

is always large. This is, of course, to be expected from the great popularity of the bicycle, and is one of its chief recommendations as compared with the old-fashioned horse. A second-hand bicycle, "as good as new," may be purchased at any time for "considerably less than it cost its owner." This is true when the doctor's and clothier's bills are taken into account.

Nor need it be feared that the second-hand bicycle is at all lacking in the distinctive qualities of the original article. I have seen a young man with his nose out of joint, and four distinct lame spots in his gait, who assured me that his machine was a second-hand one—that is, that it was for sale. The second-hand bicycle, like the confirmed mule, is often more energetic than the young and inexperienced article.

Those who expend their money upon bicycles are fond of trying to make their friends believe that it is the easiest thing in the world to learn to ride. Well, so it is. The bicycle can be mastered in much less time than it takes to learn a trade, and when the art is once learned it can never be forgotten. There is something about the bicycle which sticks by a person.—Sometimes it is the dust—sometimes the oil; more frequently a mixture of the two.

If the practical man asks, What are a few of the principal uses of the bicycle? it is easy to enumerate them as follows: 1. The bicycle is a good road machine (*i.e.*), it is the machine for a good road.—2. It removes superfluous fat both by internal and external methods.—3. It can rest without lying down.—4. It never runs away unless somebody is on top of it.—5. It displays the calf. There is probably no other method of locomotion which combines all the above advantages.

Quite lately there has appeared a new kind of a bicycle called the tricycle. This instrument differs from the bicycle in that it runs on three wheels and has no seat in front. It can get over somewhat more ground in a day than a rocking-chair, but is not so comfortable to ride.

The future of the bicycle is very promising. It has already revolutionized the science of locomotion, and has become such a familiar object on the rural highway that only one stranger out of seven wants to know if "that ere thing is a new-fangled sort of a mowin'-machine?"—The time is surely coming when everybody will own a bicycle—not necessarily for locomotion, but only as evidence of good credit.

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, too. The bicycle never disappoints. It is right there every time.—*Puck.*

The following are stated as having entered for the 100-mile road-race on the Big Four Tour: Hendee, on the Victor; Webber, the Star; Corey, the Rudge; Corey's brother, the Rudge Safety; and Van Sicklen, the Expert Light Roadster. The best riders in the country are expected to compete.

## Wheel Tracks.

The largest club in the C.W.A. is now the Torontos, of Toronto, with a membership of 100.

Mr. Hurst, the fancy rider, of the Wanderers, has resigned his membership in the C.W.A. to join the professional ranks.

Eugene M. Aaron, the former recording secretary, has been appointed to the position of secretary-editor of the L. A. W.

W. H. Nourse, of the Winnipeg Bicycle Club, who went with the Canadian voyageurs up the Nile, has returned safe and sound.

The Chicago bicycle track, in connection with the Chicago Base Ball grounds, is considered one of the finest in the world. A picture of it appears in *The Clipper* and *The Mirror of American Sports*.

The covers of the programmes of the L. A. W. meet will be handsomely embellished with red and silver cycling designs, including a handsome representation of the L. A. W. and the Buffalo Bicycle Club badges.

On Saturday morning, May 30, ten members of the Rochester, N.Y., Bicycle Club took train to Toronto, where they were met by members of the Wanderers of that city. After breakfast the visitors took a trip by steamer, returning in time for dinner. A run through the principal streets of the city, through the park, a visit to the lacrosse grounds, and a friendly one-mile race, helped fill out the afternoon. The Rochester men left on Sunday noon, evidently pleased at the efforts of the Wanderers to entertain them.

An involuntary smile irradiates the broad area of our countenance when we read in the *Cyclist* that Thomas Stevens is not a bumptious Yankee, but a quiet, unassuming Englishman. As for the bumptious, we think the *Cyclist* might publish a key when it speak in riddles. Stevens, you know, was born in England, but having lived in San Francisco, he acquired the ease and humility and courage that most Englishmen think they possess. When the *Cyclist* strikes a *bona-fide* unassuming Englishman, it should immediately clap him in the British Museum.—*The Wheel.*

The *Cyclist* (Coventry, England) of May 20th contains the following racy item: "Last week, Mr. Moody, jr., a well-known cyclist, of Hamilton, Canada, called upon us. Mr. Moody is the pioneer bicyclist of Canada, having been the first rider of the two-wheeled steed in that country. He has won over eighty prizes during the past six or seven years, and is at present in Great Britain on a general tour of pleasure. He is a Scotch Canadian, and naturally is making for Scotland, and will, we believe, make tracks for John-o'-Groat's and ride over the celebrated record route to Land's End, though whether he will attempt anything in the way of record-cutting we cannot say, though we think not, as he is on pleasure bent. Mr. Moody wears the neat grey uniform of the Hamilton B. C., and, like Mr. Stevens, wears a white hat, by which he may be recognized; but this, in place of being a helmet, is of the peaked variety. He is very good company, and any riders who can show him round a bit will do a Canadian cousin a good turn."

## → Canadian Wheelman's Association. ←

# THIRD ANNUAL MEET —AND— RACES!

To be held at WOODSTOCK, Ont.,

—ON—  
WEDNESDAY, JULY 1, 1885

Bicycle and Tricycle races for the Championship of the Dominion of Canada will take place; also several events open to the world.

## A Grand Street Parade!

600 WHEELMEN IN LINE.

This will be the largest bicycle race meeting ever held in Canada, as all the Canadian and American fast riders will positively be present to compete. The following is the

### PROGRAMME FOR THE DAY:

- No. 1.—For the best representation of any visiting club—handsome bronze clock, presented by J. F. O'Neil, manager of O'Neil House; value, \$40.00.
- " 2.—Two-mile green race, on road machines—1st prize, silver cup, \$30.00, by R. T. Crawford; 2nd, rattan chair, by J. G. Hay, \$15.00.
- " 3.—Half-mile dash—one prize, gold and silver medal, \$30.00.
- " 4.—One-mile championship of Canada—gold medal, \$50.00.
- " 5.—One-mile tricycle race, championship of Canada—gold medal, \$50.00.
- " 6.—Five-mile race, open to the world—1st prize, gold stop-watch, \$125.00; 2nd, diamond pin, \$25.00.
- " 7.—Half-mile without hands—prize, gold and silver medal, \$20.00.
- " 8.—Three-mile record race—1st prize, silver stop-watch, \$40.00; 2nd, silver medal, \$20.00; gold watch, value \$75.00, if 9.10 is beaten.
- " 9.—Ten-mile, open to the world—1st prize, silver tilting water-pitcher, \$65.00; 2nd, silver cup \$20.00.
- " 10.—Two-mile (bar Ross, Clarke, Lavender, Doolittle, Davies, Low and Campbell)—1st, silver watch, \$30.00; 2nd, silver timer, \$15.00.
- " 11.—Five-mile championship of Canada—gold medal, \$50.00.
- " 12.—One-mile Safety bicycle race (Star machine barred)—gold medal, \$30.00.
- " 13.—One-mile, open to the world—1st, stop-watch, \$40.00; 2nd, gold chain, \$20.00.

Nos. 4, 5, 10 and 11 open to the amateur wheelmen of Canada. Nos. 2, 3, 7, 8 and 12 open only to members of C.W.A. Nos. 6, 9 and 13 open to the world.

Races to be governed by the rules of the C. W. A.

Entries close June 29th, noon, and to be sent to D. A. White, Woodstock, Ont., with entry fee of 50 cents, which will be returned to actual starters.

H. B. DONLY,  
Sec. Treas. C.W.A.

H. S. TIBBS,  
Pres. C.W.A.

D. A. WHITE,  
Sec. W.A.A.A.,  
Woodstock, Ont.