

## With the Clubs.

## MONTREAL NOTES.

The present season does not seem to show any falling off in wheeling interest from that shown last year. The club rides are well attended, and a number of new faces are to be noticed at the musters.

Bugler Crispo is getting in good shape for Woodstock; the dulcet tones of his instrument afford much "pleasure" to the families residing in the vicinity of the club-house.

Billy Ross and Bunny Loy are getting into train for Dominion Day; the former needs a good deal of work; the latter has improved considerably on his last year's form, and held the five-mile champion well in hand in the three-mile handicap at the M.A.A.A. Spring games on the 6th inst. He received an allowance of 20 seconds from the committee, but did not appear to require it, as Ross hardly gained on him.

Theo. Gnaedinger is improving, but is not yet able to class with the above couple.

The new Montreal cap and badge are a great improvement on the old style. The cap is much the same as the Boston club's, only blue; the badge is similar to the winged wheel of the M.A.A.A., only the wheel has bicycle spokes with the word "Montreal" and the date of organization, "1878," on a scroll underneath.

There was quite a lively time at the meeting called to select a design for the new badge, the one ultimately chosen being by long odds the prettiest of the batch.

Capt. McCaw took the boys round the Island Queen's Birthday, making a 95-mile trip, which lasted from Saturday till Monday. The crowd had a great time down at Bout de l'île on Saturday night, but had to pay the piper in the morning as the result of several dislocated pillows, &c.

Several of the club are going to attempt to ride to St. Johns and back on Wednesday, 10th inst.; betting is about 4 to 1 they don't succeed, as the roads are very bad.

The Kangaroo is taking a firm hold in Montreal, there being already about 8 or 10 machines of that pattern in use here.

The new standard-learer, Trenholme Bishop, received his initiation on Saturday, and it was noticed he did not appear to find his lot a happy one, as there was quite a breeze blowing, and he had to devote one hand to the colors all the time.

Sandy McCaw, the new captain, presents quite a gorgeous picture at the head of the club, on the occasions of full dress parades, with yellow badge, crowns, whistle, braid, and hair to match.

The veteran Tommy Lane's eldest hopeful is getting quite a rider; he has mastered several difficult mounts, &c., already, and will no doubt ultimately bud out as a second Georgie Nash. The new president of the Montreal Club, Professor C. H. McLeod, of McGill University, is quite an enthusiastic bicyclist, and presides at the club meetings with much dignity.

Our old friend, Horace Tibbs, the founder of the club, is a veritable Phoenix, inasmuch as in declining the position of president for the ensuing year, he proposed the election of the present incumbent, which has proved probably the best thing that could have been done in the club's interest.

X. WISEHEAD.

## TO THE WHEELMEN OF THE UNITED STATES.

The following invitation to our American brethren is extracted from the C. W. A. programme of races just issued:

In view of the fact that the annual meets of the L. A. W. and C. W. A. come upon days so close to each other, and occur in cities so easily accessible to each other as Buffalo and Woodstock, the committee who have in charge the conduct of the meet of the latter organization have considered that it would not be out of place for them to extend to the Wheelmen of the United States something more than a general invitation to be present at this race meet.

Woodstock is a lively little town of some eight thousand inhabitants, situated in the centre of the great touring district of Western Ontario. It is amply provided with hotels for the accommodation of all. It possesses an Athletic Association, with which is affiliated a large and prosperous Bicycle Club, that has made itself famous by the enterprise it displays in the conducting of gatherings of this kind. It is situated upon the main line of the G. W. R., and is on the high road for western wheelmen on their way to Buffalo; by coming twenty-four hours earlier they can step off at Woodstock, take part in our celebration, and then join the large delegation of Canadian wheelmen who will leave on the morning of the 2nd for Buffalo.

The track is by far the best in Canada, and has few superiors in America. It is built of asphalt at a cost of over \$1100. It has been graded until it is perfectly level, and rolled smooth and hard. A certificate of its exactness has been obtained, and has been filed with the proper authorities. No better quarter mile track will be found on this continent.

On the 1st of July all our Canadian flyers will be on hand to contest for the Dominion championships, and it is our earnest desire that the open events, which have been made purposely to attract wheelmen from the United States, will be well filled by men who come from the land of the Star Spangled Banner.

Brethren of the L. A. W. and of the American Division of the C. T. C., we stand ready to extend to you the cordial hand of fellowship next First of July, if you will but accept our invitation.

## THE BIG FOUR TOUR.

The following is the programme of the Big Four Tour while in Canada.

WEDNESDAY, JULY 8.—Steamer across Lake Ontario to Cobourg (Arlington House).

THURSDAY, JULY 9.—Leave Cobourg 9 A.M.; Wicklow, Colborne, Brighton (dinner), Trenton, Belleville (DeFoe House).

FRIDAY, JULY 10.—Leave Belleville 9 A.M.; Shannonville, Milltown, Napanee (dinner), Odessa, Westbrook, Catarqui, Kingston (steamer to Rind Island), Thousand Islands.

SATURDAY, JULY 11.—Thousand Islands.

SUNDAY, JULY 12.—Thousand Islands.

MONDAY, JULY 13.—Leave Thousand Islands 4 P.M.

## RACING TRACKS—HOW TO MAKE THEM.

We have received lately several letters asking for information on this subject. We will, therefore, endeavor to give our readers such information as we possess, in hopes that it may lead to the construction of more and better bicycle tracks. A path should be made as large as possible, and should be elliptical in form. It should not be more than five laps to the mile, and three or four will be found preferable. The curves should be broad and easy, and raised some six inches, though on sharp turns the outer edge should be from ten to thirty inches higher, according to the angle of inclination. The object of sloping the surface on the turns is that it may be always at right angles to the wheel when riding fast. In width, a good track should be from five to seven yards, and, if possible, a bit wider near the finish to avoid collisions. The pole or inner edge should be raised but slightly. To construct the path, a trench should be dug about three feet deep in the centre, shelving to about six inches at the sides. This track should be filled with rocks, broken bricks, clinkers, etc., to within six or eight inches of the intended surface, the object being to secure good drainage in wet weather. Over this must be laid three or four inches of coarse gravel, well beaten down. Above this should be laid finer gravel to a depth of about two inches, which must also be beaten. The finishing touches should be an inch of finely-sifted engine cinders or binding gravel, thoroughly watered and rolled hard and smooth. An attendant should always be on hand to keep the track in good condition, else it will soon get cut up and out of repair. As to the cost of such a track, it is impossible to estimate it with any degree of certainty, as the situation of the path, its nearness to the material to be used, etc., would vary in each case. It would, however, cost somewhere in the neighborhood of \$1000 for a four-lap track. The track should be measured according to the present L. A. W. and C. W. A. standard, eighteen inches from the pole. No fence should be on the inner edge, and no spectators allowed in the centre. It will be found best to have the finish some little distance from the middle of the track, that a good clear run may be had. If the track cuts up when ridden on it needs to be slightly dampened and rolled.

## Coming Events.

JULY 1.—Annual Meeting and Races of the C. W. A. at Woodstock.

JULY 3 & 4.—Annual Meet of the L. A. W. at Buffalo, N.Y.

JULY 6.—Big Four Tour starts from Buffalo.

JULY 10.—Big Tour. Century Road Race from Cobourg to Kingston.

AUGUST 1.—Clerical Wheelmen's Canadian Tour starts for Niagara Falls.

SEPT. 8, 9 & 10.—Annual Tournament of the Springfield (Mass.) Bicycle Club.

A leading bicycle firm are teaching a man with a wooden leg to ride the bicycle.