth through their local tailors. It is to be trusted that the new uniform will be widely adopted.

THE GUIDE-BOOK.

The decision of the C.W.A. Board to issue a guide-book immediately was only arrived at after prolonged consideration and discussion. The expense connected with its publication was the main question, there being no difference of opinion as to the usefulness of such a book. The first C.W.A. guide-book, incomplete as it necessarily was, has been of great use to Canadian wheelmen, and was a very positive and practical return for membership in the Association. Its compilation entailed an immense amount of work upon the present indefatigable Secretary-Treasurer, upon whose shoulders will again fall the main burden of the new edition. He should, however, be assisted as liberally as possible by all members of the Association. In fact, by their aid alone can a trustworthy and in any sense complete guide-book be published: and for the sake of the credit of the Association it is to be hoped

that a generous response will be made to the circulars asking for information which will soon be issued. There is no Canadian cyclist who reads this but can do his part in improving the character of the guide-book for 1886; and as the way to do a thing is to do it, let every one of them sit down at once and write to the Secretary of the Association a concise description of the roads in his neighborhood—whence they come, whither they lead; which should be ridden, which avoided, and many other particulars that will suggest themselves to the mind of every wheelman.

EDITORIAL NOTES.

Don't get your spring uniforms until you see the C.W.A. suit. Then you will have no other.

Let us have notes from every wheel centre for the April WHEELMAN. Come, boys, don't hide your light under a bushel any longer.

If there are any lady tricycle riders in Canada, THE WHEELMAN would be glad if they would use its columns to relate their experiences for the benefit of others of the sex.

The pastor of a church at Uniontown, Pa., has been compelled to resign because he can't ride a bicycle. If the rule were reversed we would have better sermons.

Mr. W. G. Ross has returned to Montreal after a lengthened visit down in Central America, where there was no small-pox. It is hoped that he will re-enter the racing lists, now that the meet is going to Montreal.

Their fame hath gone abroad throughout all the land. The *Bicycling World*, in speaking of the holding of the meet in Montreal, says: "The glorious old M.B.C. may be depended on to put the thing through in good style."

It is calculated that the cost of the guide-book will be from \$100 to \$150. Probably \$50 of this can be defrayed by advertisements. The average cost of each issue of THE WHEELMAN is \$35, less the receipts from advertising, which are an uncertain quantity. There is now between \$300 and \$400 in the Association treasury.

Let every wheelman who has the courage of his convictions, and believes that the knickerbockers are the neatest and most pleasant leg gear, wear them in business hours during '86. They would soon be the fashion. The C.W.A. uniform will make a handsome business suit.

It is not at all improbable that the next meet at Montreal will cover more than one day. The 1st of July will fall on a Thursday, and some of the Montreal boys are talking up a scheme for holding a second race meeting on Saturday afternoon, allowing Friday to be utilized for sight-seeing purposes. Saturday afternoon is a time when a large crowd could be depended upon, and if a number of the crack American fliers are in the city, as it is expected they will be, good sport could readily be provided both for Thursday and Saturday.

Says the *L.A.W. Bulletin*:

Several of our Canadian members have recently written to us relative to forming a division in that land of ice-palaces and toboggans. To all of them

we can give no better reply than to quote from a letter which we recently had cause to write to one of their number :

"There are no L.A.W. officers in Canada to my knowledge. A mutual courtesy membership can very properly be assumed in foreign organizations, but all executive or other work for mutual improvement, information or protection, is due your home organization first. This principle, which would cause us to resent interference in our own sphere, insures the protection of the C.W.A. in every relation with us in their own territory."

The kindly spirit in which the above is written will be fully appreciated by the members of the C.W.A.—except its reference to ice-palaces and toboggans. We certainly lead the world in ice-palaces and toboggan slides, but that they are typical of Canada we deny with as much emphasis as brother Aaron, of the *Bulletin*, would deny that he is a Comanche. Both are sectional characteristics of our respective countries—that is all. As the membership of the League in Canada is given as three, it would appear that those three gentlemen are decidedly ambitious.

HINTS FOR OLD AND YOUNG RIDERS.

In oiling any part of a machine, bear in mind that the object is not to have the bearings swim in oil, but merely to use enough to lubricate the parts which chafe. Too much oil acts as a dust-catcher.

If your machine squeaks, and you have been unable to locate the difficulty, examine the base-bearing of the head and you may find it as "dry as a bone." It is frequently the case that this bearing fits so snugly that no oil can penetrate it unless the head is loosened and the lubricant placed within.

See that your pedal rubbers are non-revolving. Many headers result from the slipping of pedals at critical moments.

To get the best results, use only a wheel on which you can ride up a grade without feeling that you are reaching for the pedals.

The rider of too large a machine has the following difficulties to contend with :

Inability to climb as steep a hill as on a smaller wheel.

Leg-weariness after a longer run than ordinary, also after a spurt, the difficulty being that the thigh is compelled to do the entire work, whereas if a smaller machine were ridden an ankle motion, involving the powerful muscles of the calf, would be brought into play.

Inability to stand upon the pedals when striking an obstruction or running into a hole, and consequently numerous headers.

A frequent cause of rattling about a machine is the leg-guard ; it gets too near the backbone and strikes it at every jar. I have known riders to study and search for the unaccountable rattle from this cause for months, and not be able to locate it, until I have shown them where the difficulty was. A few taps of the hammer on the guard close to the head will remedy the trouble.—MILO, in *Cyclist and Athlete*.

In the suit of the Pope Manufacturing Company against the Overman Wheel Co., manufacturers of the celebrated Victor bicycle, pending in the Supreme Court of Massachusetts, for an infringement of their patents, it is stated by the Overman Wheel Co. that a decision has been rendered in their favor and against the Pope Manufacturing Co.

WITHOUT A CHANGE.

All the makers are straining every nerve to gain records, and will go to almost any extent to accomplish their desire. It must be a great satisfaction to a dealer to be able to advertise that all the records were made on his machines, and that his machines are the only ones that can be ridden twenty-four hours without breaking down. It makes a pretty advertisement to say that the record was broken without change of machine, but at the same time it is well to keep within the bounds of truth. Of course I don't mean to say that anybody ever does advertise anything but the truth, yet I occasionally hear things that in spite of my guileless nature will sometimes awaken strange feelings of doubt and distrust. For instance, one hears A say to B : "See here, Mr. B, what makes you advertise that ——— broke that record without a change of machine?"

"Because he did," mildly responds Mr. B.

"Nonsense ! He told me himself that he knocked about all the spokes out of his little wheel on the first round, and on the second did the same with his big wheel. Isn't that true?"

"I don't deny it."

"Then how, in the name of all the unholy fiends, did he ride without a change of machine?"

"Well, I think you are a friend of mine, so I don't mind telling you, provided, of course, that you don't let it go any farther. I must see ——— and shut him up. He always did talk too much. We advertise that he rode without changing his machine, and it is true, that is, if you look at it in one way, and that is the way we, of course, look at it. If our customers don't do the same, that is, of course, not our fault."

"But you don't tell me how it was done," interrupted the impatient Mr. A.

"Why, don't you see, we put a new rear wheel in on the first round, and on the next round put a new front wheel in the same machine—the same machine, mind you."

"How about the backbone? Did that——"

"Never you mind about our backbone ; we don't advertise anything about them ; it is our wheels that we claim to beat the world on."

The waiter was whistled for, and the conversation quickly drifted into other channels.—*Wheel*.

Mr. E. H. Foote, of the Massachusetts Bicycle Club, has invented and patented an attachment to crank bicycles by which headers arising from the ordinary obstructions on the road are prevented. It consists of a small, swinging bifurcated frame, pivotally attached to the brake, and provided at the lower ends with rubber rolls which, when the driving-wheel strikes an obstacle, crowd between the rim of the wheel and the fork, thus preventing the frame of the machine from travelling forward when the large wheel has stopped. It has been thoroughly tested and found to work very well.

Maiden fair,
Cycler bold ;
Header square,
Story old.

TRADE NOTES.

Win. Payne has just received a large consignment of bicycles by the S.S. Caspian. He expects this month to have the largest and most complete stock of machines far in advance of any that he has handled the past seven years. Improvements : "Crypto" gear to bicycles ; sliding pedals ; detachable handle-bar ; double-action springs ; tilting saddle, etc. etc.

Geo. Frederick Brooks, M.D., of the Albany Bi. Club, has composed a bright, catchy waltz, arranged for the piano, which he has dedicated to the L.A.W. under the title of "The League Waltz." The title-page is unique, being lithographed from an original pen-and-ink drawing by the author. Edw. Schubert & Co., 23 Union Square, New York, are the publishers.

Gormully & Jeffery's new catalogue consists of 48 pages and cover. The cover is a handsomely-lithographed allegorical design in colors, and no expense has been spared to make this catalogue a work of the printers' art and perfect in its mechanical make-up. In it are minute and detailed descriptions of a very extended line of cycling novelties of interest to all who keep up with the times ; and it is G. & J.'s desire that every wheelman shall not hesitate to apply for this catalogue at an early date.

We are indebted to Mr. Robt. Ed. Phillips, member of the Institution of Mechanical Engineers, 10 Victoria Chambers, London, S.W., England, for a copy of his new work, "The Construction of Modern Cycles," an essay read before the Institution. It treats exhaustively of the modes of construction of all the various forms of bicycles, tricycles and tandems, illustrated by over 100 diagrams, and is a decidedly useful handbook for all interested in the principle of construction and complex mechanism of the modern cycle.

If the practical experience of a wheelman is of value as a guide to an intending purchaser, we should say that the strong testimonials in favor of the Rudge on Chas. Robinson & Co.'s advertising page were convincing proof that that machine is all that is claimed for it. Messrs. Robinson & Co. have been appointed sole agents for Rudge & Co. for Quebec, Ontario, Manitoba and British Columbia, and they are making extensive preparations for doing a large business. Their new catalogue is about to be issued.

I do not for one moment pretend to be a Sabbatarian, yet the National Cyclists' Union, with Lord Bury at its head, would have brought disgrace on the sport had it thrown out the motion at a recent council meeting to reject Sunday racing records. A quiet Sunday spin may be all very well for amateurs who are working from Monday to Saturday night, but it would be little else than a disgrace, to say nothing of the illegality, were a congregation dispersing after service to be run down by a mud-covered cyclist who was dashing through the public thoroughfares at express speed, and accompanied by the usual officials who were to verify that the rider beat record—perhaps to the end of a scheming firm of makers.—*The Bat*.

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.
Seaforth.—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. Gnædinger, St. Peter Street.
“ “ J. R. Scales, 234 St. James Street.
Sherbrooke City.—R. N. Robins.

Mr. W. A. Karn, C.C. No. 1 District, has appointed the Grigg House as Hotel Headquarters for C.W.A. at London.

SPRING MEETING OF THE C.W.A. BOARD.

The spring meeting of the Executive Board of the C.W.A. was held in the Walker House, Toronto, on Friday, February 19th. There were present: Jas. S. Brierley, President, St. Thomas; W. G. Eakins, Vice-President, Toronto; Hal. B. Donly, Sec.-Treas., Simcoe; W. A. Karn, Chief Consul, and J. G. Hay, Representative, Woodstock; J. D. Miller, Representative, Montreal; H. Ryrie, Representative, Toronto.

The first business taken up was the revision of the Constitution and By-laws. Among the amendments suggested, which will be submitted to the annual meeting of the Association in July, was one more clearly defining the amateur rule. The Association will hereafter recognize as athletic exercises all those sports under the jurisdiction of the Canadian Association of Amateur Athletes, including running, walking, jumping,

pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug-of-war, and rowing, boxing, sparring, lacrosse, polo, roller and ice-skating; and any violation of the amateur rules governing these sports will be considered a violation of the rules of the C.W.A. The other amendments are of minor importance.

Written applications for the next meet were received from Montreal and Brantford, and a verbal one, per the Secretary, from Belleville. On a vote being taken, Montreal was selected, the Association and the Montreal Club to share and share alike in receipts and disbursements.

It was also decided to recommend the adoption of an Association uniform, the same to consist of a Norfolk jacket, similar in cut to the L.A.W. uniform, knee-breeches and stockings, all of a dark-gray color. Specimens of the cloth considered most suitable were ordered to be secured and sent to the various clubs.

The advisability of publishing a guide-book during the current year was discussed at length; the principal question at issue being whether the Association could afford to publish both THE CANADIAN WHEELMAN and the guide-book, and, if not, which would be the most useful to the Association. The consensus of opinion seemed to be that the existence of an official organ was absolutely necessary, and that the guide-book was of secondary consideration, but as the funds of the Association were in a prosperous condition—being between three and four hundred dollars—it was felt that both the paper and the guide-book could be undertaken. The work of getting the latter out will therefore be vigorously pushed forward, so that it may be ready for the cycling season.

Correspondence.

THE ENGLISH TOUR.

Editor CANADIAN WHEELMAN:

DEAR SIR,—We have heard complaints from different sources that the English touring party, which Messrs. Ryrie, Chandler and myself are organizing for this spring, is to be composed exclusively of members of Toronto Bicycle Club.

There is no foundation whatever for these complaints, and we regret exceedingly that such should be the impression. It is contrary to our intention to make it a club affair. All we wish is that it shall be thoroughly Canadian.

Owing to inconveniences of a large party touring together, we have decided to limit the number. I should like all Canadian bicyclists, and particularly members of the C.W.A., to note that we extend a hearty invitation to all those who wish to join us.

The date of leaving, although not definitely settled, will likely be about the middle of April. Time away, two months. Estimated cost, under \$250.

Further particulars will be given to those who will communicate with either Mr. Ryrie, Toronto, Mr. Chandler, Newcastle, or myself.

Yours truly,

A. F. WEBSTER.

Toronto, Feb. 24, 1886.

“Have you ridden much of late?” asked Spook of Babster’s right boy, who is learning to ride the bicycle. “Oh, yes, off and on,” replied young Babster, with a wicked smile.

Wheelman Centres.

TORONTO.

The Toronto Club has had its annual meeting and elected its officers. I was badly left—not even being appointed caretaker of the black-board and chalk. Modesty generally militates against a person's advancement, and genuine worth is frequently overlooked. I hope this will secure my unanimous election next year. The result of the balloting was as follows:

President, A. F. Webster; Vice-President, R. T. Blachford; Secretary, A. S. Bowers; Statistical Secretary, W. H. West; Treasurer, J. F. Lawson; Captain, W. H. Cox; 1st Lieut, F. J. Brimer; 2nd do., Grant Helliwell; 3rd do., W. Robins; Bugler, W. H. Brown; Committee, H. Ryrie, C. E. Lailey, G. Helliwell, A. J. Magurn; Surgeon, Dr. P. E. Doolittle. The club now enters on its sixth year, and having elected an active and efficient staff of officers, is quite certain to make the coming bicycle season surpass all previous years.

President Webster is an A1 good fellow, and the most popular wheelman in Toronto. He does the club honor. Mr. Webster, Harry Ryrie, the jeweller, and Mr. Chandler, have laid out a foreign wheeling tour. They leave for England in April, and propose using up between two and three months' time in wheeling through the old country, France and other municipalities over there. The trio meet once a month for practice in £'s-shillings-and-pence arithmetic. Ryrie says that it takes him about seven minutes by a Waterbury watch to translate £2 6s. 4½d. into such a shape that he knows how much it really means. Besides the arithmetic school, they have secured the services of a blawsted Henglishman "just out" (of gaol?), who is teaching them to speak English "as it should be spoke." Mr. Webster is having a bicycle suit made of checked cloth, with the squares measuring 3in. x 2in. I won't say any more about the affair, as my envy is developing to enormous proportions, but I hope they'll have a good time.

Talking about tours, why do not Messrs. Briereley and Donly propose a Canadian tour—that is, a band of Canadian riders to navigate the plains of New York State, for instance?

The recent thaw has started the boys a-thinking and a-talking about wheels.

Good-by till spring and fly-time.

PETE.

Toronto, Feb. 24, 1886.

NEWMARKET.

You will have them all awake soon. We have very little news for you here at present, our club having been formed only last summer, but we expect to have about a dozen members in the spring.

The boys all intend to join the C.W.A. They think you have struck the right way of publishing THE WHEELMAN. It is just the thing for small clubs and country members, keeping them posted on bicycling news.

Of course, wheeling is all shut down at present, but cyclists, when visiting this locality, will find the following a very pleasant trip: Leaving Toronto by way of Yonge street (a good macadamized road), and passing through the villages of Thornhill and Richmond Hill, Bond's

Lake is reached, 20 miles distant from Toronto, a pretty little sheet of water, which looks very cool and inviting from the roadside, and where good bass fishing may be enjoyed in season. Proceeding north, we next pass through the village of Aurora, and three miles further reach the County Industrial Home, a large red brick building (on the west), which the tourist will readily recognize as a landmark. On turning here to the east, a distance of one mile further, the town of Newmarket is reached. Going north three miles, we reach the village of Sharon; here a building of peculiar construction strikes the eye, "The Temple," the topmost feature of which is a large golden ball, suspended between four spires, which, with another building, the "Meeting-house," belong to a religious society called the "Children of Peace," or "Danites." A visit to the interior of both will be found interesting. Continuing north over a fine gravel road to Roach's Point (15 miles), a noted camping and pleasure resort on Lake Simcoe, and where boating and other accommodation are also provided for tourists. The latter portion of the route is particularly picturesque, winding closely along the shore, and affording a fine, cool ride. If pressed for time, the cyclist may take the ferry from Roach's Point to Belle Ewart, which connects with the Northern RR., and so return to Toronto. A description of a more extended trip around the Lake will be given, with your permission, in some future issue.

A NEWMARKET ROVER.

Newmarket, Feb. 6, 1886.

WOODSTOCK.

Am sorry to see that the letters from correspondents are falling off again, as last month's issue only had one or two. However, there is nothing for it but to keep on, like Mrs. Caudle, "a-naggin' away," till the boys see the error of their ways.

Our new club-rooms are rapidly approaching completion, and we hope to be in them by the middle of next month. In my next I will give you a short description of them, as it may be of interest to other towns to know what has been done here, and can be done in any decent-sized place by a little determined effort; and the establishment of an association such as ours in any town is a step that will never be regretted.

Although there is little doing locally, the meeting of the C.W.A. Board is a matter in which we are all interested, and there seems to have been much for discussion before them this time. What has been done is of course not generally known yet, only what can be gathered from our own representatives, Mr. Karn and Mr. Hay. We certainly seem to have a progressive Board, judging from their actions respecting publishing a new guide-book, adopting an Association uniform, etc. Both of these are, I think, moves in the right direction.

Touring has been growing to such an extent, particularly during the past year, that a reliable book of information about roads, hotels, municipal rules regarding sidewalk riding, etc., will be a great boon to tourists. There seems to be a very vague idea of routes amongst riders, and this can only be helped by a full and complete "Guide," such as the last one issued certainly was not. If the present one is carefully compiled it should be good for many years to come

upon all the leading points. The adoption of a uniform is also, I think, a good move, and the price at which the one chosen can be purchased places it within any rider's reach. The effect of a C.W.A. parade with all the riders in the same uniform, each club distinguished by its cap and banner, will certainly be very fine.

The new definition of an amateur seems to be a most complete one, judging from its length as described by one of our representatives, who said it would "cover the side of a newspaper." Well, I do not think it can be too complete, for our aim should be, not to make racing and the prizes offered a regular picnic for a few who have special chances to train and can devote unlimited time to it, and who are virtually half-professional, but to try and guard it so that any member of the C.W.A. who is fond of exercise and will race for the love of it, and is in every sense an amateur, can have a good chance to win the honors connected with it. I believe that while it is very fine to have the records cut away down, that as it is hard for a pure amateur to do this, the loss is as great as the gain, looking at it in the light of keeping the sport popular. The more racers we have, all having a fair chance to win, the greater interest there will be in race meetings.

So Montreal is to have the meet this year. Well, while personally rather regretting it, as I fear I shall not be able to see it, I think they are fairly entitled to it, as the actions of the Montreal men have always been very fair-spirited in regard to it elsewhere; that is, there has been nothing of the "dog-in-the-manger" spirit about them, but they have always done their utmost to support it wherever it was held. I am glad also to hear that W. G. Ross will be on the track again this year, for, both as a racer and as a man, he is a "dandy."

While on the subject of race meetings, I might mention that everything looks very promising for our meet on May 24th. At the regular weekly meeting of the Association last night, one of our prominent members read a letter from a leading professional on the other side, in which he said that if a liberal purse was offered as an addition to a sweepstakes to be gotten up for a race to decide the much-discussed question of the professional championship of Canada, he could promise a large field of riders. He had also communicated with a number of the best amateurs, who signified their willingness to come here, so that everything points to our having the grandest day's sport ever seen in Canada. You may be sure our well known pushers here will leave no stone unturned to make it so.

The genial face of the well-known and popular Secretary of the C.W.A. brightened up the town from Saturday till Monday last, on his way home from the Board meeting. Hal. is always welcome here.

By the way, one of our leading ministers here had a whack at the Association in a sermon to young men on Sunday evening last. As, at the very outset of his remarks, he confessed that he *knew* nothing of the aim and object of its promoters, one of our leading men thinks that he would have done as well to say nothing.

Quite a ripple of excitement was caused here the other day by the alleged advent of another "fier" in our midst, or rather by the unexpected

discovery of one. Clarke has been praying ever since that he will spare him, and not carry off all his hard-earned laurels. He (the new flier) seems to go a great deal on home training. It certainly must be very nice to put up your machine in the back kitchen or parlor, as your "maw" will permit, and then, in such nice surroundings, "knock the tar" out of all the records; and after it is over be rubbed down and put to bed by your grandmother, or maiden aunt, or whoever is handy. The day will come when all races will be ridden at home without all the unpleasant surroundings of a race track such as jeering small boys, etc., when a man don't win. Perhaps this will meet with the approval of the aforesaid minister.

Well, I must bid you adieu once more.

Yours, etc., BICYCLE.

Woodstock, Feb 18, 1886.

:o:

TWELVE SUGGESTIONS FOR SAFE RIDING.

President Henry W. Williams, of the Massachusetts Bicycle Club, has compiled the following rules:

1. Select a bicycle that is small enough to avoid the necessity of stretching for the pedals: a full weight roadster; one which has a full inch tire on the driving wheel; one which has a good brake; without a cradle spring or any spring capable of a sidewise movement.—2. Set the saddle well forward.—3. Do not use rubber soles, unless you intend never to mount a wheel without them.—4. Sit erect. Do not lean forward.—5. After you have once acquired the art of riding with "hands off," leave it and similar accomplishments to "trick riders."—6. Learn thoroughly the art of "treading back"—7. Cultivate quick pedalling.—8. Do not coast.—9. Ride down hills, feet on pedals, at a good, but not a reckless, pace. Do not crawl down slowly.—10. Take rough, rutty and sandy places at a good speed.—11. When you are in a bad place, don't lose your head, but stick to your wheel. It will almost invariably take you through.—12. Learn to spring back and grasp the backbone, and you are prepared for almost any emergency.

BEAUTIFUL, TIRELESS WHEEL.

COLA E. STONE'S LAST POEM.

Beautiful, tireless wheel,

Of thee I sing;

Under my tread you feel

Some living thing.

Though from me riches flee,

Friends turn away from me,

Mine you shall always be,

To thee I'll cling.

Thousands of miles we've gone,

Careless and free;

Staunchly you've borne me on,

Ne'er failing me.

Down from the hill-side high

None can so quickly fly,

No one can pass us by,

None are like thee.

Ne'er shall rough stranger hand

Lead thee away;

There's not in all the land

Wealth to repay

My graceful wheel so true—

Light, strong, and rigid, too!

Ne'er will I part from you

Till the Last Day!

A MILE IN TWO MINUTES.

Four or five years ago I predicted that the bicycle racer would, before the close of this century, equal, and probably surpass, the best trotting horse record in covering one mile. Since then I have lived to see the bicycle-racer gain a quarter of a minute on the horse. Part of this gain is due to greater perfection in the wheel, part to better tracks, part to better riding. The bicycle-rider is still over twenty seconds behind the horse. The horse is still gaining in speed. Before the century closes, it is considered probable that the horse will trot a mile in two minutes. This is over half a minute quicker than the best bicycle record. Can the man overtake the horse? The answer to this depends upon several propositions.

The gain in speed of the horse depends upon the improvement of the horse. Not more than a second or two can be gained by the horse through improvements in training or in sulkeys, or both. The increase for the horse depends upon breeding better horses.

The bicycle-rider is not improving. The greater number of riders, giving a wider range for selection, increases the chances for the appearance of a phenomenal racer. A few seconds may still be gained by better training. But it is hopeless to look for a man who can ride one of the present styles of bicycles much faster than has already been done. We are not breeding men on scientific principles, for speed, like horses. Hence, we need not expect much better men to appear on the track.

The bicycle-racer must, therefore, look almost wholly to improvements in the machine for increase of speed. An improvement in the bicycle great enough to enable a racer to ride a mile more than half a minute quicker than the present record of 2.31 and a fraction must necessarily be a radical change from present forms of construction. No amount of increased perfection in details will suffice to cover that enormous odds. Besides, it is questionable if the present form of wheel can be much improved. They are now manufactured almost perfect in simplicity, lightness, strength, proportion, etc. The track cannot be improved any further, or but the merest trifle.

Evidently the radical improvement needed to greatly quicken the speed must be in the method of propulsion. The main difficulty is not that a rider has not sufficient strength, but that he cannot ply his legs with sufficient speed to go at the rate of a mile in two minutes, even if no perceptible power were required to drive the wheel. Hendee, Rowe, Weber and the English fliers have about reached the limit of possible speed in the play of the pedals. But they have not reached, nor begun to approach, the limit of power possible at a moderate speed of pedal play. Nobody knows, nobody has even guessed, the possible speed which may be attained by wheels geared to run faster than the pedals on a light-racing wheel.

I am of those who believe that the bicycle, perfect as we think it is, is still in its infancy—a crude and imperfect vehicle, compared with what it will be by-and-by. I believe that the next fifteen years will probably witness a radical and almost revolutionary change in the methods by which the power of the rider will be applied to the propulsion of the wheel—something which will retire all present forms to the scrap heap. I make this prediction

confidently, because I know that the force necessary to drive a man and wheel at the rate of a mile in two minutes is far within the muscular power of man. Exactly the power required for such a speed is easily calculated by a mathematician; and it is demonstrable that if the muscular force of a man can be applied to the best advantage, so as to transmit even seventy-five per cent. of it to the propulsive machinery of the wheel, he can exert a power sufficient to drive him, on a still day, over a level and smooth track at the rate of about a mile a minute. With the present wheel, a great part of this power is wasted in the effort required to raise and lower his legs at a speed more rapid than nature has provided for if he is to put forth the whole of his muscular force. To go a mile in three minutes, a man riding a 50-inch bicycle has to raise and lower each foot and leg, weighing about thirty pounds, over a space of about ten inches perpendicular at the rate of one hundred and forty-nine times per minute. This of itself is a great task, even if he uses no power at all to propel the wheel. The muscular machinery is too heavy for such a quick motion. It is exhausted in moving itself. Give it a slower motion and it can exert a power much greater in proportion to its speed. PRESIDENT BATES.

:o:

ONCE AGAIN!

She was a dear little girl, and he wore a fierce, determined get-there-or-break-a-suspender look, and as they poured out their souls in one long 10-to-the-cwt. kiss on the back rail of the orchard gate, there was naught to disturb the sacred silence of their raptures but the cold, remorseless shadow of a last year's crinoline that lay neglected on the marrow-bed. Then she said, suddenly, "I don't believe you are a wheelist." "Why not, O soul of my soul?" he replied, "have I not told you often that I can ride the flying wheel?" "Well," came the reply, soft and gentle as the drowsy hum of next door's saw-mill, "anyway you don't hug half so hard as some of the other fellows in the club."—*The Wheel.*

:o:

A FACT.—Mrs. B—loq. to cycling friends: "Yes, and last week, finding the baby wheel of Mr. B—'s bicycle on the library table, where he'd been cleaning the horrid, greasy thing, I picked it up—intending to give him a good scare by hiding it—when a whole lot of little shot rolled out from somewhere inside and were lost. Mr B—wondered, at dinner, this evening, 'how in the world (only I don't remember that he said "world") so much sand had gotten into his little wheel.' I'm sure I don't know, for I bought some shot and put 'em in again as soon as I had lost the others, and it was as good as new."

:o:

Thus the world moves on. What was the despised hobby of yesterday is the popular craze of to-day. But there will have to be another step in advance before the wheelmen take front rank. Until some genius invents a bicycle that will accommodate two and can be managed with one hand, the day when every one will be on wheels, which is so often predicted by enthusiasts, will never come, and buggy-driving will hold its own. —L.A.

GEORGE H. HILL.

THE adjoining cut represents a new addition to the ranks of the professional fancy bicycle performers. Along with two or three others Mr. Hill is a specimen of "home production," being Canadian born. Montreal was the scene of his arrival on this particular planet on the 14th of August, 1866. For the last five years he has lived among wheels. He early entered the employ of Mr. A. T. Lane, of Montreal, and a year ago came to Toronto, and connected himself with the establishment of Chas. Robinson & Co., bicycle merchants, of Church st. The result of this constant work among wheels led to his trying his hand in 1883, when he won a 16-mile road race of the Montreal Bicycle Club, a 3-mile race at the games of the St. Patrick's Society, and several minor events. In 1884 he began to try his hand at fancy riding, and rode against Doolittle and Brunnell on one occasion at Montreal. He gave his first public exhibition of fancy riding in the fall of 1884 in Montreal. During the present season he has assiduously continued practising, being provided with a fine silver-plated 46-inch wheel, manufactured specially for him. He made his *debut* at the Toronto Princess Roller Rink recently, where he gave a very successful exhibition. His balancing feats are specially good. One of his best feats is the



placing of his wheel on a ladder raised several feet from the ground, horizontally, and then balancing on the bicycle in a variety of ways. He rides with a remarkable ease and grace, which, combined with courage and daring, gives him the necessary qualifications for being a successful fancy rider. Mr. Hill has now started on a regular tour of Ontario, under the management of Chas. Robinson & Co., 22 Church street, Toronto.

THE SECOND PRIZE WAS A BEAUTY.

When Whittaker was in Chicago at the October races he made many friends by his jolly ways, and they will relish the following from the *American Wheelman*:

When Whittaker was up at the Chicago races he had no intention to run in the Safety race, and a walk-over was generally conceded to Van Sicklen. Before the race, however, Van approached Whit and said:

"Why don't you enter? There's an elegant second prize."

"I haven't got a wheel," replied Whittaker.

"That's nothing; borrow one," said the Chicago champion. "We can take it easy, and that second prize is a beauty."

A little more talk ensued, and when Van saw that Whittaker was about to take him at his word, he did not appear half as anxious. The St. Louis man, however, with his usual rapidity of action, immediately proceeded to hustle for a wheel. He went to Al Spalding's and tried to get a Kangaroo, but met with no success, and he would have been compelled to stay out of the race had not Phil Hammil come to the front and volunteered the loan of his Rudge Safety, geared up to 54 inches.

Once in his hands, Whittaker borrowed a monkey wrench and proceeded to divest the machine of its superfluous "fixings," brake, dust-cap, etc., all coming off, one after another. Presently up came Van Sicklen.

"Ah, ha!" said he; "you're fixed, eh?"

"You bet yer," returned Whit, going for the nuts as though time were precious.

"What's it geared up to?"

"Sixty-four," replied the joking boy from St. Louis, with a grin that Van did not perceive.

"Whew!" ejaculated the Chicago champion, with a prolonged whistle, "three inches more than mine. You'll have a walk-over for second. It's an elegant prize."

"You bet yer," replied Whit, surveying the results of his labor.

"Say," returned Van, "there's no use in rushing ourselves. Let's take it easy and just spurt at the finish, eh?"

"Suits me all right," replied Whit.

"Sixty-four, I think you said?"

"Yes, sixty-four; but I expect it'll be hard pushing."

"Well, we'll take it easy. No use in rushing, you know; you're bound to get second prize, and it's a beauty."

Shortly afterwards the racers started from the scratch and ran along side by side for one or two laps, Van taking the opportunity to again impress upon Whittaker the needlessness of rushing, and alluding to the beauty of the second prize: but, after this distance had been traversed, Whittaker's blood became warm, and he suggested the propriety of a spurt, finally telling Van if he didn't spurt he (Whittaker) would, anyhow, and, true to his word, he did, and a lively race ensued: Whittaker finally crossing the line first with a lead of sixty yards on his opponent.

"Say, Van," said Whittaker, as the two champions entered the dressing-tent, "that second prize is a beauty!"

:o:

At the dinner of the London (Eng.) Bicycle Club, Mr. Rucker read the following parody on a well-known song from the "Mikado":

I've seen a Canary (t'was not a tom-tit)

On a wheel oh! one wheel oh! one wheel oh!

And I said to him: Dicky-bird, how can you sit

On a wheel oh! one wheel oh! one wheel oh!

Is it balance or trickery, Birdie, I cried,

That enables you so your one wheel to bestride?

No notice he took, but continued to ride

His wheel oh! one wheel oh! one wheel oh!

I thought that I, too, would so much like to ride

On a wheel oh! one wheel oh! one wheel oh!

When I started the lookers-on cried: Get inside

Yer wheel oh! one wheel oh! one wheel oh!

I am covered with cuts, and have bruises a score:

I said: Botheration! Don't think that I swore:

But I'm darned if I ever will ride any more

On a wheel oh! one wheel oh! one wheel oh!

BULL AND BICYCLE.

There is an old half-mile racing track on the Fry farm, two miles from Elkton, Pa. It has been used but little for several years, but last summer a number of young men who owned good road horses had the track put in order to exercise their horses on, the roads in the vicinity not being in good condition. During the past week Farmer Fry has had a three-year-old blooded bull tied in the lot where the track is situated. The bull had never manifested an ugly disposition, and never took any notice of the driving or noises around the track, although he stood near it. On Friday last a young man named Stephen Pickens, a nephew of Fry, who lived in a neighboring village, went to visit his uncle. He recently purchased a bicycle, and rode to Fry's on his machine. The same afternoon he went on the race track for a spin. He had gone but twice around the track when he heard the bull bellowing behind him. Looking back over his shoulder, he saw the bull following him at the top of his speed, and only a few feet behind him. Pickens ran his bicycle as fast as he could, supposing that he could easily distance the pursuing bull, but he had not yet become an expert on the wheel, and he found that the best he could do was to keep only just so far ahead of the animal. The bull kept his position until he had chased the bicyclist twice around the track, when he began to fall behind. Pickens had been shouting at the top of his lungs for help, but the farm-house was nearly a mile from the track, and no one heard him. When he saw the bull begin to weaken, as he supposed, he thought he had escaped all danger and could get far enough out of the way to permit his making his way out of the lot with safety. On looking back, however, he saw the bull bearing down on him by a cross-cut from the track, and the next moment the animal struck the bicycle with his head lowered, and machine, rider and all, were hurled into the grass at the side of the track. Pickens does not remember how he extricated himself from his wheel, but when he recovered himself he was on the opposite side of the fence, three rods from the track. The bull had evidently been dazed also by the shock, for he was turning around and around in a circle near the spot, and shaking his head in a curious manner. A few moments afterwards he seemed to recover himself, and walked slowly away as if nothing had happened. Pickens had received some bad bruises and scratches, but no serious injury. He hurried back to the farm-house, and his uncle went to the rescue of the bicycle, which was badly wrecked. The bull, which had never seen a bicycle before, had evidently become enraged at its strange appearance in his domain, and had broken the rope by which he was tied to a stake, and started in pursuit of it.—*Exchange*.

:o:

FACT RECENTLY OVERHEARD.—Couple on a tandem tri. He: "Think, darling, you might stop pedalling for a while, if you like; we have now got over the worst bit of the hill." She (behind): "Thanks, dear, but I had stopped ever so long ago. There were so many people looking on, you know, and I thought you would like to look as gallant as possible

Wheel Tracks.

New Orleans has an excellent drill team.

Henry Sturmey advocates T or spade-handle grips for all bicycles.

Robert Cripps, the English racer, contemplates permanent removal to America.

The Philadelphia *Cycling Record* ceased publication about the middle of February.

It is rumored that Messrs. Spalding, the Western cycling firm, are going to establish an agency in Philadelphia.

Weber on his Star would astonish our English brethren. By all means let him visit England the coming spring.

Fred. Jenkins on Feb. 1 resigned his position as managing editor of the *Wheel*, and severed his connection with that journal.

Those who know best say that the Star wheel has in store for us this season greater surprises than Kluge's mile at Springfield last fall.

The Massachusetts Division of the L. A. W. has upwards of \$400 in its treasury, all of which it is willing to devote to the coming meet.

A new bicycle manufacturing concern will shortly be started in Springfield, with a capital of \$150,000. It will make the "Cyclone" bicycle.

Hendee will not race to any extent during the year 1886. He will participate in a few club races, but will not go into any of the important races.

The next annual meeting of the L. A. W. will be held at Boston, May 27, 28, 29. Already several ladies have expressed a wish to participate in the parade.

Messrs. Starley & Sutton, of the Meteor Works, Coventry, England, have received an order to supply a tricycle for the use of the Ameer of Afghanistan.

Westbrook and Hacker say they have deposited twenty-five dollars with the New York *Clipper* as a guarantee of good faith for a contest against any other team in the world.

Few at this day will dispute that the cycle is a very important factor in matters pertaining to pleasure, business and health, and it is more patent each returning spring that it is no "craze."

A three-mile bicycle race for a purse, between G. H. Hill and W. G. Hurst, at the Princess Roller Rink, Toronto, was won by Hurst by half a lap. Time, 8 minutes.

Mr. Charles E. Duryea, of St. Louis, has just patented a novel bicycle, consisting essentially of a large inclined driving wheel, with the seat alongside the wheel and over the bottom part, and a trailing wheel.

According to the annual report of the superintendent of Fairmount Park, Philadelphia, 42,382 bicyclers entered by the various avenues last year, as against 54,759 equestrians, 972,947 horse vehicles, and 6,116,972 pedestrians.

Mr. C. K. Alley has united with two other Buffalo gentlemen, under the firm name of Fleming, Brewster & Alley, for the purpose of starting a first-class printing establishment in New York. They will print *Outing* for the publishers,

Robert Neilson, of Boston, wants any rider in Canada who doesn't allow his title of the champion of the Dominion to put up his money, and sign articles. Bob contemplates visiting Canada for this purpose, in a short time.

Ducker and Goodman's "Wheelman's Reference Book" is progressing speedily. It will contain a deal of matter connected with the history of cycling, records, etc., and a special feature will be lithograph portraits of racing men and noted wheelmen.

Englishmen find America a delightful place to spend their vacation, and already a large delegation of the leading lights have expressed their intention to pay the United States and Canada a visit next fall, from about September 1st to October 1st.

The *Pall Mall Gazette* says: "Who knows but that before the next century dawns it will be recognized that the inventor of the bicycle has done more to revolutionize the religious, moral and social ideas of mankind than all the philosophers of our time?"

Harrington & Co., of England, are bringing out an adjustable Γ pin, whereby the pitch of the saddle can be altered without the use of a tilt—a most useful and yet effective arrangement which will save a vast amount of labor now spent in saddle adjustment.

Bicycling is thought to be the greatest rival of boating, and the decline of aquatic interest on the Passaic is attributed in a great measure to the popularity of the bicycle. Old oarsmen may be found straddling the skeleton wheel in every part of the country.—*Newark Sunday Call*.

The Oregon legislature recently passed a law to the effect that tricyclists and bicyclists must stop riding whenever they approach within one hundred yards of a team, and, after dismounting, remain standing until the team has passed. The wheelmen of the Portland Bicycle Club are to contest the validity of this statute.

The new C.T.C. ticket is out. It is very neat, and has lasting qualities that no paste-board can possibly possess. The ticket for 1886 is changed somewhat from that of 1885. In place of the badge which appeared outside before, we now have 1886 printed in gold right across the ticket, so that when folded the figures 18 or 86 can only be seen.

A Michigan man, who hails from Bay City, has been experimenting with his bike on Saginaw river. He found that at first an undesirable icy acquaintance was unavoidable, but by paying close attention to his wheel, and avoiding the glassy spots, he found that he could navigate quite comfortably, and wound up the day's performances by taking a run up the river a distance of eight miles.

A young American student who formerly attended the University of Michigan, and journeyed to Europe for the benefit of his health, and learned to ride the wheel in England during his short career as a tourist, has wheeled thrice over the Alps. He contemplates a journey through Italy, Spain and other countries, per wheel, and will follow the example set by Stevens and Joe Pennell by writing a book descriptive of his travels.

Peter E. Park, a lawyer and a member of the Detroit Club, has recently applied for a patent on a gearing for bicycles, whereby the wheel is made to turn faster than the pedals. The gearing is placed in the recess of the hub inside the forks, and weighs but 2½ lbs. He has spent two years on the model machine, and expects the racing records will be considerably lowered by the use of his patent.

The L. A. W. has the following membership: Alabama 8, California 89, Canada 3, Colorado 29, Connecticut 370, Dakota 4, Delaware 4, Washington 45, England 1, Florida 10, Georgia 3, Illinois 213, Indiana 70, Iowa 42, Kentucky 40, Kansas 17, Louisiana 40, Maine 53, Maryland 176, Michigan 114, Minnesota 40, Missouri 100, Montana 2, Nebraska 18, New Hampshire 72, New Jersey 547, New York 849, North Carolina 6, Nova Scotia 2, Ohio 797, Oregon 8, Rhode Island 60, Texas 4, Tennessee 38, Utah 7, Vermont 63, Virginia 21, West Virginia 19, Wisconsin 10, and Wyoming 40.

News comes to us of the death of H. L. Cortis in Australia. He had been suffering from ulceration of the stomach, and died quite suddenly on the 29th December last. As a rider he had no equal at the time he was on the path. He was the first man to ride twenty miles in the hour, and his one-mile record was phenomenal at the time it was made. The *Cyclist* has a long notice of him. It says: "The merit of Cortis's performances as a rider may perhaps be better judged when we say that, despite the improvements in machines, several of his records yet stand on the books. Shortly after his last performance, Cortis successfully passed his examination, married, and with his wife went to Australia, and arrived in Melbourne on 21st Nov. 1883."

FACTS AND FIGURES.

A correspondent of the *Bulletin* has made the following figures: A 56-inch wheel makes three hundred and sixty revolutions per mile. Sixty revolutions per minute equal ten miles per hour. Fifty-four revolutions per minute equal nine miles an hour. Forty-eight revolutions per minute equal eight miles an hour. Or, to put it in a different way, every variation of six revolutions per minute makes a difference of one mile in the hour. On a good road it is thus very easy to calculate closely the rate at which you are going. Other wheels can, of course, be figured, but the above is easily remembered and quite exact.

Outing is henceforward to be published in New York, under the editorial control of Poultney Bigelow. With him are associated in the control, Theodore Roosevelt, the author of the best book on American hunting so far published, and Cleveland H. Dodge, of Phelps, Dodge & Co., well known as a lover of manly exercise. These three gentlemen wish it to be distinctly understood by the reader that this magazine does not intend to be influenced by any special interests; that it will not encourage the gambling element in sports; but that it will promote all that is true and manly in outdoor life, whether in the military camp, the yacht, the backwoods, the tennis field, or other sphere.—The *Outing* Publishing Company, 140 Nassau street, New York.

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A COMBINATION OF STAR AND CRANK.

We have seen another new bicycle, of the safety class, which was on exhibition at the "Novelties" Exhibition, at Philadelphia. It is a combination of Crank and Star, and its shape strikes one, at first sight, as something peculiar. Admirers of the Crank will be pleased with its graceful appearance, even if they object to the pedal motion, for the steering-bar and frame follow the curve of the driving-wheel in perfect line to the small front wheel. There are ball-bearings to both wheels, and the bearings in the driving-wheel are thoroughly protected from dust by means of their position to the clutch, and the clutch is so packed with felt washers as to prevent dust from entering. The clutch is noiseless and positive in its action, and is easily adjusted, which is certainly one of the best features of the machine. We noticed, as another fine thing, that the small wheel was supported on elastic cushions to ease it over obstructions, preventing jar to machine and rider. As all the wearing parts are adjustable, and it has few bolt connections, we think it ought to make a very reliable machine, although at present it is not much lighter than other machines of the same class, but the distribution of the metal shows that it is only a matter of intelligent cutting down in the future making of the machine to make it much lighter. We understand from the inventor that the machine is not yet on the market, as he is in need of capital to enable him to manufacture it. It is only a question of time, however, as the machine is likely to meet with approval from many who are looking for grace and comparative safety combined.—*L.A. W. Bulletin.*

An imperative call of increasing business has for the past two or three years caused the Pope Manufacturing Company to earnestly attempt to increase its office and salesroom capacities, an extended lease upon the present premises being against a change of base. Recently, however, half of the second floor of its building on Washington street, Boston (a space 124 x 20½ feet), became vacated, and the Company has leased the same, to be used exclusively as a salesroom for the retail trade, in addition to the present salesrooms. This recent addition will help bridge over the difficulty of lack of room until the expiration of the lease, when in all probability the Company will open an office and salesroom second to none in Boston.

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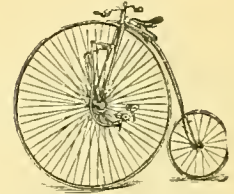
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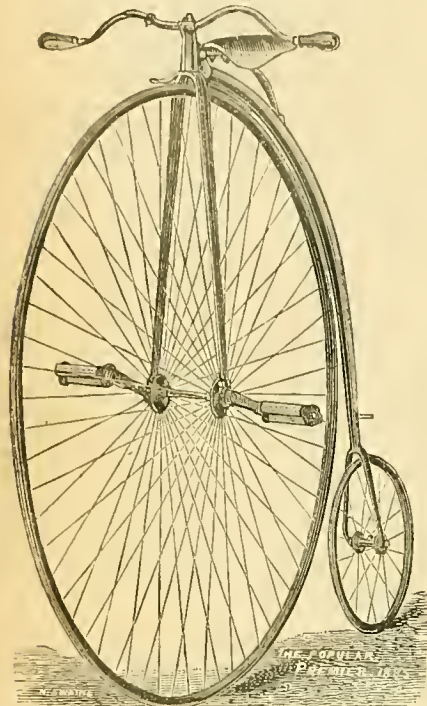
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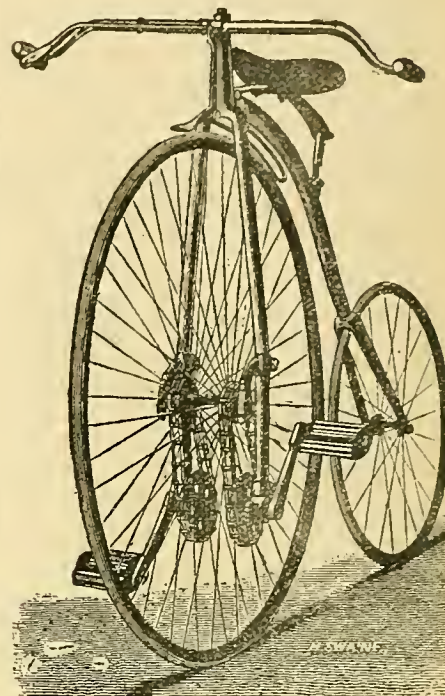
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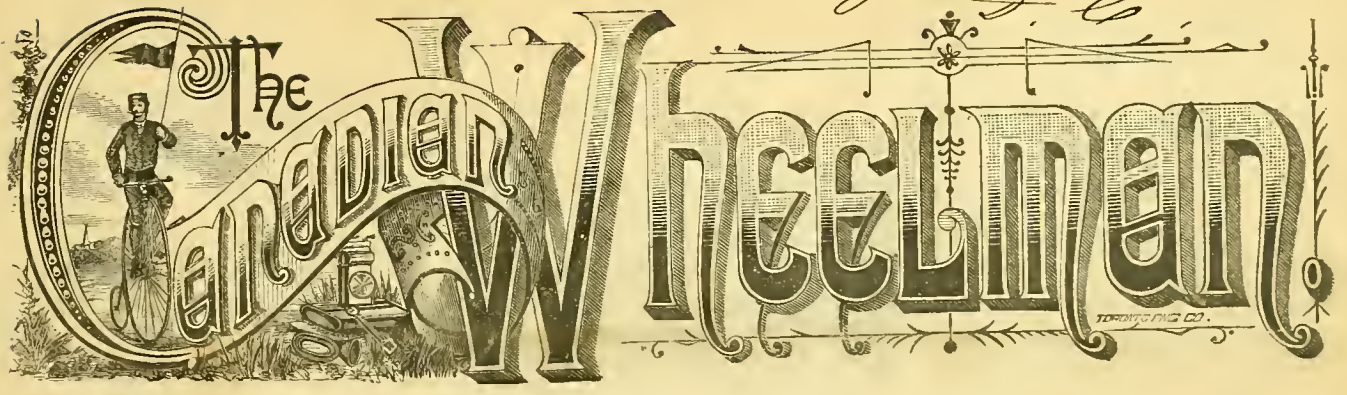
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A JOURNAL OF CYCLING.

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.

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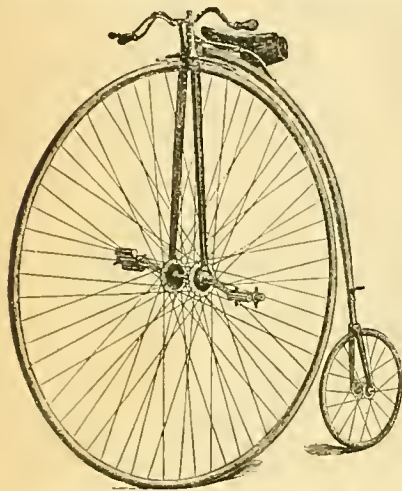
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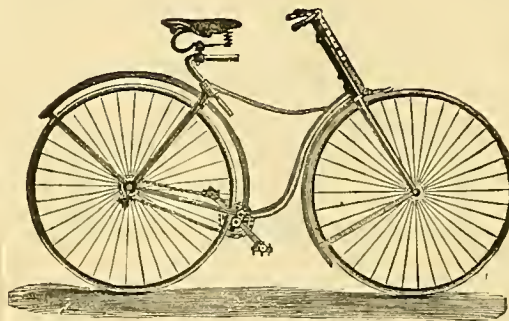
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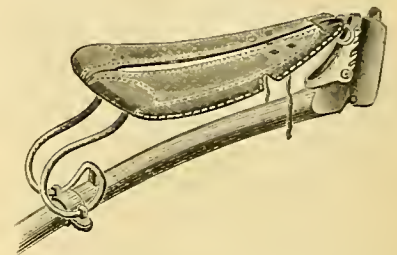
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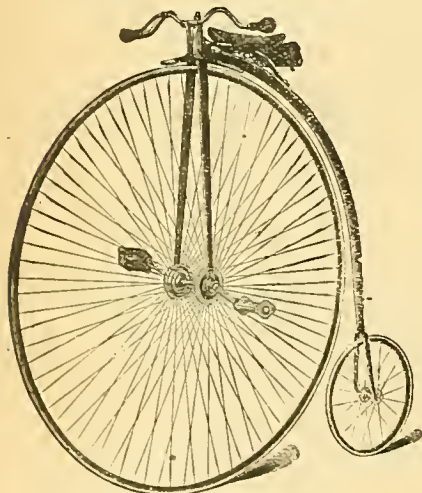


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A new, cheap Wheel, imported specially by us. Has *Eolus* Ball Bearings to front wheel, cowhorn handle-bar, etc.

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.

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Subscription Price to Non-Members. . . . \$1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

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.

:o:

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 cyclist, and rare things were expected of him this summer.—*Hamilton Times*.

:o:

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*.

:o:

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.

:o:

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.
Seaforth.—E. C. Coleman.
Walkerton.—D. Traill.
Paisley.—A. G. Beamen.
Cargill.—W. D. Cargill.
Tilsburg.—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 plaster'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 (Tisonburg) 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 gossipy 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 Burt 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 brad-awl 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*.

—:—:—

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 tricycle.

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. Lces, 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:

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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*.

:o:

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.

o:

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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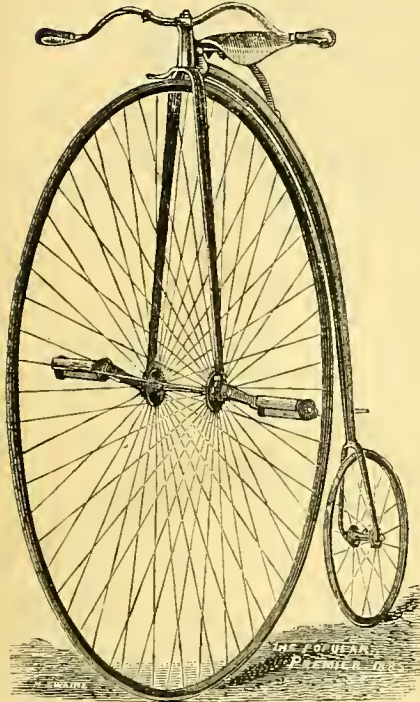
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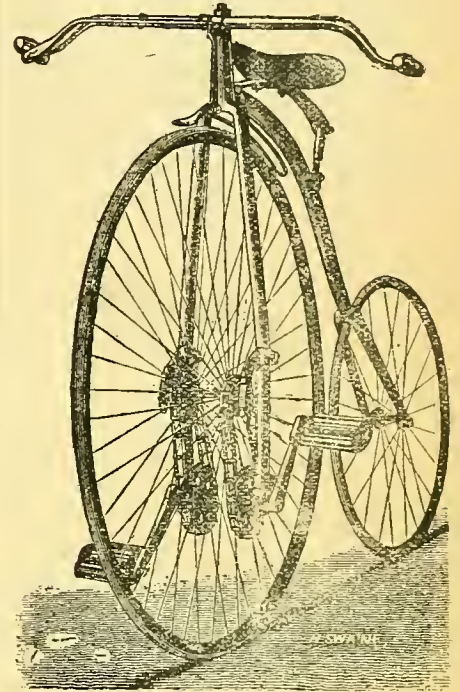
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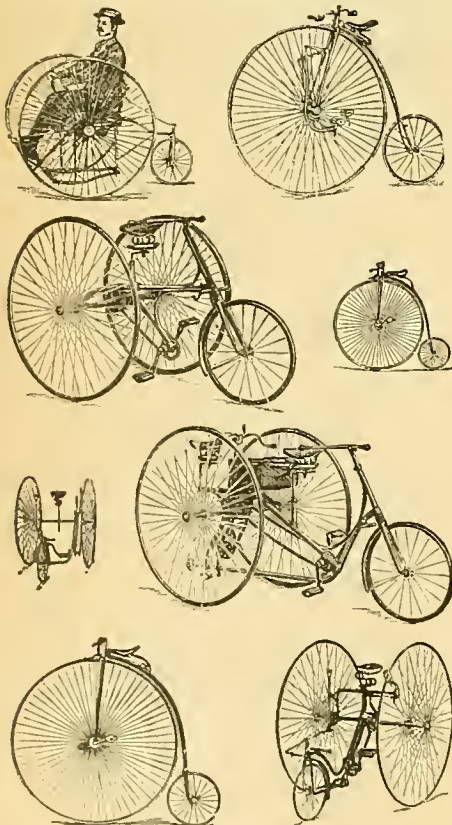
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SECOND-HAND BICYCLES

BY
W. M. PAYNE.

ONE EXTRA 52-inch WHEEL, nearly new; all ball-bearings..... \$90 00
 One 54-in. B.C., all plated..... 80 00
 One 52-in. RUDGE, nearly new..... 40 00
 One 40-in. KANGAROO, good as new 50 00
 Two 52-in. ordinary CHALLENGE, in good order, each..... 50 00
 W. M. PAYNE, London.

FOR SALE—60-IN. FULL-NICKELLED Special CLUB BICYCLE. Good as new. Ball Bearings throughout. Will sell cheap.—Address: LLOYD HARRIS, Brantford, Ont.

A GIFT Send 10 cents postage, and we will mail you free a royal, valuable, sample box of goods that will put you in the way of making more money at once, than anything else in America. Both sexes of all ages can live at home and work in spare time, or all the time. Capital not required. We will start you. Immense pay sure for those who start at once. STINSON & Co., Portland, Maine.

ASSOCIATION BADGES.

C. W. A. BADGES

IN GOLD AND SILVER,

MAY BE OBTAINED ON APPLICATION

TO

HAL. B. DONLY

Sec.-Treas. C. W. A., Simcoe.

*Capital Bicycle Club
919 G.A.
Washington D.C.*

The Canadian Wheelman

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, MAY, 1886

No. 7.

-- THE VICTOR --

1886 — LIGHT ROADSTER — 1886

SHOWS ALL THE IMPROVEMENTS WHICH A YEAR'S EXPERIENCE CAN SUGGEST.

LIGHTER, WITHOUT SACRIFICE OF STRENGTH.

NARROWER TREAD.

Compressed Tires much Improved,

Doing away with the dead rubber down in the rim.

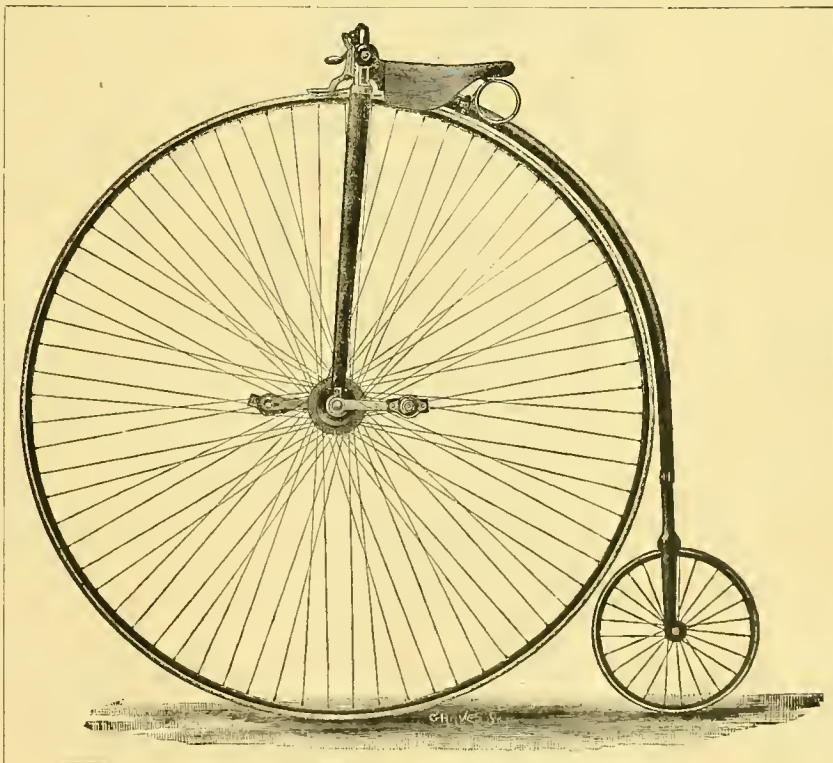
NEW DEVICE

FOR LOCKING THE HEAD,

Avoiding the constant annoyance of its coming loose.

HANDLE BAR

Entirely changed and improved, past a reasonable chance of breakage.



Saddle much Improved,

longer and narrower, with wrench strapped on underneath.

We cannot enumerate its many good points here, but will claim the

Handsomest and Easiest-Running

LIGHT ROADSTER

EVER OFFERED IN THE MARKET.

You will make a mistake if you buy without investigating.

WILL BE READY FOR DELIVERY VERY SOON.

OVERMAN WHEEL COMPANY,

182 COLUMBUS AVE., BOSTON, MASS., U.S.A.

May---ROBINSON'S REMARKS---1886.

FRIENDS AND FELLOW-WHEELMEN, LEND US YOUR EARS; THEY WILL BE RETURNED EXPRESS PREPAID.

THE UNITED ORDER OF RUDGE RIDERS.

We have decided to organize a new Secret Society with the above title. Objects: Fun, marriage and congratulations. Admission only to the fortunate wheelmen who are mounted on the Rudge machines. We give below the first instalment of members:

TORONTO.

ORR, GEO. H., ex-Capt. Wanderers' B.C.
 CAMPBELL, FRED., Ex-Captain Toronto
 STUTTAFORD, A. [B.C.]
 CARDEN, J.
 CARDEN, R.
 BURGESS, R.
 BENGOUGH, THOMAS
 YEIGH, FRANK
 MACDONALD, DR.
 ROBINSON, F. A.
 ROBINSON, CHAS.
 LALOR, THOMAS
 AMAS, F.
 ADAMS, JAMES R.
 MALCOLM, JAMES
 SPARLING, F.
 BAXTER, R.
 FLEMING, R.
 LOWES, C. J.
 HOWLAND, L. B.
 IRELAND, WM.
 SYMONS, A. W.
 LANCASTER, C. L.
 MOORE, C.
 HANNING, C. R.
 SWITZER, MR.
 WRIGHT, WM.
 MORPHY, FRED.

STRATFORD.

NASMITH, C. E., Captain S.B.C.
 PALMER, J. FRANK, 1st Lieut. S.B.C.
 MACDONALD, A. T., 2nd Lieut. S.B.C.
 BALLANTYNE, R. M.
 KIRK, J. A.
 MCBAIN, M.
 BOLES, WILLIAM
 BOSWORTH, N. A.
 AHRENS, DR.
 MOWAT, A. C.
 HORNE, G. H.
 MACDONALD, R. B.
 MACFADDEN, J. A.
 MAYBERRY, C. A.
 LOSEE, R.
 SMITH, CHARLES

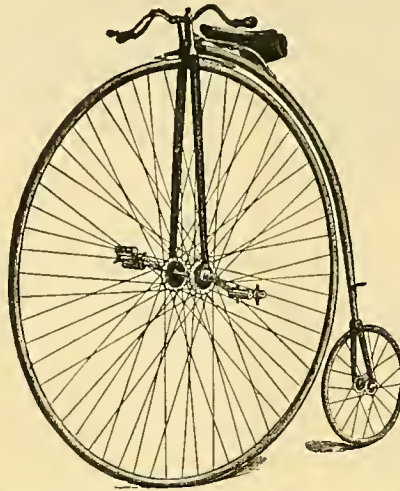
ST. CATHARINES.

LINDSAY, A.
 GOODMAN, DR.
 HODGETTS, G. W.
 SWORD, J. A.
 SMITH, RALPH
 SMITH, F. W.

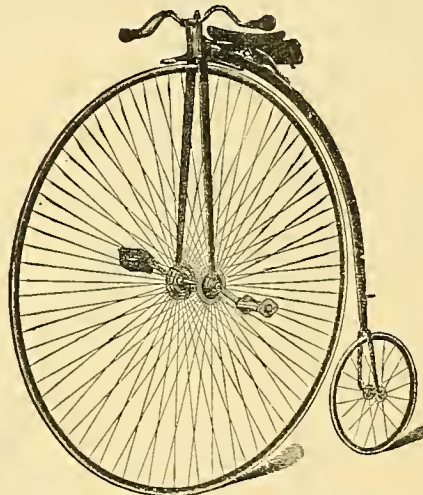
More to follow next month.

THESE ARE THE WHEELS THE MEMBERS OF
THE U.O.R.R. RIDE.

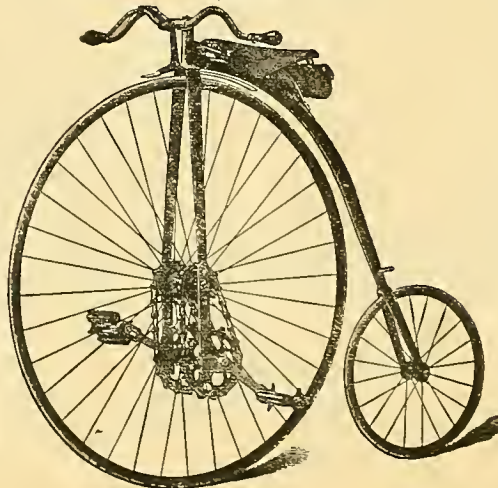
THE RUDGE LIGHT ROADSTER
\$115.00.



THE CANADIAN RUDGE.
\$85.00.



THE RUDGE SAFETY
\$110.00.



ODDS & ENDS

SECOND-HAND WHEELS

We have a list of forty SECOND-HAND BICYCLES, several SAFETIES, and an assortment of TRICYCLES, which we will sell cheap. A catalogue of them will be sent on application. Sizes range from 48-inch to 56-inch. These machines are expressed C.O.D., with privilege of examination and return, express prepaid by consignee, if not as represented.

THE CANADIAN RECORDS.

An esteemed firm of fellow-dealers advertise that their wheel holds all the Canadian Records. The RUDGE holds the Canadian one and five-miles Records. This alters the case somewhat, as they are the most important of the Canadian Records.

THE SPRING TRADE

Exceeds our expectations by a large majority. We have already cabled for large repeat orders, notwithstanding the fact that our first importation comprised several cases. The Rudge is selling like Banbury buns on Good Friday. This gives the best possible evidence of the way it is esteemed by wheelmen.

THE LILLIBRIDGE SADDLE

Is also selling rapidly, and has proven itself to be the best American Saddle in the market. The boys unite in saying that it is the acme of comfort.

OUR SPORTING GOODS DEPARTMENTS

Are in full swing. Baseball centres in one locality; Lacrosse in another; while Football and Cricket has its devotees everywhere. We are well stocked up in all these lines and ready to outfit clubs.

CHARLES ROBINSON & CO.,
22 CHURCH STREET,
TORONTO.

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.

Subscription Price to Non-Members..... \$1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, MAY, 1886.

THE MONTREAL MEET.

From the letter of a correspondent, and the extract from a Montreal paper given in another column, it is quite evident that the Montreal Club is going to make the C.W.A. meet of 1886 something no members of the Association ought to miss; and we sincerely hope that but few of them will. The Montreal Club has in the past stood firmly by the C.W.A., and now the C.W.A. should stand by it, and give it all possible encouragement. We are pleased to see that Montreal feels keenly the reproach that rests upon the C.W.A. by reason of it not yet having brought to the front a rider that might take his place with the fliers of the States and of England, and if that feeling is shared by the other clubs of the Association it will not be long before the reproach is wiped out. Either at Woodstock on May 24, or at Montreal on July 1, the Canadian records should be brought down to a figure which we would not be ashamed to acknowledge before the world. But apart from the mere matter of racing and records, the Montreal meet will offer the great attraction to the majority of Ontario wheelmen of an opportunity of visiting, at a small cost, the chief among Canadian cities. What rates of fare will be offered by the railway and steamship companies are not yet known, but there is no doubt that they will be within the reach of all.

THE WOODSTOCK MEET.

We would call the attention of all Canadian wheelmen to the programme of the Woodstock Amateur Athletic Association for May 24th and 25th, which will be found in another column. With commendable enterprise, they are undertaking the first two days' meet ever held in Canada, and are putting forth every effort to make it a grand success. The prizes are liberal for all events, including the money prizes for professional riders, notably one with a gold medal added, to settle the much-discussed question of the Canadian professional championship. This race alone would be worth going there to see. They have a good track, and with the presence of a number of the leading professional and amateur riders from the other side, who have written promising to put in an appearance, together with most of our own fliers, who also will be on hand, an exciting two days' sport, and the lowering of the records for all

distances, may be expected. To racers and wheelmen of all kinds, the well-known hospitality of the Woodstock Association and Bicycle Club should be an attraction, and we bespeak for them the largest gathering of bicyclists ever seen there.

EDITORIAL NOTES.

Those consuls who have not yet sent in their road reports to their chief consuls should do so at once. Read the letter from the Secretary in another column.

The Englishmen are waking up. The *Bicycling News* speaks approvingly of the "new" idea of returning to every man who starts in a race the amount of his entry fee.

From all quarters come tidings of an increasing interest in wheel matters, and the dealers all record a greater demand for wheels than has been the case for some years. These be cheering signs.

The L.A.W. Racing Board has made an addition to its racing rules, by defining a "class race" as follows: A class race is open only to those who, up to the date of the closing of entries, have not won one of the first three positions in a public event in the same or better time than the class under consideration; or in relative time, judged from other distances according to the appended table:

One mile.	Two mile.	Three mile.	Four mile.
2.45	5.40	8.30	14.30
2.50	5.50	8.45	15.00
3.00	6.10	9.15	16.00
3.10	6.30	9.45	17.00
3.20	6.50	10.30	18.30

THE ANNUAL MEET.

The Montreal *Gazette* says: Now that the annual meeting and races of the Canadian Wheelmen's Association have been definitely settled on Montreal this year, there has been quite a stir and excitement among wheel circles and athletes generally. Many are the schemes that are talked over among the members of the bicycle club to make the meet not only away ahead of all such former Canadian events, but one that will throw in the shade any meeting ever held on the continent. Nowhere could a better place have been chosen for the meet. No place offers the same advantages for sight-seeing, or has so much in and around it that will interest and amuse wheelmen and others than Montreal. No place has as fine a club-house or as many rendezvous or as fine roads to wheel over as have the Montreal boys; and now that the new Athletic Club-house has been put up, the bliss of wheelmen is complete, and it is sure that every wheelman that comes to the meet will go away with a feeling that the visit has been a red-letter day in his life, and one that he can ever look back on with pleasure. Most of the roads in and around the city will be found to compare more than favorably with the best in the country for smoothness and scenery. Of course, the principal ones are the Lachine roads, upper and lower, and the essence of perfection is reached on the latter. The road running along the bank of the St. Lawrence, past the famous Lachine rapids, is a never-to-be forgotten ride, and is the delight of local wheelmen. The upper road is also a grand ride, with many a famous coast. At Lachine both roads join, and from there to the pretty village of Valois lies along Lake St. Louis, and is second only to the Lower Lachine road as regards scenery. Old Mount Royal, too,

will be a favorite ride, and ought to break the western wheelmen (especially the Toronto contingent) all up with its overhanging views and famous coasts along the asphalt-like roads of the well-known park. The new Athletic Club-house and grounds at Cote des Neiges will be another star in the crown of the Montreal boys, and will be the rendezvous for the wheelmen, showing them the interest that Montrealers take in athletic sports and pastimes, and more than likely the visitors will be entertained here to a dinner or ball, and also to an open road race. Of course a trip down the Lachine rapids will not be omitted, and an excursion to the old capital, Quebec, will probably be taken in by part of the wheelmen should time permit.

Although somewhat early to indulge in theories as to the probable programme, one like the following ought to be near the mark, Thursday, the 1st July, the day appointed for the meet, to be divided somewhat as follows: In the morning there will be a parade of all the different clubs through the principal streets, after which the annual business meeting will take place in the club-house. In the afternoon the annual races of the Association will take place, among which will be run off the one and five-mile bicycle championships and one-mile tricycle championship races for the championships of Canada. On Friday, the 2nd, in the morning a trip down the famous Lachine rapids. In the afternoon, a road race to the new Athletic Club-house, Lachine or Valois, with a dinner or ball afterwards. Saturday morning the Mountain Park will be taken in and thoroughly explored, and in the afternoon the Montreal Bicycle Club should hold their annual races. This will close the great meet, and if the programme is carried out somewhat like the above, it will be the most enjoyable one that the Association has ever had or ever will have for years to come, and will do a great lasting good to cycling in Montreal and Canada in general.

The races will by no means be the least attraction of the meet, and this year promise to be unusually exciting. They will either be held on the Shamrock Grounds or the Montreal Driving Park. The Shamrock track, being nearer the city, is to be preferred, but, owing to the bad turns on it, it is not only dangerous, but prevents fast time being made. Should the Shamrock Club make them more of a semi-circle and bevel them up, the track will be the one chosen, and Montrealers will have a chance of seeing first-class racing, and some very fast time will be made. As to who will carry off the championship races, it is a little too premature to indulge in favorites for them, but one thing is sure, and that is, the Montreal boys intend holding up their end of the flag. The events will be all close and exciting, and will be principally among the old reliables.

Clarke, of Woodstock, is the western men's guiding star, and great things are looked for from him this year. Davis and Foster, of Toronto, promise to sweep everything before them, and will have a special car to take their prizes home. But for the part of Montrealers, some are inclined to think that when they meet Montreal's backbone in the shape of Low and Scales, and a dark horse all of "Maud S" stamp, they will have to be satisfied with second place. Whispers come from all over, especially from Belleville and Woodstock, of new wonders that are going to astonish the racing world, and it remains to be seen whether the old champions will have to take a back seat or not. In the open races, the principal Americans will be entered, and will measure their strength against our home talent, and some close and exciting races will be the result. It is to be hoped that the western wheelmen will come down in force and take the city by storm. If they do, Montreal will lay herself out to make things lively for them.

John S. Prince announces that he is done with long-distance racing, but is open to race any American professional from one to twenty-five miles for \$500 a-side.

Wheelman Centres.

MONTREAL.

The coming season is to be the crowning one in the annals of our club, as the fourth annual meet of the C.W.A. is to be held here on Dominion Day. Montreal, the commercial metropolis of Canada, and possessing the oldest bicycle club in the Dominion (and one of the oldest in America), should long since have been host to the Canadian Wheelmen's Association. I am sure our western brothers know that it was not for any lack of hospitality that our invitation to them was not sent for either of the two preceding years. Until now we have been laboring under the very heavy handicap of not having an A No. 1 track—one on which something better than our annual race parades by local riders could be given to the public; and not possessing one, our committee decided that it was better for both parties for us to withhold our invitation until we were in a position to cope with and run the meet in a manner to reflect nothing but credit on all Canadian wheelmen. This year our boys hope to see, and will welcome most heartily, wheelmen from every province in the Dominion and from the United States to do our town and test the possibilities of our new quarter-mile cinder-track, second to none in Canada, and on which, even in its new state, last year very good time was made by some of the boys here.

Any and every wheelman who contemplates vacations the coming summer cannot do better than note down immediately in a sketch of his town that the four best days of his holiday can be spent in Montreal from Thursday, July 1st, to Sunday, July 4th. If a racing man, his duty calls him tenfold, for we have yet to show our cousins down in Springfield, Mass., who may have heard, yet are not certain, of the existence of a legislative bicycle body in Canada, that we have such an Association, and, taking into consideration the population of our country and length of the riding season, an Association that can vie with any other in the world under the same restrictions. Probably in the past we have been treated by our American cousins according to our dues, for who have we amongst us that we can hold up as a fit man to compete for the championship of the world? A few years since Canada had a man who in the mile race came but a very few seconds behind Hendee. Let him or a better man come forth and champion our cause on July 1st, so that we may know whether we can again hold our heads on a level with our contemporary cycle unions, and whether the Canadian Wheelmen's Association can justly claim a share in the management of the world's championship races.

My heart's first desire is that this year may see the finest C.W.A. meet given; my second, that we may earn our proper position as an Association back again, and not be left out in the cold any longer; and my third is to have the pleasure on July 1st of seeing all the faces belonging to the names that fill the pages of our CANADIAN WHEELMAN with their exploits on the track and the road.

Fraternally yours,

April 19th, 1886.

MONTREAL.

SIMCOE

Since last month's WHEELMAN was issued, there has been a revolution in bicycling. All have become alive to the fact that the wheeling season is here, and have accordingly brought out their machines and polished them up for immediate use. Most of the club have agreed to wear their bicycle uniforms all summer for six days in the week, and if other clubs would do the same thing, the farmers from the back townships would soon stop taking a person in a bicycle uniform for a member of the Salvation Army. I think we can claim the first Association uniform to have appeared on a member of our club. Our secretary came out in his about the 15th of the month, and if they all look as well as his the Association may feel proud of having made such a *pretty* selection. We held our first club-run on

Good Friday, leaving Simcoe at 1.30 P.M. and going to Waterford and back, 16 miles. The annual meeting of the club for the election of officers was held on Friday evening, April 2nd, when the following officers were elected for the ensuing year: Hon. President, Geo. W. Wells; President, W. S. Perry; Sec.-Treas., A. R. Dobson; Captain, W. Y. Wallace; Lieut., A. W. Donly; Standard-bearer, George R. Cook; Bugler, A. Miller. Mr. W. A. Tisdale, our last year's secretary, wished to be relieved of the position, saying that he wanted to see the honors of the club distributed. A vote of thanks was tendered him for the very efficient way in which he had filled his office, and for the interest he had taken in the welfare of the club.

Simcoe, April 26, 1886.

B.

WOODSTOCK.

We took our first club run of the season on Good Friday. Thirteen riders turned out under charge of Capt. Karn. Beachville and return was the extent of the run. Among the attractions for the 24th is the expected visit of the Dufferin Rifles, of Brantford, who will bring a troop of friends with them. The track is being put in fine condition, and the records should be knocked out of sight. I must apologize to our standard bearer, Mr. Jas. Scofield, for omitting his name from the list of club officers for this year. "Jemie" is so well known, however, both at home and abroad, that there is little danger of his being forgotten.

Hoping, Mr. Editor, to see yourself and every other bicyclist and bicycle enthusiast from Windsor to Quebec here on the 24th and 25th, I remain, etc.,

BICYCLE.

Woodstock, April 23, 1886.

:o:

PETE'S LITTLE SAY.

MY BEDROOM.

Burning midnight oil (at 30c. per gal.), }
April 15th.

Spring, Spring, youthful Spring,
What rich delight your coming doth bring!
What streams of water and seas of mud
(Where you hear the dull and sickening thud
Of the unfortunate biker who is tossed o'erhead,
And is carried off to his straw-tick bed);
What biting winds you shoot from the sky,
What balmy fragrance in your breath doth lie;
What lovely songs from the tree-tops tossed,
What Roman noses nipped by frost!
What glorious runs o'er dale and hill,
What vigorous brushing after a spill!

What—what d'ye say, O gentle Spring?

You ask me to let up on my rhythmic jing-

Le? oh, certainly, if you wish it. No offence, I hope.

"Bicycle," of Woodstock, has unanimously elected his honorable self and your humble Pete as grandad to THE WHEELMAN's correspondents. Thus are honors heaped upon me. Only yesterday I was nominated, as god-papa to a cherub without wings or short clothes; last week I was asked to play the calliope for the Wanderers' Bicycle Club (their bugle is laid up with asthma). What next? Look here, old boy from Woodstock, what do you think of this idea? Have a new office created in all the bicycle clubs, viz., THE WHEELMAN scribe, at a salary of six postage stamps, a steel pen and a monument? There's Lindsay, of St. Catharines, and Hurdman, of Ottawa, and Leslie, of Napanee, and Cooper, of Belleville, and Chandler, of Newcastle, and Macdonald, of Stratford, and Coleman, of Seaforth, and a lot of others (who will be blackballed if they don't come to time), who ought to write up their respective localities from month to month.

Alas, alas, and once more alas (three alas in all)! Lloyd Harris, of Brantford, advertises his 60-inch wheel for sale. Earthquakes and hailstones! what's the matter? How we'll miss the big manly fellow away up in the clouds. And will he—no, no, no—yet perchance he may—! Horrible Thought!—sell his great white plug, too! Away with the thought! I know a shortsighted man who was greatly alarmed at Woodstock when Lloyd headed the procession,

"Bless m' stars," says he to me, "what's that on that machine? Can't see nothing but a pair of legs." Poor fellow! his eyesight ran out before it reached the topknot of the rider.

Oh, Harris, oh, Harris! don't sell your old wheel;

'Twill be as the loss of a friend;

If you're no more to be seen on the Queen's highway,

Time might as well come to an end!

Everybody that could hire, beg, steal or own a bicycle went a-spinning on Good Friday. I'll wager we will not have a better day for the purpose this season, barring, perhaps, a trifle too much dust. But it makes a soft bed. A soft fall turneth away bruises. The Wanderers (who, by the way, are awakening with new vigor—and a new suit) made a club turnout of thirty-three. The route lay along the Kingston Road to the Half-way House, where we demolished anything but a half-way dinner. A few of the party went on to Whitby or Montreal, or some village down east, while the rest of us returned. Coming along the sidewalk, in single file, we met a policeman. With instinctive reverence, we all dismounted and did him obeisance. He was immensely pleased, and, pulling out a book, began to take notes:

Riggs.

Daniel.

Br—

"What 'ye doing that for?"

"Again 'th' law."

"But we're outside the city limits—on the outskirts," sobbed the captain, as he weeped a big weep.

"Well, if you promise not to tread on her skirts again you can go."

We went, and along the centre of the road, too. The only other adventure we had was the meeting of a Don valley bovine, with cowhorn handlebars on her head. The captain gave her his card and invited her to leave our pathway. She stood and thought it over. In the meantime, locomotion of wheels slackened. We were all getting ready to dismount, when she gave us a wicked wink and wobbled away. That cow has no respect for fellows high up in life.

Why the Torontos didn't have a big run I do not know. Perhaps they did, but, if so, it was done very quietly.

PETE.

Toronto, April, 1886.

:o:

TOURING.

Mr. B. B. Ayers, tour-master, L.A.W., in a letter to the president of the League, defines the scheme lately devised and adopted by the Touring Board for the conduct of tours. He says: "The country was divided into touring districts, Eastern, Middle, Western and Southern, according to the regular geographical division of the United States. Canada was included in the Middle Division. Each division to have a marshal, with immediate charge of the touring interests of the division, leadership of his division party in the annual tour; he to give tourists general information concerning prospective tours of individual wheelmen or parties over routes in his division, and have charge of the editing of the tour-map of his division. The duties of the marshals will be generally centralized in the chief marshal, who will, in addition, personally lead or superintend the annual tour. A bicycle touring map of the United States will be compiled by the Board, to be in divisions as above, or in one map like a railroad folder, as may develop to be best. The map will be accompanied by touring descriptions with rail and water connections, and best lines to take between given points. The annual tour was set for the two weeks following Monday, 6th Sept., 1886, and is substantially over the following route: Niagara Falls and Buffalo to Canandaigua. Seneca Lake, Central New York, Elmira, Northern New Jersey and the Orange riding district to New York city; thence ocean steamer to Old Point Comfort, Va.; thence to Staunton, Va.; from Staunton down the Shenandoah Valley *via* Luray Cave to Harper's Ferry; thence north to Hagerstown, Md., Gettysburg, Pa., York, Pa., and Reading, Pa., to Philadelphia, or *via* the Lehigh Valley to N.Y. State.

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.

APPLICATIONS FOR MEMBERSHIP.

MONTH OF APRIL, 1886.

Unattached, 4 :

D 0020, Charles Coster D 0022, J M Barnes
D 0021, G M Robertson D 0023, A H Welch,
[Toronto]

Cornwall Club, add 2 :

D 0031, D S Brecken- D 0032, H S O'Brine
ridge

Westminster Touring Club (London, Ont.), 6 :

D 0033, K J Nelles D 0036, W Richardson
D 0034, W Piper D 0037, J Elliott
D 0035, A Hunt D 0038, E Parke

Winnipeg Club, 10 :

D 0039, K J Johnston D 0044, W Suckling
D 0040, S B Blackhall D 0045, G T Simpson
D 0041, C B Keenley- D 0046, J E Anderson
side D 0047, J W Housser
D 0042, T F Westbrook D 0048, L Arnett
D 0043, W J K Osborne

Stratford Club, add 23 :

D 0069, G H Horne D 0080, P J Watson
D 0070, Jas L Irving D 0081, A C Hoffman
D 0071, N A Bosworth D 0082, Ch J Wade
D 0072, W Jeffrey, jr. D 0083, W Maynard, jr
D 0073, John Brown D 0084, G A Farmer
D 0074, T B Mothersill D 0085, Alf E Ahrews
D 0075, E R Kastner D 0086, E Larmour
D 0076, Ed Tune D 0087, T Ballantyne
D 0077, J McDonald D 0088, M O Hane
D 0078, Frank Ward D 0089, T Campbell
D 0079, D W Farmer D 0090, Thos Miller, jr
D 0091, C A Mayberry

Mr. W. A. Karn, C. C. No. 1 District, has appointed Mr. J. W. Doll as Consul for Berlin, in place of Mr. O. Shantz, resigned.

SECRETARY'S ANNOUNCEMENTS.

Mr. J. D. Miller, of Montreal, acting under the instructions of the President of the Association, is superintending the manufacture of a special C.W.A. button for the new uniforms. I expect to have a supply on hand in the course of a few days. They will be supplied at cost of production to members, and will be cheap. Further particulars in next issue or by circular.

I am also contracting with a woollen mill for the manufacture of a quantity of yarn the same shade as our C.W.A. cloth, for stockings, and hope to be able to meet all demands in this line in a few days.

Clubs desiring to procure the regulation C.W.A. cap can do so by having any dealer in their town communicate with Messrs. Marshall & Co., of London.

Members of the Association who have not voted on the proposed changes in the Constitution and By-laws contained in the supplement to the last issue of this paper should do so at once.

Local consuls are reminded that this is the time of the year to work for recruits for our ranks. Certificates issued now are good to July, 1887.

The elections for chief consuls and representatives are now going on. In District No. 1, Mr. W. A. Karn is unopposed for chief consul. For the four representatives to which the district is entitled there are eight nominations, as follows: Messrs. Begg, of London; Ballantyne, of Brantford; Brierley, of St. Thomas; Nasmyth, of Stratford; Perry, of Simcoe; Rumsey, of St. Marys; Tisdale, of Simcoe, and Woodroffe, of Woodstock. In District No. 2, Mr. Campbell has no opposition as chief consul, and for the three representatives' places to be filled there are four nominations—Messrs. Bowles, of Brighton; Goodman, of St. Catharines; and Harry Ryrie and Chas. Langley, of Toronto. District No. 3—A protest has been entered against the manner of holding the election, and a new one has been ordered. In District No. 4, Mr. J. D. Miller is elected chief consul, and Mr. W. G. Ross representative.

Members are notified that the time for the receiving of ballots expires on Monday, May 10th, at noon. Not half the membership has voted as yet, and I would strongly urge upon all the desirability of their doing so, and at once.

IMPORTANT TO C.W.A. MEMBERS.

Editor CANADIAN WHEELMAN:

Allow me space in your columns to make a few passing observations. The Association is endeavoring to publish a second edition of their guide book. At least they have told their Secretary to do so, and I imagine that having said so on, they think their part of the work is done, and that it is the business of the Secretary to fall to and provide the new book instanter. Well, please let the Secretary talk. He is willing to do all in his power to bring this book out; to make it one that will be a credit to the Association and of value to its members. But do these gentlemen who are asking for this new book know what is needed to make this book a success and to place it up to the needs of the times? The editors must have in their hands a complete and systematic account of every road in the Province of Ontario, at least over which a bicycle trail has been made. Are the members in their own minds satisfied that they are in this matter doing their duty loyally to the Association? I ween they will be, or many of them will be, ready enough to criticize when the time comes, but they seem loath now to aid the work. The compiler of this book is himself utterly unable to publish such a book as will be worthy of our Association if not aided from every side by all the members. And this assistance is not forthcoming. The book should be out now. It was promised by the middle of May. The matter is not even as yet in the hands of the editors. At the present rate of progress, the middle of September will not see the book out of the printer's hands.

In District No. 3, Messrs. Mothersill and Jenkins, of Ottawa, and May, of Belleville, and in District No. 4, Messrs. Miller and Lane, of Montreal, and Mr. Robins, of Sherbrooke, have done splendid work, and from these parts of our country I have now on hand ready to go to the printer two capital chapters of road reports that are as complete as could be desired. In District No. 3—Toronto—absolutely nothing has been done. Neither the local consuls nor the Board of Officers have done anything, and the promise is that the Toronto district will present a bad gap in the next guide book. In the London District, Mr. Karn has charge, and has been issuing circulars *ad infinitum* in a vain endeavor to stir up some life among the local consuls. This District is the great stickler. It is the largest and most important of all. It is the touring ground

of the continent, and every sideline and concession should be described. But seemingly the new book is to be no improvement on the old, so far as District No. 1 is concerned. Mr. Karn is doing all he can, but after six weeks' work and an immense amount of writing, he has succeeded in getting road reports from six out of the local consuls under him. Is it not enough to discourage even Job himself? and I ain't Job by a long ways. I write this as a last appeal to the members to wake up all along the line. There isn't one of them that is not able to do something. When they read this, let each one sit down and write what he knows about the roads he has been over and post me what he writes. This Association is not mine. It's the members'. This guide book is not mine. It will be theirs. For Heaven's sake let every man put his shoulders to the wheel and move it out of the mud-hole it has got stuck in. Give us something to make a guide book out of; and if J. S. Brierley, W. G. Eakins and yours truly don't do the job up in style, just condemn me to a Star wheel for life.

Yours in despair,

HAL. B. DONLY,

Sec. C.W.A.

A TOUR TO MONTREAL.

We have received from Messrs. Chas. Robinson & Co., of 22 Church street, Toronto, too late for insertion in this issue of THE WHEELMAN, a sketch of a proposed tour from Toronto to Montreal to attend the annual meet of the C.W.A. In brief, the plan is as follows:

MONDAY, JUNE 28th.—Western members of the tour will reach Toronto during the day or evening.

MONDAY EVENING.—A reception of the out-of-town wheelmen will be held by the members of the city clubs at the city C.W.A. hotel.

TUESDAY, JUNE 29th.—At 9 A.M. a start will be made for the east *via* the Kingston Road, the day's ride consisting of thirty miles, Whitty being reached in time for supper.

WEDNESDAY, JUNE 30th.—Forenoon run to Oshawa, Bowmanville and Newcastle (18 miles), dinner being served at the latter place. From Newcastle to Cobourg (24 miles) in the afternoon, making connection with the Richelieu and Ontario steamer for Montreal.

[Those who desire may ride the famous hundred mile stretch from Cobourg to Kingston on Wednesday, arriving at Montreal a day later.]

THURSDAY, JULY 1.—Steamer to Montreal, passing through the Thousand Islands and the Rapids.

FRIDAY, JULY 2,

SATURDAY, JULY 3, } Montreal.

SUNDAY, JULY 4, }

MONDAY, JULY 5.—Start made for home by those who so desire.

Mr. Geo. H. Orr, of Toronto, will assume command of the tour. Messrs. Robinson & Co. state that they propose the tour simply in the interest of wheelmen, and will not accept any commission from railway or steamship companies, or any sum from the tourists except the trifling amount sufficient to defray the actual expenses incurred. Further particulars may be obtained by addressing them as above. There is no question but that a very enjoyable tour might be the outcome of such a plan as suggested by the gentlemen named.

Rimmon, Clayton & Sons, of Lancaster (Eng.), have a patent binding ring, which consists in affixing to the spokes on each side the wheel a ring of No. 13 spoke wire at a distance of 8 to 12 inches from the hub, according to size of wheel. This ring is placed against the outside of the spokes and is then lashed to each one with fine wire, the lashings being secured when done with solder.

The Star Wheel Club, of Cleveland, is making preparations for its annual tour through Canada in August. Seven Stars and two Ordinaries are booked so far.

With the Clubs.

STRATFORD BICYCLE CLUB.

A large and very enthusiastic meeting of the Stratford Bicycle Club was held on the evening of March 29, for the purpose of organizing. The following officers were elected for the current year: President, Mark Wade; Vice-President, L. H. Dampier; Sec.-Treas., Wm. Lawrence; Capt., C. E. Nasmyth; 1st Lieut., J. F. Palmer; 2nd do., A. T. Macdonald; Standard-bearer, A. W. Cassels; Committee, K. M. Ballantyne and K. Eardley Wilmot.

The following gentlemen were duly enrolled as members for this year: Mark Wade, L. H. Dampier, Wm. Lawrence, C. E. Nasmyth, J. F. Palmer, A. T. Macdonald, J. S. Benedict, A. W. Cassels, K. M. Ballantyne, K. Eardley Wilmot, J. A. Macfadden, G. H. Horne, R. B. Losee, R. R. McFarlane, J. L. Irving Chas. Smith, N. A. Bosworth, R. McBain, William Jeffery, John Brown, Wm. Boles, E. R. Kastner, T. B. Mothersill, Ed. Tunc, J. McDonald, Frank Ward, A. W. Watson, D. W. Farmer, P. J. Watson, A. C. Hoffman, C. J. Wade, A. C. Mowat, J. A. Kirk.

A good deal of important business was disposed of; among other things, committees were appointed for the purpose of procuring suitable rooms for the club, and also to complete arrangements for the construction of a bicycle track. During the evening, Mr. Yeigh, the representative of Messrs. C. Robinson & Co., of Toronto, on behalf of his firm, presented the club with a beautiful standard.

Mr. R. M. Ballantyne, of Stratford, and Mr. C. S. Rumsay, of St. Marys, were nominated representatives to the C.W.A. for this district.

HAMILTON BICYCLE CLUB.

It is some time since you have had a communication from us, but we are not dead yet, nevertheless. We had our annual meeting last night (April 7th), and elected the following officers for the ensuing year: President, Chief Stewart; Vice-President, Chas. Tintling; Sec.-Treas., J. Laidlaw; Captain, W. E. Rutherford; 1st Lieut., Charles Graham; 2nd do., R. A. Robertson; Bugler, Chas. Ross; Consul, R. R. Simpson.

We intend to have a cinder-path here soon, and will, if possible, lay it on the cricket-ground, which is well adapted for same. We put up a gold and silver medal at the annual meeting for a road race to Grimsby. The last ten miles of this road are as fine as can be found in Canada.

Some of the more enthusiastic members of the club hired the drill-shed during the winter, and I can assure you enjoyed it immensely, making good use of their time.

I don't think many of our boys will adopt the C.W.A. uniform this year, as they are dead stuck on their red polo caps, which always take so well with the fair sex.

We lost our secretary-treasurer last week, and you may be sure we all regretted it very much. He was the coming flier of the province, and carries with him to his new home the best wishes of the club. Our captain is going to make a short tour in England next month. We have spent a good many pleasant evenings in our club-room this winter. The room is none too large, but is cosy, and everything that goes on there is straight, as we are a moral lot. Let Brantford follow our good example.—By order of the

BARTENDER.

MONTREAL BICYCLE CLUB.

On Thursday, April 8th, the Montreal Club held its eighth annual meeting, which was attended by upwards of 75 members. The secretary's report and the treasurer's statement for the past year was read and adopted. The election of officers was then proceeded with, with the following result: President, J. D. Miller; 1st Vice-President, J. B. Ostell; 2nd Vice-President, W. G. Ross; Hon. Sec., R. F. Smith; Committee, A. T. Lane, G. S. Low, J. T.

Gnaedinger, and F. G. Gnaedinger; Captain, H. Joyce; 1st Lieut., J. T. Gnaedinger; 2nd Lieut., E. W. Barlow; Bugler, F. W. Crispo; Standard-bearer, J. H. Robertson.

T. G. GNAEDINGER,

Acting Hon. Sec. Montreal B.C.

The annual meeting of the Kingston Bicycle Club was held on 7th April. The following gentlemen were elected officers for the ensuing season: Hon. President, John Carruthers, Esq.; Hon. Vice-President, James Metcalfe, M.P.; Active President, D. F. Armstrong; Sec.-Treas., James A. Minnes; Captain, T. T. Renton; 1st Lieut., W. B. Skinner; 2nd Lieut., R. J. McKelvey; Standard-bearer, F. Mitchell; Bugler, George Smith. Prospects for wheeling in Kingston were never better.

The St. Thomas Bicycle Club held its fifth annual meeting on the 14th of April, when the following officers were elected: Captain, A. E. Domville (late captain Hamilton Bicycle Club); Sub-Captain, George Stewart; Secretary-Treasurer, Geo. Ingram. It was decided to continue membership in the C.W.A., and the majority of the club, as individuals, decided to adopt the Association uniform. A motion was passed in favor of attending, in as large numbers as possible, both the Woodstock and Montreal meets.

At St. Catharines a new driving and riding park is now being built, and the intention is to put down a quarter-mile bicycle track. The annual meeting of the club was held on April 20th, and the officers for 1886 are now as follows: E. Goodman, M.D., President; Johnson Clench, Vice-President; H. Bixby, Sec.-Treas.; H. C. Goodman, Captain; C. McGhie, 1st Lieut.; S. Carman, 2nd Lieut.; C. Bixby, Standard-bearer. It was also resolved to change the name of the club and adopt a new uniform. There are now about 40 cyclists in this city.

"The Westminster Touring Club" has been formed in Westminster, a suburb of London, with the following officers: Captain, Wm. Piper; Lieutenant, J. E. Parke; 2nd Lieutenant, Wm. Richards; Secretary-Treas., A. Nellis; Bugler, John Elliott; Committee, E. Minhinick, Wm. Payne, H. O. Osborne, and E. McCormick. A suit of gray color, very similar to that of the C.W.A., has been adopted, and the club has joined the Association.

The Winnipeg Bicycle Club has elected the following officers: President, Mayor Wesbrook; Vice-President, K. J. Johnstone; Captain, C. B. Keenleyside; 1st Lieut., F. F. Wesbrook; 2nd Lieut., W. J. K. Osborne; Sec.-Treas., S. B. Blackhall; Standard-bearer, G. T. Simpson; Bugler, W. Suckling; Whipper-in, V. E. Latimer.

A Bicycle Club has been formed in Newmarket, Ont., and the management has been assigned to the following officers: Hon. President, Dr. J. H. Widdifield, M.P.P.; President, J. E. W. Fogal; Vice-President, J. E. Hughes; Captain, T. C. Watson; 1st Lieut., J. Ashworth; 2nd Lieut. and Treasurer, R. Gain; Secretary, E. A. Bogart.

The much-neglected and sadly-mismanaged Star machine has at last been put into competent hands, Spalding's New York house having taken the agency. This make is now to be pushed vigorously in New York city, Jersey city and Long Island. C. E. Kluge will be Spalding's salesman for the machine.

The *Sporting Life*, of Philadelphia, one of the most popular papers of its class at the present day, comes to hand now in an enlarged and improved form, making it more readable than ever. The special feature of the *Sporting Life* is, that every department forms a complete epitome of the week's doings, the bicycle column being made especially newsy by contributions from Fred Jenkins, late of the New York *Wheel*.

Wheel Tracks.

Minnesota has about 300 wheelmen.

There are over 200 bicycle riders in Vermont.

Wheeling now boasts 10,000 circulation weekly.

The Boston Bicycle Club is now in its ninth year.

President Bates is writing a bicycle story in the *State Republican*.

If you have not joined the C.W.A., can you give any good reason?

Messrs. Fourcinier, Dean and Weston are the new editors of the *Bicycling World*.

Fred Jenkins, late of *The Wheel*, is now connected with *Sporting Life*, Philadelphia.

Terre Haute, Ind., has a prodigy in a one-legged rider, who makes his half mile in 1:58.

The Canton (Ohio) Bicycle Club has 44 members. The majority of them ride the Star bicycle.

On 6th March, the League had 6,340 members. The largest number enrolled in 1885 was 5,176.

The bicyclists of Georgia are now organizing a State League, which will soon be in perfect working order.

Springfield is to have a new bicycle manufacturing concern, with a capital of \$150,000, to make the Cyclone.

The Columbia Light Roadster is now fitted with hollow felloes on both wheels, made from a seamless steel tube.

Germany, with a population of 45,000,000, has 5,600 members in the Cyclists' Union; Holland, with 4,000,000, has 800.

"Let go thy hold when a great wheel runs down a hill lest it break thy neck."—The Fool, in Shakespeare's "Lear."

The H. B. Smith Machine Company employ 375 hands during the busy season, which speaks well for the Star bicycle.

Six members of the New Orleans Bicycle Club have agreed to attend the Boston meet and ride the whole distance on their wheels.

Gormully & Jeffery have several novelties in view, which they will bring out later in the season. Keep your eye upon them.

T. Hallam, the holder of the Australian century record, recently won the two-mile championship of Tasmania in 6m. 59 4-5s.

The Ottawa Bicycle Club has decided not to adopt the C.W.A. uniform, but to retain its present suit of blue serge, patrol jacket and helmet.

Mr. A. T. Lane, of Montreal, has been appointed sole agent in Quebec for the Singer wheels. The appointment is a first-class one.

Henry Sandham, the artist, has painted a group of wheelmen on the road for Mr. Prang, and it will soon appear in the form of a chromo.

The building of a track is very fine, but it is an expensive luxury. It costs the Springfield club nearly \$1,000 a year just to keep it in repair.

J. P. Mills, of Liverpool, will shortly attempt to recover for the bicycle the Land's End to John-o'-Groats' record now held by Marriot on a tricycle.

Fred Rollinson, the professional bicyclist and trick-rider, who had been before the public for a number of years, died in the Napa (Cal.) Insane Asylum during the week ending March 27.

John S. Prince and R. Neilson, professional bicyclists, are matched to ride the best two in three races—the first five and the second ten miles—for \$300 a side and the championship of America. If a third race is necessary, the one winning the toss will name the distance.

The receipts of the Springfield Bicycle Club for 1885 were \$17,395, the expenses \$15,933, the net profits of the tournament \$3,060.

"The longest-legged wheelman," says the *Fort Wayne World*, "yet heard from is the man who buttons the waistband of his knickerbockers to his collar-button."

W. J. Morgan has signified his desire for a seventy-two hour bicycle race with Schock, for \$500 a side. The latter thinks double the sum little enough to race so long for.

The L.A.W. meet will be held in Boston May 27 to 29. It has been decided to devote the first day to a grand reunion, the second to a business meeting, and the third to the races.

A writer in the *Bulletin* openly asserts that the Pope Manufacturing Company paid one amateur the sum of two thousand dollars last season to bring the Columbia racer to the front.

The racing stud of Prince consists of a 22 lb. racer, a 28 lb. semi-racer, and a 32 lb. tricycle, all built by Singer & Co., on Jack's own specifications, and under his personal supervision.

The roads of Holland are of brick, and every few miles there are barriers or toll gates, which are shut between sunset and sunrise, thus compelling the rider to lift his machine over them.

There is promise of a bicycle tournament in New Orleans in 1887 "to rival the Springfield affair," says the *Picayune*; and a grand effort will be made to popularize cycling in the South.

It is said that the Chicago Club are to have a new club-house, the building they now occupy is to be removed, and a new one, to cost from \$10,000 to \$15,000, will be erected in its place.

It is stated that neither Dr. Beckwith nor E. C. Hodges will be candidates for the presidency of the L. A. W. Burley B. Ayers and Kirkpatrick are mentioned for the office. Burley deserves it.

W. C. Marvin, the well-known bicyclist, of Ovid, Mich., died Tuesday, April 13th. He held the one and a half mile State championship medal for 1884. He was publisher of the *West-ern Cyclist*.

It has been decided to run the mile bicycle and five-mile tricycle Scottish championship races at Glasgow in June, and the five-mile bicycle and the one-mile tricycle championships in the following month at Edinburgh.

Messrs. Ryrie and Webster, of the Toronto Club, challenge the Newcastle Club, and R. F. Smith and J. T. Gnaedinger, of the Montreal Club, are off on their European tour. They were to have left London on April 27th.

Gormully & Jeffery, of Chicago, are the only American bicycle manufacturers who own their own plant complete, although the Pope Manufacturing Company control the Weed Sewing-Machine Co., where the Columbias are made.

Van Sicklen, of Chicago, a member of the racing board, has cleared his skirts of "makers' amateurism," and C. O. Danforth, of the Cambridge Club, has presented the necessary affidavits that prove him not to be a makers' amateur.

The N.C.U. and the A.A.A., of England, have settled the quarrel which has been waging between them for many months. The former will regulate and control cycle racing, and the latter will attend to athletic sports. This is as it was before the war.

The first of the series of three races between the professional bicyclists John S. Prince and W. M. Woodside, ten miles, took place at the Washington Rink, Minneapolis, Minn., on Saturday evening, April 10. Both were mounted on Columbia light roadsters. Two laps before the finish, Prince, who was riding close to Woodside's little wheel, made a grand effort, and, spurting past, closed the race with a lead of twenty feet. The time for five miles was 15m. 21 $\frac{1}{4}$ s., and ten miles 31m. 28 $\frac{1}{2}$ s.

The Buffalo Bicycle Club, having found their club-house on Virginia street too small for their use, have decided to lease the Clifton residence, on Main street, just above the street-car barns. This will give them more capacious and more accessible headquarters. They take possession May 1.

The Springfield Club offers \$1,000 for prizes for a one-mile amateur championship of the world race this summer. In such an event, the L. A. W. will be allowed six entries, the N.C.A. six, the Irish and Dutch Leagues four, and the Australian two.

There is no doubt that the time is at hand when inventors will seek, not so much for improvements to existing machines, but for some auxiliary power by which both bicyclists and tricyclists will be assisted to propel their machines against head-winds, and up hills that are at present regarded as insurmountable.

At Clarksville, Mo., on April 26, George E. Weber, of Smithville, N.J., won the fifty mile bicycle road race in three hours, seven minutes, forty-two seconds and a quarter, lowering the world's record by nearly a half hour. The second and third men, C. E. Kluge, of Smithville, and Percy Stone, of St. Louis, also beat the record.

Woodside and Prince rode another fifty mile bicycle race at Minneapolis, on April 25. Once more Woodside won, and once more the world's record for that distance was beaten. The time of the race 2h. 44m. 25s., or 1m. 25.25s. better time than that made by Woodside in his last 50-mile race with Prince, which was the world's record for that distance.

Rev. S. G. Barnes, Ph. D., professor of English at Iowa College, sailed in the "City of Richmond," January 23rd. He will make a six months' bicycle tour in Southern Europe and Great Britain. Rev. Mr. Barnes will be remembered as the secretary of last year's Clerical Wheelmen's tour, and the author of interesting articles descriptive of that tour.

The *Springfield Wheelmen's Gazette* wheeled itself out of existence with the March number. The *Gazette* Publishing Company—Messrs. H. E. Ducker, W. C. Marsh, and Charles A. Fisk—have sold out, and the latter gentleman will wind up the affairs of the concern. A new monthly, *The Wheelmen's Gazette*, will be published by H. E. Ducker, who will be sole proprietor.

Says the *Bicycling World*: From every direction do we hear that new tracks, specially built for cycling, are springing up. In the near future it is not impossible that we shall have a grand racing circuit, beginning with Boston—no, we mean Lynn—and ending at New Orleans, or if the route were reversed, the lover of green peas might follow the growth of that delicious vegetable north.

With some machinists, one-hundredth part of an inch is considered close work; one one-thousandth part of an inch and one one-fiftieth part of an inch is the limit attained by others. The limit for bicycle work is probably much nearer one-hundredth than one-thousandth. The part of the machine that needs the most accurate work—the balls—are only made true within one one-thousandth part of an inch.

The following well-known wheelmen have been expelled from the L.A.W., and are declared professionals: A. O. McGarrett, W. A. Rhodes, F. F. Ives, E. P. Burnham, W. A. Rowe, Geo. M. Hendee, A. A. McCurdy, W. H. Huntley, F. W. Westervelt, Wm. A. Taylor, Asa S. Wendell. The following parties are suspended from the track until May 30, for violation of Rule H.: W. N. Winans, D. Edgar Hunter, John Williams, L. D. Munger, John Illston, F. D. Palmer. The following have had their cases dismissed: C. E. Kluge, Joe Powell, Geo. E. Webber, C. O. Danforth, A. Rich, L. Porter.

Mr. H. S. Tibbs, ex-president C.W.A., who has done so much for the cause of athletics in Montreal, and who has been particularly interested in bicycling, has resigned the position of

secretary and treasurer of the National Athletic Association. On his retirement he was presented with an address and a purse of \$250 by his fellow club members. He was the founder of the Montreal Bicycle Club, and one of the pioneer wheelmen of Canada.

The following is an easy and satisfactory method of cleaning the chains of safeties and tricycles, viz., putting the chain in very hot water, which has been impregnated with plenty of soda, and very soapy. Then with a hard brush (a nail brush will do) rub the oil carefully from them, and remove them into another vessel of water prepared in the same manner. After leaving them soaking for five minutes, take them out and dry them well.

The dates and places of the six English championships have been decided on as follows: June 14, one mile tricycle and twenty-five miles bicycle championships, at Weston-super-Mare; June 21, one mile bicycle championship, at Jarrow, Newcastle-on-Tyne; July 17, twenty-five miles tricycle championship, at the Crystal Palace, London; July 24, five miles bicycle championship, at Long Eaton; August 14, fifty miles bicycle championship, Crystal Palace, London.

SAFETIES.

A correspondent of the *Cyclist and Athlete*, speaking of the Stanley Show, has the following to say of safety bicycles: "There should, however, be a sharp distinction made between a 'dwarf' and a 'safety.' A small wheel is in itself not any safer than a large one. You have not so far to fall, but you are almost certain to be more careless, and the steering is less true. If the seat is over the hub, and the pedal directly below, there is no more safety than in an ordinary; this is simply a dwarf. It is only as the fork is raked, the seat put lower, so that a man has to go up before he can take a header, and the pedals correspondingly set back so that the pressure of the feet holds the hind wheel to the ground—it is only thus that real safety is secured. The oldest form of safety, the 'Xtra,' is still the most popular in England among the real safeties. The clumsy and noisy gambols of the pedals in 'coasting' have constituted a serious aesthetic objection; but with the new Crypto gearing, with its arrangement for detaching the pedals and going down hill with quiet feet, *a la* American Star, it is sure to be more acceptable than ever in England. Just why it is not fancied in the States I do not know; perhaps now it will be. One trouble with the dwarfs has been the wide tread, which gave the wheel a tendency to slip sideways, especially on a greasy surface. This is now being corrected. Brown has a new bearing that narrows the tread; and one machine, the Acme, puts the chain pulley wheels within the forks, getting the space by using an outlying skeleton hub, at which the shortened spokes are intercepted. Of the two most common types of the dwarf—the Kangaroo, or front driver, with little hind wheel, and the rear driver, the hind wheel being the smaller, as in the Rover, or the two wheels being equal in size, as in the Courier, or the front wheel being the smaller, as in the Humber, it is easy to see, by looking over the machines in exhibit, that the Kangaroo is the popular and ordinary type. It seems a trifle absurd to drive with a little wheel and steer with the large one, as in the Rover; but the wonderful speed it has shown makes it necessary to speak of it with great respect. The Humber type looks as if one could easily fall backward going up hill. And of all the rear drivers this must be said, that you get no help in steering from your feet, so that sudden collisions with stones are more likely to shoot one off sideways.

Confound, confound the wretched boy
Who seeks the wheelman to annoy
With jeer and cry, with stone or stick,
Who doesn't mind heaving half a brick.
Dismount at speed, and, before he's aware,
Collar him fast by the roots of his hair,
Smack him and spank him, and you may bet
You'll teach him a lesson he won't forget;
Then into the saddle quickly glide,
Ere the father comes to his offspring's side.

"We've got 'em on the List"
GOT WHAT?

Got every CANADIAN RECORD,
and find that the

"INVINCIBLE"

HOLDS THEM ALL.

JUST ARRIVED,

Per ss. Peruvian.

A LARGE SHIPMENT OF

"NEW RAPIDS"

The only machine having the
TRUE TANGENT WHEEL. Don't
buy until you have seen them.

~ALSO~

SIX CASES

"CLUB"

* SAFETYS *

The only perfect Safety in the
market.

Don't be persuaded to buy
an inferior article for the sake
of a dollar.

SEND FOR CATALOGUE.

T. FANE & CO.

36 ADELAIDE STREET WEST,
TORONTO.

A BICYCLE TRAMP ABROAD.

I'm a Wheelman from Wheelsville; I've wheeled the primitive barrow from the woodshed to the kitchen stove in my parental mansion; I've wheeled into line in the school at the Crossroads on examination days along with the other rising hopes of the district; I've wheeled on my left heel with marvellous alertness when the interesting exercises were finished and the audience dismissed; I've wheeled on the musele-stretching, joint-jerking boneshaker of antiquity, or an earlier period; I've wheeled on a tangent-spoked, cowhorn-handled light roadster. I'm a wheelman all through from head to backbone. This will explain why I looked up wheelmen on a recent little trip. Like to hear about the boys? Got six minutes to spare? Well, fix yourself comfortably in your saddle and listen.

As luck and the train would have it, I struck Strat'ord and a good time simultaneously, if not quicker. The boys were having their annual meeting in Secretary Lawrence's office. Hanging from a counter were six pairs of cordovan covers for as many pedal extremities. Heading the procession was Mons. Dampier J.G.F. (which, being interpreted, meaneth jolly good fellow), who made six speeches and laughed 476 laughs during the evening. The captain was only brought to light by election as such amid thundering applause and 32 votes. 'Twas then he emerged from behind the coal stove, for the captain is as modest as he is well liked. Demosthenes abounded. Mr. J. F. Palmer, barrister, solicitor, and bik-list, used the top of a salt-barrel as a stump and proceeded to fling eloquence at the chairman (Mr. Mark Wade), who can manage a meeting as well as he can conduct a G.T.R. train. The room was full of Macs, as follows:

Mac- { Donald (Alonzo Tecumseth),
Fadden (Jeremiah Aristotle),
Bain,

etc. The meeting was a grand success, and if the Stratford B.C. does not turn out to be the largest, liveliest, solidest club in western Ontario, I'll not report their meeting again, or sit up till 1.14 a.m. discussing saddles and cigars. Just wait till the first big meet eventuates. Sufficient remarked.

Berlin and Waterloo are two fine little Dutch towns that dwell together in harmony, as is tangibly evidenced by a sidewalk connecting the two places, and the cyclists have joined forces as well. Several new wheels have been placed, and the club will be larger than ever this season. Fred Doll is one of the moving spirits in the club, and has ridden a wheel ever since he painted his first an awful blood-curdling, fire-alarm red—spokes and all. The first time he rode to Waterloo every German gobbler in the neighborhood was after him. He went home and repainted it black, and it is now in the Berlin Museum of Fine Arts and Bone Buttons as "A Symphony in Black," by F. Doll, artist. The first time I rode in that vicinity I struck a German word lying in the middle of the street, and was thrown against the gas-works, which were levelled to the ground. Darkness prevailed for three days, during which I escaped.

Galt, unfortunately, will have a poor record this year in the bicycling line, but a few wheels being in use there.

Brantford is picking up in view of the prospects of having a track built this summer. Charles Tipton, formerly of Paris will have a fine mount, and, altogether, the club will probably be more united and prosperous than heretofore.

Then I went home. About time, did you say?

THE TRAMP,
his X mark

(in the mud on King street, where he fell on his return. Cause, unknown).

:o:

"Tye-shing-Chch" is the name they give to a bicycle in China. It means a "self-going cart." The name will be changed when the Chinese try the machine on a few tough hills.

TRADE NOTES.

Outing had to print a second edition of the April number (5,000 copies additional) owing to the demand created by the article of E. S. Jaffray, on "American Steam Yachting." This article has drawings by the celebrated marine artist, Cozzens, of all our famous steam yachts, from Jay Gould's to the Namouna's steam launch.

Mr. R. P. Gormully, on his recent eastern trip, took enough orders for the American Cycles to test the capacity of the G. & J. factories for the next three months. He regards the outlook in the cycle business as excellent, and predicts that the future of the sport will exceed in popularity the most sanguine of the expectations hitherto printed.

In the April edition of the Pope Manufacturing Company's catalogue of Columbia Bicycles and Tricycles can be found illustrated descriptions of the nine makes of Columbia cycles put out by this house for the season of 1886, including the new Columbia Safety Bicycle, the new Columbia Semi-Roadster, and the new Ladies' Columbia Two-Track Tricycle. The book will be mailed free on application.

Mr. George Singer, of the celebrated wheel manufacturing firm of Coventry, spent several days during the latter part of April with Mr. William Payne, of London, Ont., the general agent of the firm. Mr. Singer was much surprised and pleased at the progress which cycling has made in Canada, and he made arrangements with Mr. Payne for an even more vigorous policy in pushing the sale of the Singer machines than in the past. Mr. Payne has been given the sole agency for Ontario, Manitoba and the North-west territories, and has placed a large order for "Xtraordinaries" and "Singers' Challenge" machines. The latter is a new wheel which the Messrs. Singer propose to maintain as their standard bicycle. It, as well as the 'Xtraordinary, will have the new detachable handles, ball-bearings and double-action spring. An idea of the extent of the Singer business may be gained from the statement that when Mr. Singer left Coventry they had 562 men on their pay-roll, and were turning out complete machines at the rate of one every fifteen minutes. Mr. Payne has proved a valuable agent for the Singer people, and under the new conditions is certain to do more than ever in extending the use of their machines.

:o:

NO FLYING START.

The Chicago *Sporting and Theatrical Journal* says: "Bicyclists in various directions, and in St. Louis particularly, are advocating the adoption of flying starts for racing purposes. It seems to us that the people who favor the idea either cannot be practical racing men or have not taken the trouble to consider what multitudes of difficulties would result. In the first place, let us suppose that seven competitors are starting in a race of one mile. How many times will these seven men score up before an even start can be effected? First one and then another will see that he is liable to lose a foot or two, and will hang back to necessitate a new score. Next time some impetuous youth, more anxious about winning than getting an even send-off, will forget himself and rush ahead before the wire is reached—and so on, in a hundred and one ways. Meanwhile the spectators grow weary, but, worse than that, at least one or two of the starters become so badly winded that all chance of success is gone, while the others, on whom the unnecessary work will have told more or less, will probably make slower time than they would have done with a standing start. If wheelmen are anxious to test their speed, as compared with that of the horse, there is no reason why flying-start trials should not be made; but to make a regular thing of it, in racing, would result in failure and ridicule."

:o:

H.R.H. Prince Albert Victor commenced to ride in 1879.

The Only Manufacturers

In the United States who actually manufacture their own Machines.

Gormully & Jeffery,

222 & 224, N. FRANKLIN ST., CHICAGO, ILL.

← MANUFACTURE →

The American Champion Bicycle.

A Bicycle of the HIGHEST GRADE, at a reasonable price.

The American Challenge Bicycle.

Positively the Best and Most Durable Roadster for the Money ever placed on the Market.

The American Safety Bicycle.

Undoubtedly the most satisfactory Safety yet devised.

The American Ideal Bicycle.

The Recognized Standard Youths' Bicycle of the United States.

The American Ideal Tricycle.

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

← FREE →

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

WOODSTOCK AMATEUR ATHLETIC ASSOCIATION.

GRAND

TWO ·· DAYS' ·· MEET

May 24th and 25th, 1886.

LIBERAL PRIZES. SPECIAL ATTRACTIONS
BEST TRACK IN THE DOMINION.

Letters have been received from leading American and Canadian Amateurs, signifying their intention to compete; also from SEVERAL OF THE PROFESSIONAL FLIERS, WHO WILL RACE FOR THE

CANADIAN PROFESSIONAL CHAMPIONSHIP

THE FOLLOWING IS THE PROGRAMME:

FIRST DAY, MAY 24th.

- 1.—ONE MILE BICYCLE, - - - - - NOVICE RACE
OPEN TO C.W.A.
First Prize - - - - - GOLD MEDAL
Second Prize - - - - - GOLD-PLATED CHAIN
- 2.—MILE BICYCLE - - - - - PROFESSIONAL
*Championship of Canada—\$50.00 and Gold Medal
added by Association.*
- Sweepstakes—\$10 entrance. \$5 payable May 1st, \$5 May 18th, when entries close.
- 3.—100 YARD FOOT RACE - - - - - AMATEUR
First Prize - - - - - DIAMOND PIN
Second Prize - - - - - GOLD SLEEVE BUTTONS
- 4.—FIVE MILE BICYCLE - - - - - AMATEUR
First Prize - - - - - GOLD STOP WATCH
Second Prize - - - - - DIAMOND SCARF PIN
- 5.—HALF MILE BICYCLE, without hands - - - - - AMATEUR
First Prize - - - - - SILVER WATCH
Second Prize - - - - - SILK UMBRELLA
- 6.—VAULTING HIGH WITH POLE - - - - - AMATEUR
First Prize - - - - - SILVER WATER PITCHER
Second Prize - - - - - GOLD SHIRT STUDS
- 7.—FIVE MILE BICYCLE - - - - - PROFESSIONAL
OPEN TO ALL.
First Prize - - - - - \$100.00 CASH
Second Prize - - - - - 40.00 CASH
Third Prize - - - - - 20.00 CASH
- 8.—ONE MILE TRICYCLE - - - - - AMATEUR
OPEN TO ALL.
First Prize - - - - - GOLD FILLED WATCH
Second Prize - - - - - PEARL OPERA GLASS
- 9.—40 YARD FOOT RACE - - - - - AMATEUR
First Prize - - - - - GOLD RING
Second Prize - - - - - GOLD SHIRT STUDS
- 10.—ONE MILE BICYCLE - - - - - AMATEUR
OPEN TO ALL.
First Prize - - - - - DIAMOND RING
Second Prize - - - - - GOLD CHAIN

Entries close on the 18th of May. Entrance Fee for professional races, \$1.00. To all amateur racers, 50c. All entries to be addressed to D. A. WHITE, Secretary, W.A.A.A., Woodstock, Ont., entrance fee to accompany same in all cases. Post entries, 50c. extra.

The order of races is subject to change at the discretion of the Sports Committee.

NOTE.—If Promateurs are not re-instated by May 18th, the Sports Committee will arrange races with satisfactory prizes for them.

SECOND DAY, MAY 25th.

- 1.—TWO MILE BICYCLE - - - - - OPEN TO C.W.A. MEMBERS
3.20 CLASS—ROAD MACHINES.
First Prize - - - - - SILVER TILTING PITCHER
Second Prize - - - - - CYCLOMETER
- 2.—220 YARD FOOT RACE - - - - - AMATEUR
First Prize - - - - - SILVER WATCH
Second Prize - - - - - GOLD-PLATED WATCH CHAIN
- 3.—FIVE MILE BICYCLE - - - - - AMATEUR
Provincial Championship - - - - - GOLD MEDAL
- 4.—TWO MILE BICYCLE - - - - - PROFESSIONAL
Sweepstakes—\$5.00 Entrance; \$25.00 added by Association. 75% to first, 25% to second.
- 5.—HALF MILE FOOT RACE - - - - - AMATEUR
First Prize - - - - - GOLD CHAIN
Second Prize - - - - - DRESSING CASE
- 6.—THREE MILE BICYCLE LAP RACE - - - - - AMATEUR
OPEN TO ALL.
First Prize - - - - - SILVER STOP WATCH
Second Prize - - - - - GOLD SLEEVE LINKS
- 7.—RUNNING BROAD JUMP - - - - - AMATEUR
First Prize - - - - - TIMER
Second Prize - - - - - CIGAR CASE
- 8.—HALF-MILE DASH - - - - - AMATEUR
Open to C.W.A. - - - - - SILVER TILTING PITCHER
- 9.—HIGH JUMP - - - - - AMATEUR
First Prize - - - - - MEERSCHAUM PIPE
Second Prize - - - - - CIGAR CASE
- 10.—TWO MILE BICYCLE - - - - - AMATEUR
OPEN TO RIDERS IN CO. OF OXFORD, S. WOODROOFE CUP
- 11.—ONE MILE BICYCLE, CONSOLATION - - - - - AMATEUR
First Prize - - - - - BRONZE CLOCK
Second Prize - - - - - SILVER CUP

All Bicycle Races run under C.W.A. Rules, which are the same as the L.A.W. Racing Rules.

Foot Races and Jumps under C.A.A.A. Rules.

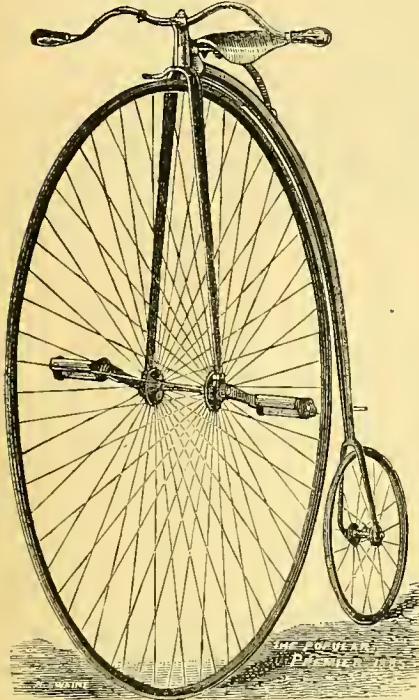
Three entries and two starters required in each event.

SPECIAL LOW RATES ON ALL CANADIAN RAILWAYS.

A HEARTY WELCOME TO VISITING WHEELMEN, RACERS AND OTHERS

A. T. LANE, - Montreal.

ROYAL CANADIAN No. 2.



This machine has been greatly improved since last season, but price remains the same. SPECIFICATION:—Hillman's new pattern ball-bearings to front wheel and adjustable cones to back, direct spokes, HOLLOW FORKS, BENT HANDLE BARS and LONG-DISTANCE SADDLE. Finished in Harrington's black enamel. Price, \$65.00.

Subscriptions received for all Cycling Publications.

50 SECOND-HAND MACHINES

For Sale Cheap!

A FEW BARGAINS!

Premier Sociable

Balls to all wheels, king of road lamps, new tires.

COST \$190, for \$110.

IN GOOD ORDER.

Rudge Racer

51 inch. Balls at both wheels and pedals. Only used a few times.

COST \$115, for \$75.

Popular Premier

51 inch. All nickel-plated but felloes. Ball bearings to front wheel. Æolus ball pedals. King of road lamp *Nickel-plated.* Hill & Tolman Automatic Gong.

In very good order.

FOR \$70.

Special British Challenge

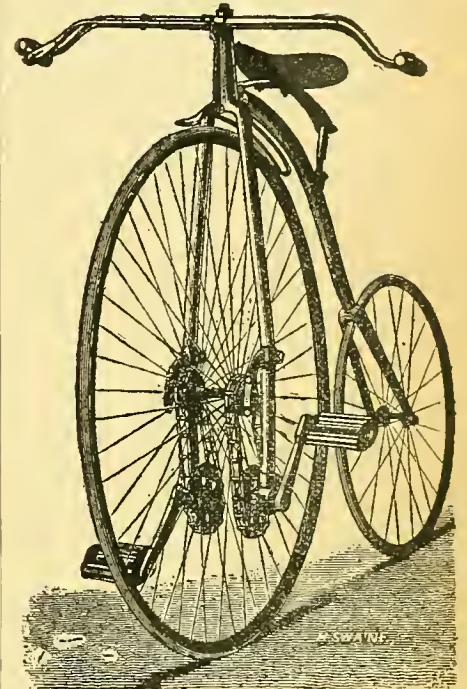
52 inch. Balls to both wheels. Half plated. Too high for late owner. Not run 100 miles.

— \$75. —

And 50 more Bicycles

ALL JUST AS CHEAP

THE KANGAROO.



THE PERFECT SAFETY.

Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important particular. Price, \$105.00; Ball Pedals, \$5.00 extra.

Send 3-Cent Stamp for largest and most elaborate Bicycle Catalogue ever published in Canada.

42 Pages—62 Engravings.

COLUMBIAS

A General Reduction in Prices, and Many Improvements

FOR THE SEASON OF 1886.

Riders of Columbias hold more and better Records than are held by Riders of any other make of Machine.

(SEND FOR APRIL CATALOGUE. 51 ENGRAVINGS.)

Expert Columbia, - - - - \$125

For a 50-inch, D or E finish, with Ball Bearings all around, Columbia "Double Grip" Ball Pedals, Kirkpatrick Saddle, and One-piece Hollow Cow-horn Handle Bar; or, with Columbia "Double Grip" Parallel Pedals, \$120.

Columbia Light Roadster, - - - - 135

For a 51-inch, K finish, with Ball Bearings all around, Columbia "Double Grip" Ball Pedals, Kirkpatrick Saddle, and One-piece Hollow Cow-horn Handle Bar; or, with Columbia "Double Grip" Parallel Pedals, \$130.

Standard Columbia, - - - - 90

For a 50-inch, G finish, with Ball Bearings to Front Wheel; or, with Parallel Bearings to Front Wheel, \$85.

Columbia Safety, - - - - 140

Ball Bearings all around, Columbia "Double Grip" Ball Pedals, Kirkpatrick Saddle, and One-piece Hollow Cow-horn Handle Bar; or, with Columbia "Double Grip" Parallel Pedals, \$135.

Columbia Semi-Roadster, - - - - 85

For a 46-inch, D finish, with Cow-horn Handle Bars and Kirkpatrick Saddle.

Columbia Racer, - - - - 140

Weight of 55-inch, 22½ lbs.

Columbia Two-track Tricycle, - - - - 165

With "Double Grip" Ball Pedals; or, with "Double Grip" Parallel Pedals, \$160.

Columbia Racing Tricycle, - - - - 180

Weight, all on, 47½ lbs.

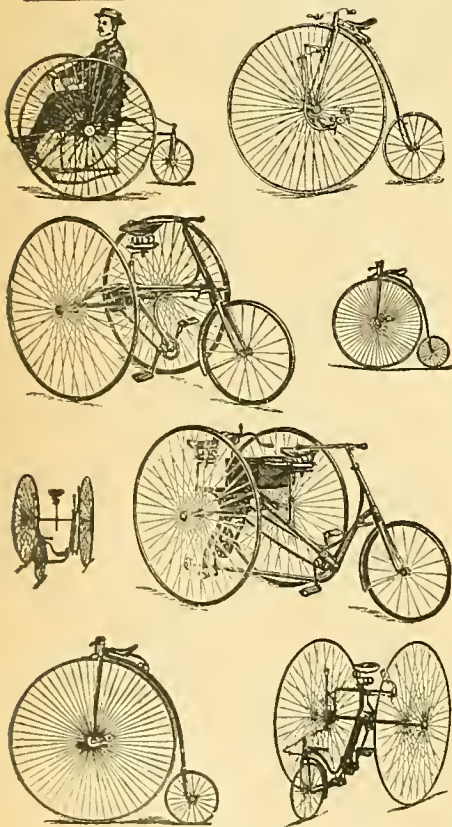
Columbia Three-track Tricycle, - - - - 160

With Power-gear, \$180.

THE POPE MANUFACTURING COMPANY,

597 WASHINGTON ST., BOSTON.

BRANCH HOUSES: 12 Warren St., NEW YORK; 115 Wabash Ave., CHICAGO.



WM. PAYNE,
LONDON, ONT.

Bicycles ! Tricycles !

LARGER STOCK THAN EVER.

WATSON & PELTON,

Wholesale and Retail Importers.

**YOUNG AMERICA,
PIONEER,**

**BRITISH,
BRITISH SPECIAL,
BRITISH TRICYCLE.**

Agents for the Coventry Machinists Co.'s

"SPECIAL CLUB,"

"CLUB SAFETY,"

"CLUB RACER."

LARGE ASSORTMENT OF SUNDRIES

Repairs and Plating promptly executed

SAMPLE ROOMS—53 St. Sulpice St.

WAREROOMS—543 Craig St.

MONTREAL.

WANTED TO RENT.

THE UNDERSIGNED IS DESIROUS OF renting, for the coming summer, a good, small "KANGAROO SAFETY" (second-hand) BICYCLE. Willing to pay a good remunerative renting, and give security that the machine will be returned in the same condition as received—save the necessary wear which is subject to all.

Reply, stating rental, to

GEORGE D. SKINNER,
Gleaner Office, Cannington, Ont.

CARD.

WM. PAYNE is pleased to announce to his many customers of MR. GEO. SINGER's very satisfactory arrangement made while in Canada. Considering the large number of Singer Bicycles that have been sold the past seven years, and the extent the business is now developing, Mr. Singer has made Wm. Payne the Sole Agent and centre of Bicycle supplies, accessories, etc., with power to appoint sub-agents in any part of the Dominion. Mr. Singer before leaving Canada, cabled for a large number of the Singer Challenge and Xtraordinaries to be shipped immediately.

WM. PAYNE.

A GIFT Send 10 cents postage, and we will mail you free a royal, valuable, sample box of goods that will put you in the way of making more money at once, than anything else in America. Both sexes of all ages can live at home and work in spare time, or all the time. Capital not required. We will start you. Immense pay sure for those who start at once. STINSON & Co., Portland, Maine.

*Capital Building
919 G. St.
Washington D.C.*

The Canadian Wheelman

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, JUNE, 1886.

No. 8.

-- THE VICTOR --

1886 — LIGHT ROADSTER — 1886

SHOWS ALL THE IMPROVEMENTS WHICH A YEAR'S EXPERIENCE CAN SUGGEST.

LIGHTER, WITHOUT SACRIFICE OF STRENGTH.

NARROWER TREAD.

Compressed Tires much Improved,

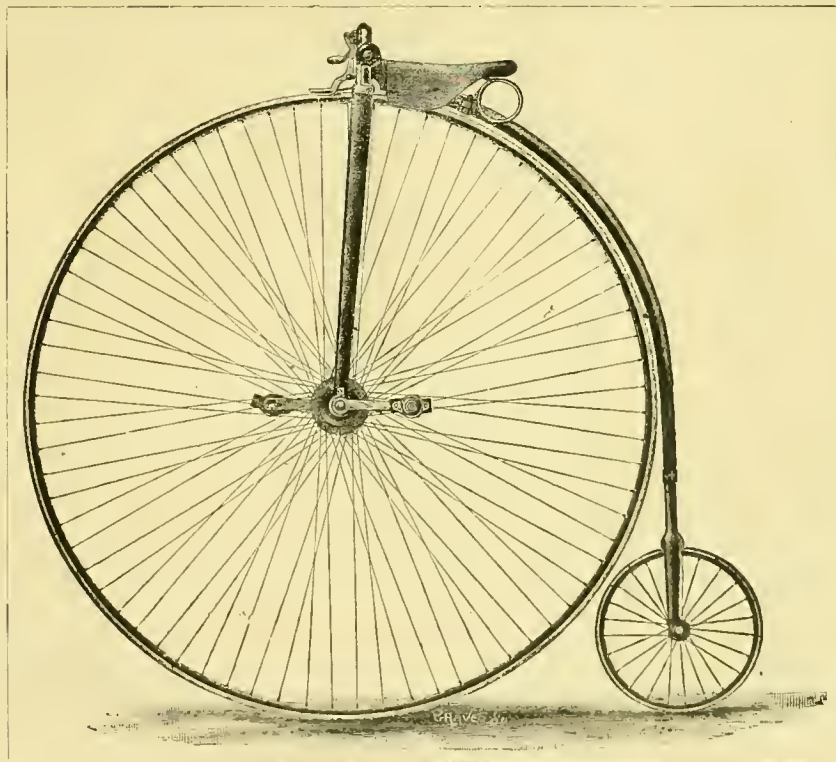
Doing away with the dead rubber down in the rim.

NEW DEVICE FOR LOCKING THE HEAD,

Avoiding the constant annoyance of its coming loose.

HANDLE BAR

Entirely changed and improved, past a reasonable chance of breakage.



Saddle much Improved,

longer and narrower, with wrench strapped on underneath.

We cannot enumerate its many good points here, but will claim the

Handsome and Easiest-Running

LIGHT ROADSTER

EVER OFFERED IN THE MARKET.

You will make a mistake if you buy without investigating.

WE WILL BE READY FOR DELIVERY VERY SOON.

OVERMAN WHEEL COMPANY,

182 COLUMBUS AVE., BOSTON, MASS., U.S.A.



A FEW IMPORTANT FACTS.

(1.) Neilson won the one-mile Canadian Championship at Woodstock, on the 24th, on a Rudge.

(2.) Out of the 100 Wheels in line, 51 were Rudges.

(3.) This proves conclusively our claim that the Rudge is to-day the leading Bicycle sold in Canada, with due deference to the other makes.

(4.) Stratford Club alone boasted of 28 Rudges present. It took the prize for the largest and best-appearing club in the procession.

(5.) There is not a rider of a Rudge in Canada to-day who is dissatisfied with his wheel.

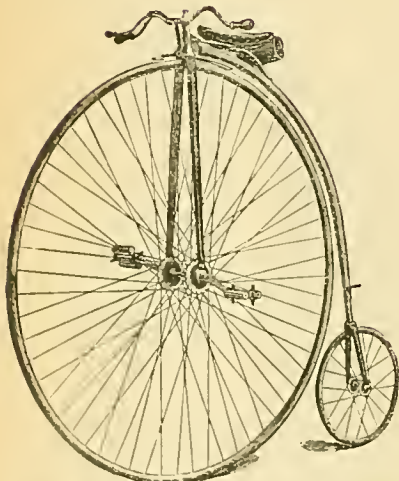
(6.) We have sold more Rudges so far this Spring than we did the whole of last season, although last year's trade far exceeded our anticipations. We have had to cable for repeat orders three times in the last two weeks.

(7.) All the Easter English Championships were won by Rudge riders.

(8.) We can supply Wheelmen with Caps and Hose to match the C.W.A. uniforms. Send for Samples.

Place your order at once for one.

THE RUDGE FOREVER!

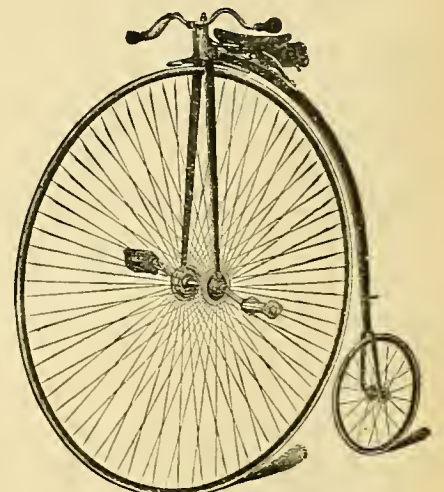


THE RUDGE LIGHT ROADSTER
\$115.00.

Send Stamp for Catalogue to

22 Church St., Toronto.

CHAS. ROBINSON & CO.



THE CANADIAN RUDGE
\$85.00.

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.

Subscription Price to Non-Members. . . . \$1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, JUNE, 1886.

THE MEET.

Let us all be there.

It will be the event of a lifetime.

Montreal is a beautiful city.

It has a host of wheelmen, who are

Energetic,

Liberal,

Enthusiastic,

Whole-souled fellows.

They are working like beavers

To give us a royal welcome,

And to make the meet a glorious success.

Let us do our share.

Let us honor ourselves by honoring those who honor us.

Montreal has done the "round" thing at former meets.

Let us show that we are not ungrateful,

And that we know a good thing when it's offered to us.

The wheelman who doesn't go to Montreal on July 1 will regret it

Only once, and that will be all the time.

AN APPEAL.

To the wheelmen of Ontario we would address an earnest appeal to assemble in large numbers in Montreal on July 1 and 3. The reasons why they should do so are many and weighty. The credit of the C.W.A. is to be maintained, the interests of the sport are to be furthered, the individual is to be benefitted by the knowledge to be gained, and the unselfishness, the energy, and the enthusiasm of the Montreal Bicycle Club on behalf of the C.W.A. are to be acknowledged. Somewhat isolated from the rest of the wheeling centres of Canada, the wheelmen of Montreal have entered into the plans of the Association for meets in other towns with as much zest as though their own beautiful city was to be the spot favored with the meet. Let the Ontario wheelmen now show that this conduct by their Quebec brethren is appreciated. Let every club make a special effort to be largely represented. Upon reading this, let every club captain, every club secretary, go out and drum up the fellows in his club and insist that they prepare for Montreal. The rates given by the railway and steamship companies are liberal, and the choice of routes is varied. To hundreds of wheelmen Montreal is as yet unknown ground, and to them the commercial metropolis of Canada, with its

beautiful streets and parks, mountain and river, will be a revelation. With all these inducements, added to the great one of three days' glorious fun, there should be no difficulty in numbering Ontario wheelmen in Montreal on July 1, 2 and 3 by the hundreds.

Let "MONTREAL" be the watchword.

THE MAKERS' AMATEURS.

At a meeting of the N.C.U., April 13, several riders were suspended for having, as "makers' amateurs," broken the amateur laws of the Union. A full discussion took place as to the length of the period of disqualification necessary to be passed on each suspended rider in order to fulfil the object the Union has in view in endeavoring to purify the amateur ranks, and at the same time to avoid inflicting an injustice on members of a class of riders whose trespasses against the amateur laws were by no means equal in character. Ultimately, the following resolution was agreed to:

"That the suspensions passed at this and previous meetings of the executive upon riders who have offended against the amateur law by riding as 'makers' amateurs,' be terminated one week from the present date, but that the attention of each suspensee be drawn to the fact that any further infraction by him of the Union rules will be carefully watched, and will entail permanent disqualification."

This shilly-shally policy on the part of England's great cycling association has created no little stir in the United States, where the Racing Board of the L.A.W. has recently suspended all suspects until such time as they furnish proof that they are innocent of professionalism. It required considerable "backbone" on the part of the Board to act as it did—and this action of the N.C.U. will materially weaken the moral support which the L.A.W.'s Board ought to receive from its own members, and it is quite possible that at the Boston meet of the L.A.W. the decision of the Racing Board will be reversed. At any rate, the fight will be sharp, and may result in the formation of a third class of riders, recognized by and eligible to membership in the League. In England, the supporters of the amateur law have already retreated, and resorted once more to threats—to calling "Wolf." It remains to be seen whether the League will exhibit more common-sense by either living up to its rules or forming new ones.

EDITORIAL NOTES.

Mr. A. T. Fane, of Montreal, has *not* received the agency for the Singer wheel. Our informant was mistaken.

The New York *Wheel* talks about the formation of a new Association, principally of western composition, if the suspension of the alleged pro-amateurs be persisted in.

The particulars of the tour to the C.W.A. meet, being arranged by Messrs. Chas. Robinson & Co., only came to hand on May 28, altogether too late for insertion. They will be published in the next issue, which will be out by June 20.

Five hundred and forty-four pages of Karl Kron's long-looked for book, "Ten Thousand Miles on a Bicycle," have actually been printed,

and THE WHEELMAN is indebted to the indefatigable author for a copy of the work, which will probably be issued this year—or next. The chief characteristic of the volume is its comprehensiveness. Every step of the road over which the author has ridden is described with almost painful particularity. Nothing seems to have been too minute to escape his observation, or too insignificant to be undeserving of record. To Canadians, the most interesting portion of the work will be "Karl's" description of his experience in Canada, which he gives at great length. On the whole, he speaks flatteringly of our country, and describes our roads as being on the average better than the main roads of the United States. The book is thoroughly practical, is well written, and must be of great value to all wheeling tourists. Its ponderosity is its chief defect, but we trust that that drawback will not interfere with the industrious editor meeting with a pecuniary return sufficient to fully reward him for the many years of laborious work that he has put into the pages of his volume.

RAILWAY RATES FOR THE MEET AT MONTREAL.

Return tickets will be issued from all stations on the G.T.R. and C.P.R. for one fare to wheelmen going to the annual meet of the C.W.A. at Montreal.

Tickets will be sold from June 28th, and will be good to return up to the 5th of July.

Railway tickets will be taken on the boats of the Richelieu and Ontario Navigation Co. for any part of the journey. Carriage of wheels free.

THE MEET.

Wheelmen generally, and especially in Montreal and Toronto, are working hard to make the annual meeting of the Canadian Wheelmen's Association in Montreal on the 1st, 2nd and 3rd July a gigantic success, and everything runs smoothly in the direction of there being one of the grandest sights ever seen in Montreal. The western wheelmen are coming down *en masse*, especially from Toronto, where they are organizing a tour, to start from Toronto on Monday, the 28th of June, of all the western wheelmen in and beyond Toronto to wheel from Toronto to Kingston, taking in all the intermediate towns and bicycle clubs between the two places. On arriving at Kingston, boat will be taken to this city. For those who cannot spare the time to take in the tour, the Montreal Bicycle Club is arranging rates from all the principal points in Ontario and Quebec to Montreal, by boat and rail, at an extraordinarily low price, so that Montreal will see the "knights of the wheel" in full force and the city crowded with sight-seers. The various committees, such as finance, transportation, grounds, reception, advertising, etc., have been struck off, and everyone has gone to work with a will and determination to make the meeting a success. The club has decided to get up a pamphlet something after the style of the programme of the League of American Wheelmen's meeting of last year, only with various improvements. The pamphlet will consist of information in general of rides, hotels, places of interest, programmes of the business meeting and races, with other information, and a map of the city, with the principal places marked on it. It will be a souvenir of the great meet, and will be well worth keeping, as the club will spare no expense in making it a thing of beauty. The Shamrock Grounds will be secured for the two days' racing, they already having given the club the club the refusal of them for the both days, and the Grounds Committee are determined to make the track second to none in Canada, with the help of the Shamrocks. Our racing men are all getting

in fine shape, and most of the prizes will remain in Montreal. G. S. Low and the others are already on the track, and are getting into a three-minute gait already. Low is sure to take the one-mile championship race, and possibly the two-mile also, should the Association decide to hold one. Clarke will push him hard for first place in both, but, from appearances, he will have to be contented with second place. In any event, it will be a grand struggle, and one worth coming miles to see. In the longer distances, the Montreal Club will have some good men, and will give the present champion a shake that he and others may not expect, and may prove a surprise party to all. The Toronto racing men are by no means going to be left out in the cold, they being in active training also; and Campbell, Davies and Foster are determined to do their utmost to bring back honors to Toronto in the shape of first prizes. While not saying anything about what they are going to do, they think (and are training) a lot, and may also surprise the wheelmen.

Outside of the race meeting, wheelmen coming here will spend one of the pleasantest times in their lives. Such grand roads and scenery as are around the city are nowhere else to be found in Canada; and with a city full of such interesting sights as our world-renowned Montreal is, and with everyone ready to grasp the hand of visiting wheelmen and give them a welcome—such a welcome as Montreal is famed the world over for—everyone will go away with a feeling that the meeting has been one of the most successful events ever held.—*Montreal Gazette*, May 13th.

:o:

OFF TO EUROPE.

Mr. Harry Ryrie, of the Toronto Bicycle Club, is at present wheeling on the Continent, in company with Messrs. Webster and Chandler, of the same club. Mr. Ryrie was not able to leave Toronto at the same time as his friends, but caught them in England. In a letter to his brother he says: "The first two days out were splendid, but getting gradually rougher. The third day I felt miserable, and after fighting against a desire to disgorge for two or three hours, went below and made the attempt. It was unsuccessful, however, and I have never tried since. The boat is rolling so now that I can hardly write; it has been doing so incessantly for the last two days. It is rather pleasant than otherwise when you are on deck, but I would just as soon be steady while below. The night before last it was all I could do to stop in my berth." Details of the trip of the Toronto trio will be published in future issues of THE WHEELMAN.

:o:

DISQUALIFIED BICYCLERS.

The action of the League of American Wheelmen, in disqualifying so many of the leading riders of the day and forcing them into the professional ranks, should be the means of adding greatly to the interest taken in bicycling. The professionals sadly wanted an infusion of new blood, the performances of Prince and Woodside and their few assistants becoming very monotonous. With a score of fast riders now compelled to retire permanently, or else ride in professionals, there should be plenty of racing and matches during 1886. The cleansing of the amateur ranks in this manner, though it may be a damper to begin with, will undoubtedly be productive of good, as new men will be induced to race who previously had little encouragement to do so when such men as Hendee and Rowe were so much their superiors.—*Exchange*.

:o:

PUBLISHERS' NOTICE.

In view of the C.W.A. meet being held on July 1. THE CANADIAN WHEELMAN will be issued on June 20. Advertisers and correspondents will please govern themselves accordingly. To ensure insertion, manuscripts should be in the printers' hands by the 15th of the month.

A BICYCLE FRAUD.

During the forenoon of April 28th last, a party came to me at my office under the Sherman House, and presented the following letter of introduction:

Office of J. Moodie & Sons, Importers, etc.,
Hamilton, Ont., April 26, 1886.

DEAR SIR,—The Hamilton Wheelmen beg to introduce to you Lt.-Colonel Paul Methuen, of the English army, now attached to the staff of the Governor-General at Ottawa. He is a great friend of Mr. Stevens and of Canadian outdoor sports, and wishes to learn something of the roads, etc., in the Northwest. Anything you can do for him will be regarded as a personal favor by the wheelmen of Ontario.

Yours faithfully, J. MOODIE, Jr.

Burley B. Ayers, Esq., Chicago.

When arranging the Canada tour of 1883, considerable correspondence was held with Mr. Moodie, and when our party arrived in Hamilton we were placed under many obligations to him for courtesies received. Hence I was only too glad to honor Mr. Moodie's letter of introduction. The handwriting seemed familiar, and the letter-head correct. The party presenting it was a very gentlemanly-appearing person, of strongly-marked English bearing and dress, and also accent. He was quite heavy in appearance, weighing, I should judge, about 185 or 195 lbs.; of full, smooth face, gray eyes, and on above occasion dressed in a yellowish suit of clothes and Derby hat. After presenting his letter, he prefaced his remarks by saying that he was looking over a good route through Wisconsin for a little canoe jaunt, and some members of the party he was with would like to take a short tricycle trip through some good part of the State; said he was entirely unfamiliar with the country save by hearsay, and had come to me in my touring capacity to get a few points. We adjourned to a map store, and looked over the country. Afterward he said he wanted to be identified at a bank, so he could draw some money. I took him around to the Illinois Trust and Savings Bank, and introduced him to the teller, Mr. S. A. Ribolla. The party made a sight draft for \$100.00 on the Bank of Ontario, Toronto, and I endorsed it without hesitation, when the money was paid over. That day I advised Mr. Moodie that the person had called and presented his letter. Mr. Moodie did not reply until May 2nd (being out of town), when he wrote that he had not given a letter, did not know the party, and was not in Hamilton April 26th. Draft has been returned by Toronto bank, marked "No Acct."

The object of this circular is to caution all wheelmen against this party. If he has been in any other locality, I should esteem it a favor if wheelmen would advise me, in order that some trace of his operations can be discovered. He was quite familiar with wheel subjects and Canadian matters, and it ought not to be very hard to identify him.

BURLEY B. AYERS.

152 S. Hoyme Ave., Chicago, May 1, 1886.

:o:

A dispatch from the United States Minister at Persia, F. H. Winston, to Secretary Bayard, dated May 24th, announces that Thomas Stevens, the special correspondent of *Outing*, who is making the tour of the world on a bicycle, was turned back on the frontiers of Afghanistan, and has been forced to retace his steps to Constantinople. From here he will seek to work his way through India. This will make a very much longer journey for him; but from the spirit which he has shown, there is little reason to doubt of the success of his trip, provided he is not made the victim of a mob.

:o:

Messrs. Charles Robinson & Co., of 22 Church street, Toronto, with their usual enterprise, were represented at Woodstock, where they occupied a booth erected on the grounds and displayed a stock of bicycle sundries. They report very large sales of the Rudge, over twenty having been placed with the Stratford Club alone. They brought with them a fine new Rudge Humber Tanem Bicycle and a Rudge Bicycleette, both of which attracted a good deal of interest.

Wheelman Centres.

ST. JOHN, N.B.

At the annual meeting of the St. John Bicycling Club, on April 7th, the following officers were elected for the ensuing year: President, Geo. F. Smith; Captain, W. A. MacLachlan; Secretary-Treas., J. M. Barnes; 1st Lieut., Chas. Coster; 2nd Lieut., H. C. Page; Committee, George M. Robertson, E. H. Turnbull, and W. C. Fairweather. The captain, in his report, drew attention to the advancement the club had made during the season. The individual mileage of the club comes well to the front in comparison with other Canadian clubs, Lieut. Coster having ridden 1068 miles, Chas. Hall 854, and Messrs. Page, Robertson and Barnes over 750. We had during the season fourteen club runs, with an average attendance of eight, and the average length of runs eleven miles. Besides the regular club runs, there have been several Saturday afternoon runs, with an attendance of from four to six members, when longer runs have been taken, such as Spruce Lake and return, 16 miles; Loch Lomond and return, 24 miles; Westfield and return, 33 miles; Hampton and return, 45 miles. Messrs. Page, Coster and Barnes wheeled from St. John to Woodstock last September, a distance of about 132 miles, wheeling to Fredericton (68 miles) the first day. The Bicycle Club having amalgamated with the St. John Cricket and Athletic Club, necessary steps are being taken to have the old five-lap track remodelled and made into six laps, with long corners—the turns on the present track being unfit for speed.

The Blue Nose tour will be the leading attraction in the lower Provinces this season. In the January number of THE WHEELMAN I gave a brief outline of trip, and if not intruding too much on your space, will give a more extended description. The American party, in charge of Mr. F. A. Elwell, will meet the St. John party at McAdam Junction on Saturday, July 17, arriving at Grand Falls same evening. Sunday will be spent in strolling and sight-seeing Monday, ride to Andover, 25 miles; Tuesday, to Florenceville, 26 miles; Wednesday, to Woodstock, 25 miles; Thursday, to "Halfway House," 32 miles; Friday, to Fredericton, 32 miles. Fredericton, known as the "Celestial City," is the capital of the Province, and is a very beautiful city. Here will be found the Parliament Buildings, University, Gibson Cotton Mill, etc. Saturday and Sunday will be spent here, giving ample opportunity to visit all the points of interest. Monday, take steamer down the St. John (the Hudson of New Brunswick) to Westfield and wheel to St. John, 16 miles. The scenery on this river is unexcelled, and will prove a very interesting part of the journey. The St. John boys will endeavor to make it pleasant for the visitors during their stay here.

A short time ago, the club presented our energetic captain, W. A. MacLachlan, with a handsome breastpin, in recognition of his valuable services to the club. The riding season has commenced, and many wheelmen can be seen out early in the morning and throughout the evening. We had the pleasure of a visit from Mr. F. A. Elwell, of Portland, Me., last week. He is very much pleased with our country, and was greatly surprised to see such good roads.

St. John, N.B., May 17, 1886.

J.M.

:o:

We regret to see a writer in the *Irish Cyclist*, signing himself "Ball's Bridge," advocating the leaning-over position, which most racing men favor. Men, we know, are few and far between who do sit upright, but they are generally admired by both riders and non-riders, and we cannot help wishing their example would be more generally followed. Wadey, of Eastbourne, is one of those riders who can sit a saddle gracefully when racing, and we have heard several flattering remarks made about his riding. Cortis was another. These men show that the leaning-over is not a necessity for fast riding.—*Bicycling News*.

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.

ANNUAL ELECTIONS, 1886.

REPORT OF THE SCRUTINEERS AND DECLARATION OF PRESIDENT.

Simcoe, May 20, 1886.

J. S. BRIERLEY, Esq.,
President C.W.A., St. Thomas:

We, the Scrutineers appointed to count the ballots in the elections of the Chief Consuls and Representatives for the year 1886-7, beg leave to report that we have this day counted the ballots cast by the several Districts, and find as follows:

DISTRICT NO. 1.

Ballots cast 111
Rejected 3

For Chief Consul:

W. A. Karn, Woodstock. 56

For Representatives:

J. S. Brierley, St. Thomas..... 66
R. M. Ballantyne, Stratford 61
S. Woodroffe, Woodstock..... 57
W. E. Tisdale, Simcoe..... 53
C. E. Nasmyth, Stratford..... 40
C. S. Rumsey, St. Marys..... 30
W. S. Perry, Simcoe..... 24

DISTRICT NO. 2.

Ballots cast 53
Rejected 3

For Chief Consul:

Fred. J. Campbell, 11 Front Street, Toronto..... 17

For Representatives:

H. C. Goodman, St. Catharines..... 34
Harry Ryrie, Toronto..... 30
Chas. Langley, " 29
R. J. Bowles, " 26

DISTRICT NO. 3.

Ballots cast 46
Rejected 2

For Chief Consul:

W. P. Way, Belleville..... 28
Geo. A. Mothersill, Ottawa..... 16

For Representatives:

R. H. Fenwick, Belleville..... 34
W. S. Foster, " 27
F. M. S. Jenkins, Ottawa..... 17

DISTRICT NO. 4.

For Chief Consul:

J. D. Miller, Montreal..... 1

For Representative:

W. G. Ross, Montreal..... 1

All of which is respectfully submitted.

CHAS. E. BOYD,
W. Y. WALLACE, } Scrutineers.
A. R. DOBSON, }

Simcoe, May 20, 1886-

J. S. BRIERLEY, Esq.,
President C.W.A., St. Thomas:

DEAR SIR,—I hereby certify that the Districts are entitled to one Chief Consul each and the following Representatives to the Board, as shown by the Roll Book of the Association: No. 1, 4; No. 2, 3; No. 3, 2; No. 4, 1.

Respectfully yours,

HAL. B. DONLY,
Sec. C.W.A.

St. Thomas, May 21st, 1886.

I hereby declare, in accordance with the above Reports, the following gentlemen elected to the Board of Officers for the year—July 1, 1886, to July 1, 1887:

District No. 1.—Messrs. W. A. Karn, J. S. Brierley, R. M. Ballantyne, S. Woodroffe, and W. E. Tisdale.

District No. 2.—Messrs. Fred. J. Campbell, H. C. Goodman, Harry Ryrie, Chas. Langley.

District No. 3.—Messrs. W. P. Way, R. H. Fenwick, and W. E. Foster.

District No. 4.—Messrs. J. D. Miller and W. G. Ross.

(Signed) J. S. BRIERLEY,
President C.W.A.

APPLICATIONS FOR MEMBERSHIP.

Montreal Jr. Club, 5:

D 0093, Robert H Ash D 0095, G Matthews
D 0094, G B Ash D 0096, C Logie
D 0097, F Hawkins

Woodstock Club, add 3:

D 0101, Oscar Brader D 0102, V McLellan
D 0103, F R Edwards

Unattached, 4:

D 0098, Henry Taylor, Toronto
D 0099, Neil Campbell, Niagara Falls, N Y
D 0100, Wm Campbell, "
D 0104, W C Lundy, Waterford, Ont.

Stratford Club, add 7:

D 0105, E E Bailey D 0108, A W Stewart
D 0106, F O Hyde D 0109, Chas Welsh
D 0107, Jas Matchett D 0110, K C Turnbull
D 0111, F Ubelacker

Simcoe Club, add 1:

D 0112, George Jackson

APPOINTMENTS.

Being informed that Mr. J. H. Low, Chief Consul, District No. 4, C.W.A., has left the District. I have to-day appointed Mr. J. D. Miller, of Montreal, Chief Consul, and Mr. W. G. Ross, of Montreal, Representative, for said District, until such time as the officers lately elected shall take office.

JAS. S. BRIERLEY,
President, C.W.A.

St. Thomas, May 17, 1886.

SECRETARY'S ANNOUNCEMENTS.

TO THE MEMBERS OF THE C.W.A.

I am now prepared to ship, on the day of receiving the order, any quantity of C.W.A. uniform cloth. Cash must accompany all orders. The demand for this cloth has been so great as to have delayed the prompt filling of some orders that have been sent in. I have, however, done my best to accommodate, and am pleased to be in a position to say that I can now meet promptly all demands.

I can fill orders for C.W.A. buttons by return mail. The price for the same is: Coat size, 30c.

per doz.; Vest size, 20c. per doz. Buttons for suit, coat and knickerbockers, will cost 25c.

I can supply yarn same material and color as cloth at 60c. per pound; or I can fill orders in a few days' time for stockings at 70c. per pair. Cash with order.

The mail vote on the amendments to the Constitution and By-laws resulted in a majority for the amendments of 265, there being no votes cast in opposition, and the President has declared the vote carried and the new laws in force from the 20th of May.

In future, all new applications for membership must be made upon a blank form to be furnished free on application to the Secretary of the Association. Local Consuls and Secretaries of clubs should bear this in mind. Applications for these blanks will be quickly attended to.

Secretaries of clubs can do me a favor by hurrying in their renewals. The spring is the time for this work, and all new riders should be induced to join the local clubs, and their applications for membership forwarded at once to me. Get all your clubs good on the Association books during the month of June. It will be better for your club and much handier for the Secretary.

HAL. B. DONLY,
Sec. C.W.A.

THE WOODSTOCK MEET.

It is all over now, but it was glorious while it lasted. No such other event does the wheeling history of Canada furnish as the grand two days' tournament of the 24th and 25th of May, held at Woodstock under the auspices of the enterprising Amateur Athletic Association of that town. Somebody had dubbed Woodstock the Springfield of Canada, and right manfully did the noble band of "Amateur Athletes", under the command of handsome, genial President McLeod and his able staff of lieutenants—Nesbitt, Karn, White and Douglass—demonstrate to the people of Ontario the right of their town to the proud title of head-centre of wheeling for this broad Dominion.

Wheelmen were there from all over the Province, and one at least came all the way from Montreal to convey the good wishes of the great Association in the Canadian metropolis to its younger but no less ambitious brother. Mr. Louis Rubenstein was warmly received by his western brethren of the wheel. As we said before, wheelmen were present from all directions; many with wheels to ride and clad in bicycle uniform, and many others in multi, but whose faces have been familiar at bicycle meets for years.

Every train brought in great carloads of people to join with the hundreds who drove in from the adjoining country and to mingle with the Dufferin Rifles, who were camping in the town, and all together make up one of the greatest crowds ever seen in the corporation limits of the good town of Woodstock.

The visiting wheelmen were entertained to dinner at the popular C.W.A. Hotel kept by that prince of landlords, big "Jack" O'Neil. As soon as that was dispatched, Capt. Woodroffe, with Bugler Hurst by his side, was to be seen out on the Market Square marshalling

THE PARADE.

Under his skilful directions, order was soon obtained from the tangled confusion of wheels and wheelmen, and in a few minutes down one side of the Square stretched a long line of glittering steel steeds and uniformed riders anxiously awaiting the bugle-call to "Mount." Another short pause, and the welcome note is sounded, and they are off, the Stratford Club, headed by their energetic Captain Nasmyth, with the right of the line. Forty wheelmen wear the uniform of the Stratford Club to-day, and a broad smile illumines each face, for are they not winners of the handsome tilting-pitcher given by the ladies of Woodstock for the largest club present? and haven't they a right to smile? Next to Stratford comes Simcoe, thirteen strong, deserving praise for being the first club to appear in public

uniformed entirely in C.W.A suits, and winning applause wherever they went by their handsome appearance and capital riding. Following on were the Wanderers, of Toronto, with their jolly Capt. Riggs at their front and blood in all their eyes as they thought of the prize list and what havoc they intended to make of it. Behind the Wanderers came the Hamilton boys, with their red polos and Japanese parasols, and with them breaking the hearts of all the fair sex. Then came wheelmen from St. Thomas, London, Norwich, Brantford, St. Catharines, Toronto, and, bringing up the rear, Woodstock Club itself.

FIRST DAY'S RACES.

The ground reached, the clubs were paraded a couple of times around the track, and promptly on schedule time the races were called on in the presence of the largest attendance of spectators ever seen on the W.A.A.A. grounds.

The officers of the day were :

- Referee.—H. B. Donly, Simcoe.
- Judges.—F. W. Hay, Listowel; C. E. Nasmyth, Stratford; Chas. Riggs, Toronto.
- Timers.—S. Woodroffe, Woodstock; C. H. Hepinstall, St. Thomas; R. Skinner, Hamilton.
- Clerks of the Course.—E. U. Nesbitt, W. A. Karn, Woodstock.
- Starter.—J. A. Muirhead, London.
- Scorer.—E. C. Coleman, Seaforth.
- Umpires.—G. Douglass, W. Martin, and J. A. Bryden.

One-mile novice race for C.W.A. members—Eight starters; won by Wm. Carman, Norwich; F. R. Edwards, Woodstock, 2nd; Oscar Brader, Woodstock, 3rd. Time, 3.22 2-5.

One-mile professional—An exciting race, from start to finish well contested. Won by R. A. Neilson, Boston; W. N. Woodside, Minneapolis, 2nd; John Brooks, Blossburg, Pa., 3rd. Time, 2.52 3-5.

One-hundred yard foot-race—Won easily by Bert Field, of Woodstock.

Five-mile bicycle, amateur (open to all)—The entries were: Geo. E. Weber, Smithville, N.J.; Herb. Clarke, Woodstock; F. Foster, Toronto; T. Fane, Toronto; H. S. Chisholm. At the crack of the pistol, Weber was off at the lead, and, setting the pace at a scorching rate, started to ride all competitors to death. Chisholm lasted one lap and went out, Fane followed at half a mile, and Foster finished at the three-quarter post. The mile was finished by Weber, with Clarke at his side, in 2.57. For the next 3 1/2 miles the pace was a snail's, both men waiting for the final spurt. It commenced on the 19th lap, and continued until the scratch was crossed for the last time, the Yankee winning by eighteen inches, amid terrific excitement.

The half-mile without hands was a wonderful victory of Canada's champion, Herb. Williams, of Woodstock, over Weber. The pace was a rattling one from start to finish. Williams won by a foot or two in 1.36 4-5.

One-mile safety—Won by T. Fane, of Toronto, in 3.31 2-5; C. H. Riggs, Toronto, 2nd.

Five mile professional—There were four starters in this race, Neilson, Woodside, Brooks and Morgan. It was a most exciting race all through, the contest between Woodside and Neilson for first place being wonderfully close and interesting. The western boy proved at last too much for Neilson, and came over the scratch about a foot ahead. Brooks was third. Considering the wind, the time, 15.23 1-5, was excellent.

Two-mile green race—Won by G. H. Terry, Toronto; A. Dance, St. Thomas, 2nd.

One-mile bicycle (amateur)—Geo. E. Weber, 1st; H. W. Clarke, 2nd; F. Foster, 3rd. The other starters were McKay and Parmenter. Time, 2.56.

SECOND DAY.

On Tuesday the wind was blowing a gale, and the air was raw and cold, and the crowd, in consequence, was not as large as it should have been. The making of any good time for a distance was also an impossibility, although a couple of good quarters were made by Woodside and Foster in 36 2-5 and 37 2-5 respectively.

We clip the following from the *Mail*, as our

reporter did not remain over for the second day's races :

The first race on the programme was the two mile, 3.20 class, open to C.W.A. members. Below is the summary :

T. Fane, Toronto.....	1
W. Carman, Norwich.....	2
Time—7.1 3-5.	

Parmenter, of Woodstock, was also entered in this race, and was pushing Fane very hard for first place when he took a bad header, shaking himself up very badly.

Next came the 440-yard foot race, for which there were three entries. It resulted as follows :	
B. Field, Woodstock.....	1
Alex. Rankin, Oriel.....	2
C. Darrel, Tilsburg.....	3

Field ran right away from the others, and won as he pleased in 24 1-5 secs.

The five-mile bicycle for the provincial championship was next, and was contested by the following and won as follows :

F. Foster, Toronto.....	1
H. W. Clarke, Woodstock.....	2
T. Fane, Toronto.....	3

The men struck off at a slow pace in this event, Fane leading. This was the order until the second mile was entered on, when Clarke and Foster began to liven up a little. Each held the lead alternately till the last mile, when Foster struck off at a rattling pace and took the lead. In the last lap but one Clarke began to spurt, and it was nip and tuck between him and Foster from there to the finish, Clarke reducing his lead somewhat but failing to get there. Time, 17.58 2-5.

Then came the race of the day, the two-mile bicycle race, professional. The starters were :

W. M. Woodside.....	1
R. A. Neilson.....	2
John Brooks.....	3

The three struck off at a tremendous pace, with Neilson leading. In the second lap Woodside made a rush and took the lead, holding it till the end of the first mile, the time all through being good. Entering on the second mile Brooks made a bolt for first place and passed Woodside, followed by Neilson. They held this position till the last lap, when Woodside made a magnificent spurt, and a hot rush took place between Neilson and himself, Brooks following behind. Woodside took the lead, which he held to the finish, Neilson contesting every foot of the ground. The last lap was made in 36 2-5, and the two miles in 6.12 2-5.

The half-mile foot race came next, and was contested and won as follows :

C. Darrel.....	1
R. B. Harris.....	2
J. Goyette.....	0
A. Rankin.....	0
A. Smith.....	0

This was a professional affair, Harris holding the lead till he was almost on the string, when here he weakened and was passed by Darrel. Time, 2 19 4-5.

Then came the three-mile bicycle lap race. The finish was as follows :

G. E. Weber, Smithville, N.J.....	1
H. W. Clarke, Woodstock.....	2
T. Fane, Toronto.....	3
S. T. McKay, Woodstock.....	4

Weber took the lead on the second lap, and maintained it to the close, making the three miles in 10.50. He took it easy during part of the race, but made an effort to make a fast quarter on the last lap, which he made in 38 3/4.

The half-mile dash bicycle brought out :

H. W. Clarke.....	1
Fred. Foster.....	2
S. T. McKay.....	3

This was interesting, because Clarke and Foster met again after Foster's victory in the five-mile race. Clarke, however, turned the tables, as he won a good race in 1.23 1-5.

For the S. Woodroffe cup, 2 miles, only Clarke entered, and rode over the distance in 6.44 4-5. As this is the third time, the cup becomes his property.

Messrs. Robinson and Terry of Toronto, rode against time on a tandem for a half-mile, making it in 1.46 2-5. The consolation race wound up the day's proceedings. This resulted as follows :

S. L. McKay.....	1
F. Westmacott.....	2
Strange.....	3
Time, 3.59 4-5.	

Wheel Tracks.

The Star now holds the 50-mile world's record.

The latest name for wheelmen adopted by Chicago hoodlums is "Bi-Kicker."

The project of holding a race-meet at Vicksburg, Miss., next September, is talked of.

The initiation fee of the League has been raised to \$1.00. The new rule went into effect May 15.

McCurdy will abandon the crank machine and ride a Star racer, which is now being built for him.

John Keen rode twenty miles against horses at the Crystal Palace on Easter Monday, and won in 1h. 12m. 38s.

Percy Stone says he can beat Munger or Kluge on climbing hills, but that they can both leave him on the level.

Gormully & Jeffery are going to build a bicycle for a Tennessee man that stands seven feet eight inches in his stockings.

The English ten-mile championship was won at Leicester, April 26, by Howell; Duncan 2nd; Lees 3rd. Time, 30m. 30s.

Fred. Cooper and W. Nicholson have made a tandem record on the Ripley Road of 34.17 for ten miles. The American record is 39.

St. Louis claims to have 800 wheelmen in the city, and that they show more enterprise to the square inch than any other city in the Union.

Mr. Henry Irving has presented the London Tricycle Club, of which he is president, with a tricycle to be raced for at the first meeting of the club.

Weber and Kluge feel they have put the record for fifty miles so far ahead that they can rest in the assurance that they will hold it for a while anyhow.

V. C. Place, one of the fast men of 1881, will appear on the track this season mounted on Howell's 59-inch Rudge Racer, on which the latter rode the mile in 2.31 2-5.

A Roxbury rider tells us to take ball-bearings to pieces and lubricate them with vaseline. Once treated in this way they will last a whole season without further need for lubrication.

C. E. Kluge did so well in his first attempt on a tricycle last year, that he intends to practice this season, and the tricyclists will have to be alive if they wish to hold their records.

R. Howell won the one-mile championship race at the Molyneux Grounds, Wolverhampton, England, April 28, in 2.52-3-5, beating Duncan and DeCivry by thirty yards—a very hollow victory.

Cycler with a Kangaroo, and his best girl—Girl: "What is that funny little bag back of the saddle?" "Why, that is a pouch for tools." She: "Oh! that's why you call it a Kangaroo, isn't it?"

A club of about ten or twelve bicyclists is to be formed in Hagersville (Ont.) this summer. It is also proposed to form a club between Caledonia, Hagersville and Jarvis, about twenty wheels being in use in the three places.

New Jersey is not a large State. It ranks nineteenth in point of population, but in League membership it ranks fourth. This is owing to the liberal policy the State has pursued in distributing maps and road-books to League members.

President Cleveland, when in Buffalo, used a friend's tricycle to a considerable extent. When he got to Washington he was presented with one for his own use. Among other notables who indulge in tricycling might be mentioned Queen Victoria, two of her daughters, the Prince of Wales, Henry Ward Beecher, Rev. George F. Pentecost and Wm. M. Evarts. Schuyler Colfax, it is said, was also a lover of tricycling.

Continued on p. 92.

The Only Manufacturers

In the United States who actually manufacture their own Machines.

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222 & 224, N. FRANKLIN ST., CHICAGO, ILL.

← MANUFACTURE →

The American Champion Bicycle.

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Positively the Best and Most Durable Roadster for the Money ever placed on the Market.

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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

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Canadian Wheelmen's Association

ORGANIZED SEPT., 1882.

(Open to all Amateur Bicycle and Tricycle riders.)

Fourth Annual Race Meeting to be held on the Shamrock Lacrosse Grounds (4-lap cinder track), Montreal, on Thursday and Saturday, July 1st and 3rd, 1886. Commencing at 3 p.m., weather permitting.

PROGRAMME.

(Two prizes in each event.)

FIRST DAY.

BICYCLE.

- One Mile Championship of Canada.
- Five Miles " "
- Three Miles Roadster, (Machines 40 lbs. or over).
- Half-Mile Dash without hands.
- Three Mile.
- One Mile (4th class), open to all Amateurs who have never raced before.

TRICYCLE.

- One Mile Championship of Canada.

FOOT.

- 100 Yards, in heats (best 2 in 3.)
- Quarter Mile.

SECOND DAY.

BICYCLE.

- Half-Mile Championship of Can., in heats, (best 2 in 3.)
- Three Mile Championship of Canada.
- Five Mile.
- Two Mile (2nd class), open to Amateurs who have never won a first prize from scratch except in 3rd or 4th class race.
- One Mile (3rd class), open to Amateurs who have never won a prize except in a 4th class race.

TRICYCLE.

- Three Mile.

FOOT.

- 220 Yards.
- Half-Mile.

FRIDAY, JULY 2ND.

Road Race, either to Lachine (10 miles), or the Athletic Club House (6 miles).

FRIDAY NIGHT IN VICTORIA RINK.

- Fancy Riding Competition.
- Drill Squad Competition.

Entries close 24th June, 1886.

to the Chairman of Race Committee, P.O. Box 1148, Montreal, Que., accompanied by a fee of \$1.00 for each championship event and 50 cents for each of the other events. Fees returnable to actual starters.

Entries to Friday's events are free.

Competitors entering for "class" events must submit a written statement over their own signature that they are eligible for the class entered.

Competitors are requested to give the name of their Club. Unattached competitors must furnish proper credentials of their standing as amateurs.

The Committee reserve the right to make any alteration in the programme they think necessary, and to refuse or strike out entries.

Extra cheap rates are offered on the G.T.R. and C.P.R., and on the Richelieu & Ontario Navigation Co., and in the Hotels.

For full particulars, see our pamphlets, or address the Secretary.

J. D. MILLER,

Chairman, Race Com.

FOR SALE,

BICYCLES—56-INCH.—One INVINCIBLE SEMI-RACER, latest pattern; one CANADIAN RUDGE. Both in splendid condition, and bargains.—F. J. CAMPBELL, 13, Czar street, Toronto.

FOR SALE,

52-INCH "BERKSHIRE," No. 1 \$55.00
 50-INCH "BERKSHIRE," No. 2 50.00
 52-INCH "SANS-PARIEL" 75.00
 54-INCH "EMPIRE" (full Plated)..... 80.00

48-inch "LONDON SAFETY" (second-hand), in perfect order, suitable for rider of 51-inch; Ball Pedals; K.O.R. Lamp; \$60.00; cost \$110.00. To close out stock.

WALLACE C. TROTTER & BRO.,
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So attract-ive a little novelty that every one who sees it wants it. You should have it. To introduce our full, expensive, and interesting catalogue of guns, knives, novelties, and useful articles, we will send this whistle and catalogue by mail, post-paid, for only 25 cents in stamps. Address RENNIE & ALLSON MFG. CO., 725 Filbert Street, Philadelphia, Penna.



Wheel Tracks.

Gormully & Jeffery's working force consists of some 150 trained mechanics.

Prince believes a man riding a 54-inch wheel has a vast advantage over a man on a 60-inch.

Schock will have to look to his laurels. Snyder has beaten him twice in a twenty-five mile race.

John O. Blake has been elected Chief Consul L.A.W. for Illinois over B. B. Ayers, the votes standing 61 to 58.

It is claimed that there are upwards of 250 physicians in the United States who enjoy the delights of cycling.

Burley B. Ayers, the energetic commander and originator of the "Big 4," has pinned his faith to a 54 inch Rudge light roadster.

Munger has been riding over the 27 miles of trestle and bridge of the Northeastern Railroad, which crosses Lake Pontchartrain, La.

Miss Stone, sister of Percy and the late Cola, is a tandemness. She lately rode thirty-six miles in the evening, and finished by moonlight.

John Harrington, the English manufacturer of cradle springs, has presented Col. Pope with a three-seated settee, built on cradle springs.

Gormully & Jeffery will issue in the near future a very neat half-sheet show-card with photos of all their wheels, interiors of their factories, etc.

The English 20-mile professional championship has again been won by R. Howell, in 1h. 9m. 46s. H. O. Duncan was second, and F. J. Lees third.

It is becoming quite the thing with Boston wheelmen, who are fond of anything English, to turn the tops of their stockings down over the calves of their legs, fastening the stocking just below the knee with an elastic band. This method has at least the advantage of helping to conceal nature's shortcomings.—Globe.

It appears that Munger does not claim a record on his fifty-mile performance at New Orleans.

The London agents for *Outing*, Messrs. Sampson Low & Co., cabled over for 5,000 copies of the May issue.

A fact not generally understood by cyclists is, that the ordinary solid rubber tire, when worn out on one side can be reversed.

Howell and Wood will run a ten-mile match race for £25 a side, the result of a little "chipping" between these famous riders.

Secretary Aaron, of the L.A.W., has been obliged to leave his post and seek health in the South. He had overworked himself.

The winners of the one, ten, twenty and fifty-miles bicycle championships of the world, held in England at Easter, all rode the Rudge Racer.

Rowe and Hendee were weighed last week, and there was only an ounce of difference in their weight, both tipping the scales at about 175½ lbs.

Twenty-one thousand miles in six years, riding after business hours, is a record to be proud of, and the happy man is C. A. Hazlett, of Portsmouth.

The one-mile "home-trainer" record now stands to the credit of C. S. Holt, South Gardiner, Mass., who, on April 14, ground off that distance in 1m. 27 2-5s.

Fred. E. Van Merbeke, en route to San Francisco on a bicycle, arrived in New Orleans on May 1, having been 49 days on the road from New York.

F. Lees is coming to America with the intention of riding 21 miles within the hour, as he thinks there is no track in England where the feat can be accomplished.

The Overman Wheel Company has raised the bond required to dissolve the John Harrington attachment, and business is now running along smoothly with them.

Gaskell is a disappointed man. Speechly has won the Surrey Cup three times, and it becomes his property. Gaskell had won it twice and wanted one more try for it, but it was not to be.

A twenty-miles professional championship was decided at Leicester, England, April 17th. R. Howell won in 1h. 9m. 46s.; H. O. Duncan 2nd; F. J. Lees 3rd. The last mile was ridden in 2.53.

A. T. Lane, of Montreal, sends us his catalogue for 1886. It has an illuminated cover in black and gold, and contains a full list of cycles and accessories kept on hand by our enthusiastic Montreal friend.

The *Cyclist* does not believe in the international championship as proposed by the Springfield Club. Mr. Sturmy believes the associations of the two countries should run the championships if any are established.

Two hundred wheelmen will be in attendance at the State meet of the Michigan Division L.A.W., to be held at Detroit, Thursday, June 24. The races will be run on the new track of the Detroit Bicycle Club.

Fred. Jenkins, former editor of *The Wheel*, and now correspondent for several papers, has entered the field as a dealer, repairer and manufacturer. His office is at 21 Park Row, and the factory and repair shop at 291 West 11th street, New York.

THE CANADIAN WHEELMAN for April contains a supplement dealing with the Constitution and By-laws of the C.W.A. as amended in February by the Board of Officers. THE WHEELMAN appeals energetically for a representative Canadian champion to take rank with the Rows and Hendees of the States, and the Cortises and Howells of Britain. We echo the appeal, and hope Canada's coming man will brace his sinews to the task before him, and be not too long coming, lest we die of impatience for him.—*Wheeling* (London, Eng.).

NEW RAPIDS.

The only machine having the TRUE TANGENT WHEEL. Don't buy until you have seen them.
Fitted with Ball Bearings to both Wheels, and Ball Pedals.

PRICE, - \$115.00.

“INVINCIBLE.”

We can say nothing with regard to this machine that the Cycling public don't know. Actions speak louder than words, as the following will show:

RECORDS.

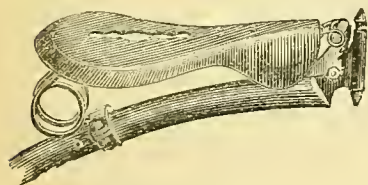
½ mile, 1.23 1-5. 2 miles, 6.29 2-5. 3 miles, 9.52. 4 miles, 13.37. 5 miles, 16.06 3-8. 6 miles, 20.29 2-5.
7 miles, 23.50. 8 miles, 27.12 1-5. 9 miles, 30.35. 10 miles, 34.33 4-5. 20 miles, 1 hour, 11.53.
50 miles, 3 hours, 07.22. ½ mile, without hands, 1.36 4-5.

The “CLUB” Safety.

Although only a short time on the market it has forged its way to the front rank as the BEST Safety made. It has proved itself a fast machine, holding every Canadian record for Safety Bicycles. Compare it with other Safeties and satisfy yourself.

REPAIRS.

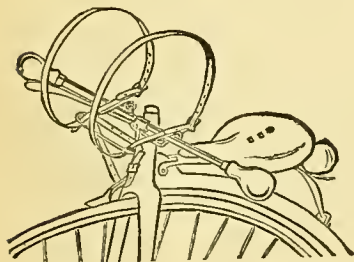
Our MR. LAVENDER, who is at present in England, has secured the services of a practical Bicycle repairer, from Coventry, England. With his services, and over 12 years' experience in the Bicycle trade, we are in a position to say that we can execute repairs in every branch, and in the best possible manner, using nothing but the finest material chosen by Mr. Lavender, at 25 per cent. less than any other dealer in Canada.



THE “COMET” SADDLE

Manufactured by us, is a decided improvement on the Lillibridge.

Having engaged a man from Boston, who has had considerable experience in the manufacture of Bicycle Saddles, we can now offer Cyclists the best Saddle ever introduced. For ease, comfort and durability, it is there every time, and we are prepared to execute all orders, wholesale and retail, for the “Comet” Saddle. Price, \$1.00.



FANE'S LUGGAGE AND BUNDLE CARRIER.

Frame work, nickel plated. Finished in the best style, and made from the best leather.

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WHEELMEN'S



ASSOCIATION

FOURTH

ANNUAL : MEET

AND

RACES

ON

THURSDAY, FRIDAY & SATURDAY

JULY 1st, 2nd and 3rd, 1886.

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GRANDEST CYCLING EVENT HELD IN CANADA.

Fancy Riding Exhibition by the finest couple of Trick Riders in America.

Races to suit everyone, from the Green Riders to the Champion.

Reduced Rates on the Railways, Steamboats and at the Hotels.

☞ All events (barring Championships) open to all Amateurs.

For List of Events, etc., see other column.

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Hon. Sec. Managing Committee.

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Machines in stock :

**RUDGE LIGHT ROADSTER,
LIVERPOOL LIGHT ROADSTER,
ROYAL CANADIAN SPECIAL,
ROYAL CANADIAN, NO. 2,
THE BOYS' OWN IDEAL,
AMERICAN CHALLENGE,
KANGAROO SAFETY,
PREMIER CRIPPER TRICYCLE,
HUMBER TANDEM TRICYCLE,**

And about 70 Second-hand
Wheels of all makes.

SEND FOR LIST.

A BARGAIN.

52 inch Liverpool Racer, "Æolus"
balls to both wheels and pedals. T
handles. *Never been ridden.*

PRICE. - \$80.00.

A first-class Light Racer in perfect
Condition.

ANOTHER BARGAIN.

54 inch Sanspareil, ball bearings to
both wheels, all nickle plated, but
felloes; has been ridden very little
and is in perfect order.

PRICE. - \$75.00.

AND STILL ANOTHER.

Coventry Rotary Convertible Soci-
able Tricycle, in first-class order, made
by Rudge & Co. Not ridden 100
miles.

PRICE. - \$125.00.

1886.

NEW CATALOGUE 75 ENGRAVINGS

Is now ready. Send 3-cent
Stamp for it.

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All the Latest Novelties from
Bicycle Exhibition held in
Boston, May 27th, 28th
and 29th.

ALL WHEELMEN

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are cordially invited to give me
a call and look through my stock
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Store is close to the Windsor
Hotel, and is open until 10
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LONG DISTANCE
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STEPS —

HILLMAN'S ADJUSTABLE
HARWOOD'S "
IDEAL RUBBER CAPPED

BAGS.—

MULTUM IN PARVO
MINIMUM
KING'S OWN
CYCLISTS' WALLET
DON TOOL BAG
HANDY TOOL BAG
BUFFALO
CHALLENGE
PREMIER

BELLS.—

HILL & TOLMAN AUTOMATIC
BUTCHER AUTOMATIC
&c., &c., &c., &c.

LAMPS.—

KING OF ROAD
PIONEER
BOYS' OWN
FOOT-REST LAMP FOR KANGAROOS, &c., &c.

SUNDRIES.—

PERFECTION TIRE HEATER
SPRING TOP OIL CANS
PARADOX "
OVERMAN SCREW-DRIVER
HANDY HOOKS
SPOKE GRIPS
YANKEE WRENCHES
CALIOPE WHISTLES
LUGGAGE CARRIERS
HILL CLIMBING BELTS
BICYCLE STANDS
ENAMEL, CEMENT, BALLS
SPOKE GRIPS, SUSPENDERS, SHOES, CAPS,
BELTS, STOCKINGS

Have you got a *Screamer*? If not,
then send 50 cents for one, and be
happy ever afterwards.

Have you got a roll of *Tire Tape*
in your valise? If not, send 25 cents
for 3 rolls; it is invaluable.

A. T. LANE, - - - MONTREAL.

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FOR 1886

ARE CONFIDENTLY PRESENTED AS THE

Stanchest, Most Reliable and Easiest Running Machines Manufactured.

THE COLUMBIAS ARE THE HIGHEST GRADE OF MACHINES MADE.

They have stood the test of the roads FOR EIGHT YEARS, and so far as known there is not a COLUMBIA which by wear or breakage is unfit for use.

THE RIDERS OF COLUMBIAS HOLD THE BEST RECORDS OF THE WORLD.

The COLUMBIAS are ridden by the majority of Wheelmen at every League Meet, and are almost invariably chosen by the Long-distance Wheelmen.

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CATALOGUES SENT FREE.

STANDARD COLUMBIA.

This "Old Reliable" Wheel has gone into the largest use of any Bicycle in this country. A thoroughly First-class Machine at about the price charged for Second-grade Bicycles. For the money it is the best Bicycle manufactured.

COLUMBIA TWO-TRACK TRICYCLE.

Strong, Stanch, Rigid, Light, and Easy Running. The simplest and Most Scientifically Constructed Tricycle in the Market.

COLUMBIA RACING TRICYCLE.

Weight, all on, 47½ pounds. Remarkably Strong, considering its weight.

COLUMBIA SAFETY.

Strong, Light, Simple, Easy Running.

LADIES' COLUMBIA TWO-TRACK TRICYCLE.

A Light and Elegant Machine for Ladies and Men weighing up to 130 pounds.

EXPERT COLUMBIA.

A scientifically constructed, High-Grade Roadster. The Lightest Bicycle made with Full Inch Tires.

COLUMBIA LIGHT ROADSTER.

A Genuine Light-Weight Bicycle.

COLUMBIA SEMI-ROADSTER.

A High-Grade, Moderate-Priced Bicycle, for the use of boys and light men of small stature.

COLUMBIA RACER.

Upon this Racer were made the World's Records for ¼ and ½ mile, and from 2 to 38 miles (inclusive); the World's Amateur Records for ¾ and 1 mile; the World's Professional Records for 4 to 10 and 21 to 43 miles (inclusive); the Greatest Distance Ever Made Inside the Hour (20½ miles, 396 feet).

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The Canadian Wheelman

TORONTO, CAN. CO.

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, JULY, 1886.

No. 9.

-- THE VICTOR --

1886—LIGHT ROADSTER—1886

SHOWS ALL THE IMPROVEMENTS WHICH A YEAR'S EXPERIENCE CAN SUGGEST.

LIGHTER, WITHOUT SACRIFICE OF STRENGTH.

NARROWER TREAD.

Compressed Tires much Improved,

Doing away with the dead rubber down in the rim.

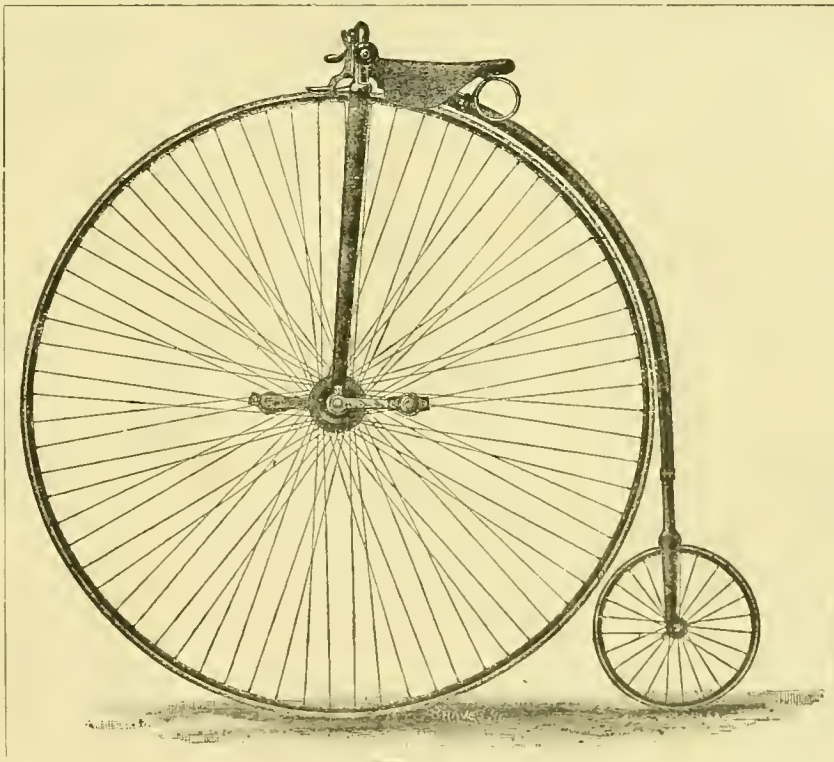
NEW DEVICE

FOR LOCKING THE HEAD,

Avoiding the constant annoyance of its coming loose.

HANDLE BAR

Entirely changed and improved, past a reasonable chance of breakage.



Saddle much Improved,

longer and narrower, with wrench strapped on underneath.

We cannot enumerate its many good points here, but will claim the

Handsomest and Easiest-Running

LIGHT ROADSTER

EVER OFFERED IN THE MARKET.

You will make a mistake if you buy without investigating.

WILL BE READY FOR DELIVERY VERY SOON.

OVERMAN WHEEL COMPANY,

182 COLUMBUS AVE., BOSTON, MASS., U.S.A.

PRACTICAL AND TRUE.

The following are but a few samples of the letters we are receiving every day, and the encomiums personally passed upon the Rudge by its riders.

E. DUFFIELD, Hamilton (an experienced rider).—“My 54-inch Rudge Light Roadster fully meets my expectations.”

J. A. MUIRHEAD, London, one of the Canadian pioneers of wheeling.—“I like my 52-inch Rudge Light Roadster splendidly, and am perfectly satisfied with it.”

THOS. BRADSHAW, St. Thomas.—“I am very well satisfied with my Rudge Light Roadster so far.”

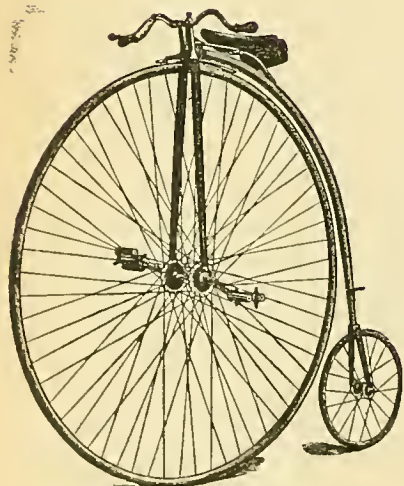
A. C. CAMP, St. Catharines.—“I like my Canadian Rudge immensely.”

F. R. CLOSE, Hamilton Bicycle Club.—“I am more than satisfied with the Rudge. It is as easy running as any I have tried.”

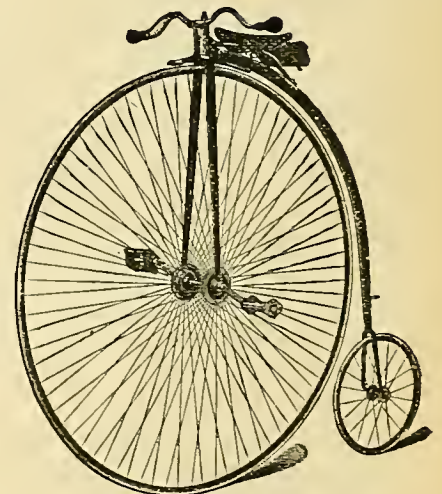
FRED MORPHY, Secretary Wanderer's Bicycle Club, Toronto.—“I am delighted with my Rudge Light Roadster.”

GEO. H. ORR, ex-captain Wanderer's Bicycle Club, Toronto.—“I wouldn't ride any wheel but the Rudge.”

JOSEPH D. LAMONT, Chatham.—“The Rudge Light Roadster is a daisy.”



THE RUDGE LIGHT ROADSTER
\$115.00.



THE CANADIAN RUDGE
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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.

Subscription Price to Non-Members. . . . \$1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, JULY, 1886.

THE SECRETARYSHIP.

One of the most important subjects that will come before the Association for consideration at the approaching meet will be that of the Secretaryship. For over three years Mr. Hal. B. Donly, of Simcoe, has filled the position to the satisfaction, we think we may say, of every member of the Association. To his energy, his industry, and his devotion to the interests of the Association, is in great part to be ascribed its growth and its maintenance in its present prosperous state. It is no slight task to merely perform the routine work of the office of Secretary, but to have added to that the duty of maintaining the membership of an organization coextensive with the Dominion, by dint of continual drumming up of the various clubs and by urging the benefits of membership upon all wheelmen whose addresses can be discovered, is a work of such magnitude that it is absurd to suppose that one man will be willing to devote himself to it, year after year, without at least compensation for his loss of time. True, on the establishment of an Association such as ours, the work mentioned had to be performed out of pure love for the sport, and regard for its advancement. True, also, that on two occasions the present Secretary received slight presents from the Association in recognition of his great services. But the time has arrived for either a change in the occupant of the office or in the nature of its relation to the Association. Mr. Donly informs us that he has determined either to resign his office at the approaching meeting in Montreal, or continue in it only as a paid servant of the Association. Engrossed in the cares of journalism, Mr. Donly finds that his business interests are suffering from the amount of time and labor he has to devote to the faithful performance of his duties as Secretary-Treasurer of the Association, and he very properly feels that he should resign the latter offices if it is not considered advisable by the Association to retain him as a salaried official. He appreciates the fact that it is not at all likely the Association could afford such a salary as would recompense him for his work, and he would look only for such an amount as would save him from actual loss.

It will be for the Association to decide what is best to be done. We know the value of Mr. Donly's services, but are not aware of the state of the Association's finances. We have grave doubts as to the possibility of finding a gentle-

man willing and able, without emolument, and out of that spirit of self-sacrifice which we have mentioned as having been necessary at the birth of the organization, to take the place of the present Secretary-Treasurer. Out of justice to Mr. Donly, it should be said that he has no part in the penning of these lines, nor has he taken any part in the editorship of THE WHEELMAN, as has been supposed by some. Had it been otherwise, the paper would not have felt free to thus bear testimony to its high appreciation of Mr. Donly's services to the cause of cycling. We sincerely trust that such an arrangement may be possible as will retain to the cause of the Association Mr. Donly's energy, ability and enthusiasm.

—:—

THE MEET.

A last word!

A few days after this issue of THE WHEELMAN reaches our readers it will be time to start for Montreal. Let every wheelman make up his mind to go if going is within the range of possibilities. The enjoyment to be expected from the three days' visit to Montreal should be sufficient to nerve every wheelman to make an extra effort to be at the meet. The tasty and comprehensive programme issued by the Montreal Bicycle Club must now be in the hands of every member of the Association, and it offers a most enticing array of inducements to every wheelman. Races, parades, concerts, and last, but not least, the beauties of the city of Montreal, combine to call upon one and all to visit the commercial metropolis of Canada.

Go, if in your power. Go as individuals Go as clubs. Go in the Toronto tour. If you can, but go anyway. Show the Montreal boys you appreciate their energy, their whole-hearted hospitality, their sacrifices in times past for the C.W.A. Go, Go, GO!

If the West is not largely represented at the meet, the West should never ask the Montreal boys to attend a western meet again.

—:—

EDITORIAL NOTES.

The L.A.W. parade of '86 in Boston was not so large as the one of '81. Parades are not esteemed as highly as they used to be.

Burley B. Ayers and Abbott Bassett were both spoken of as possible successors to Mr. Aaron, in the secretaryship of the League, at the last meet.

Toronto, Montreal and St. Thomas have now been favored with the presidency of the C.W.A. Where shall the next official head of the sport in Canada hail from? The East, the Centre and the West have had their turn, and some intermediate point will likely now be selected. Ottawa has strong claims to the honor, having long been a firm supporter of the Association, but Belleville, Hamilton, Brantford, Woodstock, Simcoe, and half a dozen other places in East and West have claims that cannot be ignored.

The rule of the C.W.A. that the President of the Association is not eligible for election two successive years, strikes one as more sensible, and more likely to promote good feeling between all sections of the wheel country, than

the League rule, which permits the re-election of the President an indefinite number of times. Mr. Beckwith has been elected president four out of seven times, and the western members of the League do not appear at all satisfied with the monopoly of the honor which that gentleman has obtained—excellent presiding officer as he is. Let the honors rotate by all means.

The Stratford Bicycle Club is entitled to a great deal of credit for the prompt manner in which it brought to justice a lout of a farmer who had refused the road to a bicyclist, had ridden over his machine, and seriously injured him, as detailed in another column. The summary punishment meted out to the fellow spoke well for the good judgment of the magistrate, and should prove a timely warning to all other farmers in the vicinity of Stratford who may be inclined to dispute the right of way with a bicycle, or who consider a bicycle a fit subject for annoyance. It is in such acts as this one performed by the Stratford club that the benefits of organization are most distinctly defined.

Speaking about farmers, and their treatment of wheelmen, it is a pleasing fact that a very amicable feeling exists between the wheelmen and the farmers in the west. At the time when bicycling was in its infancy, farmers were rather accustomed to looking upon riders as "dudes," with more muscle than brains, and were inclined to be hostile, and to show the "city snobs" that they were not in the least overawed by their knee-breeches, polo caps and consequential air. Little rows 'twixt farmers and wheelmen were not uncommon in those days, but they are happily past, and now nine farmers out of ten will give the wheelman a cheery nod of familiarity, and as much of the road as he thinks he needs. When riding on the wrong side of the road we frequently meet with farmers who gladly turn out in order that the wheelman's path may fall in pleasant places, and many other little acts of kindness shown nowadays by our bucolic friends go to prove that they realize that we all are brother travellers over life's highway, and Canadian gravel roads, and deserve a fair share of consideration at their hands.

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BICYCLE BEARINGS

The bearings in a bicycle are perhaps more to be admired than any single part. Instead of allowing the axle to slide round in its bearings, hard steel balls are introduced, so that the parts which are pressed together roll over and do not slide upon one another. I can now give for the first time the result of an experiment only completed this morning, which shows the extraordinary perfection to which this class of work has attained. I have observed how much a new set of balls has lost in weight in travelling one thousand miles in my machine. Every two hundred miles I cleaned and weighed the balls with all the care and accuracy that the resources of a physical laboratory will permit. The set of twelve, when new, weighed 25.80,400 grm.; after one thousand miles they weighed 25.89,088 grm., the loss being 3.12 mgrm., which is equal to 1.20.8 grain—that is, running one thousand miles each ball lost 1.250 grain. This corresponds to a wear of only 1.158,000 inch off the surface. At this rate of wear—3.12 mgrm. per one thousand miles—the balls would lose only 1.34.3 of their weight in travelling as far as from here to the moon.—H. B. C., in *L.A.W. Bulletin*.

MONTREAL.

As the days approach for the great meet of the Association here, the cyclists are working with a will, both on and off the racing track, and every one is full of excitement and expectation.

The official programme, which has been distributed among all members of the Association, has been voted the prettiest of its kind ever issued, and is complete in every detail. Citizens here are readily paying their ten cents to secure a copy.

No expense is being spared to make the meet a grand success, and other entertainments than those already mentioned on the programme are on the *tapis*, and wheelmen may look forward to a "dazzling" time of it, taking in the extensive programme and the many sights and places of interest to visit.

The Victoria Skating Rink has been secured for the storage of wheels, and will be beautifully decorated with flags, etc., and lighted with electric light. It is the largest rink in the world, and has accommodation for over 6,000 people, and the boys expect to see it filled to overflowing at their concert on the night of the 2nd July, to be given in honor of the wheelmen attending the meet, and who are invited gratis. Competition in single fancy riding and club drill for amateurs will be given, and for which it is to be hoped large entries will be received. There will also be an exhibition by the famous fancy riders, Lester and Alden, which will be a very attractive feature of the programme, as they were engaged and gave an exhibition at the concert at the annual meet of the League of American Wheelmen in Boston last month, and were a grand success.

Mount Royal park will be at its best, and the roads and many coasts are perfection. Thrice blest is the wheelman who has the leisure to spend a day wheeling over this magnificent park, from which many of the finest views in Canada can be seen, and over roads that are as smooth as a ciner path, overhung with dense foliage, making them cool and refreshing in the hottest of weather. At the back of this mountain we have our country rendezvous, the athletic club house, which is one of the chief attractions for visitors to Montreal. Here flock lovers of outdoor recreation, to catch their health and enjoy one of the prettiest nooks in this fair country of ours, and take part in some of the many different games that are provided by the company for the entertainment of visitors. This will show to our western brethren the interest our citizens take in outdoor sports and pastimes.

On the track the question is, who is going to be this year's champion, and what are going to be the records after the races are over. For the records, the Shamrock track is going to be fixed, and will be made fast enough for the following, which is not far off the mark: Half-mile, in 1.25; one-mile, 2.52; three-mile, 9.20 and four-mile, in 15.40. All the racing men here are getting in fine fix, and are making fast time. New men are budding forth strongly, among whom is a dark horse, who has a record of 2.43 for the mile; so western men had better beware, lest a bomb should fall among them down here, and Montreal retain all the honors of the path.

The road race to Lachine is an experiment. The distance is ten miles, over good roads; the entry is open to all amateurs, and the prizes are four valuable medals. So it is hoped that there will be a large field of riders entered from the west, who will give our local men a rub up. On reaching Lachine, and after the races have all come in, boat will be taken there for a trip down the famous Lachine rapids, and will also give visiting wheelmen a chance to see the famous Victoria bridge, and the magnificent harbor and front of our fair city. The races on both days are going to be simply grand, and worth coming hundreds of miles to see. With such men as Clarke, Foster, Davies, Low, Robertson, Scales, and our dark horse, they will be never-to-be-forgotten races and fast time will be made. In the green and other races there will also be keen competition and large entries. To all wheelmen outside of Montreal, we say come, and we will give you such a welcome and good time that our

sport-loving city is famed for. You will never regret it, we guarantee that, and we guarantee that the meet here will surpass everything ever held in Canada, and will never be equalled till you come again in the year 1890. Meanwhile, come. Welcome to all.

:o:

THE TOUR TO THE C.W.A. MEET.

DETAILS OF THE PROPOSED TRIP.

Messrs. Charles Robinson & Co., of 22 Church street, Toronto, send us a revised programme of the proposed tour to Montreal, which we give below.

MONDAY, June 28.—Wheelmen west and north of Toronto will reach the latter city by morning train, reporting at 22 Church street immediately upon their arrival. After dinner wheels will be mounted and a start made for the East *via* King street and the Kingston road, reaching Whitby in the evening.

TUESDAY, June 29.—The forenoon run will be to Newcastle for dinner, and the afternoon run to Cobourg for supper. The G.T.R. Express will be taken at 10.30 p.m. for Kingston.

WEDNESDAY, June 30.—A day's ride on the steamer through the Thousand Islands and the world-famous Rapids, reaching Montreal in time for supper. The M.B.C. will meet the tourists on their arrival.

THURSDAY, July 1 (DOMINION DAY).—Races of Canadian Wheelmen's Association, preceded by parade of visiting and home wheelmen.

FRIDAY, July 2.—A fine programme for the day's enjoyment will be provided by the Montreal B.C., including a road race to the new Athletic Club House and festivities in the evening.

SATURDAY, July 3.—A ride through the Mountain Park and visits to the other principal points of interest. The return trip will be commenced, *via* rail, on Saturday evening or Sunday morning.

Complete arrangements will be made for the comfort of the tourists. Greatly reduced rates have been secured, and it is expected that the total cost of the trip from and return to Toronto will be about \$25, which will include railway and steamship fares and hotel expenses.

To parties of ten west and north of Toronto we will give a certificate entitling them to a two-cent a mile rate on the G.T.R. to Toronto.

They add that they are not arranging this tour for their pecuniary benefit, and that they will not accept one cent in commissions from any source. They will only assess each member of the tour with a small amount to cover the necessary expenses of printing and postage.

The fare from Toronto to Montreal and return, including fare (but *not* meals) on steamer, will be \$10. Bicycles will be carried free.

Special certificates of membership in the C.W.A. must be shown by the tourists in order to obtain these reduced rates. These certificates can be procured from Chas. Robinson & Co., who would like an early intimation from those intending to join the tour. It will be a fine opportunity for wheelmen to enjoy a week's outing, and we have no doubt but that many will take advantage of it.

:o:

An English writer says of Furnivall: "Apparently, Furnivall will be as formidable as ever. He rides in the same ungainly style, leaning right over the handles, but retains his spurring powers. Asked as to his intentions, he means to ride hard this year and will also make an effort with Gatehouse to get the tandem championships. His career has been a wonderful one. Last Whit-Monday, at Stortford, he was almost unknown, except locally, and those who saw him never thought that in less than fourteen days he would be a celebrity at record breaking. Still less were his successes in America expected, and it was with no small interest his visit was looked forward to. During the winter he has been reading hard for his medical examination." He won his first race of the season on 13th April, winning a two-mile handicap from Harvey (290 yards) and Talmage (410 yards).

THE LEAGUE MEET.

The League of American Wheelmen's annual meet at Boston was a success. The wheelmen were blessed with the finest riding weather, and the entire three days' programme was most successfully carried out. Over 600 bicyclists were in line at the parade. On the first day the hill-climbing contest was the feature of the programme. Corey Hill is 2,300 feet in length, with a rise of 199 feet. The average grade is one foot in eleven, but at one point it is one foot in seven. Six men started, and five succeeded in reaching the summit. Geo. F. Weber, of Smithville, reached the top in 3m. 16 3-5s., beating the best previous record.

The Board of Officers met and chose for the fourth time as president Dr. N. M. Beckwith, of New York. T. J. Kirkpatrick, of Springfield, Ohio, was elected as vice-president, and Sanford Lawton, of Springfield, Mass., treasurer. John C. Gulick, of New York, together with the president and vice-president, will constitute the executive committee, while Eugene M. Aaron, of Philadelphia, was retained as secretary, and his position made permanent instead of elective from year to year. The business of the League has grown so great that the secretary has been obliged to employ a large force of clerks, and was consequently voted a salary of \$1,500, and \$2,000 per annum additional for clerical assistance. The secretary's report shows a total membership of 8,643, an increase from last year of nearly 64%.

The chairman of the Racing Board stated in his report that the Board had declared twenty-eight men to be professionals for having violated the amateur rule. For violations of Rule H it had suspended eight men from the racing path until May 30. It has reinstated as amateurs seven riders. After much discussion, the meeting almost unanimously voted to indorse the action of the Racing Board. The meeting also voted to indorse the Board's action in suspending those men who had been charged with violating Rule H of the racing rules. E. J. Shriver, of New York, moved that the by-laws be amended by the Board of Officers so as to require that the president, vice-president and executive-at-large be elected by the League-at-large instead of by the Board of Officers. The motion was carried. Abbott Bassett moved that the rules be amended so as to admit professionals to membership in the League. This caused much discussion, but on the motion being put, it was declared lost. The meeting came to an end with a parade, championship races and a banquet. The races were held at the Union Grounds, and were attended by an enormous crowd. The officers of the day were: Referee, Abbott Bassett; judges, N. Beckwith, Stephen Terry and T. J. Kirkpatrick; scorers, E. L. Miller, F. T. Sheals and N. Van Sicken; starter, H. E. Ducker; clerk, A. L. Atkins; umpires, C. S. Howard, W. G. Kendall, Geo. Burt and Edw. A. Sells; timers, F. E. Merrill, G. S. Lathrop and E. A. Church. Results:

One-mile novice race—Charles A. Stemke, 1st, in 5m. 17 4-5s.

Five-mile bicycle championship race—A. B. Rich, 1st, in 3m. 26s.

Five-mile tricycle championship race—A. B. Rich, 1st, in 4m. 6s.

Three-mile invitation race—W. A. Rhodes had a walk-over.

Five-mile handicap—T. Boggs, 1st, in 3m. 14 5-8s., with 50 yds start; Weber (scratch), 2nd.

Five-mile Massachusetts championship—F. Gibbs, 1st, in 3m. 19s.

Five-mile invitation race—W. A. Rhodes, walk-over; time, 3m. 20 1-5s.

The supper at the Hotel Vendome in the evening closed the official programme of the three days' meet.

:o:

Messrs. Charles Robinson & Co., of Toronto, report a continued briskness in the trade. The Rudge Safety has had a large trade, and the Rudge No. 2, or Canadian Rudge, has had a big boom. Tricycling is also gaining friends and devotees.

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.

APPLICATIONS FOR MEMBERSHIP.

Peterboro' Club, 9 :
D 0113, A E Ames D 0118, C McClelland
D 0114, C A Lawford D 0119, E A Reid
D 0115, Alex Gibson D 0120, V Halliday
D 0116, Jas McNamara D 0121, F E Bell
D 0117, F J Wight
Simcoe Club, add 2 :
D 0122, H Forsythe D 0123, J H Dobson
St. Thomas Club, add 5 :
D 0130, S H Eby D 0138, T Duncombe
D 0131, F O Pauline D 0140, G Blackmore
D 0135, R Blackmore
Trenton Wheeling Club, 15 :
D 0146, T A O'Rourke D 0154, J B Ward
D 0147, F B Hope D 0155, J Little
D 0148, C A P Godson D 0156, W Chown
D 0149, C Richardson D 0157, H Meade
D 0150, A McDonnell D 0158, R Spencer
D 0151, H Whittier D 0159, F Garratt
D 0152, J C Christie D 0160, C W Thompson
D 0153, H Bentley son
Victoria Club, Montreal, add 2 :
D 0161, David Shirriff D 0162, E H Pickard
Unattached, 5 :
D 0124, James Kobb, Seaforth
D 0125, W A Farrell, Lennoxville, P.Q.
D 0126, W J Wilson, Sherbrooke. "
D 0143, A E Youmans, Jarvis
D 0144, E H Draper, Drayton

APPOINTMENTS.

HAL. B. DONLY, Esq.,
Secretary C.W.A., Simcoe:

DEAR SIR,—I have this day appointed Messrs. Charles Coster and J. M. Barnes, of St. John, N.B., Chief Consul and Representative respectively of the C.W.A. in New Brunswick; and Messrs. F. G. Gnædinger and A. T. Lane, of Montreal, Auditors of C.W.A. accounts. I have also, in consequence of the resignation of Mr. F. J. Campbell, appointed Mr. C. E. Langley, of Toronto, Chief Consul of District No. 2, and Mr. J. D. Miller, of Montreal, Chairman of the Racing Board of the Association.

Yours fraternally,
JAS. S. BRIERLEY,
President C.W.A.

SECRETARY'S ANNOUNCEMENTS.

The Annual General Meeting of the Association will be held at the Club House of the Montreal A. A. A., on Thursday evening, 1st July, at 8 o'clock p.m. sharp. The reports of the Presi-

dent, Secretary-Treasurer, and the Chairman of the several Committees will be presented. The President and Vice-President of the Association will be elected for the ensuing year, and a number of important propositions affecting the well-being of the Association will come up for discussion. It is hoped that every member who is in Montreal on the 1st July will attend this meeting.

By order, HAL. B. DONLY,
Sec.-Treas.

The first meeting of the new Board of Officers of the C.W.A. will be held at the Club House of the Montreal A.A.A., at 11 a.m. sharp, on Saturday, July 3rd. The election of a Secretary-Treasurer and other important business will be brought before the Board. The attendance of every member is requested.

By order, HAL. B. DONLY,
Sec.-Treas.

Clubs belonging to the C.W.A. desiring to vote as clubs at the annual business meeting of the C.W.A. are reminded that the by-laws of the Association provide that they must send duly-accredited delegates, and that one delegate can only cast ten votes, which means that if a club has a membership of fifty in the Association it must have five representatives present to cast its full voting strength. Credentials must be signed by the President and Secretary of the delegate's club, and must be presented to the Secretary immediately upon the opening of the meeting.

COMMITTEES FOR THE FOURTH ANNUAL
MÉET OF THE C.W.A.

Management.—J. D. Miller, Chairman For C.W.A.—J. S. Brierley, H. B. Donly, W. G. Eakins, and W. G. Ross. For M.B.C.—J. B. Ostell, Geo. Darling, A. T. Lane, H. Joyce, and E. G. Gnædinger.
Finance.—J. D. Miller, Chairman; S. M. Baylis, J. B. Ostell, W. G. Ross.
Advertising and Printing.—F. G. Gnædinger, Chairman; J. D. Miller and G. T. Bishop.
Grounds.—W. G. Ross, Chairman; A. T. Lane and G. S. Low.
Parade.—Hor. Joyce, Chairman; J. T. Ostell and E. Barlow.
Storage.—A. T. Lane, Chairman; L. Rubenstein.
Transportation.—W. G. Ross, Chairman; H. Joyce and J. B. Ostell.
Races.—J. D. Miller, Chairman; H. Joyce and J. T. Barlow.
Concert.—S. M. Baylis, Chairman; A. G. Ferrier, L. J. Smith, F. G. Gnædinger, J. T. Barlow and J. D. Miller.
Reception and Entertainment.—J. B. Ostell, Chairman; Geo. Darling, 99 Drummond street; G. S. Low, 935 Dorchester street; W. Rodden, Hamilton Powder Co.; L. J. Smith, 12 Foundling street; J. H. Robertson, Phillips square; J. R. Scales, James Walker & Co.; R. C. Holden, Ames, Holden & Co.; H. B. Holden, Ames, Holden & Co.; J. T. Ostell, London and Lane. Ins. Co.; A. G. Ferrier, Merchants' Bank; J. G. Ross, 18 St. Alexis street; W. G. Ross, 18 Alexis st.; J. D. Miller, Miller Bros. & Miller; F. G. Gnædinger, 94 St. Peter st.; A. Darling, 99 Drummond st.; A. M. Baylis, Notre Dame st.

RAILWAY RATES FOR THE MEET AT
MONTREAL.

Return tickets will be issued from all stations on the G.T.R. and C.P.R. for one fare to wheelmen going to the annual meet of the C.W.A. at Montreal.

Tickets will be sold from June 28th, and will be good to return up to the 5th of July.

Railway tickets will be taken on the boats of the Richelieu and Ontario Navigation Co. for any part of the journey. Carriage of wheels free.

IN EUROPE.

From letters written by Mr. Harry Ryrie we glean information concerning the tour of the Canadian wheelmen in Europe. Not much riding was done in England before proceeding to the Continent. Mr. Ryrie was delighted with London, which far exceeded his expectations. When passing through Rugby, he looked, as all friends of Tom would look, for the river in which Tom Brown used to fish. In London he bought, of course, a plug hat, he got so ashamed of walking around in his tweed. They took in the Colonial, and at Albert Hall heard Albani, Neilson, Santley and Lloyd for one shilling. Crossing over the channel from Newhaven to Dieppe they had a good passage, and rode on their wheels the best part of the way to Paris. A part of the road was composed of unridable cobblestones, but as a rule the road was like a marble pavement without the suspicion of a rut. "It would amuse you to see the country people. The women seem to do quite as much work as the men. Everybody looks coarse, but, with hardly an exception, good-humored." Speaking of their meals, Mr. Ryrie says: "Café au lait we had for tea last night. They bring a kind of soup tureen nearly full of boiling milk, and a small tin of strong black coffee. As soon as you sit down you pour the coffee into the milk and serve the mixture out into bowls and eat it like soup, with spoons, of course. It just amounts to coffee made with milk, but I never tasted anything so nice before. Meals cost on an average one franc each, but if we did not get dishes made specially for us we could probably get them for even less. Even in Rouen, in what appeared to be one of the best restaurants in the place, we had a room to ourselves and a first-class meal for 1½ frs. Our bed last night cost exactly 15 cts. each." After doing Paris pretty thoroughly, the boys started for the Rhine. The roads were splendid, coats of one to two miles not being uncommon. "A peculiarity was that all the roads are marked off by a large stone with number of kilometres to next town on either side, while between these stones there are smaller stones marking each kilometre. It makes you feel as if you were covering some ground when you find yourself passing the stone, like the teeth of a comb, especially when you have your legs up and no work to do. The cobblestones break our hearts, though—it is almost impossible to ride through the towns." From Vitry, on May 17, Mr. Ryrie writes that he met with his first accident, a restive horse causing him to jump on to his machine instead of on to the ground. A smash-up was the consequence, and he was about to take train for Strasburg, where he hoped to have his machine repaired by the time the other boys caught up.

Says Turf, Field and Farm: Two grown men astride of bicycles never meet without inspecting each other's vehicles in much the same manner that two women, each fashionably attired in new and becoming dresses, hastily take in the other's appearance while passing on the street. The wheelmen look around as if half expecting a brick, and note the latest improvements on the machine. The wheelmen are conscious of their conspicuous appearances, and act as if they were half ashamed in playing the human grasshopper act. They know when they meet a man on a bicycle that he is one of them, and that all the world is against him. They always feel sober when three or more are together, but even then they glide along as noiselessly as possible, not wishing to attract any undue attention. No cyclist ever became president of a base-ball club, or a member of the city council, or had a club at his funeral. They all know that when they take to the wheel they renounce all the pleasures and honors of life. This fact makes them sad. It is a bond of sympathy between them.

Burnham has broken or sprained his arms on six different occasions, and now swears by the tricycle.

Wheelman Centres.

WOODSTOCK.

After one month of total silence, and another of partial ditto, I take up my pen once more with great pleasure to write THE WHEELMAN. I must commence with congratulating the editor of the same upon the quality of the last two or three numbers. They certainly were as bright and newsy as any one could wish, and every member of the C.W.A. should take pride in the organ of that body, and during these summer months, when wheeling matters boom, show his appreciation of it by sending forward every two weeks either a letter or at least any items of wheeling interest which may have cropped up in his locality.

The great topic with us all now is the meet in Montreal—who is going, how to go, etc. There are so many different routes, each with its particular attraction, that it is hard to decide between them. There seems to be no question, however, but that the Montreal club is entitled to the most hearty support of all the western clubs, and it will be too bad if every town does not send down a fair representation. We hope to muster about fifteen wheels, besides the racing men who may go, and intend to have whatever fun there is going. Clarke is actually stirring himself up to train a little, and will, we hope, be in shape to do up anything that comes along. I do not know whether we will have any more racing men there or not. Field, the foot-racer, will be on hand, however, and will make things lively in the foot races.

BICYCLE.

Woodstock, June 11, 1886.

TORONTO.

The Wanderers intend holding a one-day's meet at the Rosedale Grounds about the middle of July. Half a dozen first-class events will be included in the programme, and handsome prizes of gold and silver watches awarded.

Single and tandem bicycles are frequently seen in our city now, and Mr. Charles Robinson has been the first to introduce and ride the bicyclette.

I am told that Lavender is still in poor health, and that he will likely remain in England for some time yet. All his friends will join me in a strong sympathy for him and a wish that he may soon recover and return to Canada. I am also told that Davies, for some reason, has decided to leave the track.

Where is the Rota Club? I do not think they have had their annual meeting yet, nor a club run.

The Wanderers are going to have a new and commodious club-room in the Arcade, with an ante-room, where ex-Captain Orr's dog can sleep while business is in progress. Capt. Riggs wields the baton of authority in a business-like way, and is full of schemes for the improvement and advancement of his club.

Hurst went to England recently on a fancy riding tour, but, falling in with Messrs. Webster and Kyrie, has decided to enjoy a pleasure run with them before doing so. The trio are having a glorious time.

Chatham is a progressive town. The latest indication of this is the formation of the Roadster Bicycle Club in that place, with the following staff of officers: A. Richardson, President; J. S. Jarvis, Vice-Pres.; J. D. Lamont, Sec.-Treas.; W. Taylor, Captain; R. H. Stevens, 1st Lieut. and Bugler; John Scare, 2nd Lieut.; J. McKerrall and W. Richards, Committee. Total membership, 19. Pete gives you hearty welcome to the ranks of the knickerbockered fraternity.

The officers of the Cobourg Bicycle Club are: Hon. President, Lt.-Col. J. V. Graveley; President, John Hargraft; Vice-Pres., H. J. Snelgrove; Captain, W. G. Bond; 1st Lieut., W. H. Fisher; 2nd do., W. H. Fligg; Sec.-Treasurer, Ernest Butler.

I propose that the C.W.A. present Stratford's police magistrate with a full-nickelled wheel as an appreciation of the common-sense that led him to fine a farmer \$50 and costs, beside submitting

him to a severe lecture, for running into a bicyclist, injuring both rider and wheel. Happily, these selfish, overbearing, hoggish fellows are dying out, but a few still remain. I find a class of drivers of coal-carts, milk-waggons, delivery-vans and the like, who take a fiendish delight in running wheelmen into the curbstone, or compelling them to dismount. I had several narrow escapes on King street the other day from being run into by these chaps. It was only a day or two ago that a street-car driver wantonly ran over a bicycle, the rider having fortunately cleared the car-tracks in his fall, "leaving his wheel behind him." The driver saw the fall, but made no effort to stop his car. It is to be hoped that these men will get their just reward.

Our Toronto Club has just had the first of a series of road races. At a little after 4 p.m. we saw the contestants start from the top of the Norway Hill. Burt Brown rode a Star and took the lead, and Bowers (secretary of the Torontos), West, and Cox (the captain) followed. Bowers after a time forged ahead, and reached the Half-way House (four miles) at the rate of 3.30 per mile, and finished the return trip in 38 minutes against a strong head wind, and came in the winner. We all voted the race a success, and the next will probably see a number of starters.

Hope to meet you all on the tour to Montreal.

PETE.

Toronto, May 26, 1886.

MONTREAL.

Our boys have been putting in some good hard work on the road, but the hardest work so far has been done in the committee-room working for the C.W.A. meet of 1886. Whether we are too far away from the wheeling centre of Canada to enable as many of our C.W.A. men to assemble in Montreal as would be the case if the meet had been held in Ontario or not remains to be seen. Of one thing you can rest well assured, and that is, that every one who does come down will never regret it. Our racing men have been working hard in the gymnasium all spring, and now Ross, Low, Scales, and a number of lesser lights, have transferred their labor to the track and road. Our committee have effected an arrangement with the Athletic Club House Co., at Cote des Neiges, by which we have the exclusive use of one of their halls every Tuesday night, which will be a regular fixture for the season. A programme of amusement will be prepared for each night, and we look forward to considerable enjoyment from these meetings.

The Athletic Club House will be one of the sights to be shown our guests in July, to prove what young men can do when they set the right way about it. It was started on purpose to offer a place which might form a rendezvous for the various city clubs in the winter and summer seasons, and which would be free from the demoralizing effects attendant upon holding their meetings in a licensed hotel. Last winter was their first season, and it proved a brilliant success. I again extend a cordial invitation to every wheelman to be present with us on Dominion Day, and to stay as long as he can; the longer he stays and the more that come the better we will like it.

CLUB DAWG.

Montreal, June 15, 1886.

For competing with professionals for a prize in a public race at Lynn, Mass., May 31, the following wheelmen have been declared professionals by the L.A.W.: Charles E. Kluge, N.Y.; Geo. E. Weber, Smithville, N.J.; C. E. Whitten, Lynn, Mass. Amateur wheelmen are warned against competing with these parties. For competing in races held under rules other than those of the L.A.W. at Lynn, May 31, 1886, the following parties are suspended from the race-track for 60 days from date: Geo. W. Porter, Lynn, Mass.; F. B. Kimball, West Somerville, Mass.; Chas. E. Tracy, Waltham, Mass.; A. E. Jacobs, Boston; Charles A. Steuken, Jersey City, N.J.; A. D. Grover, East Boston; F. B. Brigham, North Attleboro', Mass.; H. C. Getchell, Cambridge,

THE CYCLISTS' TOURING CLUB.

The last annual meeting of the Cyclists' Touring Club, held at the Cannon St. Hotel, London, England, was an important and interesting meeting. The renewals of this year were very satisfactory, amounting to over 15,000, and the present membership exceeded 19,000. The balance-sheet came up for consideration, and affairs were found to be in a most satisfactory state, the balance of assets over liabilities amounting to £2,071, of which £901 belongs to the reserve fund.

7:0

THE RIGHT TO THE ROAD.

At the Stratford Police Court, on Saturday, May 29th, a case was disposed of which is of some interest and importance to the travelling public, more particularly to those who make use of the bicycle as a means of locomotion, and to farmers and others traversing the highways. It seems that on Thursday evening previous, Mr. Alexander Stewart, a member of the Stratford Bicycle Club, along with other members of that club, was enjoying a short ride in the country, in the direction of St. Marys, on his bicycle. Mr. Bernard Laverty, a farmer of Downie, was also driving along the same road in the same direction, and upon being approached by the bicycle riders, refused to allow them a fair or any portion of the road, to enable them to pass. Mr. Stewart, along with a number of other riders, succeeded in passing Mr. Laverty, who, however, at once whipped up his horses and drove his team against Mr. Stewart's bicycle, from which he was thrown with great violence, rendering him for a time unconscious. The unfortunate rider and his wheel both suffered considerable damage from their contact with Laverty's waggon, and were both disabled for the time being. The Stratford Bicycle Club, determined to assert the undoubted right of wheelmen to a fair portion of the road, took up the case, and Laverty was summoned to answer a charge of assault before the police magistrate on Saturday. Upon the case being called, Mr. Laverty entered a plea of guilty, and was fined \$50 and costs.—*Stratford Beacon.*

8:0

ELECTRICAL TIMING.

E. H. Foote, of the Massachusetts Bicycle Club, has submitted to President Ducker a scheme for obtaining absolutely correct timing of races, and it is so practical and ingenious that the club will put it into practice. The details are as follows: Take a strip of rubber $2\frac{1}{2}$ to 3 inches wide and 1-16th inch thick, long enough to cross the track. Sew or rivet on one side of this two strips of thin sheet brass or copper. Fold the two sides of the strips together, metal strips inside, and sew together. In use, fasten one end to the ground on the opposite side of the track to the judges' stand, the other end to the ground on the side next the stand; this end to be attached to a block of wood or rubber having binding screws connected with the metal strips. These screws are also connected in circuit with a battery and a loud, single-stroke bell. The strips are kept apart at the opposite end by a wooden plug, if necessary. The riders to be started with their wheels just in contact with the strips. Whenever there is pressure enough put on the rubber to place the metal strips in contact, the bell will sound. The starting-time to be taken at the first stroke of the bell when the first man crosses, as there would be a slight variation in the men getting away, and the rear wheels would also cause a stroke. The time of finish to be also taken by a stroke of the bell. The time between the strokes of the bell would be absolutely correct, and could probably be taken more accurately than by the eye. This system could be extended by putting in the battery circuit a recording instrument which would automatically and accurately record on paper each and every time how many men there might be in the race. This would necessitate quite an additional expense, as the recorder would have to be actuated by an accurate time-piece.

CYCLING ROUND THE WORLD.

Thomas Stevens has reached Meshed, in Persia. A letter lately received from him by *Outing*, at the instance of which magazine he is making the trip, which will be the last news of the plucky bicyclist until he has either met his fate at the hands of the natives or completed his run. Mr. Stevens' letter is as follows:

I arrived at Meshed yesterday evening, after an almost continuous struggle with the elements for twenty days. Starting out on March 10, with summer helmet, low shoes and cycling stockings. I reached Meshed on the 30th through two feet of snow. Khorassan is a fearful country to bicycle through in March. After a rain-storm streams of liquid mud come down from the mountains and spread over the plain, forming an almost impassable barrier to a cyclist. I have forded as many as fifty streams in a day, and the wind blows worse than it does in Wyoming or Nebraska. The changes in temperature are also sudden and violent. On the 18th, 45 miles from Meshed, I got caught in a blizzard that would do credit to Minnesota. With cold severe enough to form icicles on one's eyelashes, and to transform one's downy upper lip into a solid cake of ice, and with the air filled with blinding snow, mountain torrents thigh deep had to be forded, where one had to step out of the water into snow-drifts, I fell down in one stream, dropped the bicycle and wetted everything. With clothes frozen stiff, hands numbed, one finger slightly frost-bitten, and the blizzard at its worst, I had to wade through snow-drifts, ford other streams, and toil on over the desolate mountains for miles before shelter was finally reached. And then, such accommodation! A mere caravansary, crowded with mules, camels, donkeys and their drivers, and with pilgrims *en route* to Meshed, huddled together for warmth and shelter. Next morning the snow lay two feet deep between me and Meshed, but it was a question of forcing my way through, or experiencing something like a week's delay in, a place where nobody would voluntarily remain an hour. Pack-animals broke a single trail through the snow, along which it was barely possible to struggle ahead. After noon the sun asserted its power, and it became uncomfortably hot. The narrow path became ankle deep in mud and slush, and for fourteen miles I had to wade through this and trundle the bicycle ahead with rear wheel aloft, occasionally varying this exhilarating performance by splurging through a stream. Comparatively speaking, all else on the journey has been child's play! yet with good weather it would be a fairly agreeable journey with a bicycle. There are no difficult mountains and much good wheeling surface.

A SUPERB PROJECT.

A plan to unite Prospect Park and Coney Island by a broad asphalt path is exciting the admiration of wheelmen in New York and Brooklyn. It is proposed to make it a toll-road open to roller-skaters and bicycle-riders, and when completed will offer a magnificent communication to the beach during the summer season, bringing Manhattan and Brighton Beaches within 20 minutes of the Long Island Wheelmen, whose club-house is situated at the entrance to the Park. It is believed that the investment will produce large returns on the cost of construction. Capt. Luscomb, of the Long Island Wheelmen, heartily favors the project. When such a path connects Boston with New York and Philadelphia, and in good time extends westward to Chicago and St. Louis, the ideal mission of the League will be accomplished.

A young lady, not a hundred miles from Newark, often dons her brother's uniform when he is away from home, and mounting his bicycle takes a spin on the back roads. A few evenings ago he happened to take a back road home, and was thunderstruck to meet his sister in full uniform, bowling over the dirt at a three-minute rate. Tableaux and explanations. She now has a brand new tricycle.—*Cyclist and Athlete*.

THE RIGHTS OF WHEELMEN.

There is a popular fallacy among the drivers of street vehicles that the footpath is for the pedestrian, and that the moment he ventures on the roadway he becomes a trespasser. Magistrates, as a rule, lose no opportunity of endeavoring to eradicate this mischievous delusion, but apparently with but slight effect. At the Marlborough street Police Court, the other day, Mr. Trevelyan, late Chief Secretary for Ireland, volunteered his evidence against a London cabman who had wantonly driven over a tricyclist and shivered his machine into fragments. The reckless Jehu no doubt thought he was doing a stroke of good business in annihilating a rival vehicle which was independent of a hired driver, or, indeed, of any extraneous aid beyond the owner's muscle. Probably, however, a change of mind took place when the spiteful vandal was ordered to pay a fine of 5s. and £7 for the amount of damage done to the tricycle.—*Leeds Express*, April 5.

NICKEL-PLATING FOR BICYCLES.

A few years ago the Pope Mfg. Co., of Boston, perfected a method of nickel-plating the Columbus, which has borne the test of four years without any complaint from riders save where the machines had been used near the salt water, against the influence of which no finish can wholly withstand. The fact that during one year seventeen per cent. of all Experts sold were full nickeled, all of which were highly satisfactory to the riders, and that Thomas Stevens, now circumbicycling the globe, rides a full-nickeled Expert, thoroughly proves that nickel plate is the best finish for a machine away from the salt water. Its beauty and attractiveness, especially when the sun is glistening among the polished spokes, more than compensates for the little extra work in the care of the machine over the dull finish of paint or enamel.

THE AMERICAN CYCLISTS' UNION.

The outgrowth of the vexed amateur question is the American Cyclists' Union. As a result of the feeling against the action of the League at the annual meeting, a meeting of nineteen members of the Springfield, Lynn and Nonantum Cycling Clubs was held at the Hotel Vendome. Chief Consul Ducker, of Springfield, presided. It was voted to form an association to protect the racing men and promote the interests of cycling. The name "American Cyclists' Union" was adopted. The following definition of an amateur was adopted: "An amateur is any person who has never raced or exhibited his skill for public or private stake or for a purse or gate money, or contested under a false name, or has backed, or allowed himself to be backed, in a public race." A committee of four, consisting of E. G. Gordon, Lynn; J. H. Lewis, Newtonville; H. E. Ducker and A. O. McGarrett, Springfield, was appointed to draft a constitution and by laws. The meeting adjourned, subject to the call of the chairman.

Chief Consul Ducker says: "We propose to recognize only two classes—amateurs and professionals; there can be no intermediate class. Our division will be as strict as that of the League, only we intend every man shall have a fair trial and hearing. The new association starts off very auspiciously, and the clubs which have already joined include the Springfield, Hartford, Meriden, Lynn and Nonantum. We do not consider that we are in the least conflicting with the League, except on this one question of racing, and as we are perfectly free to join any association that we desire, our present relations and standing in the League will not in any way be jeopardized."

Wheelmen visiting Montreal during the meet will confer a favor on the Montreal Club by making a point of entering their names in the visitor's register, to be found on the desk in the Club House.

TRADE NOTES.

THE NEW RAPID BICYCLE.

Wheeling says: "The idea of a wheel with tangential spokes was conceived with the object of . . . securing a perfectly rigid wheel." Thus the manufacturers introduce their great specialty, which is *par excellence* the tangent wheel. Upon this they have boldly taken their stand, and up to the present it appears to be supporting them well. In further description of our present subject of comment we cannot do better than quote the manufacturers themselves, they having devoted much time and study to the subject: "To accomplish this, each spoke must be at right angles to a line drawn across the centre of the wheel from its point of contact with the flange of the hub to the rim of the wheel; the strain on the spokes is then entirely tensile and equal on each spoke . . . Each spoke will bear a tensile strain of 1,200 lbs., consequently it would take considerably over 40,000 lbs. pressure to move the crank without the rim of the wheel answering. The great advantage of this is, that the whole power of the rider tells effectively on the progress of his machine; it is simply impossible for a single ounce of his power to be wasted, an advantage which will be obvious to every rider. There are but few riders who, when having nearly reached the summit of a steep hill, have not at some time or other found their cranks moving without the rim of their wheel answering, or, when making a sharp spurt, have found a spoke break short in the hub." The manufacturers of the "New Rapid" claim that with their tangent wheel it is impossible for either of these things to happen. "This is not a theoretical or untested statement," say the manufacturers; they refer with the greatest satisfaction to the experience of the past year (1885), during which not a spoke broke or a single wheel buckled, an experience quite unique in the history of cycling. There can be no doubt whatever, that the firm have taken great pains and spared no expense to make the "New Rapid" a "thorough" machine throughout. In general outline it is the *beau ideal* of what a bicycle should be, shapely and graceful in appearance, while the details of its specifications are first-class. The approved long steering centres are used in a head of the neatest type; weldless steel tubular handle bar; cow-horned oval backbone; good broad forks, hollow front and back; hollow felloes; balls to both wheels and pedals; detachable cranks; best black tyres of Hancock's make, $\frac{7}{8}$ and $\frac{3}{4}$ inches respectively; coil spring, and a very fine quality of finish in nickel and enamel. These particulars all embodied in the same bicycle, and fitted with care under the personal management and supervision of so thoroughly practical a rider as Mr. C. A. Palmer, must of necessity constitute a machine of the very first water. Another very important point about the "Rapid" is that only three sizes of nuts are used and a spanner is supplied which is guaranteed to fit them all.

Messrs. T. Fane & Co., of Toronto, have secured the agency for the "New Rapid," which we prophecy will have an unusually large sale.

Rev. Mr. Scott, pastor of the First Congregational Church of Evansville, Ill., has been asked to resign. The specific offences charged against him appear to be cigar smoking in public and riding a bicycle.

A FRAGMENT.

I count him blest who e'er can dwell away
From noisy town, whose willing feet may stray
Through grassy meads, beside clear, running
brooks,
Or in God's groves with nature for his books.

I count him more than blest who once can feel
The thrill of buoyant life that comes a-wheel,
When Phœbus, in his chariot of gold,
Flings back the stars and roscate clouds unfold.

CHAS. RICHARD DODGE.

Wheel Tracks.

The "New Rapid" is a daisy.

The general idea is in favor of holding the next L.A.W. meet in St. Louis.

Only two St. Louis and two Chicago men attended the L.A.W. meet.

Call on A. T. Lane when in Montreal. He has everything in the wheel line.

Albert Schock has refused Phil Hammill at everything less than a 72-hour race.

Gormully & Jeffery have just shipped a large lot of American Ideals to Guatemala.

Fred. Foster, of Lawton, is going well on his new wheel. The records are in danger.

Another 100-mile road race over the Clarksville course is contemplated for next fall.

Mr. Bassett still sticks to his old idea that professionals should be admitted to the League.

Asa Dolph will be seen on the path again this season. He is said to be much improved in health.

M. F. Johnston has returned from Ottawa to Toronto, and is in training for the Montreal tournament.

A contest between teams from Chicago and St. Louis, over the Clarksville course, is being talked of.

It is suggested the wheelmen do not want a guide-book, for they are guyed enough by the hoodlums.

Joe Scales is doing some rigid training, and expects to show up at the coming C.W.A. meet in Montreal.

Percy Furnivall and Sanders Sellers have passed the first examination of the College of Physicians and Surgeons.

H. O. Duncan, the crack French long-distance rider, will appear in the Springfield tournament. He holds the 50-mile championship.

How far into the season will Weber, the Star rider, carry an unbeaten record? He is showing up well so far, and must be in great form.

Fred. Westmacott, of Toronto (the placed man in the consolation races at Woodstock), is training "In the mornings by the bright light."

A large element seems to favor the plan that the League give up racing altogether, and let some other organization attend to it.—*Cyclist & Athlete*.

We shall have no good racing until time standards are established. Make a man run his distance within a certain time, or give no prizes.—*The Cycle*.

Locke's Hill, Watertown, Mass., was climbed for the first time by a bicyclist, Harry Corey. It is about one-quarter of a mile long, the grade in one spot being 1 in 7½.

That 5-mile race at Woodstock between Woodside and Neilson has a decidedly queer appearance. It may have been a square race, but we doubt it.—*Sporting Journal*.

Gormully & Jeffery have been so pressed this season that they have been compelled to get additional power, and have recently set up a Westinghouse engine and boiler in their forging-room.

The Pope Manufacturing Company give the following result as arrived at by three men in the L. A. W. parade: Columbia, 283; Rudge, 116; Star, 53; Royal Mail, 36; Victor, 20; Singer, 20; Facile, 5; various makes, 70; total, 603.

By an instinct betraying almost modern intelligence, the bicycle has found out the ministers. The ministers have revealed an adaptation to, a predisposition in favor of, it. The happy conjunction augurs the happiest results.—*Rev. J. L. Jenkins*.

The old veteran, C. F. Lavender, of Toronto, arrived by the "Polynesian," but we regret to say his illness has pulled him down considerably.

The clerical tour of 1886 will start from Central Park, New York, August 3rd, and proceed northerly along the Hudson River to Albany, to Troy, to the Round Lake camp ground, to Sharon Springs, to Cobleskill and Howe's Cave. Rev. Sylvanus Stall will have charge of the party as before.

Between 3,000 and 4,000 spectators witnessed the close of the 72-hour bicycle race at Minneapolis. Prince kept up well all day, spurring frequently, while Schock maintained his dogged persistence to the last. The score stood at the finish: Prince, 1,042 miles, 1 lap; Schock, 1,028 miles, 5 laps.

The fifty-mile English championship race at Leicester on April 24 was won by four yards by Duncan in 2h. 49m. 35 2-5s.; Fred. Lees was 2nd, M. Dupois 3rd, and J. Birt, Northampton, fourth. Lees broke the 41, 42, 43, 44, 46, 47, 48 and 49 mile records.

Charles B. Thayer started from Hartford lately to ride his bicycle to the Pacific slope. He will follow the Erie Canal tow-path to Buffalo, and will cross the Mississippi at Rock Island. Unlike most wheelmen, he carries his goods in a knapsack strapped to his back.

It is claimed that the present path records have been reduced about as much as they ever can be on ordinary bicycles, and that if we are to have anything better than 2:31 2-5 it will be accomplished on a geared machine. Perhaps 2:30 may be the mark this fall, but this is about the limit of possibility.

A well-known cycling wag recently sent the following testimonial to a firm of cycling saddle makers: "I rode one of your saddles the other day, and have never ridden anything since." Then the firm printed this in their new list and issued 8,000. They couldn't understand how it was there were so few responses.—*Cycling Times*.

Strange are the humors of fashion, and remarkable are the changes of opinion wrought by experience. The racing bicycles of the Surrey Machinists' Company are this year to have *very few spokes*, with a view to reducing the wind resistance; yet it is only a few years since this firm made bicycles with *two hundred* spokes in a driving-wheel!

The color of the Big Four Association has always been purple, and in merging it into the League the color has been carried along with it, and will float wherever its members exist. In fact, an effort will be made to make purple a strictly bicycle color, to be worked up in every conceivable shape. In programmes, menus, catalogues and signs, purple will be the predominating color.

In 1877, Secretary Sherman, upon the opinion of the Attorney-General, decided that a bicycle is a carriage, and upon this high authority the bicycle has ever since been so considered in every court and market in this country without question. In 1879, the English Court of the Queen's Bench decided, all of the justices concurring, that a bicycle is a carriage.—*San Francisco Daily Bulletin*.

Morgan's Patent Extension Bicycle Leg is a contrivance that will meet with favor among cyclists. It is an attachment for holding a bicycle erect when the rider dismounts, or when seated in the saddle at a stand-still. The holder or legs are firmly attached to the fork of the machine within current reach, and are noiseless, serviceable, and of light weight. Information concerning the apparatus can be had of John F. Morgan, Lynn, Mass.

The extensive buildings of the new bicycle factory at Rockaway, N. J., are completed, and most of the machinery in position to commence work. The entire plant is under the supervision of a machinist from England, who has occupied a position of prominence in the Coventry works. The company, it is said, intends to turn out a wheel

somewhat after the pattern of the Royal Mail, but which will be a superior machine, and not so expensive.

A well-known wheelman in St. Louis, who was walking along the street in his knee-breeches and ice-cream Norfolk jacket, was guyed by a couple of men in a waggon. Now, although he was a just subject for ridicule, he very promptly had them arrested, but upon their begging off, he waived the charge against them of "using language liable to cause a breach of the peace." They have been taught a lesson, and wheelmen have been taught their rights.

The races at Lynn, Mass., May 31, under the auspices of the Lynn Cycle Association, were a great success. Over 5,000 people were present. The first race was for a mile on bicycles, and was won by W. A. Rowe, in 3m. 18 2-5s. George A. Weber was second, and Charles E. Kluge third. A two-mile tricycle race for union men had E. P. Burnham and George M. Hendee as starters. Hendee took a bad header. Burnham after that took things easy, and came in in 7m. 42 2-5s.

Our American friends are rather crowing over the fact of Albert Schock having ridden 1009 miles 3 laps in six days of 12 hours each, and are terming this "the world's long-distance record," because it beats a distance of 1007¾ miles made by Fred. Lees last October. It may be the 72 hours' record, but it is not the world's long-distance record by any means. They seem to have forgotten Georgie Waller's splendid score of 1404 miles at the Agricultural Hall some years ago.—*Cyclist*.

Mr. E. L. Davenport, brother to Miss Fanny Davenport, the celebrated actress, and a member of the Fedora Combination, has been passing through Canada with his company. Mr. Davenport is an enthusiastic wheelman, and has been shown over the roads in the vicinity of several cities where they have played. At London, he had a run under the guidance of Mr. W. S. Dignam. Mr. Harry Bixby piloted him over the road from St. Catharines to Niagara Falls, and Mr. C. W. Graham took him from Hamilton to Burlington Beach. When last heard of, Mr. D. was in Belleville, in the hands of Mr. R. H. Fenwick.

A more dare-devil performance than that of F. F. Ives in hanging on to the rear end of a freight train, and being dragged for a mile or two, cannot be found. It seems Mr. Ives was piloting the New Orleans men over the B & A. railway track when, a short distance out of Palmer, a freight train overtook them. Into the brain of the reckless Ives popped the idea to "catch on" behind and be pulled over the ground. No sooner said than done, and so off he started, caught up with the train, and with one hand on the rail of the caboose and the other on the handle-bar, he sailed along serenely for a couple of miles and did not break his neck. This is a fact, and not a fish story. Who can match this?—*Bicycling World*.

A special meeting of the Woodstock Bicycle Club was held on May 10. The secretary, Mr. S. Woodroffe, through the amount of work entailed upon him in connection with the W. A. A. A., found it impossible for him to give the office the attention it required, and he handed in his resignation. John G. Karn was unanimously elected to fill the position. Another special meeting was held on the 11th. A letter was read from the captain of the club, W. A. Karn, wishing the club to accept his resignation. He explained that from the pressure of business and the work expected of him by the W. A. A. A., it was impossible for him to give the position of captain the justice necessary to it. S. Woodroffe was unanimously chosen to fill the vacant position. On motion, it was resolved to adopt the new C. W. A. suits, with black caps.

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The American Ideal Bicycle.

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

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The only machine having a TRUE TANGENT WHEEL, and in it is combined all the latest known improvements of the day. Ball Bearings all over, with Pedals.

PRICE, - \$115.00.

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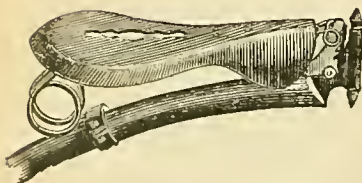
The "CLUB" Safety,

Whose performances in the past speak as to the material they are made of. Watch 'em, admire 'em, and buy 'em, and be a happy 'un.

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**"NEW RAPID INVINCIBLES" AND "CLUB" SAFETY
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THE BOYS' OWN IDEAL,
AMERICAN CHALLENGE,
KANGAROO SAFETY,
PREMIER CRIPPER TRICYCLE,
HUMBER TANDEM TRICYCLE,**

And about 70 Second-hand
Wheels of all makes.

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A BARGAIN.

52 inch Liverpool Racer, "Aeolus"
balls to both wheels and pedals. T
handles. *Never been ridden.*

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A first-class Light Racer in perfect
Condition.

ANOTHER BARGAIN.

54 inch Sanspareil, ball bearings to
both wheels, all nickle plated, but
felloes; has been ridden very little
and is in perfect order.

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AND STILL ANOTHER.

Coventry Rotary Convertible Soci-
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HARWOOD'S "
IDEAL RUBBER CAPPED

BAGS.—

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MINIMUM
KING'S OWN
CYCLISTS' WALLET
DON TOOL BAG
HANDY TOOL BAG
BUFFALO
CHALLENGE
PREMIER

BELLS.—

HILL & TOLMAN AUTOMATIC
BUTCHER AUTOMATIC
&c., &c., &c., &c.

LAMPS.—

KING OF ROAD
PIONEER
BOYS' OWN
FOOT-REST LAMP FOR KANGAROOS, &c., &c.

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CALIOPE WHISTLES
LUGGAGE CARRIERS
HILL CLIMBING BELTS
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Have you got a *Screamer*? If not,
then send 50 cents for one, and be
happy ever afterwards.

Have you got a roll of *Tire Tape*
in your valise? If not, send 25 cents
for 3 rolls; it is invaluable.

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They have stood the test of the roads FOR EIGHT YEARS, and so far as known there is not a COLUMBIA which by wear or breakage is unfit for use.

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The COLUMBIAS are ridden by the majority of Wheelmen at every League Meet, and are almost invariably chosen by the Long-distance Wheelmen.

EVERY PART IS INTERCHANGEABLE, and can be obtained at our Branch Houses or Agencies at every important centre.

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STANDARD COLUMBIA.

This "Old Reliable" Wheel has gone into the largest use of any Bicycle in this country. A thoroughly First-class Machine at about the price charged for Second-grade Bicycles. For the money it is the best Bicycle manufactured.

COLUMBIA TWO-TRACK TRICYCLE.

Strong, Stanch, Rigid, Light, and Easy Running. The simplest and Most Scientifically Constructed Tricycle in the Market.

COLUMBIA RACING TRICYCLE.

Weight, all on, 47½ pounds. Remarkably Strong, considering its weight.

COLUMBIA SAFETY.

Strong, Light, Simple, Easy Running.

LADIES' COLUMBIA TWO-TRACK TRICYCLE.

A Light and Elegant Machine for Ladies and Men weighing up to 130 pounds.

EXPERT COLUMBIA.

A scientifically constructed, High-Grade Roadster. The Lightest Bicycle made with Full Inch Tires.

COLUMBIA LIGHT ROADSTER.

A Genuine Light-Weight Bicycle.

COLUMBIA SEMI-ROADSTER.

A High-Grade, Moderate-Priced Bicycle, for the use of boys and light men of small stature.

COLUMBIA RACER.

Upon this Racer were made the World's Records for ¼ and ½ mile, and from 2 to 38 miles (inclusive); the World's Amateur, Records for ¼ and 1 mile; the World's Professional Records for 4 to 10 and 21 to 43 miles (inclusive); the Greatest Distance Ever Made Inside the Hour (20½ miles, 396 feet).

THE POPE MANUFACTURING COMPANY,

597 WASHINGTON ST., BOSTON.

BRANCH HOUSES: 12 Warren St., NEW YORK; 115 Wabash Ave., CHICAGO.



'XTRAORDINARY
—AND—
CRYPTO 'XTRA
BE SURE AND SEE MY
\$90.00 BICYCLE
BEST VALUE EVER OFFERED. LARGEST STOCK IN CANADA.
REVISED PRICE LIST NOW READY.
WM. PAYNE
LONDON, ONT.

SECURE
HEALTH
UTILITY
PLEASURE
ECONOMY
BY PURCHASING
SINGER'S CYCLES
VERO SAP

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The Canadian Wheelman

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, AUGUST, 1886.

No. 10.

-- THE VICTOR --

1886 — LIGHT ROADSTER — 1886

SHOWS ALL THE IMPROVEMENTS WHICH A YEAR'S EXPERIENCE CAN SUGGEST.

LIGHTER, WITHOUT SACRIFICE OF STRENGTH.

NARROWER TREAD.

Compressed Tires much Improved,

Doing away with the dead rubber down in the rim.

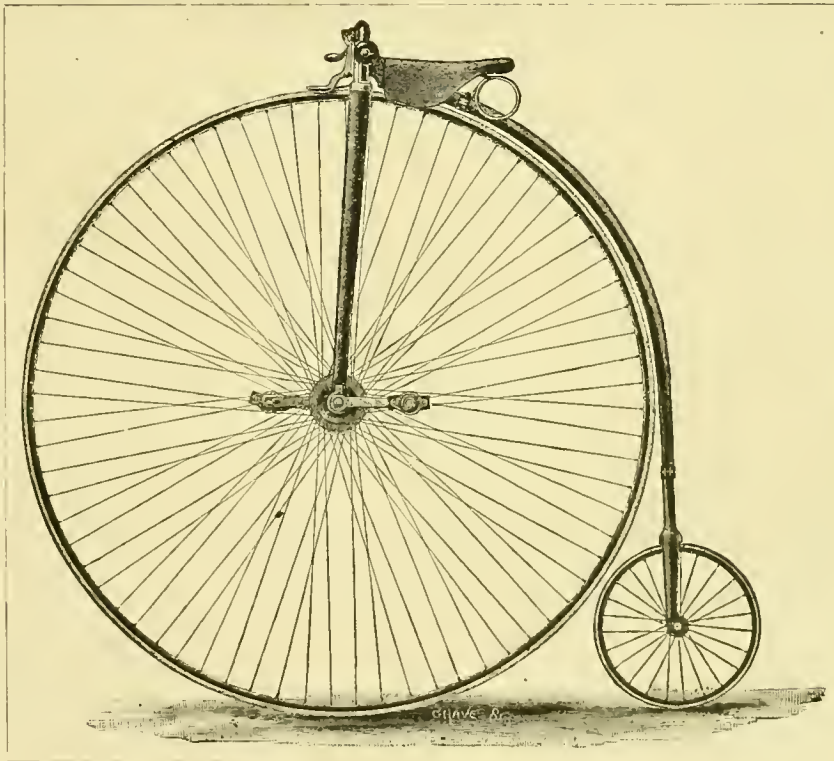
NEW DEVICE

FOR LOCKING THE HEAD,

Avoiding the constant annoyance of its coming loose.

HANDLE BAR

Entirely changed and improved, past a reasonable chance of breakage.



Saddle much Improved,

longer and narrower, with wrench strapped on underneath.

We cannot enumerate its many good points here, but will claim the

Handsomest and Easiest-Running

LIGHT ROADSTER

EVER OFFERED IN THE MARKET.

You will make a mistake if you buy without investigating.

WE'LL BE READY FOR DELIVERY VERY SOON.

OVERMAN WHEEL COMPANY,

182 COLUMBUS AVE., BOSTON, MASS., U.S.A.

THE RUDGE.

Was there ever wheelman
With a heart so cold,
But he loved the cycle
Upon which he bowled?

Was there ever cyclist,
Callous to all worth,
But he thought his own wheel
Best of all the earth?

I have rarely met one,
So devoid of zeal,
But he sang the praises
Of some maker's wheel.

Nor am I exception
To the mighty throng,
Neither, when I praise one,
Do I others wrong.

All makes have their lovers,
Each as best they claim,
But the wheel most perfect
Is the one I name.

Of all, 'tis most graceful;
Yields in speed to none;
Faster than its compeers,
Records best has won.

Lighter than all others,
As "light roadster" claimed;
Stronger than the strongest
Which "light" wheels are named.

Firm, and very rigid;
True beyond compare;
On the coast the fastest,
Like a bird of air.

Smoothest in its motion,
Fastest up the hill;
Like a sentient being
Yielding to the will.

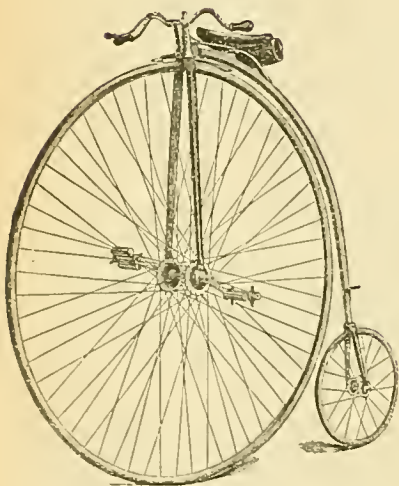
More than any other,
Life-endowed it moves;
Its surpassing virtues
Always fresh it proves.

Ask you what the wheel is,
Chiefest known to fame?
Need I but pronounce it—
LIGHT RUDGE is its name!

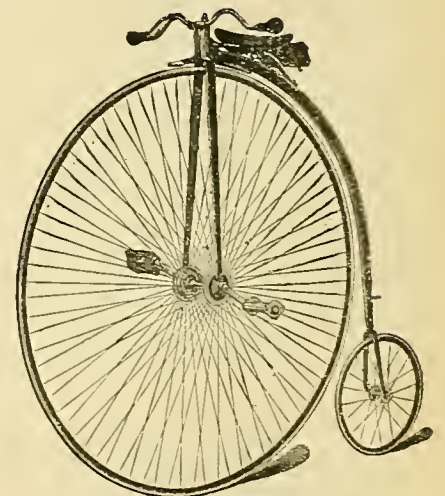
N.B.—We fully indorse the above. They represent our sentiments.

(Signed)

250 CANADIAN RIDERS OF THE RUDGE.



THE RUDGE LIGHT ROADSTER
\$115.00.



THE CANADIAN RUDGE
\$85.00.

Send Stamp for Catalogue to

22 Church St., Toronto.

CHAS. ROBINSON & CO.

Marvellous Success * * *

OF

THE "INVINCIBLE" AND "NEW RAPIDS"

AT THE MONTREAL RACES

THE "INVINCIBLE" took FIRST and SECOND in the One-mile Championship, and FIRST, SECOND and THIRD in the Five-mile Championship.

Canadian Championships have been won three times out of four on the "Invincible."

Out of the NINE open events at the above meeting, no less than EIGHT were won on the "Invincible."

THE "NEW RAPID" In its first trial, the "New Rapid" took THREE second places in the THREE contests it was engaged in.

List of Winning Mounts on the Invincible and New Rapid :

F. FOSTER, TORONTO,	-	-	-	-	FOUR FIRSTS, TWO SECONDS
H. CLARKE, WOODSTOCK,	-	-	-	-	THREE "
T. FANE, TORONTO,	-	-	-	-	ONE " THREE "
M. F. JOHNSTON, TORONTO,	-	-	-	-	ONE "
J. R. SCALES, MONTREAL,	-	-	-	-	ONE "

HOW IS THIS FOR ONE MEETING?

SPEECHLEY lowered the record on Saturday, July 10th, at the Crystal Palace, London, England, in the ONE and THREE Miles. Time—One mile, 2m. 34 4-5s.; Three mile, 8m. 20 2-5s.

T. FANE & CO., No. 36 Adelaide Street West,
TORONTO, ONTARIO.

The Only Manufacturers

In the United States who actually manufacture their own Machines.

Gormully & Jeffery,

222 & 224, N. FRANKLIN ST., CHICAGO, ILL.

← MANUFACTURE →

The American Champion Bicycle.

A Bicycle of the HIGHEST GRADE, at a reasonable price.

The American Challenge Bicycle.

Positively the Best and Most Durable Roadster for the Money ever placed on the Market.

The American Safety Bicycle.

Undoubtedly the most satisfactory Safety yet devised.

The American Ideal Bicycle.

The Recognized Standard Youths' Bicycle of the United States.

The American Ideal Tricycle.

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

← FREE →

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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.

Subscription Price to Non-Members. . . . \$1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, AUGUST, 1886.

SPECIAL NOTICE.

The attention of all members of the Association is directed to the fact that this journal will not be continued to them after this and one more issue if they do not renew their membership in the Association for the current year, by sending to the Secretary-Treasurer their annual fee. All members not paid up by September 1st will be cut promptly off both the membership roll and our mailing list. This is especially directed to secretaries of clubs. Clubs not renewing before September 1st will lose their rank in the Association. This rule will be rigidly enforced. "A word to the wise," etc.

POT-HUNTERS AND INTERNATIONAL RACES.

Among the entries to the C.W.A. meet were those of two Americans—Messrs. D. E. Hunter and C. W. Ware. The former entered for the championship races, representing himself as a Canadian citizen, temporarily residing in the States. Suspicion having gained ground that he was the American crack rider who twice had won the Pope cup, he was protested by a fellow-racer, but not taking any first prizes, the protest was not considered. It now appears that this same Mr. Hunter, who came over to the land of his citizenship for the noble purpose of battling for her championships, not, of course, in search of "pots," is the M. Hunter who has for several seasons played a rather important part in Eastern races, twice taking the Pope cup, and now threatening the Pope Company with litigation because they refused to let him run for it the third time by reason of his amateur standing being in question. The following letter appeared in a recent issue of the *Boston Globe* :

BEVERLY, June 26th, 1886.

To the Editor of the *Globe* :

I beg to state, in answer to the reasons given by the Pope Manufacturing Company for the rejection of my entry to the 20-mile Columbia cup race, at New Haven, that their action in so doing is contrary to all principles of right and justice, and that I defy them to produce any evidence to compromise my amateur standing.

In all their dealing with me in regard to the cup alluded to they have treated me with neither courtesy nor justice, and I feel that, as twice a winner of the cup, I have a right, and do hereby demand, an explanation for their worse than shabby actions.

D. EDGAR HUNTER.

So D. Edgar Hunter is no chicken in racing matters, and his "temporary" residence in the States appears to be of a very permanent nature. It is a source of gratification that the fellow was

beaten out of his boots by two, if not three, of the Canadian riders, especially as the following paragraph, from the *Cycle*, is still further evidence of the true purport of Mr. D. Edgar Hunter's visit to Montreal :

Hunter and Getchell will compete at the Montreal races. It is said that they have an Aunt who is Ever-ty to pay the expenses of a little trip like this.

Mr. Ware entered in all the green races from the lowest up, the first being for men who have never raced before. He rode in a manner that showed plenty of skill and experience, and won all his races. For a perfectly green racer, he is a phenomenon. On July 5th he raced in Boston, and won the two-mile amateur in 6.55, and the two-mile lap in the same time.

Now, Canadian wheelmen are ever ready to welcome their American cousins, either to their roads or their tracks. In their meets they throw open events to the whole world, in which representatives from the States may test their skill and strength with the Cannucks. But they desire no visits from pot-hunting gentry who unfortunately have become engrafted on the sport.

So far as the championships are concerned, we think the Board did well in making it necessary that all contestants, in future, shall be "domiciled" in Canada. The Canadian championship races should decide who are the best racers in Canada, not on the continent or in the world.

EDITORIAL NOTES.

This is a meet-y number.

St. Catharines is talking about asking for the meet of 1888. What city wants the one of '87?

The Association is fortunate in retaining the services of its Secretary-Treasurer. So long as Mr. Donly's energy and ability are at the service of the Association it must needs grow and prosper.

Two good officers were elected in the person of President Karn and Vice-President Miller. Both have been energetic workers for the Association, and both amply deserve the honors paid them.

A Waterloo man, who forgets to enclose his card, sends us what he thinks a joke on a Berlin rider. The alleged joke is not worth publishing, but the incident recalls the necessity of reminding our readers that they must give their names if they desire any communications inserted.

The *London Advertiser* says :

What has become of the Ariel and Forest City Bicycle Clubs? We notice that about as many boys are riding this season as ever. London has the honor of being No. 1 in the Association, but if it is not pushed more we are afraid that St. Thomas, who are No. 2, will take their place. A point for the riders of the city is this: Let the old Forest City and Ariel Clubs join hands in peace and form into one club. The name of the club could be changed and then still retain the lead in the Association as Club No. 1.

The idea is a capital one. Let us hear from London.

It is unnecessary to enlarge upon the late meet. Those who were there know all about it, and those who were not can find all the information they need in our news columns. The meet was a success in every respect, and the thanks of the Association are due to the Montreal Club for the untiring industry, careful forethought, and courteous treatment that made it that success.

To Prof. McLeod, of McGill College, we believe the credit is due of being the first on the continent, if not in the world, to successfully apply electricity to the timing of bicycle races. This was accomplished at the late C.W.A. meet, the times being recorded to the 100th part of a second. In every case there was a very slight discrepancy between the time as given by the electric timer and as recorded by stop watches, the former making the race the fractions of a second slower than the latter. This was caused by the fact that the electric timer started simultaneously with the report of the pistol, being connected with the firearm, when the watches would not start for a moment or two. The watches, therefore, give the actual time of the race perhaps closer than the electric apparatus, but the latter possesses the great advantage of being invariably exact.

TRADE NOTES.

July 1st, 2nd and 3rd were red-letter days for the "Invincible" and "New Rapids" at the championship meeting. Out of the nine open events, the "Invincible" and "New Rapids" are credited with winning eight.

What about these "Invincible" bicycles and tandems? Are they somewhere near the front? Well, they do say that the world's record is now held by the "Invincible," with Speechly up in 2m. 34 4-5s.

Mr. R. P. Gormully, of Gormully & Jeffery, sailed for Europe, accompanied by his brother, the eminent Canadian barrister, on the *Etruria*, last Saturday, from New York. The large and rapidly-growing business of this enterprising firm has demanded the arduous attention of its business head, so that Mr. Gormully was pretty well worn out and compelled to take a vacation. He will be absent in the neighborhood of six weeks, most of which time will be spent in England. It would seem that most of our American manufacturers were in Europe this season. Mr. Gormully, however, will not spend any time among the English manufacturers, as the G. & J. wheels are entirely manufactured and designed in this country.

Correspondence.

Woodstock, July 12th, 1886.

Editor CANADIAN WHEELMAN :

DEAR SIR,—Kindly allow me, through the columns of THE WHEELMAN, to thank the members in general of the "Canadian Wheelmen's Association" for electing me to the honorable position of President. I assure the members that it was an agreeable surprise to me, and is rendered all the more appreciative on account of my unavoidable absence from the annual meeting. I sincerely hope that their confidence will not be misplaced, and that I will do no discredit to the position so ably filled by my predecessor.

While I have the floor, permit me to congratulate the Montreal Bicycle Club upon the grand success which has attended their efforts in the management of our annual meet. On every side we hear the same verdict—that Montreal has gone one better in making the meet a success than any previous effort. Their hospitality has never been equalled, and financially I believe it has been quite up to their expectations. In the words of your Montreal correspondent, I will only regret being absent from the meet "once," and that will be "all my life."

Thanking you for the space,

Yours faithfully,

W. A. KARN.

With the Clubs.

TORONTO BICYCLE CLUB.

The Toronto Bicycle Club intends holding its fifth annual race meeting, on Saturday, 21st Aug., on the beautiful grounds at Rosedale. By reference to the advertisement it will be seen that there will be nine events, of which only two will be confined to club members, the balance being open to all amateurs.

From a racing point of view, the tournaments of the Toronto Bicycle Club have always been a success, and the committee intend this year's will be no exception.

The evening before the races there will be a parade of bicyclists and tricyclists, decked with chinese lanterns. The committee hope that all the principal clubs in Canada and the United States will send a delegation on to attend both the parade and race meeting.

The "Rossin" and "Walker" Houses will grant special rates to visiting wheelmen.

BELLEVILLE BICYCLE CLUB.

The first of a series of regular entertainments was held at the Ramblers' Wheel Park, on Friday evening, July 23. The club formed for parade on the Market Square at 7.30, and, headed by the Oddfellows' Band, made its way to the Park. There were about 25 wheelmen in the parade. The attendance was good, the club netting a fair profit from the entertainment. The programme was as follows:

One mile novice, open to any bicycle rider who has never won a prize—J. James, 1st; J. Christie, Trenton, 2nd.

One mile bicycle race, members of R.W.C. only, harring Cooper, Wilson, Davis, Clarke, Dean and Northcott—J. Bonar, 1st; H. Price, 2nd.

Two mile bicycle race, open to all amateurs—L. B. Cooper, 1st; J. Wilson, 2nd.

Messrs. W. Way and H. Tamraage were starters, and Messrs. Geo. Thompson and Cooper judges. Trenton wheelmen materially aided in the success of the entertainment. A party of seven, composed of Messrs. C. A. Godson, A. M. McDonnell, J. C. Christie, Jas. Thompson, L. H. Bently, H. Whittier and Frank Garratt, were in the city with their wheels and took part in the parade, and afterwards a few of the number entered the races.

MONTREAL BICYCLE CLUB.

The Montreal Bicycle Club's annual handicap road race to Valois, 15 miles, took place on Saturday afternoon. The weather was perfect, and the road in fair condition.

The following competitors started at 4.30 p.m., handicapped as under:—W. D. Bohm and J. H. Robertson, scratch; H. M. Ramsay, 2m.; Geo. Darling, 3m.; C. Pollock, 6m., and A. T. Lane (tricycle), 11m. The men kept pretty well together till about half the distance was covered, when Bohm and Robertson drew ahead and kept a good lead on the others till the winning post was reached. The finish between the two named was remarkably close and exciting. In the village of Valois Bohm led Robertson by about 25 yards, but the latter put on a magnificent spurt just as they neared the goal, and only lost the race by two seconds. Bohm's time was 1h. 5m. 7s., breaking the previous record which was 1h. 6m. 25s. The race is considered a very creditable one, as the course, as is well known, is very arduous and uneven. Robertson especially deserves credit for his performance, as he is a comparatively young man while Bohm is an English rider of repute.

Pollock came in third in 1h. 14m.; Lane 4th, Darling 5th, and Ramsay 6th. The latter had a header on the way, which probably accounts for his position.

The visitors were most hospitably treated by the residents of Valois. Two hundred guests sat down to supper. Dancing was kept up till about 11 p.m. Bohm receives a special gold medal for breaking the record.—*Montreal Herald.*

RACING AND RECORDS.

Since our last, the records have been flying in all directions, and racing in the States and England has been of an unusually exciting nature. In Canada, no work worthy of any special mention has been done, and in the matter of records we are still lagging painfully.

AMERICAN.

At the Lynn (Mass.) races, July 5, W. A. Rowe lowered the world's bicycle records from five miles to ten miles. The wind was strong, and it was doubted if he would be successful. It was his intention to break all the records after four miles, and he did it. The world's records are indicated by asterisks.

Miles.	Rowe.	Rowe.	Previous record.
1	2.44	2.44	.....
2	2.46	5.30	.....
3	2.48	8.18	.....
*4	2.47	11.05	11.11 4-5
*5	2.52 2-5	13.57 2-5	13.07 2-5
*6	2.49 3-5	16.47	16.55 3-5
*7	2.51	19.38	10.47 2-5
*8	2.46 2-5	22.24 2-5	22.41 4-5
*9	2.53 3-5	25.18	25.41 4-5
*10	2.45 2-5	28.03 2-5	28.37 4-5

At Springfield, July 5, in the one-mile bicycle handicap, in which Hendee started from scratch, he finished in 2m. 34s., beating the world's amateur record by 1 2-5s., and the world's three-quarter record by 2-5s. The following table gives an idea of Hendee's effort:

Hendee.	Quarters.	Am. record.
1/4 m. 36 2-5s.	36 2-5s.	35 1-5s.
1/2 m. 1m. 13 2-5s.	37s.	1m. 12 4-5s.
3/4 m. 1m. 52s.	38 3-5s.	1m. 55 1-5s.
1m. 2m. 34s.	42s.	2m. 35 2-5s.

Rowe made five miles in practice on June 27 in 14 1-45 exactly, 5 3-5s. ahead of world's record.

F. A. Eldred, of Springfield, takes the road record for twenty miles in 1h. 19.50m.

The attempt of S. P. Hollingsworth, at Greenfield, Ind., to break the long-distance record of this country and Great Britain has been successful. He accomplished the wonderful feat of riding 281 9-10 miles within twenty-four hours, his total riding time being 21h. 23m., 2 hours and 37 minutes being lost in eating and being rubbed down. Heretofore the best American record was 259 1-2, made by Munger, at Boston, while the English record is 266.

Mr. and Mrs. Johnston, of Orange, N.J., covered 150 1/2 miles on a tandem in 24 hours, June 19.

ENGLISH.

The records made at the London International Tournament are as follows: Tricycle—1/4 mile, H. C. Sharp, 41 1-5s.; 1/2 mile, J. M. Inglis, 1.27 3-5s.; 1 mile, A. E. Langley, 2.55 1-5s.; 2 miles, E. Kidderlen, 6.15 4-5s. Bicycle—1/2 mile, W. A. Illston, 1m. 16 1-5s. The 1/4 mile tricycle is a world's record.

G. Gatehouse, the English tricyclist, made a mile in 2m. 56s., missing the English record by four-fifths of a second, but he made a world's two-mile record, covering that distance in 5m. 58 3-5s. A. H. Fletcher, of Liverpool, June 20 and 21, cut the 24-hour record for a tricycle, covering the distance of 251 miles. The best previous record was 231 1/2 miles. Mr. H. G. Priest rode a mile on his Quadrant tricycle, at Biggleswade, in 2m. 38s. The wind was strongly in his favor, and the last hundred yards of the course somewhat downhill.

R. Howell and Fred Wood rode their ten-mile race for \$250, and the championship of London, June 14. Howell won by ten yards, in 34m. 37 4-5s., but Wood claimed a foul because he was carried out, and the race was declared to be no race.

Howell completed a mile in 2.39 2-5s. at Leicester, starting from a stool, a performance equal to about 2.36 pushoff. Howell also did a half-mile in 1.17, both of which performances are English records.

If there are any doubters as to the speed of tandems on the road, let this item sink deep in their

minds. In a recent 50-mile road race, Wilson (Faed) and Liles beat the fastest bicyclist 13 minutes. Lee and Gatehouse on a tandem, second. Time for winners, 3h. 16m. 58s.

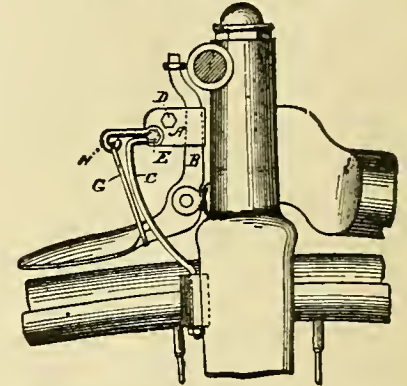
The fifty-mile amateur championship of Scotland was won on June 18 by J. H. A. Laing, Edinburgh, in 3h. 19 1/2m.

James Lennox, of Dumfries, has beaten the John-O'-Groats record. He started from Land's End on a bicycle June 7, at midnight, and reached John-O'-Groats in 6 days, 8 1/2 hours. The distance is 885 miles. Previous records: Bicycle, 6 days, 19 hours, 7 minutes, by Lennox, June 29, 1885. Tricycle, 6 days, 15 hours, 22 minutes, by Marriot, September 27, 1885. Rain poured during nearly all the time of this year's ride.

On Saturday, July 10, at the Crystal Palace, London, Speechly, of the Ranelagh Harriers, made one mile in 2m. 34 4-5s.; three miles in 8m. 20 1-5s.

The five mile tricycle championship race was run at Hampden Park, Glasgow, July 10, and resulted as follows: T. W. Allard, 1st; P. Furnivall, 2nd; G. Gatehouse, 3rd. Time, 20m. 42 2-5s.

FOOTE'S ANTI-HEADER.



This device is attracting a great deal of attention. It is one of the last touches necessary to the modern bicycle. As the bit is in the horse's mouth, so this little device will regulate the bicycle. The modern bicycle has one erratic feature, its tendency to loosen up at the front axle joint with the forks, allowing the rider to tip forward, and past the centre of gravity, and so get a header. Foote's invention provides for allowing the wheel perfect liberty to go forward, but immediately on the little wheel attempting to jump up and carry the forks forward faster than the top of the big wheel, the forks will become clamped, so that the rider cannot get past the centre of gravity. This device will prevent all headers, except such as would throw wheel and rider bodily, as if they were cast in one solid, jointless piece.

Having personally given the device a thorough test, we can unhesitatingly recommend it to every rider. It can be attached to any wheel in two minutes. For night riding it is invaluable, and imparts a feeling of confidence hitherto wanting. The wonder is it was not sooner thought of. It is sold by the Overman Wheel Co., 182 Columbus Avenue, Boston, at \$1.50. Some cycle dealer in Canada ought to secure the sale for Canada, to obviate the trouble of individuals passing the device through the customs.

Mr. C. H. Potter, the tricyclist of Cleveland, Ohio, has instructed his legal adviser to bring suit against the Lynn Cycle Track Association, to receive his expenses of coming on to compete in their opening races. The races were advertised to be run under League rules, and after the entries had been accepted, and the programme published, they were announced to be run under A. C. U. rules. As Mr. Potter would have lost his amateur status by competing with the expelled men, he was compelled to stay out. Sheriff C. M. Merritt attached the box office receipts, and carried off \$500 as security.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. W. A. KARN, Woodstock, Ont.
 Vice-Pres.—Mr. J. D. MILLER, Montreal, P.Q.
 Sec.-Treas.—Mr. HAL. B. DONLY, Reformer,
 Simcoe, Ont.

APPLICATIONS FOR MEMBERSHIP.

Unattached, 9 :

- D 0163, E. G. Farwell, Granby, P.Q.
- D 0164, Fred Briggs, Waterloo, P.Q.
- D 0165, John G. Watson, London, Ont.
- D 0185, Geo. M. Reid, London, Ont.
- D 0232, F. C. Blodgett, Detroit, Mich.
- D 0237, William E. Metzger, Detroit, Mich.
- D 0238, George E. Lane, Detroit, Mich.
- D 0405, J. W. Splan, Brockville, Ont.
- D 0406, G. A. Caton, Newburgh, Ont.
- D 0420, H. E. Chubb, 235 Viaduct, Cleveland, O.

Montreal Junior Club, add 12 :

- D 0176, H W Davidson
- D 0177, Wm Hughes
- D 0178, Ernest Ebbitt
- D 0179, Percy Simpson
- D 0180, W B Greaves
- D 0181, H Johnson
- D 0182, E C Thurston
- D 0183, T E Abell
- D 0184, A T Lane, jr.
- D 0402, Percy Hanna
- D 0403, Jeffrey Springle
- D 0240, G W Nelson

Westminster Club, London South, add 2 :

- D 0186, Chas Lyman
- D 0187, Fred Aspden

Woodstock Club, add 3 :

- D 0214, Geo McDonald
- D 0219, W R White
- D 0218, J Kirby

Stratford Club, add 2 :

- D 0222, D B Fraser
- D 0226, H W Wight

Listowel Club, add 4 :

- D 0227, J E Brooks
- D 0228, Wm Martin
- D 0229, J Sticker
- D 0230, W J Hay

Toronto Club, add 3 :

- D 0233, James Carden
- D 0234, A J Carden
- D 0235, F J Whatmough

Eastern Townships Club :

- D 0236, A E Abbott
- D 0203, R Macdonald
- D 0304, W Law

Montreal Club, of Montreal, add 23 :

- D 0279, E Authier
- D 0280, James Baird
- D 0281, Grant Ferrier
- D 0282, J C Jenkins
- D 0283, G Kingan
- D 0284, Robert Lloyd
- D 0285, J R Murray
- D 0286, D Ogilvie
- D 0287, J B Ostell
- D 0288, J T Ostell
- D 0289, C O Palmer
- D 0290, R Pollock
- D 0291, W G Robertson
- D 0292, H M Ramsay
- D 0293, W Rodden
- D 0294, T D Scott
- D 0295, L J Smith
- D 0296, J W Tattley
- D 0297, A S Woods
- D 0298, W D Bohm
- D 0299, H J Watson
- D 0300, C P Dickenson
- D 0301, C R Irwin

St. Thomas Club, add 7 :

- D 0311, John McCall

Ramblers' Club, Belleville, add 9 :

- D 0346, G M Gibbs
- D 0347, H S Dean
- D 0348, D W Pellet
- D 0349, Harry Burnell
- D 0350, D L Gibson
- D 0351, C W Ryan
- D 0352, Charles James

Hamilton Club, add 6 :

- D 0371, R R Simpson
- D 0372, T Field
- D 0373, J V Bews
- D 0374, D Muir
- D 0375, T Malcomson
- D 0376, F Carpenter

St. Catharines Club :

- D 0377, R Struthers
- D 0378, A Woodroffe
- D 0379, L Carmen
- D 0380, Ralph Smith
- D 0381, Charles Rice
- D 0382, James Sword
- D 0383, G W Hodgetts
- D 0384, John Corbin

Victoria Club, Montreal :

- D 0404, H L Broughton

Bruce County Wheelmen, add 4 :

- D 0414, W R McIntosh
- D 0415, J G Campbell
- D 0415, W J Fawcett
- D 0416, C E Start
- Walkerton
- Walkerton
- Tara
- Tara

Wanderers, of Toronto, add 15 :

- D 0436, A Doherty
- D 0437, H Grenfell
- D 0438, W Dicks
- D 0439, T Lalor
- D 0440, U C Wright
- D 0441, T Burgess
- D 0442, J Beatty
- D 0443, S C Warner
- D 0444, William Park
- D 0445, G Townsend
- D 0446, C Anderson
- D 0447, C P Sparling
- D 0448, D Ford
- D 0449, J F Gibson
- D 0450, J S Hara

REDISTRIBUTION OF DISTRICTS.

At the meeting of the Board of Officers held in Montreal on the 3rd July, it was decided that the present very unequal division of the Province of Ontario should be changed for one in which one district would not overshadow all the others, as is now the case with the London district.

The Secretary was instructed to draft a new sub-division that would carry out the wishes of the Board as nearly as would be found practicable upon fully considering the actual distribution of the membership.

Acting under these instructions, I have prepared and submitted to the Board, for their approval or disapproval, the following new subdivisions :

HURON DISTRICT, No. 1.—The counties west of and including Elgin, Middlesex, Perth and Bruce. This district would contain of the present Board of Officers Representatives Brierley, of St. Thomas, and Ballantyne, of Stratford, and would leave a Chief Consul to be appointed by the President. It would have a membership of about 130, and include such clubs as St. Thomas, Stratford, the two London clubs, St. Marys, Mitchell, Bruce County Wheelmen, and many unattached riders.

NIAGARA DISTRICT, No. 2.—The counties of Norfolk, Haldimand, Welland, Lincoln, Wentworth, Brant, Oxford and Waterloo. This would contain of the present Board Chief Consul Tisdale and Representatives Goodman and Woodroffe, giving a full representation for its probable membership of 140, from such clubs as Woodstock, Hamilton, St. Catharines, Niagara, Simcoe, Brantford, Paris, Berlin and Norwich.

TORONTO DISTRICT, No. 3.—Comprising Halton, Wellington, Grey, Peel, Simcoe, York and Ontario. It would have about 125 members, and as members of the Board, Chief Consul Chas J. Langley and Representatives Orr and Ryrie. Clubs : The Torontos, Wanderers, Guelph, Newmarket, and a number of unattached riders.

MIDLAND DISTRICT, No. 5.—Comprising Victoria, Durham, Peterborough, Northumberland, Hastings, Prince Edward, Addington and Frontenac. It would have about 140 members, and a full representation to the Board in Chief Consul Way and Representatives Fenwick and Foster. Its principal clubs are : The Ramblers, of Belleville, Newcastle, Trenton, Peterboro', Cobourg, Kingston, and numerous unattached members.

OTTAWA DISTRICT, No. 5.—All the remainder of the Province of Ontario—the Ottawa, Cornwall, Napanee and Carleton Place Clubs. For this district a Chief Consul and Representatives would have to be appointed.

A mail vote of the Board upon these proposed changes is now being taken, and in the next issue of THE WHEELMAN I will be able to inform the membership of the Association of the result.

Respectfully,

HAL. B. DONLY,
 Sec. C. W. A.

Simcoe, July 26, 1886.

Votes in favor of the proposed changes have been received up to this date from Messrs. Karn, Miller, Tisdale, Langley, Way, Gnædinger, Woodroffe, Brierley, Ryrie, Orr, Goodman, Foster, Fenwick and Ross, making with the vote of the Secretary 15 in all, or a clear majority of the full Board of 18. The President has therefore declared the vote carried.

H. B. DONLY,
 Secretary C. W. A.

Simcoe, July 22, 1886.

Editor CANADIAN WHEELMAN :

DEAR SIR,—Having received a protest against the amateur standing of Messrs. H. Marlat and Fred. McMahon, two members of the Simcoe Club, I have suspended them from membership in the Association pending inquiry. The charge against them is of riding for money prizes at Hagarsville on Dominion Day, in company with Sydney Dixon, Hagarsville, and R. Walker and T. Hiscock, Caledonia. The Membership Committee will meet in Simcoe, on Monday, 26th July, to consider the case.

Respectfully,

HAL. B. DONLY.

Woodstock, July 26th, 1886.

H. B. Donly, Sec. C. W. A. :

DEAR SIR,—To fill the vacancy on the Board of Officers, caused by the Redistribution of the Districts, I have great pleasure in to-day appointing Mr. W. M. Begg, of London, to be Chief Consul for Huron District No. 1, C. W. A.

Respectfully yours,

W. A. KARN,
 Pres. C. W. A.

THE BICYCLE IN AFGHANISTAN.

Thomas Stevens, the special correspondent of *Outing*, who has been making a tour of the world, and who was checked while penetrating Afghanistan, writes to a personal friend under date of 16th of June from Constantinople :

CONSTANTINOPLE, June 16, 1886.—You have heard, perhaps, that whilst I was a prisoner at Herat I wrote Colonel Ridgway, of the Boundary Commission, asking him if possible to assist me through to India, and that for answer the governor of Herat received instructions to escort me back into Persia. I have met English travellers and others since, who think Col. R. might have assisted me through that intervening few hundred miles, knowing that I had ridden from San Francisco to get there. Col. R. doubtless knows his reason for ignoring my request better than anybody else does, and the difficulties of the situation are probably greater than most people imagine. I saw quite enough in Afghanistan to understand why nobody, and particularly no newspaper correspondents, are allowed in there at the present time, and could write an article on what I saw that would no doubt create something of a sensation in London ; but of course I should be sorry to allow anything to escape me that might perhaps tend to aggravate the situation of affairs on the frontier. I cannot help thinking, however, that had it happened to be anybody less favorable to our interests in Afghanistan than myself that had penetrated thus far behind the scenes, it might have been as well to have treated him with a little more courtesy than to have him unceremoniously bounced out of the country. As long as it is me, of course it does not matter ; but these thoughts occurred to me the other day in Tiflis, when a Russian officer, of sufficient influence and importance to be related to the Empress, approached me and tried to pump me concerning the roads and the nature of the country down below Herat.

(Signed) THOMAS STEVENS.

THE MEET.

THREE DAYS OF SPORT AND BUSINESS AT MONTREAL.

WE TOLD YOU SO!

It turned out exactly as we predicted. Those who went to Montreal will never regret it, and those who did not have cause for regret the rest of their natural lives. From the Alpha to the Omega of the C.W.A. meet of 1886 it was a success, such as we dread cannot be repeated until Montreal is again visited. The Montreal boys have put the notch so high up that it will needs be a brave club that essays to climb to it. For three days the visiting wheelmen had such a time as they little dreamt of, and such as they will never forget. For three days they were feted, and treated, and greeted, and meet-ed, and cheated out of their sleep, until for very shame's sake they had to make their apology to Morpheus, and go to sleep on the way home, as soon as the clutch of Montreal's hospitable hand ceased to be felt. Talk about hospitality, indeed! there's no place on this green footstool where there's so much open, frank, whole-souled and genuine hospitality to the block than in the city of Montreal. Why, the very waiters at the hotels seem to forget to hold out their hands for "backsheesh," and devote themselves to making you comfortable as though their employers actually paid them for doing so. But it was of the hospitality of the Montreal wheelmen that we wanted to speak. It is of a character we have never seen before, and believe it flourishes only in the exact longitude and latitude of Montreal. It strikes the visitor as he enters the town, and keeps up a kind of magnetic influence upon him after he has regretfully shaken the dust of Montreal from off his sandals. It is as unfailing as the meal in the widow's cruise. It suffereth long, and is patient with the quietest as well as with the noisiest (Hurst, of Woodstock, and his bugle, always excepted). It gets up early in the morning, and apparently never goes to bed in the night—at least a section of it was seen going out of the window of room No. 6 in the Windsor at three o'clock in the morning. In a word, the Montreal boys are "the stuff." They not only have the big hearts necessary to wish their friends a good time, but they possess the "know how" and the "get there," two qualities quite as essential, so far as results are concerned. And apparently the wheelmen are only specimens of the Montreal people as a whole. Nothing could exceed the affability, cordiality and courteous bearing of every citizen with whom the visitors came in contact. Even the policemen seemed to think it a pleasure to hear the boys raising the roof of the vaulted heavens, as only a crowd of bicyclists can. These may seem extravagant words of praise of the Montreal people, but those who were there will endorse every word we have said. It certainly is a mystery how so many good fellows have gathered together in Montreal, and how they manage to work together as one man for the purpose of making such a meet as that of the wheelmen a success, but they do it, and they show an example which leaves its impress upon every visitor, and sends him home with a high ideal of what wheelmen should be in themselves and to each other, and with, let us trust, an emulation to cultivate the same spirit in his own circles, and at once promote the interests of the sport and the enjoyment and welfare of its devotees.

GETTING THERE.

By ones and twos, by road and rail and boat, the wheelmen of Ontario gathered in Montreal during the first part of the week commencing June 27, but the largest number of the visitors came in on the boats and trains on Wednesday and Thursday morning. The Woodstock men came fourteen strong. They, with seven St. Thomas men, and others in smaller numbers from different parts of the west, met in Toronto on Tuesday night, and there took passage for Kingston in a special Pullman, chartered by the Woodstock club. Like sober-minded cyclists, the travellers sat quietly

until bedtime, talking over the prospects of the meet, and relating reminiscences of past gatherings. Bedtime came along in due course, and all retired. To sleep? No! That bugle of Hurst's was there, and Hurst was behind it, and Jack O'Neil, of Woodstock, was there, and Ned Nesbitt, of the same ilk, was not far off, and, while they may have been innocent, they got full credit of keeping every man in that car awake until Kingston was reached, and then, with Sol high in the heavens, sleep was out of the question. At a meeting held on board the boat at a subsequent period it was moved, seconded and unanimously carried: "That the next time the Woodstock crowd wish to hire a car they be allowed to do so, but that they needn't ask us, and that it is the opinion of this meeting that the Woodstock club has the fastest rider, the noisiest bugler, the quietest captain, and the sweetest mascot, of any club in the Dominion."

At Cobourg the travellers were joined by the members of the Toronto tour. The sail down the river was greatly enjoyed, marred only by the determination of the mascot to make the captain turn the boat's head the other way, because every time he came on deck he felt convinced the boat had changed its course. Perry, of Simcoe, would persist in standing near the bulwarks, to find out whether the rapids were wet or not, his knowledge of the properties of water being extremely limited, unlike the St. Thomas men, who knew what water was like. Teetzel, of the latter town, tried to talk English politics with an Englishman on board, and retired from the contest quite well satisfied with himself. With the exception of these few regrettable occurrences, the day's ride was a pleasant one, and when the boat arrived at Montreal at 6.30 it contained a thoroughly satisfied crowd of wheelmen. At the wharf was Mr. J. B. Ostell, the untiring chairman of the Reception Committee, and with him many of the Montreal men, who immediately took charge of the visitors, and escorted them to the various hotels. These gentlemen also met all the other boats and trains, and not a man stepped off a boat or car but was at once made to feel at home by the jolly Montrealers. On Wednesday night no formal entertainment was given to the visitors; their guides, however, escorted them over the city and to the Montreal Amateur Athletic Association's building, which was a revelation to those who had never before visited it, and conveyed some idea of the great source of the strength of all athletic pastimes in the city of Montreal. On Thursday morning many of the guests were up bright and early, seeing what they could of Montreal before the time set for the parade, 9.30 o'clock.

THE PARADE.

The parade was announced to start from Dominion Square, the little park in front of the Windsor Hotel, and a large crowd was gathered at the appointed time to witness the mount and departure of the wheelmen. Capt. Horace Joyce, of the Montreal Bicycle Club, was marshal of the parade, and shortly after 10 he gave the order to mount. The Montreal Club, in its handsome suit of dark blue, held the place of honor, and quickly springing into the saddle led the way, followed by the Montreal Juniors, a new club of young men, dressed in the neat C.W.A. uniform. Then came the "remnants" of the Forest City Club, once the pride of the west, and now represented only by Mr. Kingsley Evans and a few others, who, "among the faithless, faithful only are." Following them came seven members of the St. Thomas Club, clad in C.W.A. cloth, and under the command of Captain A. E. Domville. The St. Thomas Club felt proud in having more members present, in proportion to its size, than any western club. Simcoe, Toronto, Ottawa, Kingston, Belleville, Sherbrooke, Victorias (Montreal), City Club (Montreal), Wanderers, Woodstock, and unattached, made up the remainder of the parade. The number attached to each club was reported as follows:

Montreal.....	53
Juniors.....	11
London.....	5
St. Thomas.....	7

Simcoe.....	4
Toronto.....	10
Ottawa.....	4
Kingston.....	1
Belleville.....	1
Sherbrooke.....	6
Victoria.....	4
City.....	11
Wanderers.....	10
Woodstock.....	15
Unattached.....	23

165

This made some 165 men on parade. In single file they started in response to the call of Bugler F. W. S. Crispo, of the Montrealers, and paraded as follows: Windsor street to St. James, Place d'Armes square, Notre Dame, Gosford, Craig, St. Denis, St. Catherine, St. Hubert, Sherbrooke, Dorchester road, Dorchester street to Drummond, and to Victoria rink, where the parade was dismissed. By reason of the crowded state of the streets single file had to be maintained the entire distance, although an escort of mounted cavalry endeavored to keep open a wide path for the wheelmen. The parade was headed by a band in a waggon, a feature regretted by many.

THE ATTENDANCE.

The attendance at the meet was certainly disappointing to those who had anticipated a large gathering of wheelmen. Compared with former gatherings at annual meetings of the Association, the number in attendance was small, but still the representation of western wheelmen was as large as could reasonably have been expected, considering the distance Montreal is from the majority of the cycling centres and the expense and time necessary to attend the meet. Had all the towns done their duty, a very large attendance would have to be recorded; but it does not certainly say much for the clubs of Brantford, Belleville, Stratford, Hamilton and Kingston, in times past among the most enthusiastic in the Dominion, that they were unrepresented, or represented by only one or two. However, there were enough western wheelmen present to make the Montrealers feel that their efforts on behalf of cycling and of the C.W.A. were thoroughly appreciated, and that the men of Ontario for the most part endeavored to apply the golden rule.

AT THE WINDSOR.

Mr. Horace S. Tibbs, father of bicycling in Canada, ex-president of the Canadian Wheelmen's Association, and good fellow generally, now ably fills the important, and, let us trust, lucrative, position of treasurer, of the Windsor Hotel Company. In that capacity he was furnished by the meet with an opportunity of displaying on a larger scale than formerly his well-known hospitality. The Windsor—the leading hotel on the continent—threw open its doors to the wheelmen at greatly reduced rates, and from Manager Hes down to the call-boys every one connected with the hotel did what they could to enhance the pleasure of the wheelmen. On Thursday evening, after the annual business meeting of the Association, the management of the hotel tendered a complimentary hop to the visiting wheelmen. The pleasant affair was held in the "Ladies' Ordinary," and was enjoyed to the utmost by those of the wheelmen who tripped the light fantastic. The Montreal Club brought its sisters and cousins to the ball, fair ones all, and the wheelman who couldn't enjoy himself in such company was happily not in Montreal that night—he was the man who didn't go! The Montreal men could not do too much for their guests, and the entire affair was on a par with the completeness of the festivities of the day before and after. After the dance, no little amusement was created by "Mr. Smith of Woodstock," sometimes known as "Tizzy," introducing himself to the young French Liberals, who were leaving the banquet of the *Club Nationale*, and conveying to them his deepest sympathies with them in their desire to "boom Canada." Although not a Liberal, he was magnanimous enough to join with them in booming Canada, and his generosity was evidently heartily appreciated, espec-

ially by Mr. Mercier, leader of the Liberal party in Quebec.

ON THE MOUNTAIN.

Friday morning the Montreal Club escorted their visitors up the mountain and around it. The cemeteries and the Athletic Club House at Cote des Neiges were visited, the latter being much admired. At all seasons of the year it is a great resort of Montrealers, and adds another to the many points of attraction around the city. The splendid coasting on the return trip was heartily enjoyed, being by far the longest coast the most of the riders had ever experienced. On the top of the mountain the boys had their pictures taken, and hope to secure copies as mementoes of the occasion.

THE ANNUAL BUSINESS MEETING.

The annual business meeting of the Association was held in the large Gymnasium of the Montreal Club House, on Thursday evening, at 8 o'clock. There were about 150 members present.

At a few minutes past 8 o'clock the chair was taken by President Brierley, who called the members to order, and requested the Secretary to read the minutes of the last annual meeting. This being done, they were, on motion, confirmed.

The President spoke briefly, congratulating the Association on the grand success of the meet, and warmly praising the Montreal Club for their magnificent reception and entertainment of their visiting western brethren.

The Secretary-Treasurer presented his annual reports, which we give in full.

To the Officers and Members of the Canadian Wheelmen's Association.

GENTLEMEN,—In compliance with the by-law in that behalf, I beg leave most respectfully to submit to your careful consideration the following report of the affairs of the Association :

I am pleased to be able to congratulate you upon the continued onward progress of the cycling sport in our Dominion, and on the advance made by the C.W.A. in all its fields of labor.

The Treasurer's statement shows a balance now on hand of \$319.79 as against \$271.78 at last report. This I think an exceedingly satisfactory showing, considering that we have had this year the entire publication of THE CANADIAN WHEELMAN upon our hands. In addition, I am informed by the manager of that journal that its advertising patronage has been so good as to lead him to suspect that he will be able, at the conclusion of its financial year, to pay back into the Association treasury the handsome sum of something over one hundred dollars.

The membership still continues up to the standard of past years. I find that some of the larger clubs are not carrying as many members as formerly, due undoubtedly to the weeding out from their lists of all who are not active riding members. As an offset to this, many new clubs have joined during the year, and unattached riders both in Ontario and Quebec, and also in more distant parts of the Dominion, are becoming allied with the Association, and look to it for their direction and guidance in wheel matters. This is a state of things certainly designed to give great satisfaction to all interested in the welfare of our sport and this organization.

As all members of the Association are aware, the Board of Officers decided last summer to assume the publication of the official organ, THE CANADIAN WHEELMAN, and present it free to each member of the Association. A year's trial of this has given the best of results, and we think has proved a great boon to all riders. The cost will be comparatively light. As the financial year of the paper does not expire for some two months, it is not possible to give an accurate statement, but it is estimated that it will not net more than \$150. I am pleased to be able to state that our finances are now in so flourishing a condition as to warrant me in predicting that the paper will be continued for another year as in the one now past.

The subject of an Association uniform came before the Board this spring, and an experiment was decided upon. Many difficulties were ex-

perienced, but still the result has been on the whole satisfactory. Some fifteen hundred yards of cloth have been disposed of, the same being retailed to the members at the actual wholesale price. The Board are aware that a great improvement might be made in the quality of the cloth, and a plan by which a grade about double the quality of the present and of a special pattern may be obtained for next year is now before the Board. With the new cloth, if it is decided upon, will come a new and superior worsted yarn for stockings.

During the year the Association received its first membership from the Maritime Provinces, and district officials were appointed by the President to fill the necessary offices. The Chief Consul of this eastern part of our territory promises us a valuable addition to our ranks during the ensuing year. Several vacancies in the Board, caused by resignations, were promptly filled by the President.

In regular time, as provided for by the by-laws, I held the annual elections, full reports of which have already been placed before you in the columns of the official organ.

The Membership Committee report that so well have the rules of the Association been lived up to by the members that no matter has, during the entire year, come before them for adjudication.

After the spring meeting of the Board, I submitted to the members the revised Constitution and By-laws of the Association, as drafted by them, and the same were approved of by a unanimous vote of 267.

In the year I have received and written some twelve hundred communications, and to the best of my ability performed all the duties incumbent upon the office of Secretary-Treasurer.

With best wishes for the future prosperity of the C.W.A.,

I have the honor to be, gentlemen,

Your obedient servant,

HAL. B. DONLY,

Sec.-Treas.

Abstract Statement of the Receipts and Disbursements of the Canadian Wheelmen's Association, 1885-6, H. B. Donly, Treasurer.

1885.	DEBITS.	
June 30—Balance on hand	\$271	78
Sept. 5—Profits of Race Meet.	206	00
1886.		
June 30—Membership Fees	331	50
	<hr/>	<hr/>
	\$819	28

1886.	CREDITS.	
June 30—Exchange	\$	0 75
Telegraphing		7 70
Postage		29 25
Traveling Expens's		17 00
Assistance		2 50
Express		1 60
Can. Wheelman		275 44
Grant to Secretary		100 00
Miscellaneous		15 00
Printing		50 25
	<hr/>	<hr/>
	\$499	49
Balance on hand		319 79
	<hr/>	<hr/>
	\$819	28

Audited, compared with vouchers, and found correct.

A. S. LANE, }
F. G. GNEDINGER, } Auditors.

Mr. Miller moved, seconded by Mr. Campbell, that the reports be accepted and placed upon file for future reference.

The President then called for nominations for the office of President for the ensuing year.

Mr. Campbell nominated, seconded by Mr. Tisdale, Mr. W. G. Eakins, of Toronto. Mr. Eakins addressed the meeting, thanking them for the honor, but stating that through pressure of business it would not be possible for him to accept the office.

Mr. E. Nesbitt nominated, seconded by Mr. C. E. Thurston, Mr. W. A. Karn, of Woodstock.

Mr. Miller moved, seconded by Mr. Gnedingger, that the Secretary cast one ballot for Mr. Karn.—Carried. Mr. Karn was declared elected.

Mr. Eakins nominated, seconded by Mr. Pauline, Mr. J. D. Miller for Vice-President. There being no other nominations, the President declared Mr. Miller elected.

Mr. Fred Campbell brought up the question of the Secretaryship, and desired to know if the annual meeting or the Board of Officers would decide the question of changing the office to a salaried one. He suggested that the meeting instruct the Board of Officers to submit a plan by mail vote to all the members.

Mr. Nesbitt thought this would be unwise; the Board of Officers should be able to arrange such matters, and the Association should place all confidence in them.

Mr. Tisdale thought the matter was not in the province of the meeting further than that they might express an opinion for the guidance of the of the Board, and he would move that this meeting approve of paying a salary to the Secretary-Treasurer, and that the amount of the salary be left entirely to the Board of Officers' discretion. This was seconded by Mr. Miller, and after some further discussion, carried unanimously.

Mr. Nesbitt, on behalf of Mr. Karn, was called upon for a speech. He spoke briefly, returning thanks to the Association for the honor they had done Woodstock in electing Mr. Karn to so responsible a position, and promising that the office would be creditably filled by him.

Mr. Miller also thanked the Association, and extended a hearty invitation to all the visitors to make themselves thoroughly at home while they remained the guests of the Montreal Club, and take advantage of the various schemes contained in the programme for their amusement.

Mr. Nesbitt moved, seconded by Mr. Ostell, that the thanks of the Association be tendered to the retiring President and Vice-President. The Secretary put the motion, which was carried with a cheer.

Mr. Campbell moved a vote of thanks to the Secretary-Treasurer for his services during the past year. Mr. Nesbitt spoke in support of the motion, which was carried.

Prof. McLeod, of McGill University, invited visiting wheelmen to pay a visit to the University Buildings on Saturday forenoon.

Moved by Mr. Perry, seconded by Mr. Teetzel, that the meeting adjourn.—Carried. And the meeting adjourned accordingly.

HAL. B. DONLY,

Secretary.

BOARD MEETING.

A meeting of the Board of Officers was held at the office of the Montreal Club House on Saturday morning, the 3rd July, at 11 o'clock. There were present, Vice-President J. D. Miller in the chair; Chief Consul W. P. Way and Representatives Brierley, Tisdale, Woodroffe, Foster and Ross, and H. B. Donly, Sec.-Treas.

The minutes of the last Board meeting were read and confirmed.

Mr. Woodroffe moved, seconded by Mr. Tisdale, that the appointment of Mr. Langley as Chief Consul, vice Campbell, resigned, be confirmed. Carried.

Moved by Mr. Brierley, seconded by Mr. Way, that Mr. G. H. Orr be appointed Representative in place of Mr. Langley, promoted. Carried.

Moved by Mr. Brierley, seconded by Mr. Ross, that Mr. Gnedingger be appointed Chief Consul of District No. 4, vice Mr. Miller, elected Vice-President. Carried.

Moved by Mr. Way, seconded by Mr. Foster, that H. B. Donly be appointed Secretary-Treasurer for the ensuing year. Carried.

Mr. Brierley presented a report of the affairs of THE CANADIAN WHEELMAN. It showed it to be in a most flourishing condition, and put the probable cost to the Association for the year ending Sept. 30 at about \$120.

Moved by Mr. Gnedingger, seconded by Mr. Woodroffe, that the Association continue to publish THE WHEELMAN, and that Mr. Brierley manage it as in the past. Carried.

Moved by Mr. Brierley, seconded by Mr. Way, that the sum of \$150 be granted the Secretary for his services during the past year. Carried.

Moved by Mr. Gnaedinger, seconded by Mr. Tisdale, that for the ensuing year the Secretary-Treasurer be paid the sum of two hundred dollars, payable monthly. Carried.

Moved by Mr. Foster, seconded by Mr. Gnaedinger, that the account of the Chief Consul for District No. 1, \$5.80, for postage, be paid. Carried.

Moved by Mr. Woodrooffe, seconded by Mr. Way, that Mr. Tisdale be Chief Consul of District No. 1 in place of Mr. Karn, elected President. Carried.

Moved by Mr. Brierley, seconded by Mr. Foster, that the Secretary prepare and submit to the Board, by mail vote, a plan for redistributing the Province of Ontario into smaller and more equally proportioned districts than now exist. Carried.

Moved by Mr. Brierley, seconded by Mr. Tisdale, that Rule E, Clause 2. of the Racing Rules be amended by omitting the word "of" in the second line thereof, and substituting "domiciled in." Carried.

Messrs. Tisdale and Woodrooffe were elected to act with the Secretary as a Membership Committee. Mr. Woodrooffe was elected chairman.

Mr. Gnaedinger was elected chairman of the Racing Board.

Messrs. Way, Orr and Ross were elected a Transportation Committee, Mr. Way chairman.

Mr. Brierley moved, seconded by Mr. Way, that the meeting adjourn. Carried. And the meeting adjourned accordingly.

HAL. B. DONLY,
Secretary.

FIRST DAY'S RACES.

Probably 4,000 people witnessed the races on Thursday, July 1st. The first race, called at 3.12 P.M., was the one-mile bicycle, 4th class, which brought out seven starters:

- Charles Ware, Marblehead (Mass.) B.C. 1
- D. Pollock, Montreal B.C. 2
- G. S. Dunn, Hamilton B.C. 3

G. B. Ash, Victoria B.C., Montreal; R. H. Ash, Montreal B.C.; Chas. Irwin, Montreal B.C., and Fred. Scott, Montreal B.C., also started.

D. Pollock took the lead for the first lap, with Ware in close attendance, and Dunn in third place. Near the close of the second lap, Ware took the lead, and was never again headed, winning as he liked by 100 yards, in 3.20½; second man's time, 3.37¾.

The one-mile championship of Canada was the next event. In this race there were six starters, and the result was:

- H. W. Clarke, Woodstock. 1
- F. Foster, Toronto. 2
- D. E. Hunter, Alberton, P.E.I. 3

T. Fane, Toronto, J. R. Scates, Montreal, and G. S. Low, Montreal, also entered. Fane entered a protest against D. E. Hunter, on the ground that he was not a Canadian citizen. Clarke took the lead, closely followed by Low, and led through the first lap. Near the finish of it Foster spurred, and made a big break for the lead, but did not quite get there, and Clarke remained in the van through the second also, Low still sticking to him like a brother. In the next lap, during a general spurt, in which Clarke carried off the honors, Low fell, and Scates moved up into third place. In the last lap, Hunter made a big effort for first position, but could not catch either Clarke or Foster, the former winning easily in 3.09½.

Then came the first heat of the 100-yard foot-race. There were only two starters—

- J. S. Robertson, Montreal. 1
- B. Field, Woodstock. broke down

There was great interest in this race, as the men were old antagonists, and there was a good deal of discussion as to their respective merits. Robertson got the best of the start, but was quickly collared and passed by Field, who at 60 yards had a good lead. Here, however, his leg, which had given out in the previous week, failed him again, and he fell prostrate on the grass at the side of the track. Robertson ran in alone in 10 1/5 secs., and to complete the race, as it was to be decided

in heats, ran over the distance again, covering it in 10 2/5 secs.

The three-mile race with road machines was next called. There were five starters—

- T. Fane, Toronto. 1
- J. H. Robertson, Montreal. 2

M. F. Johnston, Toronto, Charles Ware, Marblehead (Mass.) and W. S. Chisholm, London, also ran. Johnston took the lead, attended by Fane; Chisholm fell in the first turn. Johnston held the lead through the first mile, which was done in 3.15. Up to this time he was considerably in advance of the others, but in the fifth lap Fane and Robertson began to pull up, the latter taking second place. These positions were unchanged till the end of the second mile, when Fane rushed to the front, followed by Robertson, Johnston beginning to weaken. Fane was never again headed (although hard pushed at times by Robertson, who rode a good race), and won by a half wheel in 10.08½.

The half-mile without hands followed. There were five starters, and the result was—

- Charles Ware, Marblehead, Mass. 1
- D. B. Holden, Montreal. 2
- H. Williams, Woodstock. 3

H. M. Ramsay and Geo. Darling, of Montreal, also rode. When the bell rang for "hands off," Williams led and continued to gain till the third turn, which was very sharp, was reached. Here Darling fell, and Holden, getting the inside of Williams, passed him and led at the close of the lap. Williams, however, quickly passed him again and led to the last turn, when the same thing again occurred, the rate at which he was going carrying him too far out, and Ware and Holden, passing inside, got in before he had time to catch them. Time, 1.46.

The five-mile championship was then called. There were four starters, who finished as follows:

- F. Foster, Toronto. 1
- J. R. Scates, Montreal. 2
- H. W. Clarke, Woodstock. 3
- D. E. Hunter, Alberton, P.E.I. 0

Clarke took the lead, with Foster at his heels, and led till the 18th lap, the order of the procession being occasionally varied by a slight change in the respective distances between the positions of the participants. In this lap, Scates, aching for glory, took first place, but was again passed by Clarke. In the last lap Foster made a spurt, and Clarke and he had it hot for first place, coming round the unlucky corner, Foster got the inside, and Clarke had to run out so far to keep out of his way that he ran off the track altogether, and was thrown out of the race, Scates taking second position. Time, 18.56.

The one-mile tricycle, which followed, was a hollow victory for A. T. Lane, of Montreal, who won in 3.51, beating the Canadian record. The other starter was G. A. Mothersill, of Ottawa.

Then came the 440 yards foot-race, contested by J. S. Robertson, J. F. Owens and H. L. Shaw, all of Montreal. Shaw took the lead, but was quickly pursued by Robertson, and when half the distance had been covered by Owens, Robertson continued to gain, and won easily in 52 4-5 secs., Owens finishing in 55s.

The three mile bicycle (open) wound up the day's sport, and to all appearance was the race of the day. It resulted as follows:

- H. W. Clarke, Woodstock. 1
- D. E. Hunter, Alberton, P.E.I. 2
- T. Fane, Toronto. 3

M. F. Johnston, Toronto, H. M. Ramsay and J. H. Robertson, Montreal, also started. Johnston started off with the lead, but was quickly passed by Clarke and Hunter, the former leading at close of mile, which was done in 3.24. No change in the leaders until the 7th lap, when Fane became ambitious and took the lead, and thus the second mile closed in 6.41. In the next lap Clarke again went to the front, and for two laps a very exciting-looking race took place between the four leading men, resulting in Hunter having the first place. In the last lap Clarke passed him and won by half a dozen yards in 10.04.

Lester and Alden then gave an exhibition of fancy riding, and tried a race on common buggy wheels. Result not yet reported.

SECOND DAY'S RACES.

Friday was taken up in the morning by sight-seeing, etc., and in the afternoon a road race to Lachine took place. There were ten entries, who finished in the following order and time: F. Foster, Toronto, 42m; M. F. Johnston, Toronto, 42½m.; J. R. Scates, Montreal, 42½m.; T. Fane, Toronto, 43½m.; F. W. Crispo, Montreal, 43¾m.; A. E. Dance, St. Thomas, 46m.; G. Darling, Montreal, 46½m.; F. W. Doll, Berlin, 47¾m.; J. Robinson, Niagara Falls, and W. H. Sproule, Ottawa, time not taken. Distance, about ten miles. Five medals to first five men.

LAST DAY, SATURDAY.

First race, one mile, 3rd class. Starters:

- Chas. Ware, Marblehead (Mass.) 1
- D. Pollock, Montreal. 2
- A. E. Dance, St. Thomas. 3

Ware took the lead, Dance following, and held it through the first lap. In the second, Pollock came into second place, and these positions remained unchanged through the race, which was a tame affair. Time, 3 23½.

Then came the first heat of the ½ mile dash, for which were entered F. Foster and M. F. Johnston, of Toronto, and J. H. Robertson, of Montreal. Foster won in 1.34 4-5; Robertson 2nd. This was followed by the second heat of the same. Entries: H. W. Clarke, Woodstock, D. E. Hunter, Alberton, and G. S. Low, Montreal. Clarke won in 1.30, with Hunter 2nd.

The 220 yards foot-race was then called, and brought out W. R. Thompson, J. S. Robertson, and J. F. Owens, all of Montreal. They got off together and ran even for half the distance, when Robertson drew away and won in 23 1-5, beating the previous Canadian record.

Mr. A. T. Lane, of Montreal, now tried to lower his record for one mile on a tricycle, but failed to do so, the wind being too strong. Time, 3-52 3-5.

Then came the final heat of the half-mile dash. The competitors were the two leading men in the previous heats. They were, H. W. Clarke, Woodstock; D. E. Hunter, Alberton, P.E.I.; F. Foster, Toronto, and J. H. Robertson, Montreal. Summary:

- H. W. Clarke. 1
- F. Foster. 2
- D. E. Hunter. 3
- J. H. Robertson. 4

Clarke got the lead, with Robertson in second place. Robertson passed him after a short distance had been covered, but Clarke almost immediately took it again, and was never headed, but won by 8 or 10 yards, although Foster, who had passed Hunter and Robertson, did his best to reach him. Time, 1.30.

For the half-mile foot-race there were three entries—J. W. Moffatt, J. F. Owens and S. D. Jones, all of Montreal. Moffatt won easily in 2.03 2-5.

Lester and Alden gave an exhibit of fancy riding. For the five-mile bicycle open there were five entries, and the result was—

- F. Foster, Toronto. 1
- T. Fane, Toronto. 2
- J. R. Scates, Montreal. 0
- M. F. Johnston, Toronto. 0
- H. W. Clarke, Woodstock (did not finish).

Fane took the lead, but was passed almost immediately by Johnston, who led through this and following lap, Clarke coming into second place. In the fourth lap Fane again went ahead, finishing the mile in 3.30. Foster went ahead in the fifth lap, followed by Clarke, who went to front in the sixth. In the next, Clarke's crank came loose, and he was forced to retire, and the race lost all interest. Foster and Fane divided up the lead between them till the last mile, when Foster began to push ahead and rode the mile in 3.09, leaving Fane behind. He finished the race in 17.10½; Fane 2nd, in 17.25¾.

Next came the two-mile bicycle, second class. Starters:

- Charles Ware, Marblehead, Mass. 1
- V. L. Lusher, Montreal. 2
- George Darling, Montreal. 3
- F. W. Crispo, Montreal. 0
- D. Pollock, Montreal. 0

Lusher took the lead, but was passed at the third turn by Crispo and Ware, all finishing the

heat very close together. In the second, Ware passed Crispo. Lusher pushed him hard right to the finish, riding a good race for a new man. Time, 6.47½.

The last race of the day was then called—the three mile bicycle open. Starters:

F. Foster, Toronto.....	1
T. Fane, Toronto.....	2
D. E. Hunter, Alberton.....	0
H. M. Ramsay, Montreal.....	0
J. R. Scales, Montreal.....	0
M. F. Johnston, Toronto.....	0

Fane took the lead, with Scales second. Scales, however, speedily went to the front, and held it for two laps. In the third Hunter passed him, Foster coming up to second, and the mile was completed in these positions in 3.21½. No change was made to the sixth lap, when Foster passed Hunter, and all drew up in a bunch. In the seventh lap Ramsay ran ahead, leading through it. Fane then took the lead, and Hunter took second place, the two miles being covered in 6.47½. No change till the last lap, except that Scales dropped out, when Foster made a great spurt, and going to the front won in 9.55 1-5.

A game of polo on the Star machine wound up the day.

Wheelman Centres.

TORONTO.

Great events are passing into history. The tomes of the future will tell, with well-rounded periods and glowing sentences, of the year 1886, and the month of July in that year, when the Knights of the Silent Steed gathered in the city by the river and put up at a \$3 a-day hotel. "Words, words, give me words!" as Lucretia Borgia used to say when she got mad—words to express in its proper fulness the C.W.A. meet, the XXX, 4-pecks-to-the-bushel hospitality of the Montreal Bikemen.

The members of the tour congregated at Church street on Monday, the 28th, where they were marshalled in line by Commander Orr, and, amid the well-wishes of a large crowd, the party started on their eastern tour. Although the sun put up his umbrella and shone about 100 horse-power, the first eight miles to the Half-way House, including the stiff pull up the Norway Hill, was reached in an hour, and Whitby, the terminus of the day's journey, found the boys in good trim. The following day the members of the newly-formed Cobourg Club met the party at Port Hope and escorted them to the former town, where the night express was boarded for Montreal, arriving at that city on Wednesday evening. The trip was a decided success, and its members were well pleased with it.

I suppose Brantford will have the meet next year. It will be a good opportunity to rouse them out of their lethargy and to revive the club into new life.

Our Toronto Club has taken a new lease of life, and a decided boom of enthusiasm has set in among its members. The attendance at its club meetings is increasing. They will likely have fine club-rooms in the fall.

The club met in force a few evenings ago at the house of Dr. Doolittle, one of its pioneers, to welcome home Messrs. Webster and Ryrrie, who had just returned from their continental tour. An exceedingly pleasant evening was spent, during which the two heroes recounted their adventures and spun their yarns.

Large parties of American wheelmen have turned up here this season. They hail from Michigan and New York and Pennsylvania, and quite a large party came all the way from Kentucky. They praise our roads highly, and seem to be delighted with their Canadian trip.

PETE.

SIMCOE.

The fourth annual meet of the C.W.A. is now an historical event, and most of the boys have returned home, all being very decided in their verdict, "that it was the 'biggest thing' in that line that they have yet attended." Four from

our club were at the meet, and, considering that we have only about twelve active members, we think that was a good representation. Mr. A. R. Dobson, our secretary, walks off with the whole bake-shop. He left Cobourg on his Kangaroo on Tuesday morning, June 29, and although he was caught in several showers on the way down, he persevered, and reached Kingston that night. This is said to be the Canadian record for a day's ride on a safety.

Mr. W. A. Nelles attended the races at Norwich on the 1st, and won the first prize in the race without hands.

Two others, now ex-members of the club, thinking that amateur races weren't good enough for them, aspired to professional honors at the expense of their amateur standing, membership in the club and in the Association. They got the honors all right, but are now trying to dispose of them, as their prize-money is all gone, and they find themselves in disrepute with the other members of the club.

We were all sorry to see that Clarke didn't do as well as we expected he would, but console ourselves with the satisfaction of knowing that in a good, fair five-mile race our western boy is too much for Toronto.

As dog-days approach, our boys do less wheeling than they did in spring, balmy spring, one of them being

Yours truly,

BARNEY O'TOOLE.

Simcoe, July 17, 1886.

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THE CANADIAN TOUR IN EUROPE.

Editor CANADIAN WHEELMAN.

DEAR SIR,—I was just thinking that a word from the "Innocents Abroad" might not be amiss, and that your readers might wish to know what sort of time one can have wheeling through Europe. Our party comprises the following: President Webster, and Messrs. Ryrrie and Chandler, of the T.B.C., and Secretary Smith and Gnaedinger, of the M.B.C. We were joined by Ryrrie only in London, so he unfortunately missed the tour from Liverpool to London. We did not take the shortest route, but the most picturesque, through the old-walled town of Chester, then through a portion of Wales, where the roads were excellent, and then back to Shrewsbury. From here we went through Ludlow, Hereford, Monmouth, Chepstow, Bristol, Bath, to London. I cannot describe all the sights we saw *en route* in this limited space, but must mention the ancient castles at Ludlow and Chepstow, and the grand old ruin of Tintern Abbey, near Chepstow. The old Roman baths at Bath were also very interesting. The run from Monmouth to Chepstow was along the valley of the Wye, and scenery and roads were both good until nearing Chepstow, when we had to walk up a hill about two miles long and walk down the other side. The hill was not steep, but had just received a fresh coating of macadam. After remaining five days in London, we ran down to Brighton and on to Newhaven. The twelve miles between these two last places was as bad a road as any of us ever rode on. It was along the coast, and, besides, we had a strong wind on our side, which almost blew us over. I doubt if anyone could have ridden even one mile against it. Crossing the Channel at night to Dieppe, we started next morning on the celebrated French military road to Paris. We had heard a great deal about these roads, but the quality exceeded our expectations. They are simply magnificent—straight as an arrow, and no steep hills; all are nicely graded. We made from 125 to 150 kilometres per day, that is about 75 to 95 miles. Our greatest day was 152 kilometres. *En route* to Paris we passed through Rouen, where the heart of Richard I. is buried in the cathedral; and we also saw the site where Joan of Arc was burned.

After remaining four days in Paris, we started for the Rhine and Germany *via* Nancy and Strasbourg. When about half-way between Paris and Strasbourg, near a small town called Vitry, Harry Ryrrie met with a serious accident. We met a

horse that took it into his head to stop our passage. We were riding at a pretty quick pace, and the horse turned across the road and backed the cart right in front of Harry, who had to dismount hurriedly, in fact so much so that he landed on the large wheel. He bent the rim badly and broke half a dozen spokes. He had to drive into the town of Vitry on a beer-cart. As there was no competent repairer here, he decided to take train the rest of the way to Strasbourg, and Howe Chandler felt so much sympathy for him that he went along too. I forgot to mention that Mr. Smith had to leave our party at Paris, where he remained longer than we did, and then went direct to London, and on to Scotland to visit his friends there. After the accident our party was reduced to two. When we arrived in Strasbourg, we found that the broken machine could not be repaired before the next day, so Chandler stayed behind with Ryrrie, and the rest of us started in the afternoon for Baden. We got a kind of mixed up in the roads after dark and wandered on through a portion of the Black Forest until we came to a house with a light, when we dismounted and inquired for a lodging. We were told the next house was an inn, so rapped up the landlord, who took us for tramps, and did not want to get out of bed and let us in. However, we induced him at last to do so, and next morning reached Baden in half an hour's spin. From here we went on through Carlsruhe to Heidelberg. The castle here is the finest and largest in Germany. We found the roads from Heidelberg to Mannheim as good as previous ones, but from there to Worms and Mainz they were bad—that is, as good as the Canadian roads; they were clear of loose stones, but rough and shaky. At Mainz we were to have been joined by the other two, or else receive word here where we would meet; but we heard nothing of them there or since. You might advertise for them under the head of "Lost, strayed, or stolen." From Mainz we took the steamer to Cologne, between which points is the picturesque part of the Rhine. At Cologne our party of two again divided. Webster took train for Antwerp to cross to England, and after leaving London go up to Edinburgh and Aberdeen. Gnaedinger took train Berlin, from which he goes through Germany to Switzerland, and then back to London and Edinburgh. We all hope to join again in Glasgow or Canada.

ONE OF THEM.

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A Jarvis, Ont., correspondent writes: While three bicyclists were passing through this town a few days ago they came to a span of horses standing in front of a shop not tied, and one young man, not wishing to frighten the horses, which, as he thought, seemed rather nervous, shouted out to a boy in the wagon to "Hold the horses." Boy—"Never you mind these 'ere hoses; they will not git scared." Bicyclist—"Yes, they will; they see me now." At this he commenced to dismount, but the boy shouted out: "Say, mister, you need not git off for these 'ere hoses; they are both blind."

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It is claimed that the present path records have been reduced about as much as they ever can be on ordinary bicycles, and that if we are to have anything better than 2.31 2-5, it will be accomplished on a geared machine, perhaps on a Rover safety or a Rudge bicyclette. We agree with this opinion, because we regard Howell as the ideal racing man, from the strength-and-speed standpoint, and the Springfield track, on which he made his record, can scarcely be improved upon. Perhaps 2.30 may be the mark this fall, but this is about the limit of possibility.—*The Wheel.*

BICYCLES.

IT WILL PAY ALL BICYCLISTS TO see the WARWICK & WARWICK and No. 1. They are without doubt the best wheels in the market. Address

GOULD & KNOWLES,
BRANTFORD.

Wheel Tracks.

Karl Kron's book is now promised for Sept.

The League has now very near to nine thousand members.

It is said that "Daisie" of the *Cycle* is Mrs. Abbot Bassett.

Cycle dealers are making a discount of 10 per cent. to ministers.

Buffalo is going in for a big fall tournament on a pure amateur basis.

Racing on the highway is getting to be an intolerable nuisance in England.

The L.A.W. tour is going to conflict in point of time with the Springfield meet.

Hendce and Rowe are both confident that they can bring the mile record down to 2.30.

Eugene M. Aaron, the secretary-editor L.A.W., has applied for admission to the A.C.U.

The run between Stratford and St. Marys seems to be quite popular with bicyclists this season.

Prince Wells rode down the Louisville court-house steps on a waggon wheel fifty-two inches high.

The Lynn Cycle Club will hold a mammoth tournament this fall, shortly before the Springfield meet.

Fred Brimer won the second of Toronto Club's road races in 34m. 30s. The distance was seven miles.

Corey, as a hill-climber, leads the world. The Brighton side of Corey on a bicyclette is his latest achievement.

In the racing rules of the A.C.U., the referee is given power to fine any rider \$10 for "loafing" during a race.

The Colorado Wheel Club, of Denver, has challenged the St. Louis wheelmen to a fifty-mile team road race.

Brother John and Brother Jonathan will be having it hot and heavy on the record racket the rest of the season.

Ned Oliver has been tendered and will probably accept the secretaryship of the touring department of the L.A.W.

It is one of the unwritten rules of the track, that in a smash-up the riders can seize the best machine handy to finish on.

Four members of the Louisville (Ky.) Bi. Club have been touring through Ontario. From Windsor to Niagara, *via* Goderich.

R. Neilson, the famous professional, is now training at Rosedale grounds for the big September meets in the United States.

Positively the latest cycling fad is a new pocket walking-stick. It is collapsible, and can be carried in the pocket while riding.

E. P. Baird, of New York, rode 126 miles on Decoration Day, and took one of the medals offered by the Orange Wanderers.

Howell will attempt to make twenty miles an hour on a tricycle on a "Royal Crescent" this season. He is confident of success.

C. E. Whitten is now the darling of the Lynn men, who think he will make another Rowe; Whittier's best mile in practice is 2.49.

Fred Westbrook, the Canadian professional fast and fancy cyclist, has been engaged to travel with Forepaugh's circus during the present season.

Henry Sturmev met with an accident in a race on June 12, and broke his collar-bone. The tire of his tricycle came off, and he was thrown.

There is a scheme on foot to put Rowe in a ten-mile race against the three best men of Essex

County,—the "three best" to relieve each other every mile.

Messrs. Frank C. Blodgett, Wm. E. Metzger, and George E. Lane (L.A.W. and C.W.A.), Detroit, left that city July 19 and rode through to Niagara.

Mr. W. A. Karn, of Woodstock, attended the Detroit Club's meet, and came away satisfied Woodstock could down Detroit in the matter of meets every time.

The chief consulship of Massachusetts has been declared vacant by President Beckwith. Mr. Ducker, the incumbent, says he will not retire without a struggle.

Fred. Foster intends leaving Toronto on the 10th of August to train at Springfield for the big race meetings. He will be sure to give a good account of himself.

The route of the annual London-to-Bath 100-mile road race was changed this year and a much harder road taken. Macrae was the first man in. Time, 7h. 18m. 53s.

The Springfield Club has ordered one watch, to cost over \$1,000, for the first prize in the mile open for its next tournament, and two more of high value as the second and third prizes.

The Massachusetts Division and the League shared the profits of the Boston races as follows: Massachusetts Division, \$22.90; League, \$11.45. No twelve dollars would satisfy the C.W.A.

Prince and Schock rested eight and a half minutes each in the seventy-two hours' race. This is a little different from the rest required in a six days' walking match, and speaks volumes for the wheel.

The "Eureka" tricycle made by Messrs. Bayliss, Thomas and Co. for Mr. G. C. Scholefield (weight 33¼lbs.), is said to be the lightest on record. It is geared to 62in., and has 7¼in. cranks.

Mr. John B. Ostell, late accountant of the Royal Canadian Insurance Company, leaves Montreal for Toronto to take the position of manager of the Union Mutual Insurance Co. of Maine, for Toronto and York county.

To give some idea of the extent of the popularity of bicycling, a prominent manufacturer said the other day that there had been sold thus far this season, at a low estimate, 20,000 wheels, representing all of \$3,000,000.

The Connecticut Bicycle Club, the oldest and largest club in the State, has voted to withdraw from the L.A.W. and join the A.C.U. This club it is said has a membership of 140. The Springfield Club has followed suit.

The well-known house of Singer & Co., Coventry, has recently made a further addition to its plant and works by purchasing the cycle manufactory lately owned by Settle & Co., the chief of which house is deceased.

W. B. Page, of the University of Pennsylvania, the American champion high-jumper, is also a devotee of cycling. He intends taking a 1,500-mile tour on the wheel through the White Mountains and Canada this summer.

Mr. Lloyd Harris, president of the Brantford Bicycle Club, will leave for a three months' trip to the old country in a few days. When away he will spend some time in wheeling over the billiard-table roads of England.

During the late meet a Boston girl was thrown from her tricycle, and in reply as to whether she was hurt said: "I really believe I have fractured the *extensor ossis metacarpi pollicis manus*." She had broken her thumb, that was all.

"What is that Bicycle Man doing, father? See! He has jumped forward from his wheel and is putting his face to the Earth. Is he kissing it?" "No, my son; the Man has his Ear to the Earth. He is Listening. He thought he heard Something Drop.

Following is a well-recommended recipe for rust on the spokes of a bicycle: Boiled linseed oil will keep polished metals from rusting if it is allowed to dry on them. 2. How to brighten the nickel plating? A. Use a little rouge powder on a chamouis skin.

At a recent meeting, the executive committee of the L.A.W. decided to instruct the League tailors, Messrs. Browning, King & Co., not to make any more League suits or sell any more cloth or buttons without first receiving a written order from the Secretary of the L.A.W.

J. S. Rogers, chief consul L.A.W. for Missouri, has purchased T. J. Smith's interest in the *American Wheelman*. L. S. C. Ladish, the editor of that paper, still retains his half interest. The *Wheelman* is a vigorous exponent of wheeling in the west. 'Tis veritably racy of the soil.

John S. Prince rode a five-mile race at Scranton, Pa., June 29, against the trotting mare, Miss Brady. The race was on a five-mile track, and was won by Prince in 16m. In a quarter-mile race on a tricycle, against the pacer Harrisburg, T. W. Eck fell and broke his left arm.

The famous London to Goderich road has been freshly gravelled, and is in anything but perfect shape at present. From Brucefield to Varna, described in the Guide-book as the finest ten miles in Canada, the wheeling is horribly rough, but will doubtless be first-class in a few weeks.

At a Muswell Hill contest held lately in England, the winning rider had his machine built with the forks raking forward and the handles bent half way down the forks, and the English wheelmen say that all contests of the kind in future must include a ride down the hill as well as up it.

The gentleman who was the principal figure in the ceremony mentioned below is Chief Consul for the C.W.A. in New Brunswick:

At Trinity Church, St. Johns, New Brunswick, on the 17th inst., by the Rev. Canon Brigstocke, assisted by the Rev. A. J. A. Gollmer, Charles Coster, of St. Johns, to Georgiana A. Smith, youngest daughter of George W. Smith, Esq., of Cambridge, Queens County.

The conflict between the Pope Manufacturing Company and the Overman Wheel Company, which has been in progress, with the exception of a six months' truce, for nearly three years, and has cost each side, directly and indirectly, more than \$10,000 a year, has been settled by mutual agreement.

Fifty bicyclists started for Europe lately on the Inman steamship City of Berlin. After arriving in Queenstown they will mount their steel steeds and make a tour of Ireland. Thence they will go to Scotland, and ride to London. Paris probably will be visited also. The cost of the trip will be about \$500 for each man.

The famous Lancaster pike, leading out of Philadelphia, has for years maintained a toll-gate about one mile beyond the improved surface. Patience having ceased to be a virtue, the Pennsylvania Club has determined to pay the unjust extra toll no longer, and the Turnpike Company will be called upon to state their case.

Outing will start another enterprising individual to do wonders a-wheel. This time the Arctic Ocean is the objective point, and James Rialton the man selected for the trip. He has constructed a tricycle that can be turned into a bed at night. His route will be through Russia. He will be gone four months, and his expenses will be \$200. So it is said.

Asa Wendell, of Lynn, is said to be the best "pusher-off" in New England. It is noticeable that in a race Rowe is always sent far ahead of all the others at the start. Not the least advantage of this is that in case of a foul or collision Rowe is out of harm's way. Ed. Nesbitt, of Woodstock, has "pushed" himself forward to the same proud position in Canada. He always pushes Clarke off, and the latter invariably gets out of harm's way before his competitors are fairly started.

L. D. Munger has been looking over the course traversed by Hollingsworth in his recent ride of 281 miles in 24 hours, and writes that it is the finest stretch of road he ever saw, and that he considers himself competent to cover 300 miles under the same conditions. It is probable that he will shortly essay the feat.

The last letter from Thomas Stevens to the editor of *Outing* is dated Suez, July 3rd, 1886. In it Mr. Stevens says: "I expect the steamer on which I take passage to India to arrive here to-morrow or next day. Tho monsoon season will be in full-swing when I reach Kurrachee, but I don't know yet whether it will delay my start across India."

Recreation, of Newark, N.J., says: "The meet of the Canadian Wheelmen will long be remembered by those who participated. It was one of the finest, if not the finest, athletic meetings ever held in Canada. There was good time made at the races on both "Bikes" and "Trikes." The Canadian Wheelmen are a strong organization and are steadily improving.

A new safety bicycle, with lever pedals and new adjustable anti-friction bearings, which are claimed to be much superior to ball bearings, has been invented and patented by the Rev. Homer E. King, of Springfield, Massachusetts, and is called the King. The steering is done by depressing the ends of the bent handles, which regulate the small wheel. In appearance the machine is a Star reversed.

We wonder when riders will recognize the fact that a fine spurt is like the bloom on a peach, a most delicate and easily-destroyed possession. No one ever hears of Furnivall going in road work; whilst his tandem riding, like his tricycling, is always a waiting, and consequently an easy, game. A man who wants to spurt well has got to drop hard work of all kinds ere he succeeds in his ambition.—*Bicycling News*.

"A one-armed bicyclist from Emporium was in Buffalo last week. He was the first one-armed

wheelman that ever visited Bull & Bowen's headquarters, and was an excellent rider. He and six other wheelmen took a run of about 200 miles 'up in Canada.'"—*Ex.* A Mr. Le Ruey, of London, Ontario, who possesses only one arm, was one of the first riders in that city, and in '81 and '82 used to astonish the wheelmen by his prowess.

Karl Kron writes to us, July 9: "I presume that some copies of the *L.A.W. Bulletin* are kept on file in your Canadian club-rooms, and so I beg to call attention to a long protest which I've just written, and which I think that paper will print on the 16th or 23rd, against an atrocious act of a club in New Jersey, called the 'Orange Wanderers,' who has had the effrontery to formally request the local authorities to discriminate against cyclers by a threat of 'fine and imprisonment.' I want to hold them up to the execration of all just men, in Canada as well as the United States, as the only club on record who has 'betrayed us to the enemy.'"

AN AFTERNOON RIDE.

The swallows are sweeping o'er meadow and lea,
The woodpecker's bill shakes a song from the tree,

There's a breeze on the land blowing in from the sea,

And I and my wheel are flying.

There's a gleam on the waters, a sail flashing white,

There's a wash on the rocks and a sparkling of light,

And the foam flakes are falling in crystalline flight,

Where I and my wheel are lying.

The foam flakes are flying away behind,
The swallows are circling against the wind,
There's a glow on the clouds where, crimson-lined,

They smother the sunlight dying.

CHRIS. WHEELER.

RATES OF TRAVEL PER HOUR.

	MILES.
Man swims.....	2
Slow river flows.....	4
Rapid river flows.....	7
Moderate wind blows.....	7
Vessel sails.....	8
Man walks.....	8
Man runs.....	11
Horse trots.....	12
Man skates.....	16
Man tricycles.....	18
Steamboat runs.....	18
Horse runs.....	20
Man bicycles.....	20½
Storm moves.....	36
Locomotive runs.....	68
Hurricane moves.....	80
Sound travels.....	743
Rifle-ball travels.....	1,000
Light travels.....	102,000
Electricity travels.....	288,000

A DOUBLE-BARRELLED BREECH-LOADER SHOT-GUN, cost \$75. for sale cheap, or exchange for a 54-in. Wheel in first-class condition.—H. C. GOODMAN, St. Catharines.

A GIFT Send to cents postage, and we will mail you free a royal, valuable, sample box of goods that will put you in the way of making more money at once, than anything else in America. Both sexes of all ages can live at home and work in spare time, or all the time. Capital not required. We will start you. Immense pay sure for those who start at once. STINSON & Co., Portland, Maine.

BICYCLES.

GREAT CLEARING SALE OF OVER FIFTY SECOND-HAND WHEELS. All sold below cost. Send for Price-list. No reasonable offer refused.

GOOLD & KNOWLES,
BRANTFORD.



'XTRAORDINARY
—AND—
CRYPTO 'XTRA
BE SURE AND SEE MY
\$90.00 BICYCLE
BEST VALUE EVER OFFERED. LARGEST
STOCK IN CANADA.
REVISED PRICE LIST NOW READY.
WM. PAYNE
LONDON, ONT.





BICYCLES.

A few good second-hands to be sold at once.

- One 52-in., S.B.C. Plated, \$65.00.
- One 52-in., Part Plated, \$75.00.
- One 55-in., Part Plated, \$75.00.
- One 50-in., Plated S.C., \$50.00.
- One 50-in., Part Plated, \$40.00.

Two 54-in. Racers, one Plated and four Shakespeare Light Roadsters to exchange for Roadsters, any good make.

Send for Catalogue of New Machines.

Wm. Payne,
LONDON, ONT.

Fifth Annual Tournament

—OF THE—

TORONTO BICYCLE CLUB

ON ROSEDALE GROUNDS,

SATURDAY, 21ST AUGUST, 1886.

PROGRAMME.

- 1.—TWO MILE HANDICAP, OPEN.
- 2.—ONE MILE, OPEN.
- 3.—ONE MILE, 3.40 Class, 1st Heat, OPEN.
- 4.—ONE MILE, 3.40 Class, 2nd Heat, OPEN.
- 5.—TWO MILE, CHAMPIONSHIP, CLUB.
- 6.—ONE MILE, 3.40 Class, Final Heat, OPEN.
- 7.—FANCY RIDING EXHIBITION.
- 8.—FIVE MILE, OPEN.
- 9.—HALF MILE HANDICAP, CLUB.

OTHER EVENTS MAY BE ADDED.

FRIDAY EVENING, 20th AUGUST,

Grand Chinese Lantern Parade.

The Toronto Bicycle Club extends a most cordial invitation to all Wheelmen to join them in the Parade on Friday Evening, and to compete in the Races on Saturday Afternoon.

The "ROSSIN HOUSE" and "WALKER HOUSE" will grant special rates to Wheelmen.

The entries (25 cents each event) close on Thursday, 19th August.

A. F. WEBSTER,

Sec. Committee, 56 Yonge Street.

A. T. LANE, - Montreal.

We have the following
Machines in stock :

**RUDGE LIGHT ROADSTER,
LIVERPOOL LIGHT ROADSTER,
ROYAL CANADIAN SPECIAL,
ROYAL CANADIAN, NO. 2,
THE BOYS' OWN IDEAL,
AMERICAN CHALLENGE,
KANGAROO SAFETY,
PREMIER GRIPPER TRICYCLE,
HUMBER TANDEM TRICYCLE,**

And about 70 Second-hand
Wheels of all makes.

SEND FOR LIST.

A BARGAIN.

52 inch Liverpool Racer, "Æolus"
balls to both wheels and pedals. T
handles. *Never been ridden.*

PRICE. - \$80.00.

A first-class Light Racer in perfect
Condition.

ANOTHER BARGAIN.

54 inch Sanspareil, ball bearings to
both wheels, all nickle plated, but
felloes; has been ridden very little
and is in perfect order.

PRICE. - \$75.00.

AND STILL ANOTHER.

Coventry Rotary Convertible Soci-
able Tricycle, in first-class order, made
by Rudge & Co. Not ridden 100
miles.

PRICE. - \$125.00.

1886.

NEW CATALOGUE

75 ENGRAVINGS

Is now ready. Send 3-cent
Stamp for it.

JUST IN

All the Latest Novelties from
Bicycle Exhibition held in
Boston, May 27th, 28th
and 29th.

Store is close to the Windsor
Hotel, and is open until 10
o'clock in the evening.

We have the following Fittings
in stock :

SADDLES.—

BUFFER
LONG DISTANCE
BROOKS LEVER TENSION
LILLIBRIDGE
VICTOR
DURVEA
SOLID COMFORT

STEPS —

HILLMAN'S ADJUSTABLE
HARWOOD'S "
IDEAL RUBBER CAPPED

BAGS.—

MULTUM IN PARVO
MINIMUM
KING'S OWN
CYCLISTS' WALLET
DON TOOL BAG
HANDY TOOL BAG
BUFFALO
CHALLENGE
PREMIER

BELLS.—

HILL & TOLMAN AUTOMATIC
BUTCHER AUTOMATIC
&c., &c., &c., &c.

LAMPS.—

KING OF ROAD
PIONEER
BOYS' OWN
FOOT-REST LAMP FOR KANGAROOS, &c., &c.

SUNDRIES.—

PERFECTION TIRE HEATER
SPRING TOP OIL CANS
PARADOX "
OVERMAN SCREW-DRIVER
HANDY HOOKS
SPOKE GRIPS
YANKEE WRENCHES
CALIOPE WHISTLES
LUGGAGE CARRIERS
HILL CLIMBING BELTS
BICYCLE STANDS
ENAMEL, CEMENT, BALLS
SPOKE GRIPS, SUSPENDERS, SHOES, CAPS,
BELTS, STOCKINGS

Have you got a *Screamer*? If not,
then send 50 cents for one, and be
happy ever afterwards.

Have you got a roll of *Tire Tape*
in your valise? If not, send 25 cents
for 3 rolls; it is invaluable.

A. T. LANE, - - MONTREAL.

On the Road. THE COLUMBIAS On the Path.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS ON COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD, JULY 5.

3/4-MILE (World's Record).....	1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition).....	2.34

WM. A. ROWE AT LYNN, JULY 5.

4 MILES (World's Record).....	11.05
5 MILES (World's Record).....	13.57 2-5
6 MILES (World's Record).....	16.47
7 MILES (World's Record).....	19.38
8 MILES (World's Record).....	22.24 2-5
9 MILES (World's Record).....	25.18
10 MILES (World's Record).....	28-03 2-5

THE COLUMBIAS AT BOSTON, MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE.....	A. B. RICH
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE.....	A. B. RICH

THE COLUMBIAS AT LYNN, MAY 31.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN, JUNE 11, 12.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN, JUNE 17.

1-MILE NOVICE RACE.....	S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5.....	W. A. ROWE.
2-MILE LAP RACE.....	GEO. M. HENDEE.
2-MILE HANDICAP RACE.....	F. S. HITCHCOCK.
3/4-MILE PROFESSION'L TRICYCLE RACE, T. W. ECK.	
World's Record. Time—1.42 2-5.	

CHAMPIONSHIPS ON COLUMBIAS, SEASON OF 1886.

1-MILE BICYCLE.....	L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE.....	L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE.....	N. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE.....	L. A. W. CHAMPIONSHIP.

THE COLUMBIAS IN THE WEST.

THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY, JUNE 19.

25-MILE INTER-CLUB ROAD RACE.....	E. H. VALENTINE.
On Columbia Light Roadster.	

THE COLUMBIAS AT BROOKLYN, JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.

LONG-DISTANCE RIDERS ON COLUMBIAS, SEASON OF 1886.

AROUND THE WORLD (ON THE WAY).....	THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO,..	(ON THE WAY)....F. E. VANMEERBEKE.
FROM NEW YORK TO SAN FRANCISCO,..	(ON THE WAY).....S. G. SPIER.
FROM NEW YORK TO SAN FRANCISCO AND RETURN,	GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD <i>Post</i> ,
(ON THE WAY.)	

CATALOGUE SENT FREE.

THE POPE MANUFACTURING COMPANY,

PRINCIPAL OFFICE, 597 WASHINGTON ST., BOSTON.

BRANCH HOUSES: 12 Warren Street, NEW YORK; 115 Wabash Avenue, CHICAGO.

Capital Bicycle Club
 409, 15th St. N. W. 33126.
 Washington D. C.

The Canadian Wheelman

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, OCTOBER, 1886.

No. 12.

-- THE VICTOR --

1886 — LIGHT ROADSTER — 1886

SHOWS ALL THE IMPROVEMENTS WHICH A YEAR'S EXPERIENCE CAN SUGGEST.

LIGHTER, WITHOUT SACRIFICE OF STRENGTH.

NARROWER TREAD.

Compressed Tires much Improved,

Doing away with the dead rubber down in the rim.

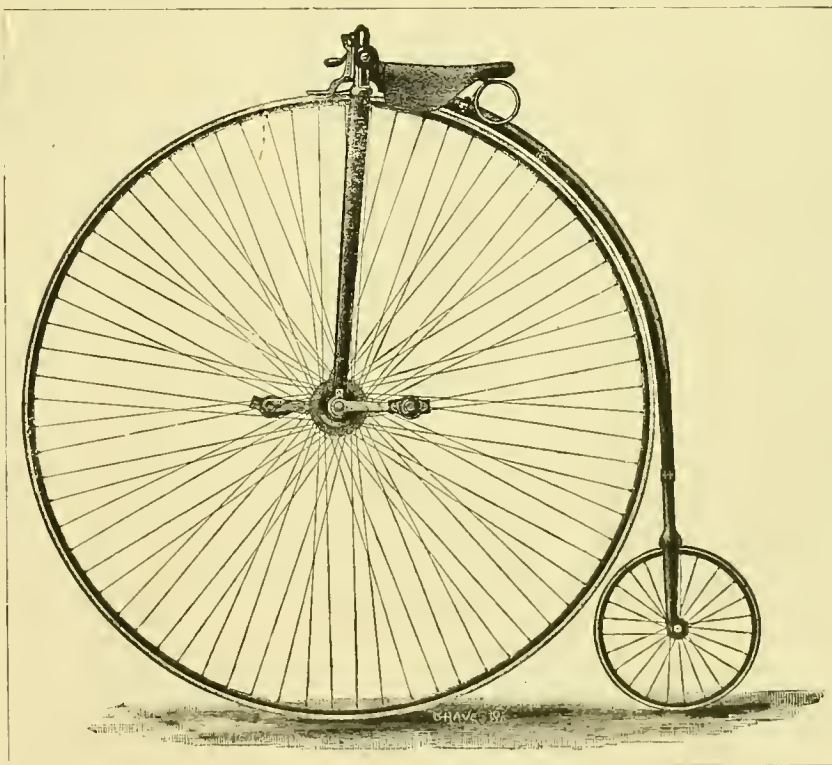
NEW DEVICE

FOR LOCKING THE HEAD,

Avoiding the constant annoyance of its coming loose.

HANDLE BAR

Entirely changed and improved, past a reasonable chance of breakage.



Saddle much Improved,

longer and narrower, with wrench strapped on underneath.

We cannot enumerate its many good points here, but will claim the

Handsomest and Easiest-Running

LIGHT ROADSTER

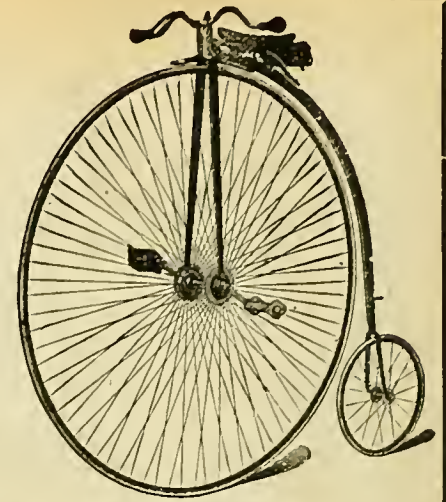
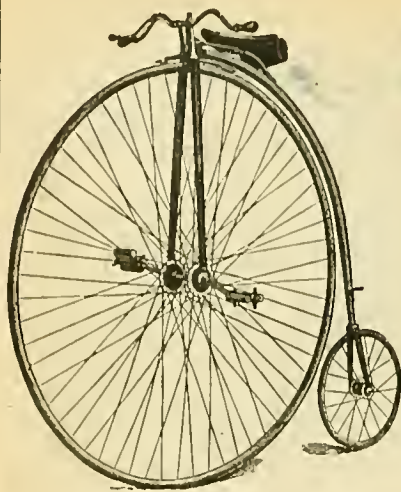
EVER OFFERED IN THE MARKET.

You will make a mistake if you buy without investigating.

WILL BE READY FOR DELIVERY VERY SOON.

OVERMAN WHEEL COMPANY,

182 COLUMBUS AVE., BOSTON, MASS., U.S.A.



THE
Fall Bulletin

—OF—

Chas. Robinson & Co.,

OF 22 CHURCH STREET, TORONTO,

The largest Bicycle and Tricycle dealers in Canada, whose establishment is the recognized Canadian headquarters for everything in the Sporting Goods line, from a Rudge Light Roadster to a Rugby Football.

When read, make a note on't—*a la Capt. Cuttle.*

FACT NO.	DETAILS OF FACT.	REMARKS.
1	That we are now carrying on the largest clearing sale of Cycles ever held in Canada, and that the reduced prices are a marvel.	Send a stamp for Catalogue.
2	That we make the SPECIAL OFFER for the above sale of sending a Wheel, C. O. D., with privilege of examination, and return if not as represented, on the mere condition that consignee pays express charges.	This enables the purchaser to see what he is buying before paying for it.
3	That we will send one of Foote's Anti-Headers (a good thing) for \$1.75.	The latest accessory out.
4	That we will be ready to supply you with Showshoes, Toboggans, Moccasins, etc., when winter sets in.	We supply and outfit all the Toronto clubs.
5	That we want you to keep your eyes open for our surprises in store for you next Spring.	See that you get our big Spring Catalogue.
6	That we have been appointed sole Canadian Agents for Harrison's Double and Single Alarms.	They are the best value in bells made in England.
7	That we have been appointed sole Canadian Agents for Loudon's celebrated Cement.	Holds a tire with an iron grip.
8	That we have been appointed sole Canadian Agents for the publications of Hiffe & Son, Coventry.	They publish all the leading works pertaining to cycling.

= THE RUDGE =

Is the leading Bicycle of the world; it is used by a majority of the oldest and best riders, and holds the chief records of the path.

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.

Subscription Price to Non-Members. . . . \$1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, OCTOBER, 1886.

A NEW IDEA.

The idea contained in the following extract from a circular issued by Mr. Atkinson, of Port Hope, is a novel one, and we trust may be carried to a successful issue by the energetic Midland wheelmen. The splendid roads in the locality will make communication between the members of the club an easy matter, and such an organization will certainly encourage the practical use of the wheel. The great difficulty, of course, will be to maintain a common interest that will ensure an enthusiastic and progressive club. The following is the extract referred to :

"Arrangements are being made for the organization of a bicycle club to take in the district lying between Whitby and Cobourg. This is a new departure in the formation of bicycling clubs, and promises from present prospects to have a successful issue. It will be the only club covering such a number of towns and so large a jurisdiction in Canada, and will ere long have on its roll more members than any other club in the Dominion. Every care will be taken to exclude undesirable members, and thus retain the standing of the club. No honorary members will, under present intentions, be allowed to connect themselves, unless active wheelmen, but every cyclist between the points named, Whitby and Cobourg, are earnestly requested to communicate with Mr. J. E. Atkinson, Port Hope, their views on the matter, preparatory to calling a meeting of wheelmen at some central point. The names of all bicyclists in the district are first necessary, and all are cordially invited to send their names, to the address, immediately."

EDITORIAL NOTES.

The records are coming down, but it's the Englishmen who possess them.

What a wail goes up from Montreal in our columns this month! Is the glory of Israel departing?

The *Bicycling World* showed no little enterprise in mailing to its subscribers a special supplement of the Springfield races.

Now that the tournaments are over, the American flyers will devote themselves to record-breaking—if they can. Furnivall's 2.30 will be their goal.

The Springfield tournament is not likely to ever again hold the position among tourists it has in the past. Lynn, Hartford and Roseville are rising to dim the light of Springfield.

Ducker gave positive assurances that the leading professionals and amateurs of England would be at Springfield. They weren't, and no reasons have been given to the public why it could ever have been imagined that they would have been. 'Tis a pity imagination has to be called in to play a part in booming a meeting of cyclers.

Some months ago a cry for "a man" to represent Canada on the racing path arose from these cold types. Now it sounds as though an answer were coming. Fred. Foster, of Toronto, has jumped at once into the front ranks of American amateurs, and his performances at Hartford and Springfield have justified several capable critics in asserting him to be the fastest amateur on the continent. Fred's dare-devil ride over the Lachine road on July 2nd proved to all who saw him that he was "grit and go" from top to toe. His recent successes are very popular in Canada, and we hope are but the promise of faster things.

From the rules of the American Cyclists' Union, just to hand, we learn that that body divides the country into five districts for legislative purposes, and that No. 1 is to be known as the Eastern District, composed of the New England States and the Dominion of Canada. The italics are ours. We were always under the impression that Canada was governed, from a cycling point of view, by the Canadian Wheelmen's Association, and we have just been told by a prominent member of that Association that it is perfectly independent of the United States and the L.A.W. For our own part, we protest against the *annexation of Canada by the United States*. What do our Canadian brethren of the wheel say?—*Cyclist*.

What do we say, dear *Cyclist*? Simply that this is not the first time we have known Mr. H. E. Ducker to bite off more than he could chew.

TRADE NOTES.

The gear about which there has been so much talk this fall is being made by Gormully & Jeffery, and is being put on an ordinary 54-in. American Champion, gearing it up to a 126-in. wheel. This gear is undoubtedly the simplest yet produced, and in a 38-inch Ideal wheel, with improvised forks, and with bearings that consisted only of a hole bored through iron, and with a rider who required the reach of a 58-inch wheel, made a mile in 2.56. What it will do on the large wheel is of course experimental, but its inventors are very sanguine. If it is successful, Gormully & Jeffery will at once put it on the market.

At the Toronto Industrial Exhibition, Messrs. T. Fane & Co. made a fine display of wheels, but among the most prominent to be seen were the "New Rapid" and "Club Safety." We understand that this firm have been awarded a special diploma for the "New Rapid." Owing to the wonderful strength of the wheel it is simply impossible to buckle it in the ordinary course of things, and we are satisfied that for the roads of Canada this machine will fill the bill. They also exhibited a very good wheel for boys, which is of their own manufacture, and will be known as the "Boys' Comet." The reputation Messrs. Fane & Co. have obtained will convince intending purchasers of getting full value for their money.

No wonder that Burley B. Ayers was greeted with as loud applause as could be expected from so small a gathering at the last League meeting. And no wonder he was announced as "all right." He stands out prominently as a man who labors hard and well for the good of the League and the sport. He has not sought the bubble reputation in ornamental work, nor has he, we believe, sought any personal gain. Among many drones, among many that pretend much but accomplish nothing, he is really benefiting the sport. There is no man who has put in more hard, honest work for the good of the League than Burley B. Ayers. He is a fair and most considerate official. He treats the cycling press with uniform courtesy. He believes what is worth giving to the public is worth as wide a circulation as possible. Mr. Ayers, we respect you and wish thee well.—*Bicycling World*.

Wheelman Centres.

MONTREAL.

The boys here have not been doing just as they ought to do of late, and as I feel mad with them, and would like to take a bunch of them by the hair but canno', I must carry my woes to somebody, and so have chosen to inflict on you a portion of my grievances.

Since 1878, I doubt whether there has been a duller summer for bicycling in Montreal than has this past one been. In other years we generally saw at least half a dozen races at different times at picnics; this year, outside of the spring and fall games of the M.A.A.A. and our own meet, there has not been a single track race. We had our annual handicap road race to Valois, 15 miles, in which the record was beaten by the two scratch men. For this race the entries were very limited, and the starters much more so, for out of a membership of about seventy six actually managed to come to the starting point, and several of these only after a great deal of persuasion. It is pretty hard on Montreal boys, yet it is true, with one or two exceptions, that if before starting in a race each man is not positive of winning a fine gold medal, there is no starting in him. No, thanks! he don't want to be beaten and make a show of himself for nothing. In getting up a race here, the committee-men have to assure each competitor of their ability and certainty of coming in for first place. All this means that we ought to be extremely proud of our racing men, for I believe that in all Canada they stand at the head of that praiseworthy crowd of racers known as pot-hunters.

The small field of entries in the road race is the result of an experiment of giving neat silver badges as prizes, and a fine medal in the event of the record being broken. This year there were only four prizes offered against six or seven in former years, their value ranging from a gold medal down to gold pins. The result of the experiment is plain by comparing the lists of starters; this year there were six, formerly ten to fifteen.

The boys are taking just about as much interest in the welfare of the club as they do in racing matters. Our regular weekly meetings had to be stopped some time ago for want of quorums. There was some excuse for it, as the boys were all out of town; but now the fall is with us, and everybody is again in the city, still the M.B.C. cannot get enough members together to hold a meeting, a quorum for which is fifteen members, five of whom shall be committee-men. There is no possible means of getting them together, not even by advertising a free-ice-cream feed for all attending meetings on Thursday nights in the Montreal Gymnasium, for they do not even trouble themselves by reading in the evening papers the fixtures or each ensuing week.

Since the evening of July 3rd the above has been the state of things here. I believe that our boys felt so bad over parting with their western brethren that they have not yet recovered from their sadness; or else the quantity of ice that lay around the G.T.R. station froze them up and sent them off hibernating while summer is still with us. I think I have hit the right nail on the head when I think that it must be the great quantity of prizes, both firsts and seconds, that our boys won at the meet that are now overpowering them, and so make them rather satisfied with racing.

If our club manages to exist until next July, at the present rate of living maybe some of our boys will be rested enough to give the western boys a good rub. I hope so.

GROWLINGS.

Montreal, Sept. 20, 1886.

The *Cyclist* tells of a new sport engaged in by the ruralists. It consists in the collection, right across the road, of a ridge of stones about one foot high, carefully masked with dust; or it may take the form of a dike placed on the highway and artistically covered with a handful of new hay. When the game is ready, the merry villagers lie and wait for the first cyclist who comes along, and in his tumble they get their pleasure.

THE SPRINGFIELD MEET.

The annual Springfield tournament commenced Sept. 14. The attendance at the grounds was 4,000.

One mile championship promateur—First heat, Rowe 1; Kluge, 2. 2 38.

Ten mile promateur championship—Hendee, 1; Stone, 2; Rhodes, 3. 29 28 1-5.

Five mile professional handicap—Neilson, 100 yards, 1; Woodside, 30 yards, 2; Crocker, 100 yards, 3. 14 36

One mile championship, second heat—Burnham 2; Ives, 2. 3 27 1-5.

One mile promateur tricycle—Burnham, 1; Ives, 2; Kluge, 3. 3 18 1-5.

Three mile professional—Neilson, 1; Woodside and Crocker, 2 and 3. 9.01.

One mile championship, third heat—Stone, 1; Adams, 2. 3 17 4-5

One mile tandem championship—Crist and Brown, 1; Rich and Foster, 2; Huntington and Collier, 3. The winners had an easy victory, and scored a couple of world's records, viz.: Three-quarters mile, 2.01 3-5; mile, 2.43 1-5. The half-mile time, 1.21 2-5, is the best in America.

One mile championship professional, 4th heat—Neilson, 1; James, 2. Both fined \$10 for loafing. 4.19 2-5.

SECOND DAY.—The event of the day was Wood's 2.32 3-5 in the mile championship. One mile championship, 5th heat, professional—Wood, 1; Woodside, 2. Time, Wood, 3.32 2-5; Woodside, 2.36.

One mile championship, 6th heat, promateurs—Hendee, 1; Rhodes, 2. 2 35.

Five mile lap, amateur—Rich, 1; Gaskell, 2; Foster, 3. 15.03.

Three mile tricycle, professional—Crocker, 1; Eck, 2; James, 3. 9.41 2-5.

Five mile lap, promateur—Rowe, 1; Rhodes, 2; Ives, 3. 14.36.

One mile championship, 7th heat—Prince, 1; Crocker, 2. 2.44 4-5.

Three mile tricycle, amateur—Rich, 1; Gaskell, 2; Williams, 3; Foster, 4. 9.57.

3 mile handicap, professional—Wood, scratch, 1; Woodside, scratch, 2; Neilson, 50 yards, 3. 8 36 4-5.

Five mile handicap promateur—Haradon, 550 yards, 1; Stone, 350 yards, 2; Kluge, 300 yards, 3. Time not given.

Three mile lap, professional—Woodside, 1; Frazier, 2; Neilson, 3. 8 37 2-5.

THIRD DAY.—One mile championship, professional—Neilson and Wood ran; declared no race on account of the loafing indulged in, and both men were fined.

Three mile tricycle, promateur—Burnham, 1; Ives, 2; Kluge, 3. 8.56 2-5.

Five mile open, amateur—Crist, 1; Rich, 2; Gaskell, 3; Foster, 4. 16.26.

One mile championship promateur—Rowe, 1; Hendee, 2. As had been expected, this was a miserable race until the last lap was reached. Rowe positively refused to make the pace, and Hendee was compelled to go in front. So they rode until the last quarter was reached, and then they rode for dear life. Rowe proved beyond a doubt that he is the faster man, and won by a length, in 2.44 3-5.

One mile handicap, professional—Woodside, 20 yards, 1; Morgan, 120 yards, 2; Merrill, 140 yards, 3. 2 34 2-5.

Three mile open, amateur—Crist and Foster, 1, 2; Rich, 3. A hot race resulted in a dead heat, in 8.40. The heat was run off later, and resulted in favor of Foster.

Ten mile lap, promateur—Rowe, 1; Rhodes, 2. 30 44.

One mile professional—Woodside, 1; Neilson, 2; Wood, 3.

FOURTH DAY.—Ten mile lap, professional—Woodside, 1; Frazier, 2; Crocker, 3. 31.19 2-5.

Three mile promateur—Hendee, 1; Ives, 2; Rhodes, 3. 9 02 4-5.

Three mile handicap, amateur—Crist, 40 yards, 1; Hart, 50 yards, 2; Foster, scratch, 3. Barely two yards separated the three. 8 38 3-5.

One mile championship, final heat—Rowe, 1; Wood, 2. The men were cheered enthusiastically. Rowe went off with the lead, but at a slow pace, which was continued until $\frac{3}{4}$ of a mile had been run. Coming into the straight both were riding hard, Rowe leading. When about a hundred yards had yet to be run, Rowe spurred right away from Wood and won by five yards. 3 08 3-5. Both were fined \$10.

One mile special—Neilson, 1; Prince, 2. 2 58 3-5.

One mile promateur, 2.40 class—Stone, 1; Burnham, 2; Ives, 3. 2 51.

Five mile professional—Woodside, 1; Frazier, 2; Neilson, 3. 16.16 3-5.

One mile tandem—Crist and Brown, 1; Huntington and Collier, 2. 3.20 4-5.

One mile, special—This was an attempt on the part of Hendee to beat the mile record. Burnham made the pace for the first quarter in 38 4-5, Adams going to the half mile in 1.15 2-5. Here Rowe was waiting, and together the men rode to the three-quarter mark in 1.52 4-5; Hendee completing the full distance in 2.31.

And so ended the great meet, which has been, so claims Ducker, an unprecedented success. In all, about 30,000 witnessed the racing.

THE LYNN RACES.

The bicycle races at Lynn, September 25, were attended by 3,000 spectators. The one mile professional, open, was won by Frazier in 2.57 2-5, with Wood second. The one mile pro-amateur, 3.50 limit, tricycle race for a C.A. championship between Ives and Burnham, was won by the latter in 2.59 3-5. Ives time, 2.59 4-5.

The ten mile bicycle amateur lap race was closely contested, and was won by Rich, 181 points to 179 for Gaskell. Foster and Kavanaugh also started.

The next and one of the most exciting contests was the five-mile handicap, Hendee and Rowe were scratch, Ives and Stone had 150 yards each, Adams, 175 yds. and Honadon, 375 yds. Rowe and Hendee soon overtook the field, and made a splendid race to finish, each alternately leading. Rowe won in 14 08 1-5, and Hendee second in 14.08 2-5.

In the one mile amateur bicycle race (3.05 limit), Boudreau won in 2.54 1-5, with Ware second.

In the five mile professional lap race, Woodside won in 15.09 4-5, Crocker second in 15.14 4-5.

In the one mile amateur (2.50 limit), a C.A. championship bicycle race, there were six starters. Rich won in 2.47 1-5, with Foster second in 2.47 4-5.

The three mile pro-amateur bicycle lap race between Stone, Rowe, Ives and Rhodes was won by Rowe with 43 points to 37 points for Ives. Ives won the lap race, his time for three miles being 9.22 4-5.

The last race was the three mile amateur handicap bicycle with Foster scratch, Deblers 225 yds. and Boudreau, 300 yards' start. Foster withdrew in the first mile and Deblers finished first.

One of the most healthy exercises for the mind and body, barring headers, etc., is bicycling. Treading the wheel is about the best way to clear the cobwebs from a man's brain, to fill his lungs with air, rejoice his eyes, broaden his understanding, and increase his knowledge of his own beautiful land. The sooner our girls learn to exercise their limbs by tricycling, the sooner will they acquire that physical development and that purity of complexion which seaside lounging and cosmetics can never provide. As for the danger of the sport, it is practically nil. The number of serious accidents from bicycling and tricycling is very small, and we venture to assert far smaller than those incident to buggy-riding. In the matter of health there can be no comparison of buggy-riding and cycling: the cramped-up position of the one and free motion of the limbs in the other need no comment as to which is the most desirable.—*San Francisco Sunday World.*

A LONG LESSON.

My next-door neighbor a daughter has,
A maiden passing fair;
And every day, as his door I pass,
I see her sitting there.

She takes an interest, this maiden good,
In the workings of my wheel;
And every day, as a bicycler should,
Its mysteries I reveal.

I explain with care each complex part,
And she seems to comprehend;
Yet every day we are losing heart
O'er the lessons which have no end.

It's surely enough to discourage us both,
To find our work merely begun;
And yet every day we grow more loth
To leave such a task undone.

And so, as we see that to finish indeed
Will take us the rest of our life,
To-day my neighbor's daughter agreed
To be her neighbor's wife.

—[Exchange.]

RECORD-BREAKING AT COVENTRY.

Engleheart and Buckingham essayed to lower the safety and tricycle records on the Coventry track August 6, Engleheart succeeding not only in lowering the world's safety record, but also eclipsing all amateur records hitherto made upon any form of machine, including the ordinary bicycle. About 7 15, Buckingham started for the tricycle record, getting off, however, rather slowly, but doing his first quarter in 43 4-5s., catching his pacemaker, and giving him good cause to bustle along at his best. The half was rolled off in 1m. 26 2-5s., and at three-quarters he equalled his own record of the previous week, doing 2m. 11s., but slowing somewhat for the mile, he accomplished that distance in 2m. 56s. Two miles occupied 6m. 6 2-5s., several seconds outside record, but at three miles, which he accomplished in 9m. 17s., he was over 20s. ahead of time. Four miles were rolled off in 12m. 34s., nearly half a minute inside of record. He completed the five miles amidst great enthusiasm—the crowd rushing in upon the track—in 15m. 40 4-5s., which is 38m. 1-5s. inside the best previous English record, and only some 22s. outside of Furnivall's Springfield time.

After a wait of a quarter of an hour, Engleheart came out for his trial, and Robinson again started out to make the running. On the word "Go!" being given, Engleheart was sent well off with a good shove, and by the end of the first half-mile had passed his pacemaker, Powell then going on and keeping him going as hard as he knew how. The first mile occupied 2m. 47 2-5s., 2m. 2-5s. outside his record of the previous week. He still kept up a magnificent pace, and at a mile and a half had fairly shaken Powell out, going the next lap by himself. Robinson then again took him along at a splendid pace, the two miles being covered in 5m. 37s., which is a world's safety record by 9m. 3-5s., the announcement being received with great appl use by the public, and a grim smile of satisfaction spread over Engleheart's countenance. Three miles were rolled off in 8m. 27s., or 5s. inside Lacy Hillier's record for the ordinary bicycle. Buckingham then mounted his safety, and went all out for a mile, bringing Engleheart through for the fourth mile in 11m. 14s., 10s. inside Hillier's best, and 2 1-5s. inside Webber's American world's amateur record. The effort shook Buckingham out entirely, Powell resuming the running on his retirement, and still keeping up his magnificent pace the crowd cheering each time as he came round. Engleheart was taken on once more for the last lap by Buckingham, and the pair rode round almost neck-and-neck, doing the quarter in 39s., and finishing the five miles in the astonishing time of 14m. 1 1-5s., which beats the best previous safety world's record by 1m., and Webber's American world's amateur record (14m. 8 4-5s.) by 7m. 3-5s.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association,
ORGANIZED SEPTEMBER, 1882.

President—Mr. W. A. KARN, Woodstock, Ont.
Vice-Pres.—Mr. J. D. MILLER, Montreal, P.Q.
Sec. Treas.—Mr. HALL B. DONLY, Reformer,
Simcoe, Ont.

APPOINTMENTS.

HURON DISTRICT, NO. 1.

The following are my appointments for the current Association year:

W. M. BEGG, C. C.

Place.	Consul.	Hotel.
London	W K Evans	Grigg House
Kincardine	F E Coombe	Royal
Listowel	F W Hay	Grand Central
Cargill	W D Cargill . . . . .	.....
St. Marys	C S Rumsey	National Hotel
Port Elgin	S Roether	Arlington House
Stratford	A C Mowatt	Windsor
St. Thomas	C H Hepinstall	Grand Central
Walkerton	D Trail	Hartley House
Tara	W J Fawcett . . . . .	.....

MIDLAND DISTRICT, NO. 4.

The following are the appointments for this District for the current Association year.

W. P. WAY, C. C.

Place.	Consul.	Hotel.
Kingston	W Nicol	None
Napanee . . . . .	.....	Campbell House
Belleville	James Bonar	Dafoe & Anglo-American
Trenton	C W Thomson	Queen's
Brighton . . . . .	.....	.....
Colborne . . . . .	.....	.....
Cobourg	A Will Donly . . . . .	.....
Port Hope . . . . .	.....	St Lawrence Hall
Bowmanville . . . . .	.....	.....
Newcastle . . . . .	.....	.....
Peterboro'	G A Scofield	Grand Central
Lindsay . . . . .	.....	.....
Madoc . . . . .	.....	.....

OTTAWA DISTRICT, NO. 5.

(No return.)

THE WORLD'S RECORDS.

The following table shows the records held by Wm. A. Rowe, as compared with the best previous world's records :

Rowe's World Record		Previous Best		Rowe's World Record		Previous Best	
Miles	m. s.	m. s.	m. s.	Miles	m. s.	m. s.	m. s.
1-2	1 12 4-5	1 15 4-5	1 15 4-5	11	31 37 1-5	31 41	31 41
1	2 35 2-5	2 38 3-5	2 38 3-5	12	34 32 3-5	34 41 3-5	34 41 3-5
2	5 21 3-5	5 33 1-5	5 33 1-5	13	37 24 3-5	37 47	37 47
3	8 7 2-5	8 17 3-5	8 17 3-5	14	40 25	40 42 3-5	40 42 3-5
4	11 11 4-5	11 16 1-5	11 16 1-5	15	43 26 1-5	43 36	43 36
5	14 7 2-5	14 8 4-5	14 8 4-5	16	46 29 2-5	46 35 2-5	46 35 2-5
6	16 55 3-5	17 2 3-5	17 2 3-5	17	49 25	49 33 1-5	49 33 1-5
7	19 47 2-5	19 58 1-5	19 58 1-5	18	52 25 1-5	52 44 2-5	52 44 2-5
8	22 41 4-5	22 53	22 53	19	55 22 2-5	55 52 2-5	55 52 2-5
9	25 41 4-5	25 48	25 48	20	58 20	58 56 1-5	58 56 1-5
10	28 37 4-5	28 44 2-5	28 44 2-5				

One hour, 20½ miles, 132 yds., 4 inches, against the previous best of 20 miles, 1,907½ feet.

TWENTY MILES IN AN HOUR ON A TRICYCLE

The *Cyclist* of Sept. 1 says: On 27th July, 1882, the late H. L. Cortis astonished the whole world by riding a bicycle twenty miles in an hour, considered then an astounding feat, and now, only four years later. G. Gatehouse, of the Cambridge University Bicycle Club, has fairly created an excitement by doing the marvellous feat of riding twenty miles in the hour on a tricycle. The now well-known track at Long Eaton has proved itself the fastest track in the world, as, not only on account of Gatehouse's grand ride, but also on account of the record made by P. Furnivall, of the Berretta B. C., by riding a bicycle in the world's record time of 2m. 30s. Thursday last turning out a fine and nice day, Gatehouse determined to try and do what he had set his whole heart on, viz., the twenty miles in the hour. Gatehouse got on the twenty miles mark a few minutes after seven, and being sent to a good start soon got on to the tandem, and going at a rattling pace did the first mile in 2m. 50 1-5s, time, and 4-5s. inside even time. Still keeping up the pace, he finished the second mile in 5m 37 2-5s., which showed 22 2-5s. inside. Now things began to look very hopeful, and still keeping up the same steady pace, he finished five miles in 14m. 27 3-5s., or 32 3-5s. inside. Things looking so very rosy, he was told to keep on, and, pegging away a right good one, he finished ten miles in the unprecedented time of 29m. 26 1-5s., or 33 4-5s. inside evens at half-distance, beating the previous record by 3m. 7 2-5s., otherwise a mile inside the old record. In the meantime, the pacemakers were being continually changed, and began to cry they had had enough, but still going on, 15 miles were rolled off in 44m. 23 4-5s., being 6m. 40 1-5s. ahead of the old record, or two miles and over to the good. The excitement now amongst the spectators got up to the highest, and as mile after mile was knocked off, it became a matter of speculation whether the 20 miles bicycle record of R. H. English would be wiped out or not (59m 6 3-5s.). Gatehouse was still keeping hard at it, and as the bell was rung for the last lap he went for all he was worth, and coming away from the pacemakers finished the 20 miles in the world's record time of 59m. 10 3-5s., only 4s. behind the bicycle record. Gatehouse still going on till the pistol was fired (showing the hour was up), did 20 miles 460 yds. 6 inches in the hour, establishing a record which will remain for many a long day, and beating the previous 20 miles tricycle record by 9m. 31 2-5s., or about three miles in the hour faster than any other man has ridden a tricycle.

Those who are interested in French racing, or who wish to compare distances, should cut this out and keep it :

200 metres,	about 1 furlong.
500 "	" half a mile.
1000 "	" 5 furlongs.
1200 "	" three quarters of a mile.
1600 "	" 1 mile
2000 "	" 1 mile and a quarter.
2200 "	" 1 mile 3 furlongs.
2400 "	" 1 mile and a half.
3000 "	" 1 mile 7 furlongs.
4000 "	" 2 miles and a half.

Charles Robinson & Co., of 22 Church street, Toronto, have a change of advertisement in this issue. They are now carrying on a clearing sale of a large stock of second-hand bicycles, which are being offered at greatly-reduced prices. We would advise our readers to send for their catalogue and look over the list. They also intimate that they are prepared to fill orders for winter sporting goods, such as snowshoes, moccasins, toboggans, etc. They have a so been appointed sole Canadian agents for Harrison's bells, London's cement, and Hiffe & Son's publications.

If you desire to transform your "ordinary" into a "safety," apply one of Foote's anti-headers to it. The device will prevent one half of the headers, and save your clothes, your nose and your temper.

DURVEA'S NEW WHEEL.

The *St. Louis Post-Dispatch* thus describes Mr. Duryea's new bicycle: In a rear room on the second floor of the Turner building, a peculiar-looking machine was being ridden around to-day by a few wheelmen of the city. The thing had such a weird look that one beholder said it reminded him of a nightmare. A spectator observing first one man and then another get into the machine and ride off easily, could scarcely believe that he was gazing on the first spokeless and hubless bicycle ever made. But such it was, and it proved to be the one that the fertile brain of Chas. E. Duryea has evolved. Mr. Duryea, up to a few months ago, was a resident of this city, and for two years studied on the original idea of making a bicycle without spokes. Last fall, after getting the details well worked out, he went to Peoria, Ill., where he has since devoted all his time to inventing, and especially to making a model of this wonderful idea. Being a practical wheelman himself, and the inventor of several bicycle appliances, including the Duryea saddle, he was not long in getting the model put together. To do this he used only the roughest kind of material, and consequently the machine, as shown to-day, weighed twice as much as it will when the gas-pipe is replaced by fine steel and the cog-wheels with chain gearing. The wheel is not only spokeless, but it is inclined away from the rider, which at first adds to its strange appearance. The wheel, as shown to-day, had a diameter of fifty-two inches. Not a spoke was in it, and the driving gearing was placed on the rim, the big wheel passing under the gearing by running on small idle-wheels. The pedals are of the regular tricycle kind. The rider's seat is placed on an iron support extending upward from the gearing, and as the wheel is inclined toward the right, the rider's seat is removed a few inches from the tire, over which one arm is thrown to grasp the handle. The rider thus presents the spectacle of a rider within his wheel, and at the same time over it. The equilibrium is maintained by means of a little wheel behind, as in an ordinary bicycle. It has been ridden over granite, up and down sidewalks, and has worked to perfect satisfaction even in its crude form. No header can be taken on it, as the rider sits as in an open tricycle. Besides its other peculiarities, it is the first one-track cycle ever made that a lady could ride as easily as a man.

In telling a story of how a certain tricycle was once the property of H. R. H. the Prince of Wales, the *Tricycling Journal* says: "We give the above very pleasing yarn for what it is worth. Personally, we have our doubts whether the machine in question was used by the Prince of Wales, though we do not deny his possession of it. It would be interesting to know how His Royal Highness parted with the machine, which, of course, after he had used it, was second-hand. We do not remember receiving any advertisement from him offering it for sale. We should have liked to have purchased that machine; that is, if the sale was conducted on orthodox lines. The delirious delight of heckling with the first gentleman in England as to whether he would throw in a spanner and oil-can with the tri., would have been something to boast of."

Newly arrived Gentleman: "Whisht, Patsey! Did yez see the bye goin' pasht alayin' on the top av a whale?"
Patsey: "My, but yer a gosssoon! The whale's a Boy-sickel."
"A phwhat?"
"A Boy-sickel. When I kim over they called thim a wheel-hossopede, an' sence the byes tuk to ridin' thim its Boy-sickels they are. An' ef yees desire to learn to ride waa, ye can begin by larnin' on the grindstone in me back yard. An' whin yees can ride a grindstone along the top av a rail fince, ye can tackle a Boy-sickel."—*Spec-tator*.

RACES AND RECORDS.

During the past month the flyers on both sides of the Atlantic have been busy with the records, and "the times that are no more" are many. English wheelmen continue to displace former world records on all styles of machines. At the Cheylesmore Cycling Club sports at Coventry, August 21, A. P. Engleheart lowered the three-mile bicycle record to 5m. 16s. At Long Eaton, August 25, George Gatehouse made fresh records on a tricycle, as follows: Quarter mile, 40s.; half mile, 1m. 19s.; mile, 2m. 41 2-5s. Same day and place, Percy Furnivall rode a bicycle a quarter mile in 37s., half mile in 1m. 15 4-5s., and a mile in 2m. 30s. Sidney Lee also rode fifty miles on a tricycle in 3h. 9m. 15s. On the 21st ult., E. B. Turner and Sid. Lee, both of the Ripley Road Club, rode fifty miles on the North road between Hitchin and the 66th milestone (beyond Buckden) and back to Biggleswade in 3h. 9m. 55 1-5s., thus beating the previous record made by E. C. Liles and A. J. Wilson by 7m. 2 4-5s. The machine ridden was a racing tandem, and was geared to 63in. On the same date, G. P. Mills, of the Anfield B.C., who left Land's End on the 16th on a tricycle, though he was impeded by wind, rain and bad roads, reached Wick at 8.20 A.M., and proceeded at once to John o'Groats, where he arrived at 10 o'clock, having occupied only five days ten hours in riding 861 miles, including all stoppages. In July Mills performed the journey in nine hours less on his bicycle.

Referring to Furnivall's 2.30 ride, *Bicycling News* says: "Synyer made pace for the first lap, after which Gatehouse led for another lap, Furnivall doing the last 300 yards without a pace-maker, but rode so well as to cross the line in 2m. 30s. dead, and there cannot be the slightest doubt that if some one could have pulled him out more at the finish, he would have achieved a still greater performance.

Alf Fletcher, of England, has made a new bicycle record for the road—fifty miles in 3h. 9m. 56 4-5s. He also scored 265½ miles in 24 hours.

The flying quarter-mile bicycle record of 35 1-5s. is held by Furnivall, whilst G. Gatehouse holds the flying quarter-mile record for tricycle, 36 3-5s.

The result of the British amateur bicycle and tricycle championships of 1886 are as follows: One mile bicycle, P. Furnivall, Berretta C.C., 2m. 46s. Five mile bicycle, P. Furnivall, Berretta C.C., 14m. 44 1-5s. Twenty-five mile bicycle, J. E. Fenlon, Gainsboro' C.C., 1h. 19m. 29 2-5s. Fifty mile bicycle, J. E. Fenlon, Gainsboro' C.C., 2h. 47m. 21 1-5s. One mile tricycle, P. Furnivall, Berretta C.C., 3m. 5 2-5s. Five mile tricycle, F. W. Allard, Cheylesmore C.C., 20m. 42 2-5s. Twenty-five mile tricycle, R. J. Mecredy, Dublin U.C.C., 1h. 55m. 40 4-5s.

At the Coventry Cricket Grounds, on Friday, August 27, A. P. Engleheart essayed the task of riding 20 miles in the hour on his safety. The evening was close and heavy, with scarcely any wind, and the track was in fair condition. The last five miles were ridden completely in the dark, and a lantern was necessary to record the time. Engleheart finished up remarkably fresh, covering his last mile in 2m. 48s., his total time for the 20 miles being 59m. 27s. After his splendid show, it is thought he could easily cover 21 miles in the hour, and on the ordinary bicycle could beat that distance.

The tournament of the Connecticut Bicycle Club was held at Charter Oak Park, Hartford, on Sept. 8th and 9th. The races were witnessed by an aggregate of 10,000 people for the two days. All the events had large entries, and the races were exceedingly well run and exciting. The feature of the tourney was the breaking of the mile professional bicycle record by Fred. Wood, of Leicester, England, who compassed the distance in the fastest time ever made in a contest—2 33—beating Hendee's 2.34. The summary of the two days' events follow:

Ten mile promateur lap race—Lowe, of Lynn, Mass.; Rhodes, of Dorchester, Mass.; Kluge, of Jersey City, and Stone, of St. Louis, started. Mile promateur tricycle race—E. P. Burnham, Newton, Mass., 1st, in 3.09½; Ives, of Meriden, 2nd.

Three mile professional race—Prince and Neilson, of Boston; Frazier, of Smithville, N.J.; Morgan, of Springfield; Woodside, champion of Ireland, and James and Wood, the English riders, started. Won by Wood in 8.59½; Woodside, 2nd; Neilson, 3rd.

Mile promateur race—Won by Hendee in 2m. 38¾s.; W. A. Rhodes, 2nd; C. P. Adams, 3rd.

Mile promateur, 2.40 class—Won by F. F. Ives, of Meriden, in 2.54¼; Horace Crocker, 2nd.

Five mile professional lap race—The starters were: Wood, of England; Neilson, of Boston; Frazier, of Smithville, N.J.; Morgan, of Springfield, and Woodside, champion of Ireland. Woodside finished the first mile in 2.51½; Wood the second mile in 5.49¼; Morgan the third mile in 9.07¼; Woodside the fourth mile in 12.27, and also the last mile in 15.59, with Neilson 2nd and Morgan 3rd.

Mile professional handicap—In this race Merrill, of Portland, Ore., was handicapped 125 yds.; Morgan, of Springfield, 110 yds.; Frazier, of Smithville, N.J., 60 yds.; Neilson, of Boston, and James, of England, 25 yds., and Woodside, 15 yds. Wood, of England, was scratch man. Wood and Neilson made a grand spurt at the third quarter, and Wood made his phenomenal contest mile in 2m. 33s., with Neilson 2nd in 2m. 33¼s. Woodside was 3rd and Morgan 4th.

Mile promateur open—Won by Rowe in 2.40; Ives 2nd.

Three mile promateur tricycle race—Burnham, of Newton, Mass., 1st, in 9.30½; Ives 2nd by 10 feet.

Five mile promateur, open—Won by Hendee in 16 07½ by 20 feet.

Five mile amateur, State championship race—H. S. Hart, New Britain, 1st, in 17.08.

Two mile amateur, tandem tricycle—Crist and Brown, of Washington, D.C., 1st, in 5.58¼.

Mile amateur race—Won by A. B. Rich, New York, in 2.46½; Gaskill, of Boston, 2nd.

Consolation race—Langdown, of New Zealand.

The three mile amateur, open, was started by Meyers, Gaskell, Crist, DeBlois, Foster, Langdown, Rich, Brown and Heath. Foster and Rich were about equally the favorites of the knowing ones. The race was won in 9.15 by Foster, with Rich a very close second in 9.15¼, and DeBlois a close third. The final mile made by Foster and Rich in less than 2.45 was rather too much for most of the contestants.

FROM LAKE ERIE TO LAKE ONTARIO.

Under the above heading, "A. P. B., No. 8758," in the *L.A.W. Bulletin*, gives an account of a tandem ride as follows:

Husband and I are tricycle enthusiasts, and we improved our first holiday this year by a trip on our Coventry Rotary Tandem. Our starting-point was old Fort Erie, opposite Buffalo. As the river road was poor, we ran nine miles back into the country to Stevensville. Our first landmark was a tavern six miles from the river. The sign announced that it was the "Anti-Scott House." By the time we reached that point we decided that in taking a pedestrian tour it was very convenient to strap one's luggage to a tricycle and so trundle it along. Beyond that point the road improved, and our spirits rose accordingly. At Stevensville our machine received quite an ovation, and as a group of interested citizens gathered about it we felt that we were an attraction second only to a Wizard Oil peddler. Every one on the way treated us most affably. We stopped frequently to beg a glass of water, and at every place they hastened to draw it, frequently with the old-fashioned bucket and chain, from wells deliciously cool and deep. While we refreshed ourselves the donor invariably asked, "Do you both ride that?" "Does the lady work?" "How fast does it go?" "Is it hard work?" etc. And we willingly delineated the merits of the curiosity on the slightest provocation. We lunched in true picnic style under the trees just outside a little village called New Germany, two miles beyond Stevensville. This township contains but one English family; it was settled by Germans fifty years ago. The second

generation preserves its nationality, and German is spoken in their schools and churches. From New Germany to Chippewa I had the best ride of the trip, not dismounting for the entire seven miles. The road was only fair, but I think it would have been excellent alter more recent rains.

There seemed to be no definite measure of distance in the Dominion. Imagine the discouragement of ye valiant wheelmen!—thermometer 96° in the shade—we inquired the distance to the next point of interest, and were told "two miles." We pedaled on for a mile, and again inquired, and then were told "three miles"! This was an exercise in negative values highly interesting to the student of algebra, but disheartening to a melting wheelman.

As our first night came on, we neared the village of Chippewa, though it was such a will-o'-the-wisp that it seemed to be constantly moving on. With the roar of the Falls in our ears, we inquired of a passing man concerning a hotel. He said that there was a good one at the entrance to the village; but he added, in an impressive tone, "If you want a first-class house, go a mile further on to Mr. Blank's." Expecting to be dazzled by the "first-classness" of Mr. Blank's, we proceeded; arrived there, we found the elegance of the place concentrated into lace curtains and pillow-shams, leaving the straw beds without springs, but covered with a padding of elusive feathers. We endured the night and descended to the breakfast table in an interrogative frame of mind, but the soiled table-cloth and miserable food dispelled the last gleam of admiration for those ruffled pillow-shams.

Again we mounted, and soon were in sight of the Niagara Rapids. Riding in the way we did along the bank, we had the finest possible view of the river, and studied the Falls at our leisure. From the Horse-shoe Falls to the Whirlpool Rapids we enjoyed the sidewalk, and as we flew along I hummed a parody of the popular re-train:

"She pedaled away, as all aver,
With her own Lord High Tricycle-er."

In the afternoon it was so warm that we dismounted at a tidy farm-house, bought some bread and milk, and rested for an hour under the trees. He slept while I was entertained by a hen who stepmothered three ducklets. The little yellow things, with their ungainly bills, looked like caricatures of chickens.

Our next move was to Brock's Monument, on Queenston Heights, six miles from Suspension Bridge. The sweet-faced woman at the lodge asked us to leave our instrument there, as we had a long, hot climb before us. On the way up to the mountain I asked me not to peep at the view till it burst upon us at the top of the hill.

As our second night came on we neared the old city of Niagara, once the capital of Upper Canada, and now the most picturesque, sleepy village imaginable. The approach to the town is through a beautiful grove, so prized by picnickers that they call it "Paradise Grove." We made straight for our haven of rest, "Doyle's Hotel." There our good host gave us a most appetizing supper—such chops! such berries! How clean and comfortable everything was after our long, hot ride! "Jimmy Doyle," as he is affectionately called by the whole town, is a typical English innkeeper—never tired, always busy, ever obliging; he was a veritable sunbeam in the path of two weary travellers.

Opposite the hotel a shady lane led down to the old gray church; the roadway wide, but grass-grown, as if the tread of the villagers was lighter and more reverential as they approached the church. The church, quaint and attractive, standing in the midst of the old church-yard, was used for barracks in the war of 1812, and the flat tombstone is shown where the soldiers chopped their meat. We spent a morning reclining on the new-mown hay in the burying-ground, where age seems to have softened the sadness and left only the sacredness and peace of death, and many of the heroes of 1812 are soothed in their long sleep by the quiet noises of the bee and cricket.

Wheel Tracks.

Thomas Stevens has arrived at Delhi.

George Weber, the celebrated Star rider, is dead.

England seems to have captured the mile record at last.

Baltimore claims six clubs and nearly 2,000 wheelmen.

The *Cycle* suggests that September be called the tournamonth.

At Springfield, Foster won one first, two second and one third.

The Australian champion, Con Dwyer, rode a mile in 2.38 2-5 at Melbourne, June 18.

The firm of Bull & Bowen, Buffalo, is no more, these gentlemen having dissolved partnership.

The New Jersey Division of the League now numbers 905 members, a gain of about 500 during the year.

Harry Leeming says that Furnivall is bound to make a mile in 2.25 before he gives up his hunt for records.

Whittaker is said to have covered seventy-one miles in 4h. 55m. 32s., including four stops and two headers.

Minneapolis is to have another six-day race. It will be managed by T. W. Eck, and contested in November.

Last year Massachusetts had 700 members in the League. Now she has 1,410—a good percentage of increase.

It begins to look as if a contest between cyclers and trotting horses for the possession of the record will soon be in order.

'Tis said that Dan Canary, the trick rider, has had presented to him by Mrs. Canary two little Canaries, all at once.

The Massachusetts Division has got \$928.76 in its treasury, and it proposes to have a good road book, cost what it will.

Woodside was timed as doing the last 100 yards in a race at Springfield in six seconds, equal to speed of a mile in 1.45 3-5.

A new bicycle club has been formed in Quebec, with Mr. Noble Campbell as president, and Mr. O. Hetherington as captain.

A. T. Lane, of Montreal, who first introduced the Kangaroo to Springfield, was on hand this year with a Premier safety.

Arthur Young will try the somewhat hazardous feat of riding from De Soto to St. Louis on a tandem trike with his sister.

Langdown came 16,000 miles, and won the consolation race at Hartford. He needed consolation, if any one did. *Cyclist*.

The tandem drove the sociable out, and now comes a one-track sociable, which the Englishmen are riding, and they say it's the best yet.

Foster, the Canadian, is evidently the best of the amateur class, although Rich was formerly supposed to be the boss.—*Sporting Journal*.

If Rowe can make the mile in a race in 2m. 27 2-5s., as he claims he has done in practice, these figures will stand for some time to come.

The *Bicycle Herald*, with which is united the *Weekly Evangelist*, is the new departure of the Evangelist Company, of New York and Springfield.

Robert McKinnon, knit goods manufacturer, and his pastor, Rev. A. C. Wheaton, of Little Falls, N.Y., are on a bicycle tour through Ontario.

The *Irish Cyclist and Athlete* well upholds the honor of "Ould Ireland" in cycling journalism, as does its editor, Mr. R. J. Mecreedy, in cycle racing.

The bicycle records now stand— $\frac{1}{4}$ mile, 37s.; $\frac{1}{2}$ mile, 1m. 15 4-5s.; $\frac{3}{4}$ mile, 1m. 51 1-5s.; 1 mile, 2m. 30s., all to Percy Furnivall, of the Berretta C.C.

The electric timing was used at the quarter pole only at Springfield. It could not be made to operate over so long a tape as was necessary at the home stretch.

The tricycle records now stand— $\frac{1}{4}$ mile, 40s.; $\frac{1}{2}$ mile, 1m. 19 $\frac{3}{4}$ s.; $\frac{3}{4}$ mile, 2m.; 1 mile, 2m. 41 2-5s., all to the credit of G. Gatehouse, Cambridge University B.C.

The A.C.U. executive has voted to recognize the action of the L.A.W. in disqualifying the racing men, and all such cannot enter amateur events under A.C.U. rules.

Wm. Starley, of England, has made a tricycle with 96-inch wheels. Mr. Sturmev has ridden it, and says it runs easily and goes up hill with very little exertion for the rider.

The Salvation Army has purchased three tandems, which will be ridden during a campaign in the north of England. They are all fitted with sockets for carrying banners.

Journalistic circles have been much exercised over the resignation from what is known as the "Coventry Ring" of A. J. Wilson, whose signature "Faed" is well known.

The Springfield *Union* thinks Foster, amateur, Hendee, promateur, and Wood, professional, will be the contestants in the world's championship race, should the A.C.U. sanction it.

In *Wheeling's* quest for the six best path-riders, Cortis and Furnivall led with thirty-eight votes. The list had, besides, the names of Speechly, English, Webber, and Keith Falconer.

John L. Sullivan and Frank Hearld can have their little set-to come off at Cheltenham Beach, if they so desire, without a kick, and there will be great big money for the winner at that.

Mr. Joseph Chambers, of Stratford, left that place lately for Clinton, and made the whole distance—33 miles—in about three hours and a half, being an average of nearly ten miles an hour.

At the Buffalo races, H. P. Davies, of Toronto, defeated Hollingsworth, the celebrated long-distance rider, in the mile race, in the good time of 2.48. Davies also won the three mile handicap.

Petitions have been presented to the L.A.W. Racing Board for the reinstatement of S. G. Whittaker, John Ilston, F. S. Hitchcock, W. H. Senter and C. P. Adams, but all have been refused.

McCurdy thinks there is no show for an American getting the twenty-four hour record on a fifty-mile course, unless he goes across and does it on English roads. He will try it there himself soon.

Country postmen in France will soon be mounted on tricycles. The post-office is now considering a model which can be used by weak or crippled postmen, as many of these officials are crippled soldiers.

The defeat of Rich by Foster was one of the interesting events of the Hartford tournament. These two were looked upon as the rivals for first honors in the amateur events of the fall tournaments.

The "makers' amateur" war in England has been reopened, and this time the N.C.U. means business. E. Hale (champion of Europe), E. Oxborrow, and A. P. Engleheart, have been permanently suspended.

For night riding, Foote's anti-header attachment makes the rough places smooth, or at least it prevents any casualties if the roads are stony and relieves your mind of half its anxiety. It's an anti-anxiety device.

M. J. Lowndes, the well-known tricycler, of Coventry, has been arrested for bigamy. He has beaten the record, having taken more wives than is customary, and his name is on the record-book of the police court.

R. H. James, of the Buffalo Bicycle Club, has covered 3,500 miles on his wheel so far this season, and expects to bring it up to 5,000. President Churchill has made 2,000 miles, and C. G. Getting and C. W. Adams have each covered 1,500 miles.

On the 4th inst. an English club held a 24-hours' road race, which, owing to bad management and worse weather, resulted very unsatisfactorily. G. P. Mills, the record-holder, won by two miles from a comparatively unknown man, the distance being only 227 miles.

Mr. Ricalton, the adventurous explorer, who was sent out to the Arctic Ocean in May by *Outing*, in order to make a journey on a three-wheeled machine from Archangel straight through Russia to the Crimea, has not been heard from since leaving New York.

Of all the amateurs who raced at Springfield, Crist led the list in the most firsts. This man is great for a little fellow—quick, nervous, and plucky. Still, we believe that Foster will pan out to be the fastest man in the country among the amateurs.—*Bicycling World*.

There is no question that Billy Rowe is pre-eminently the fastest rider in America, if not in the world. Even if Hendee had the requisite "sand" (which his most ardent admirers reluctantly admit he most woefully lacks), it is doubted if he could ever head Rowe.—*Bi. World*.

The *Cyclist* of a recent date says: "We had a visit last week from Mr. Frank Veigh, of Toronto. He is an enthusiastic cyclist, and says that cycling is making fast headway in Canada, in proof of which he points to the fact that the Canadian Wheelmen's Association now numbers close on 1,000 members."

Langdown will ride a Columbia. The peculiar persuasive powers of Manager Atkins are best shown by the action of these men who come to us from abroad, and go right on to Columbias. Foster, of Canada, was riding a Columbia three days after he struck the Lynn track, and his English wheel was laid aside.—*Cycl.*

Seven of the stenographers who do work in the Ontario Courts are riders of the bicycle. They are: Messrs. E. E. Horton, Albert Horton, Bengough, Butcher, Tyson, L. B. Young, and Johnston. Four of them ride safety machines, including Mr. Young, who has recently got a particularly nice wheel from Chicago.

A Newark, N.J., genius has invented a bicycle alarm which, for novelty, at least, should take the prize. He calls it the "Rattlesnake." It can be brought in contact with the spokes near the hubs by pulling a string which is attached to the handlebar, and it gives out a sound similar to an old-fashioned rattle carried by night watchmen.

Are we not running the "record" business into the ground? Was not the late ride of Mills from Land's End to John o' Groats bordering on the brutal? Just think, five days' hard riding at the rate of 166 miles a day, and only six hours' sleep during that time! We admire pluck, but we deprecate such rough usage of a man's constitution.—*Ex.*

A bicycle club was organized in Ingersoll the other evening, with the following officers: President, R. W. Woodroffe; Vice-President, F. R. Meredith; Sec.-Treas., J. T. Christison; Capt., J. W. Holmes; 1st Lieut., James Noxon, jr.; 2nd Lieut., J. O. Matheson; Bugler, A. Hugill; Standard-Bearer, E. Gibson. Managing Committee: Messrs. W. C. Noxon, W. R. Noxon, G. H. White, and A. B. Casswell.

The success of the American manufacture of bicycles is making itself felt in England. A manufacturing house at Birmingham advertise as manufacturers of Columbia racers, roadsters and safeties. "It's American, you know!" may shortly be favorite slang with foreign cyclists. English manufacture could not have paid American cycles a higher compliment than by taking advantage of the lack of international trade-mark law to utilize a name so thoroughly American.—*Boston Globe*.

Wm. Forbes, of Morrisonville, Ill., is a wheelman of more than local celebrity. He is a somnambulist as well. A few nights ago he arose in his sleep, put on his hat and his night-clothes, bestrided his bicycle, and struck out at a prize-winning rate through the streets of the slumbering village. He was headed off by the night watchman, who was not afraid of ghosts on wheels. With difficulty he was awakened from his dream as the champion wheelman of the world.

About twenty members of the League of American Wheelmen, who started from Buffalo on the 6th Sept. for Harper's Ferry, on their annual tour, arrived at Ithaca Sept. 10. In descending a steep hill, two of the party, Messrs. Warner and Dakin, took headers. Warner received a ghastly cut under the chin, and was severely jarred. Dakin was thrown violently to the ground, striking on the right side of his forehead, producing concussion of the brain and possibly fracture of the skull.

J. F. Kusel, of Springfield, Ill., sends us a photograph and diagram of a new speed gear, by the use of which he claims to have ridden a 38-inch Ideal on a fair track, one mile in 2.50, and sixteen miles in an hour. The invention is made up entirely of cog-wheels, the larger one, to which the crank is attached, operating two small ones, they, in turn, acting upon a centre wheel attached to the axle. Mr. Kusel promises to exhibit his invention in Chicago shortly.—*Sporting Journal*.

A new scratch man on the bicycle has appeared in England in the person of F. I. Osmond, of the Norwood Safety C.C., known to the racing world as "Hillier's Novice." Mr. Hillier having coached and trained him carefully ere he made his debut at the Brixton meet, where he swept all before him. He is a powerful youngster, and did 2.38 2-5 at the Crystal Palace recently. As he seems to improve with each race, we may hear ere long of his name being associated with record-breaking.

The *Cycle* says: "Professor C. H. McLeod, of the McGill University, Montreal, P.Q., has invented an electrical timing apparatus, which has been tried and found practicable and accurate." And then follows an exact description of the apparatus, which the Ramblers' Bicycle Club used successfully at their races in this city almost a year ago. Messrs. Fred Ramel and Will Dean, students at the Washington University, are the gentlemen who invented this system of timing.—*St. Louis Spectator*.

It was generally supposed that the rebuff received by Stevens on the Afghan border would discourage him in his attempt to wheel around the globe. But that this supposition was incorrect is proven by a letter which reached *Outing* from Kurrachee, the first Indian port, from whence Stevens will start to complete his trip by way of Delhi, Agra, Lucknow and other important cities, to Calcutta. Stevens' letter was dated July 26, and he states that he is in splendid health, and has a straight road of 1,350 miles before him.

The St. George's Engineering Co.'s stand at the Birmingham Industries is far and away the most attractive of the whole stands in the exhibition. Mr. Palmer (the manager) says his new patent in connection with this wheel was applied for as far back as November last year. This entirely removes what some people might possibly consider as an objection, namely, the bending of the spoke at the hub; and should any mischievous youngster operate on the spokes with a file at any time, the insertion of a new one is the most simple of all simple matters.—*Wheeling* (Eng).

In the first week in October the citizens of St. Hyacinthe, Que., propose holding a bicycling tournament on a small scale. There will be one, three and five mile handicap races, fancy riding and Chinese lantern parade. The track is an excellent clay one lap, perfectly level, and quite as good as an asphalt No. 1 track. The three mile Canadian record has been broken on it, although not officially. Several good men from Quebec city are expected to compete against Montreal's best. With good weather the Canadian one mile ought to get knocked down.

The London *Free Press* says: Messrs. Payne, Eddy and Park have returned from an enjoyable trip, *via* Goderich, Kincardine and Port Elgin, and along the Georgian Bay from Owen Sound and Meaford to Collingwood. They describe the scenery along the route as delightful, and the road between Meaford and Collingwood cannot be surpassed. Every lover of the wheel should endeavor to make this tour, particularly at this season, as no route in Canada can afford better roads or more varied and grand scenery. An average of fifty miles a day was made, the party allowing themselves ample time to take in all the points of interest on the way.]

The Belfast correspondent of the *Irish Athletic and Cycling Journal* says: "Rather a comical incident occurred here the other day. A bright youth dropped into Messrs. D. Rudge & Co.'s depot, and whilst there was having a go on the Home trainer; he asked for a 'Cyclometer,' which was supplied to him. Having carefully adjusted it, he put it in his pocket. After having 'scorched' for about half an hour, he was considerably astonished to find the 'Cyclometer' unmoved. Notwithstanding the fact that the working of the apparatus was fully explained to him, he left the place with his faith in this invention considerably shaken." V3R1

The *Toronto Mail* says: Fred. Foster, of the Toronto Wanderers, is covering himself with glory on the leading cycle paths of the United States. At the Berkshire County Wheelmen's meet at Pittsfield, he rode against such cracks as Crist and Kavanaugh in the two mile open, and although unable to pass Kavanaugh on the third lap, sputtered on the home stretch and won easily in 6m 12s. In the five mile open, the Toronto flyer was again pitted against Kavanaugh and Crist, with Langdown and Brown added. It is described as an interesting race, Foster shooting ahead on the last lap, and although closely pushed by Langdown won the race. Time, 16m. 41 1-5s. Foster won every race he entered.

The fall meeting of the executive board of the League of American Wheelmen was held in Buffalo, N.Y., Sept. 3. Secretary Aaron's report showed that the total membership of the League is 9,676, a gain of fifty per cent. in one year. The committee to count the recent mail vote reported on the vote to abolish all reference to racing in the League by-laws—yeas, 15; nays, 85; on the vote to sustain Henry F. Ducker's appeal against the decision of President Beckwith in removing him from the office of chief consul of Massachusetts—yeas, 9; nays, 87. The invitation of the Missouri Division to the League to hold its seventh annual meet, May, 1887, at St. Louis, was unanimously accepted.

At Hampden Park, Springfield, August 28, F. F. Ives made a mile on his bicycle, without hands, in 2m. 44 4-5s., thus lowering the record 14s. Kluge, in an attempt to lower the Star bicycle mile record of 2m. 41s., got a poor start, and finished in 2m. 49 1-5s. The event of the day was W. A. Rhodes' five-mile run to lower, with the aid of pacemakers, the record of 13m. 57 2-5s. His time for two, three, four and five miles was as follows: 5m. 19s., 8m. 11-5s., 10m. 48 4-5s., and 13m. 30s., and beats all professional and amateur records for those distances. W. M. Woodside, the Irish champion, next rode five miles to lower the previous professional record of 14m. 23 2-5s., which he did in 13m. 50 2-5s.

An unpleasant incident occurred at the Hastings cycle races last Monday week. It appears that Arthur Reynolds, the Brighton Excelsior wheel-shifter—who, by the by, has been showing wonderful form lately—whilst competing in his heat for the three miles open handicap, looked certain of winning, having mowed all his men down, and thinking he had it all his own way, sat up—a foolish habit of his—when Travers, whom he had just passed, came along and beat him on the post. This appears to have upset the arrangements of the betting fraternity, who gathered round and mobbed Reynolds, who ultimately had to be rescued.

On Monday evening, August 30, Mr. W. G. Hurst gave an exhibition of trick riding at the Lillie Bridge Hall, West Brompton. The hall was fairly well filled by an enthusiastic audience, who, by their applause and appreciation of the more difficult feats, showed plainly enough that the rage for trick-riding is in no danger of diminishing. Mr. Hurst gave a very clever performance, his business of riding up and down steps on one or two wheels, and of mounting the one wheel with forks behind him, on the top step, and riding down being specially well received. The floor was slippery and greasy, but Mr. Hurst showed such a perfect command over the machine that all the tricks were performed without a mishap. In the event of Mr. H. appearing in London, we recommend wheelmen to see him, as his act contains several new features.—*Wheeling*.

PETE'S EXPERIENCES ABROAD.

Yes, boys, I've been Abroad, and a big country it is. Bade heart-rending farewell to my fifty-two'er; reached New York; boarded *Germanic*; spanned the 3,000 miles of everlasting wet in eight days; jumped ashore at Queenstown, and into jaunting-car; horse ran away; so did the j.-c.; Pete's personal effects strewn along roadside like flowers that bloom in spring, tra-la-la! Walked with downcast head and turned-out toes to station; picked up piece of the runaway horse on my way as souvenir. Did Ireland in four days; bathed in Killarney; fished in the Blackwater; bought black-painted pine canes at black-thorn prices; climbed Knock-meil-down mountain; visited a few hundred castles; heard all about the ancient O'Briens and O'Fagans, the O'Connells and the O'Donnells; read "Charles O'Malley," and set sail for England.

Whish!—scoot!—bang!—zipp!—h-u-n-hum! fizz!—and Pete is landed at London per express train. Travelled first-class (style in third-class carriage). London chuck full of bikers and trikers; go like mad through crowded streets; turn sharp corners; graze horse's front legs; squeeze between 'busses; frighten unwary peds. Get there all the same, however. Great is the London biker!

Pete went to meet in London of the Wheeleries Club; 2,000 people; good track; strong wind; fair racing; met the big cycling men—Nairn, London editor of *Cyclist*, stout, well fed, good-looking Briton; we disappeared in judges' tent; emerged with moist lips and warm hearts; 'twas near bottom of barrel, and consequently strong. England and Canada shook hands over the yawning abyss. Drank again to cement friendship; bottom of barrel reached; late visitors came dry—and went dry. Next met Harry Etherington, boss of *Wheeling*, known everywhere as "Jolly good fellow." Ran against Billy Hurst, arrayed in plug hat, checked trousers and broad smile; reports fancy-riding business dead; Canary and Kaufman little to do; Billy disgusted; going to come home; says he can ride a mile on one wheel in four minutes. At Coventry met Henry Sturmev, editor of *Cyclist*, arm in sling; arm broken in racing; another fine fellow; enquired after CANADIAN WHEELMAN; says he hasn't seen a copy for six months; misses it. Pray repair damage, friend editor. Went through bicycle factories; trade good; tricycles in England more in demand than bicycles. Had hundred-mile tandem tricycle ride from Coventry to Bristol. Will tell you about it some other time. Farewell, *pro tem*.

PETE.

WANTED TO HEAR IT AGAIN.

He sat on a bicycle straight as an icicle, and she on a tricycle rode by his side. He talked like a jolly fop, and naught could his folly stop, with all kinds of lollipop enlivening the ride. At last incidentally, more instinctive than mentally, he grew sentimentally saccharine sweet; and he told with intensity of love's strong propensity, its force and intensity, fervor and heat. Just then o'er some hammocks he sprawled out kerflummux, and she thought what a lummx to tumble just then! But he climbed to his station, while she said with elation, "Renew your narration; say it over again!"

—*St. Louis Spectator*.

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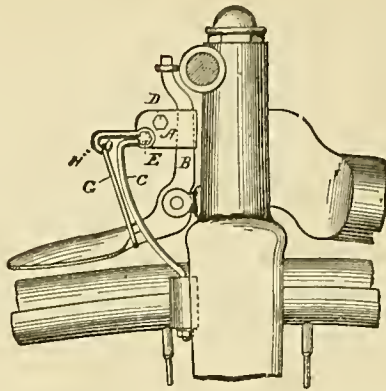
ANOTHER GREAT RIDE BY G. P. MILLS.

Mills left Land's End on a tricycle at midnight, August 15th; Lunceston, 9.5 miles; proceeded with Gamble (A.B.C.), and made Exeter with Butland at 2.20; Bristol 11.30 p.m. (200); left 2.30 a.m., and, riding all day against half a gale, made Worcester in good time, and meeting Goodwin at Wellington, got to Warrington (360) at 11.30 p.m.; leaving again at 2.30 with Gamble, he got to Preston 7 a.m., Lancaster 9 a.m., being met by Goodwin seven miles south of Lancaster; and after breakfast Kendal was passed at 1.15 p.m.—half distance, 430 miles, in 2½ days. Fells awful: Penrith 5, Carlisle 7.30, and proceeded for Edinburgh with Abbott, of Preston, arriving at Granton noon; went on with Gamble; Perth 5.40, and Dalwhinnie 3 a.m. on Friday; left again at 6 with Gamble; Inverness 3 p.m. (750 miles), and riding right on with Gamble from Tain, reached Wick at 8.20 on Saturday morning, and going into John-o'-Groats, made the great record of 5 days 10 hours, beating previous time by nearly 30 hours. He reached Wick in splendid health, and fresher than when he started, having had regular sleeps.

:o:

Mr. Matthews, Secretary of the Royal Canadian Academy of Arts, with Mr. Harry McCollom and Master Harold Matthews, had a pleasant run from Toronto to Niagara lately, stopping occasionally to sketch by the way. They made the distance (about 100 miles) in two days and a half, finding the roads fair, with the exception of some three miles on the Lake Shore road, between the Credit and Oakville, which is very sandy and eroded by ravines. The "middle" road from Oakville to Hamilton is good; also the greater part of that from Hamilton to Grimsby and Beamsville. From St. Catharines to Niagara they found the stone road about the worst riding. Though hard, it is lumpy. Mr. Matthews rode a "Sparkbrook Safety," carrying 15 pounds of baggage. The others were 52 and 44-in. wheels.

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52 inch Liverpool Racer, "Æolus"
balls to both wheels and pedals. T
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PRICE. - \$80.00.

A first-class Light Racer in perfect
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ANOTHER BARGAIN.

54 inch Sanspareil, ball bearings to
both wheels, all nickle plated, but
felloes; has been ridden very little
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Coventry Rotary Convertible Soci-
able Tricycle, in first-class order, made
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miles.

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SUNDRIES.—

PERFECTION TIRE HEATER
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Have you got a *Screamer*? If not,
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Have you got a roll of *Tire Tape*
in your valise? If not, send 25 cents
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On the Road. THE COLUMBIAS On the Path.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS ON COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD,

JULY 5.

34-MILE (World's Record).....	1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition).....	2.34

WM. A. ROWE AT LYNN,

JULY 5.

4 MILES (World's Record).....	11.05
5 MILES (World's Record).....	13.57 2-5
6 MILES (World's Record).....	16.47
7 MILES (World's Record).....	19.38
8 MILES (World's Record).....	22.24 2-5
9 MILES (World's Record).....	25.18
10 MILES (World's Record).....	28-03 2-5

THE COLUMBIAS AT BOSTON,

MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE.....	A. B. RICH
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE.....	A. B. RICH

THE COLUMBIAS AT LYNN,

MAY 31.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN,

JUNE 11, 12.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN,

JUNE 17.

1-MILE NOVICE RACE.....	S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5.....	W. A. ROWE.
2-MILE LAP RACE.....	GEO. M. HENDEE.
2-MILE HANDICAP RACE.....	F. S. HITCHCOCK.
1/4-MILE PROFESSION'L TRICYCLE RACE, T. W. ECK.	
World's Record. Time—	.42 2-5.

CHAMPIONSHIPS ON COLUMBIAS,

SEASON OF 1886.

1-MILE BICYCLE.....	L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE.....	L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE.....	N. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE.....	L. A. W. CHAMPIONSHIP.

THE COLUMBIAS IN THE WEST.

THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY,

JUNE 19.

25-MILE INTER-CLUB ROAD RACE.....E. H. VALENTINE.

On Columbia Light Roadster.

THE COLUMBIAS AT BROOKLYN

JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.

LONG-DISTANCE RIDERS ON COLUMBIAS,

SEASON OF 1886.

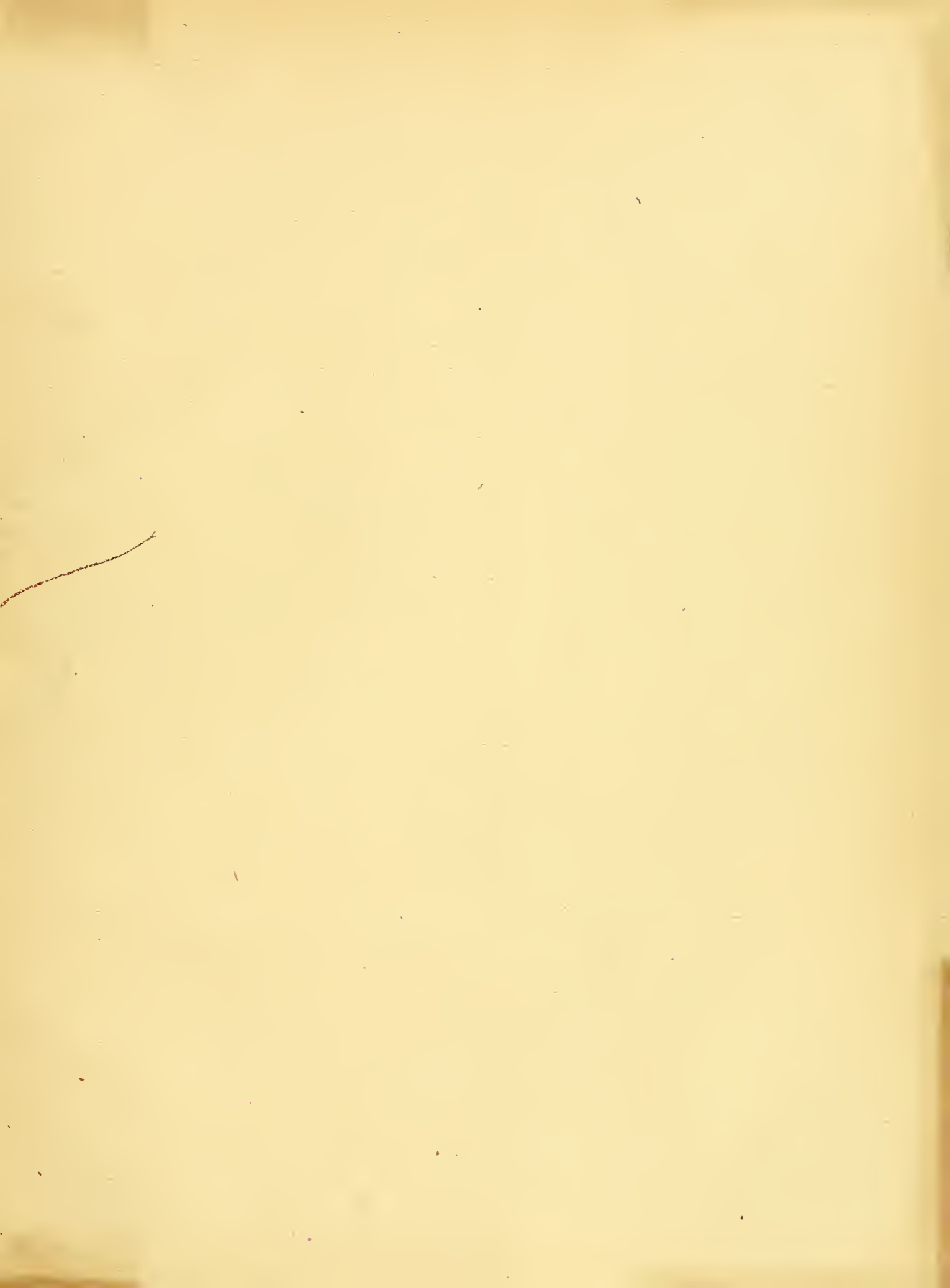
AROUND THE WORLD (ON THE WAY)....	THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO,..	(ON THE WAY)....F. E. VANMEERBEKE.
FROM NEW YORK TO SAN FRANCISCO,..	(ON THE WAY).....S. G. SPIER.
FROM NEW YORK TO SAN FRANCISCO AND RETURN,	GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD <i>Post.</i>
	(ON THE WAY.)

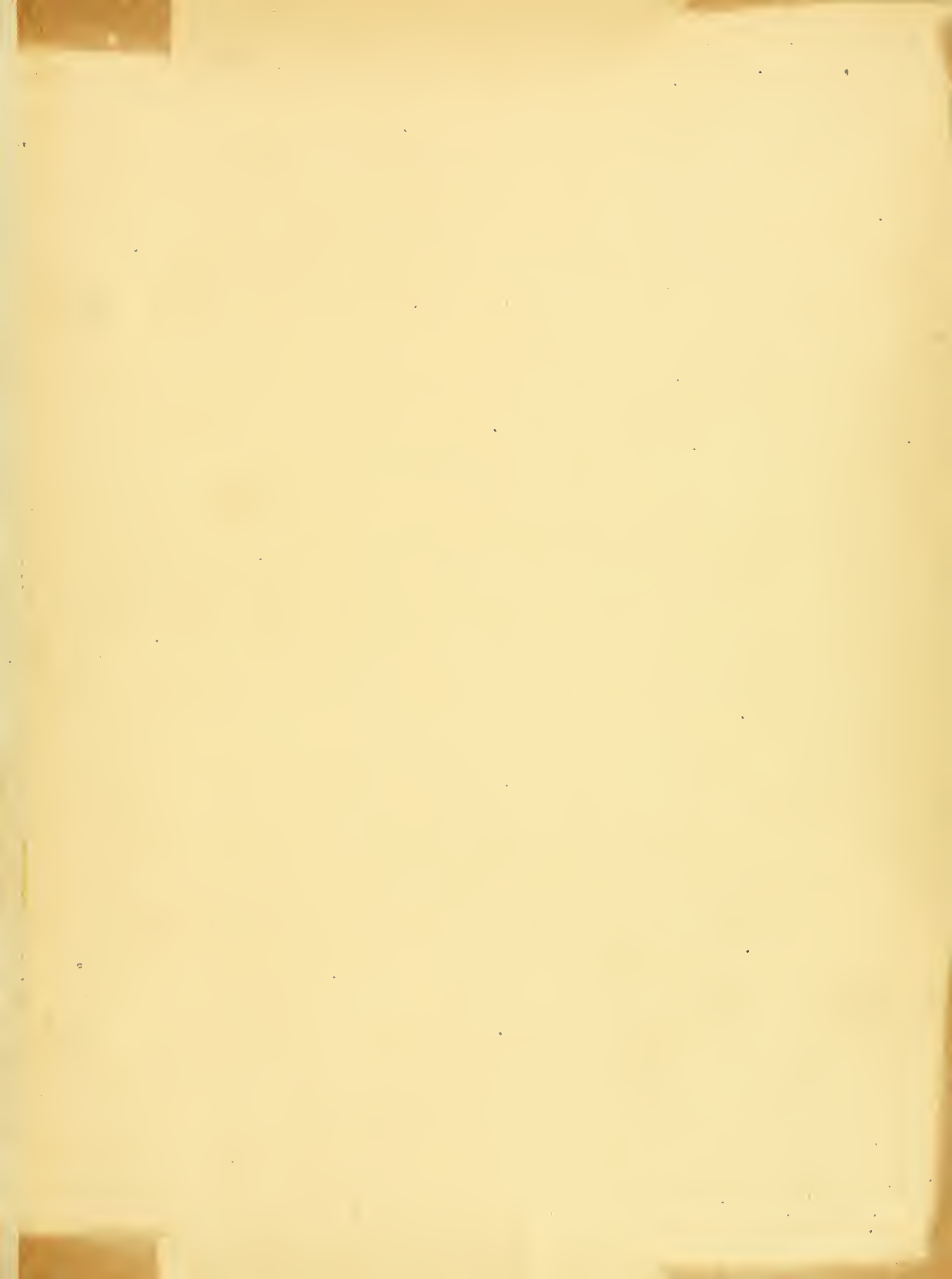
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