

## 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 be very hard to identify him.

BURLEY B. AYERS.

152 S. Hoyne Ave., Chicago, May 1, 1886.

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 retrace 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.

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 Straford Club alone. They brought with them a fine new Rudge Humber Tandem 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. MacLauchlan; 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 live-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. MacLauchlan, 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.

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*.

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 pleasant 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.

## OFF TO EUROPE.

Mr. Harry Rylie, of the Toronto Bicycle Club, is at present wheeling on the Continent, in company with Messrs. Webster and Chandler, of the same club. Mr. Rylie 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.

## 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*.

## 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.