

the three mile event, turning the tables on Mr. G. S. Low, of Montreal, and lowering his own record to 10.9, which stands as the Canadian record for that distance up to the present time.

Mr. Campbell entered some of the events at the Toronto Bicycle Club races on 6th Sept., but he was so completely out of condition, having been unwell for weeks previously, that his entry was more to fill up the list than for any expectation of winning a place.

Mr. Campbell is modest and retiring, and has a tendency to belittle his performances on the race track. He rides a 56-in. semi-racer "Invincible."

With the Clubs.

CORNWALL BICYCLE CLUB.

The Cornwall Bicycle Club has organized with the following officers and members:

President..... Henry Turner.
Vice-Pres... .. C. A. McHaffie.
1st Lieut.... J. H. Shaver.
2nd "..... M. M. Hackett.
Sec.-Treas..... W. J. Wallace.
A. S. McDonnell.

The roads around Cornwall are as yet very poor, but the club expects to boom wheeling by the 1st of May.

MONTREAL BICYCLE CLUB

The Montreal Bicycle Club has elected the following officers for the season of 1885:

President... .. Prof. C. H. McLeod.
Vice-President... J. D. Millar.
Hon Sec.-Treas. Richard F. Smith.
Captain..... W. McCaw.
1st Lieutenant... J. R. Seales.
2nd "..... Horace Joyce.
Bugler..... W. F. S. Crispo.
Stand-ard-Bearer J. T. Bishop.
Committee. Messrs. J. B. Ostell, J. H. Low,
H. S. Tibbs, and A. T. Lane.

ST. JOHN (N.B.) BICYCLE CLUB.

The following officers of the St. John (N.B.) Bicycle Club have been chosen for 1885:

President..... Geo. T. Smith.
Captain... .. W. A. McLachlan.
Sec.-Treas... .. H. H. Goddard.
1st Lieutenant... C. Coster.
2nd "..... H. C. Page.

THE ROTA BICYCLE CLUB.

The above club, formed in Toronto last fall, although having never been fully organized, has now begun to assume definite proportions, and will soon be established as one of the leading clubs of Toronto. A meeting held recently was attended by a number of enthusiastic members from the Torontos and Wanderers, and the club was placed on a solid basis, a committee, composed of Messrs. H. P. Davies, C. B. Murray, G. S. Morphy, E. G. Fitzgerald and J. Littlejohn, being appointed to attend to the details necessary for the working of the club and the selection of suitable rooms. The members expect the Rotas to prove a first-class club, several new names being already submitted. The membership of the club is to be limited.

Literary Notes.

Through the kindness of the author, Mr. A. S. Atkins, we have been favored with "The Cyclist's Road Book of Boston and Vicinity," a small volume containing some forty different routes of favorite rides in and around Boston. The book ought to prove invaluable to riders who contemplate a visit to Boston at any time.

Outing for May is to hand, as alluring as ever. Among the articles of special interest to cyclists are the second paper of Thos. Stevens' "Across America on a Bicycle," handsomely illustrated; the "Chicago Bicycle Club's 1200 Mile Tour," by President Bates; "Will Jackson's Ride; a Tale of the Tavern Talkers," by Ninon Neckar; "In Italy, Vetturino vs. Tricycle," by Joseph Pennell. The department entitled "The Outing Club" contains, among other things, papers on "Cycling in Ireland, 1884," "Wheel Construction," "The Cycling Clergy," and "A Stein Chase."

COLUMBIA TWO-TRACK TRICYCLE.

BRIEF - Two 48-inch driving-wheels, and one 20 inch front steering-wheel, tracking before the right hand driver. Endless moulded (Serrell patent) rubber tires, $\frac{3}{8}$ to drivers and $\frac{3}{4}$ to steerer. Crescent steel felloes. 60-in. and 18-in. double-butted direct steel, No. 11 $\frac{1}{2}$ spokes. Forged steel flanges (Wallace patent), set directly on weldless tubular steel axles of driving-wheels. Three-part (Wallace patent) weldless steel tubular frame. Dwarf (Wallace patent) cylindrical, concentric steering head. Spiral (Wallace patent) rack and pinion steering. Adjustable inclined vulcanite spade-handles. Double adjustable (Wallace patent) seat-rod attachment. Cradle spring (Harri gton patent). Adjustable tricycle saddle. Tool-bag with oil and monkey-wrench. Columbia parallel pedals (Pickering patent), central driving. Bicycle adjustable cranks. Central compensating gear (Whitehead and Wallace patents). Columbia double band (Wallace patent) brake. Columbia adjustable ball bearings (Petels and Wallace patents) to all the wheels and the crank-shaft. Wallace patent sprocket wheel. Width of track, 31 inches; total width, 36 inches. Finish, enamel and nickel tips. Price, \$160. *Can be taken through any ordinary door without removing any part, by passing one driving-wheel first.*

The Columbia Two-Track Tricycle will present, to those who have studied and compared machines, many points of interest. It has been designed and made after careful study of every detail, and its old features retained have had as much attention as its new features adopted. Amongst the former may be mentioned the sizes of both driving and steering wheels, a mean being chosen between the larger and smaller extremes that have had their trial, which mean best combines the requisite qualities; the use of weldless steel tubing in the frame, which secures at once the most rigidity with least weight; the Whitehead compensating-gear, with Wallace's improvements, which has proved itself practically, as it is theoretically, the only real *balance* gear yet devised; the Serrell contractile rubber tires, which will be the best for the most important uses of an elastic, non-slipping tire for velocipede wheels; solid felloes and direct

spokes, which, when rightly made, as our Expert and Columbia Tricycle wheels have shown so well, are the most reliable, except when more weight must be saved; the enamel finish where there are too many surfaces to take care of in any other; and the cradle-spring and tricycle saddle, which, for a tricycle with a frame that does not sway and does need so many changes of position, are still the most comfortable and safe.

So also the Columbia adjustable ball-bearings (all around except the pedals, and these may be had so as an extra) and compensating swivels where likely to need them, have their superior excellence too well established to be displaced. The middle driving or short crank-shaft feature is a return to an old principle of tricycle construction, which has been displaced at times for necessities of other parts or fashions in structure, but which, for steady effectiveness and lightness in this machine, we believe to be the best; and the two-track feature, though not broadly new, has been embodied with improvements in this machine so as to give equal steadiness of running and the stability of front-steering, with the two added advantages of an open front for convenience and but two lines of resistance to the wheels to watch and overcome, whilst the new improvements all around, including the compensating gear, prevent the clawing off, or unequal drag, caused in some previous structures by a side steering-wheel.

Amongst the new features introduced in this machine may be mentioned the Wallace dwarf steering-head, which, besides its graceful and neat appearance and its lightness, conducts the strain more directly from the steering-wheel to the driving-gear, and insures steadiness of motion; the spiral-rack and its connections, by which the steering apparatus is made most simple and effective to do just what is wanted of it, and is most out of the way, and least subject to disarrangement; the three-part frame, jointed in a peculiar way, affording just the parts needed and just where they serve most directly, and no more; the double band brake, by which greatest effectiveness with most certainty and ease of action is obtained; the combination of brake-drums, sprocket, and balance-gear together and in the middle under the seat, lightest and most out-of-the-way of arrangements; the large, weldless, steel tubular axles in place of solid shafts, which are heavier and more likely to break.

Then, too, there is the new feature of an inclined seat-rod, which operates to move the saddle backward also when it is raised so as to preserve the relative positions of seat and pedal, for the taller rider has a longer upper leg as well as lower leg, and by an ingenious attachment of the crank-supporting tube tangent to the horizontal one, instead of flush with it, as usual, this seat-rod is made to move in and out, free of everything.

Another and most valuable new departure in this machine is the building of the wheels directly upon the tubular half-axles, thus getting a firm wheel, a safer axle, and dispensing with a large amount of misplaced material.

By these and other improvements in construction, the weight of a tricycle has been reduced more than twenty pounds without weakening any part, and in fact securing greater strength.

The new tricycle is now ready for delivery.