

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 "dizzy" 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 cinder 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.

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.

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 Tal-mage (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:

Mile novice race—Charles A. Stemke, 1st, in 5m. 17 4-5s.

Mile bicycle championship race—A. B. Rich, 1st, in 3m. 26s.

Mile tricycle championship race—A. B. Rich, 1st, in 4m. 6s.

Three-mile invitation race—W. A. Rhodes had a walk-over.

Mile handicap—T. Boggs, 1st, in 3m. 14-5s., with 50 yds start; Weber (scratch), 2nd.

Mile Massachusetts championship—F. Gibbs, 1st, in 3m. 19s.

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.

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.