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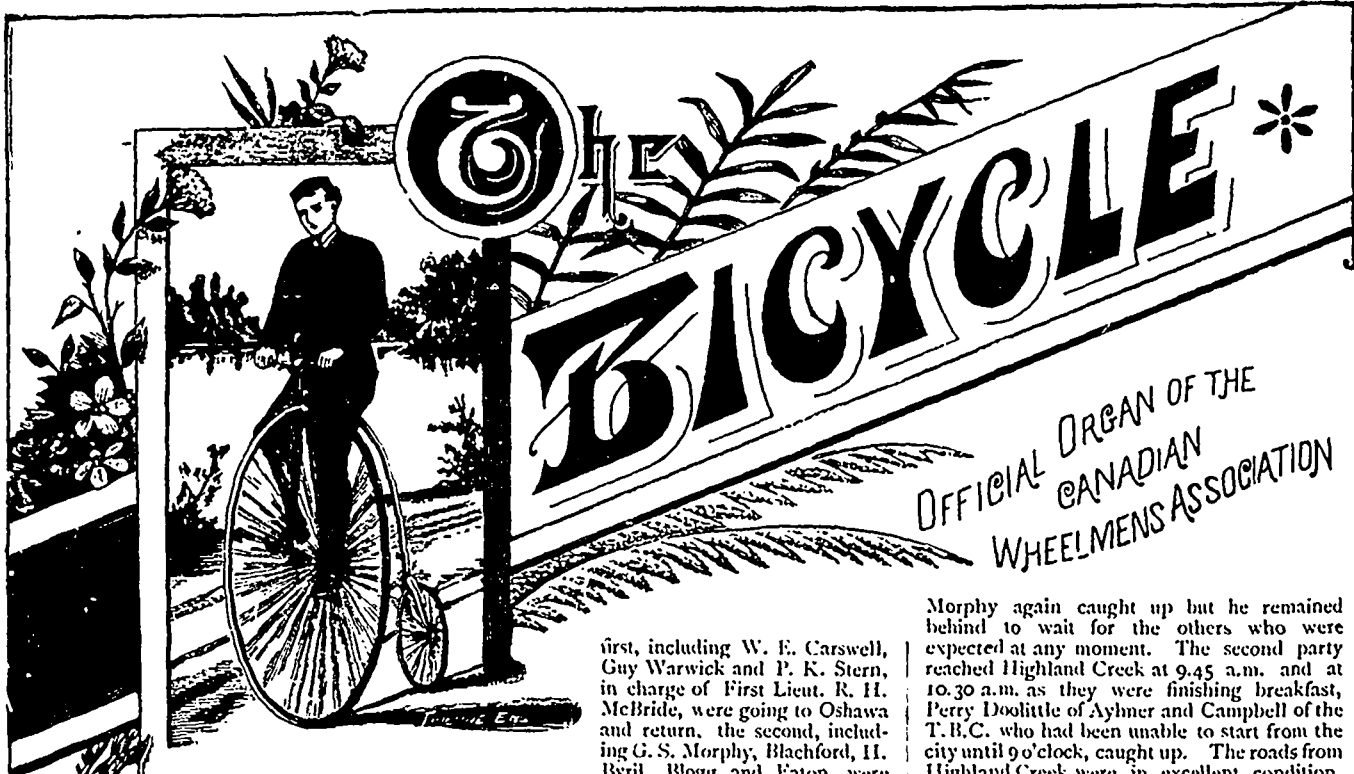
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YE BICYCLIST DISCOURSETH TO HIS CHUMS.

Behold this calf? Nay, do not gaze at me
 But at my legs, 'tis that I'd have ye see.
 Look well, ye knaves, I give ye all a chance,
 See how these muscles neatly bind my pants.
 Observe, I hope that everyone observes—
 The gastrocnemius how it proudly curves
 And bulges out; its strength personified,
 How many for such a leg as that have sighed!
 Not long ago I was a puny youth,
 A very walking skeleton in truth,
 My cheeks were pallid and my eyes were dim
 And these stout legs—nay, I will not say limb—
 Were most particularly, mark the contrast, slim.
 This eye, observe this eye, may be not ocular
 But take a lingering look at either ocular.
 Take note how bright it scintillates beneath
 The drooping lash like falchion in its sheath.
 I don't know what a falchion is, but I
 Presume it glitters like this sparkling eye.
 I do not see, moreover, how it could
 Flash in its sheath, but poets say it should.
 Once on a time these lustrous orbs were dull
 Like those of men who joy in being full.
 They looked like those of fishes who have come
 Some weeks ago from out their aqueous home.
 And oh! what daring pains would thro' me quiver,
 All the effects of an inactive liver.
 A greenery yallery hue suffused these cheeks,
 I suffered cephalalgia for weeks.
 What cured me of these multifarious ills?
 Was it St. Jacob's Oil or Ayer's Pills?
 Nay, 'twas none of these, my aim was higher
 Than Vegentine the great blood purifier.
 I'll tell ye how I put my woes to flight,
 I bought a bicycle whose metal bright
 Flashed like a falch—
 Said that, it will not do to say it more,
 Gleamed in the sunshine and I learned to ride
 Eftsoon I defty could my steed bestride.
 Away flew hypochondria, and the blues
 Soon yielded place to health's more roseate hues.
 My appetite grows great, my waist expands,
 I have to lengthen all my trowser bands,
 My coats all are too tight across the breast
 And will not meet though I may tug my best.
 My chest, which once was pitiful to see
 Now measures by the tape-line fortythree.
 No longer shall my legs in baggy stockings shrink,
 I'm off; there goes my bell—a tinkle tink.
 Behold me as I'm vanishing afar
 And learn to ride the bicycle. Tra-la!

Swiz.

TORONTO'S TRIP.

Thursday, November 9th, being Thanksgiving Day, was chosen by the members of the Toronto Bicycle Club for the run of the season, the route being to Whitby and Oshawa via the Kingston road. At the fire hall near Riverside, ten members turned up at the appointed time, six o'clock, and divided into two parties. The

first, including W. F. Carswell, Guy Warwick and P. K. Stern, in charge of First Lieut. R. H. McBride, were going to Oshawa and return, the second, including G. S. Morphy, Blachford, H. Byril, Blogg and Eaton, were going only as far as Whitby. Starting at 6.45 a. m., a capital run was made as far as the Woodbine track, at which place the roads were a little uneven and stony. Careful riding now became necessary, and we had to keep watchful as far as Ben Landon, but from there a most delightful spin was indulged in, the roads being all that could be desired. The first party reached the half-way house, eight miles out on the Kingston road, at 7.35 a. m., where a halt of ten minutes was made. The scenery along the route was of a very picturesque character. Beyond the ravines, in which some of the trees were still clothed in their autumnal raiment, were the cold blue waters of Lake Ontario, and everywhere the pretty farm houses could be seen looking neat and clean surrounded by the acres of well cultivated soil. As the Lieutenant's party were remounting Mr. Morphy caught up (the others remaining behind to allow Mr. Daniels who started later to join them) and then pushed on for Highland Creek through a very hilly part of the country, but our hilly troubles were forgotten on account of the beautifully hard packed foot path which runs alongside the road, making riding thoroughly enjoyable, and some fast time was made. Several dismounts were necessary where farmers' teams were frightened at our spirit-like forms gliding so quickly and noiselessly along the roads. In one case a rather high-spirited horse drawing a green-grocer's wagon became unmanageable and sent the contents of the wagon-box bouncing out into the road. In the wagon were seated two old-fashioned and nervous women shouting at the top of their voices to "git away and doe'n't be a scaring of our 'orse." Of course one of the riders had to dismount and laying his wheel against an old snake fence, ran back several hundred yards, picking up the carrots and turnips that lay strewn over the road. When all the vegetables had been collected the old women got quite cheery and conversational asking several questions about "them new kind of buggies." A few miles further we got our first view of the steep hills of Highland Creek where the first party arrived at eight o'clock a. m., and ten minutes later were enjoying a good substantial breakfast at the Commercial Hotel. At nine o'clock the whistle, blown by the Lieutenant, was the signal for us to remount and proceed *en route* for Pickering. Just as the start was made, Mr.

Morphy again caught up but he remained behind to wait for the others who were expected at any moment. The second party reached Highland Creek at 9.45 a. m. and at 10.30 a. m. as they were finishing breakfast, Perry Doolittle of Aylmer and Campbell of the T. B. C. who had been unable to start from the city until 9 o'clock, caught up. The roads from Highland Creek were in excellent condition, being of fine gravel and well packed by the recent rains; the scenery was very fine, particularly at the Rushe, where a very pretty iron bridge spanned the waters flowing underneath. Passing up a long, winding hill on the other side a good level road was again reached where the boys had some trials at speed. A little village called "Dunbarton" was next passed, the usual salute being given and about five miles further on the live y village of "Pickering" was reached at 10.10 a. m. A dismount was here made and a card left at a hotel giving time of arrival and departure of the Lieutenant's party to be handed to the second party. Mr. Morphy arrived at 10.45 a. m., Doolittle and Campbell at 11.40 a. m. and the second party at 12 o'clock noon. A few miles further on the spires of Whitby were sighted. The first party arrived at 11 a. m. and immediately left for Oshawa, (where Mr. Carswell remained,) and returning reached Whitby at 12.30. Mr. Morphy arrived at 11.30 a. m. and Doolittle and Campbell at 12.30. At 1 o'clock the Lieutenant's party (which had returned from Oshawa,) and Doolittle, Campbell and Morphy dined at the "Royal Hotel" where ample justice was done to the excellent dinner provided by the host, the second party not arriving until the others had dined. The start for the homeward journey was made at 2.15 p. m. by McBride, Stern, Warwick and Campbell, the other members coming home by the evening train with the exception of Mr. Doolittle, who went on to Columbus. Highland Creek was made after some good steady riding at 4 p. m. and the Half way house at 5.30 p. m. It now being quite dark no time was lost in oiling, lighting lamps, etc., and pushing ahead with all speed, we reached Toronto at 6.45 p. m., just twelve hours after leaving it. This is the most successful ride the Torontos have ever had, the distance travelled being a little better than 68 miles. Party No. 1 made some good time going to Whitby a distance of 30 miles in four hours and a quarter including a stop for breakfast; the actual riding time was three hours and twenty-one minutes. Doolittle and Campbell made the same distance in three hours and a half, actual time, three hours and ten minutes. The fact of the roads being in such good order accounts for the absence of "croppers" and "headers," only one rider having received a fall, which, however,

was severe enough to sprain his wrist, but only slightly.

Everything passed off in a pleasant and enjoyable manner and the weather was all that a bicycle rider could possibly wish for, being delightfully cool and cloudy. They ends one of the best, (if not entirely the best) rides the members of the T.B.C. have ever had, but we hope to have a repetition of it in the near future.

G. S. M.

Toronto, Nov. 15, 1882.

C. W. A.

Amateur Bicyclers everywhere are cordially invited to join the Canadian Wheelmen's Association. The admission fee is \$2.00, or \$2.00 for every five members, or fraction thereof of a club whose entire active membership joins. Provided such club has a rule in its by-laws that every member must be and remain a member of the Association as long as he is a member of said club. Make checks, drafts or postal money orders payable to Jas. S. Brierley, St. Thomas, Ont., and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first name in full, giving full address and on one side only of separate sheet from letter of advice. Applicants should notice names as published in THE BICYCLE, and notify the Secretary-Treasurer if any error is made. Wheelmen generally should not use the names also, and inform the Secretary-Treasurer (confidentially) if any professional or otherwise objectionable person applies. Information regarding the Association will be sent to any address on application to the Secretary-Treasurer. Every member should endeavor to extend the influence and benefits of the Association by inviting desirable Wheelmen to join.

The rules of the Association are given in full in the first number of THE BICYCLE, and may be obtained post free by sending ten cents to the office. It is important that every member should be familiar with these rules.

All clubs and unattached wheelmen should subscribe to THE BICYCLE, which, as the official organ of the Association, will contain all important notices to members.

A MEETING of the Provisional Board of Directors was held in Hamilton at THE BICYCLE office on the 16th of November. The following gentlemen were present:—Aldermen Jas. R. Boustead, President, and Jas. S. Brierley, H. B. Donley, C. B. Keenleyside and J. H. Eager. On motion Mr. Boustead occupied the chair.

It was moved by Mr. Eager and seconded by Mr. Keenleyside, that Mr. Brierley be appointed Secretary-Treasurer in place of Dr. Chas. Clarke of Aylmer, who had been elected at the St. Thomas meeting in September last, and who did not wish to occupy the position. Carried unanimously. No other business of importance was transacted.

CIRCULAR.

To Canadian Amateur Wheelmen:—

In Toronto, on the 11th September, 1882, at a meeting of delegates from the principal bicycle clubs of Canada, it was decided that an association of Canadian wheelmen should be formed, to be called "The Canadian Wheelmen's Association" whose object should be "to promote the general interests, and ascertain, defend and protect the rights of wheelmen; to encourage and facilitate touring, and to establish Canadian Championships." At a meeting held in St. Thomas on September 22nd, a Provisional Board of Officers was appointed to hold office until July 1st, 1883. The draft of a constitution and by-laws prepared by a committee appointed at the Toronto meeting, was accepted as the constitution and by-laws of the Association until action might be taken thereon at the first meeting of the Association.

The organization is one deserving the hearty encouragement and co-operation of every Canadian wheelman, and you are cordially invited to present your names for membership.

The benefits of such an Association cannot be more clearly expressed than by the following extract from an address of the Bicycle Touring Club of England to the L. A. W.:—"Genial companionship, easy intercommunication, mutual protection and defence, sensible laws and reasonable administration of them, good roads and some degree of freedom in the use of them, comfortable hotels and moderate charges—these are indispensable auxiliaries to the progress and safety of cycling. In such matters the individual wheelman is powerless, and the ordinary club ineffective; but a league of cyclists can exercise a great influence in obtaining public recognition of their wants, and in

promoting the success and increasing the popularity of cycling."

The Association will be the recognized authority in Canada in regard to bicycle racing, and infringement of its rules will entail heavy penalties. Canadian championships will be established, and annual meetings of the Association held, from whence many advantages can not fail to be derived.

In order that the Association may be in a good position for practical work by the Spring of 1883, it is necessary that as large a membership as possible be at once secured; and it cannot be too strongly urged upon all wheelmen who are anxious for the prosperity of their sport (and what wheelman worthy of the name is not?) the desirability of at once sending in their applications for membership. The annual fee is two dollars, or in case of clubs whose entire members join, two dollars for every five members, or fraction thereof, provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the Association as long as he is a member of the said club. The low fees charged to members of clubs will, it is hoped, act as an incentive to the formation of clubs in districts where such do not at present exist. There will soon be but few places in Canada where five wheelmen—the minimum number required to form a club—can not be found within a radius of one or two miles. All membership certificates issued prior to July 1883, will be valid until July 1884. The fees in all cases must accompany applications for membership, which will be published in ensuing number of THE BICYCLE, and if within two weeks from date of publication no objections are raised, the certificates will be issued.

Copies of the first number of THE BICYCLE containing the constitution and by-laws of the Association have been sent to Secretaries of all Canadian clubs, and it is hoped these gentlemen will at once bring the same to the attention of their clubs, and forward to the Secretary of the Association any amendment that may be suggested.

Wheelmen are respectfully requested to furnish the Secretary with information regarding roads, the distances between towns and any other information of interest to brother cyclists.

Inquiries will be cheerfully answered by the Secretary.

JAS. R. BOUSTEAD, Pres., C.W.A.,

Toronto.

JAS. S. BRIERLEY, Sec.-Treas., C.W.A.,
St. Thomas, Ont.

THE MEDITATIVE CRANK.

"In 'cycling meditation fancy free."

ST. THOMAS, Ont., Nov. 22d, 1882.

MY DEAR BICYCLE,—Your November issue was decidedly in advance of the initial number, and that is saying a good deal. The new "head" that has been attached to the machine is certainly an improvement as regards appearance, and will doubtless do its part in helping to steer THE BICYCLE through the straight and narrow path that leads to success.

Well, local happenings of a bicycle character have been few and far between the last three or four weeks. But bicycle talk has not abated one jot or tittle. Did you ever notice that characteristic of wheelmen, how they are never tired of talking wheel? In season and out of season, the enthusiastic cyclist devotes himself to the task of letting the non-riding public know that their lives have so far been wasted, but that they may yet know what true happiness is if they buy a bicycle. When I say "enthusiastic cyclist," I mean every wheelman, for they all "enthuse." A man who owns a bicycle and doesn't talk it is but a skeleton of a wheelman, he is weak kneed and lacks backbone.

By-the-way the request in my last month's effusion for a "stuffed club" was quickly answered,

for a man came down here from Hamilton with a "special club" and charmed so wisely that several of our men could not resist his blandishments, and our first love, the "British Challenge," has now to bear comparison with the "Club." They are both good machines; "may their tribe increase."

I am sorry to see the feeling of dissatisfaction with regard to the workings of the League that is spreading over the States—sorry that anything should occur to weaken the bonds that knit wheelmen closer together. But the fault lies in the inherent weakness of the League. Its machinery is entirely inadequate for the work demanded of it. I think the true solution of the difficulty lies in the formation of Associations similar to our Canadian one—say one for each state, with a national governing body from each State association. The officials of the League say that its constitution contains provision for such a mode of government. It does in a way. But the cart is put before the horse. Membership in the National Association is necessary before a wheelman can belong to his State Association. He has to pay dues to two organizations, one of which he expects to derive but little direct benefit from. Let that man subscribe to a State Association whose benefits will be tangible ones, and of which he will have a voice, and there will at once be a healthier feeling in the body bicyclicular.

CRANK.

FLUTTERING SNOW-FLAKES

"None name it but to praise."

A credit to its publishers.—*Blyth Reviewer.*

It is neat, newsy and bound to succeed.—*Hamilton Evening Times.*

The second number of THE BICYCLE has appeared and is a marked improvement on the October one, good as the latter was.—*Toronto Mail.*

THE BICYCLE is the official organ of the C. W. A., and is a bright and interesting paper. It should be taken by every wheelman in Canada.—*London Advertiser.*

The second issue of THE BICYCLE, the only Canadian paper devoted to the wheel interests, and the official organ of the "Canadian Wheelmen's Association," has been received. It presents an excellent appearance typographically, is ably edited, and contains full particulars of all happenings in Canadian bicycle circles. It deserves the support of all Dominion wheelmen. Messrs. Eager and Nichol, of Hamilton, are the publishers.—*St. Thomas Journal.*

The second number of THE BICYCLE, a new monthly periodical published in this city, has made its appearance, and is in every respect a creditable little paper. Its eight pages are devoted to the interests of the machine whose name it bears, and its riders, and are replete with newsy items of the doings of wheelmen throughout Canada. "C" Nichol ably fills the editorial chair, whilst J. H. Eager looks after the business department. Considerable ability is displayed in the manner in which the paper is conducted, and it is a most deserving little publication in every respect.—*Hamilton Spectator.*

Just as we go to press we receive copies of the *Cyclist* and *Tricyclist*, England's leading of wheel publications. These are the first English wheel papers we have seen, and a hurried glance through their contents gives us a very high opinion of the ability of their conductors. Henry Sturmev and C. W. Nairn edit the *Cyclist*, and Mr. Lucy Hillier attends to the "trike." Both are good papers and will receive a more extended notice in another issue.

CANADIAN NEWS.

LATEST BICYCLE GOSSIP FROM ALL PARTS OF THE COUNTRY.

TO CORRESPONDENTS.—Write your letters on one side of the paper only, and make them as trenchant as possible. All matter intended for this department should be addressed to the editor. No attention paid to communications unless accompanied by name and address, not necessarily for publication but as a guarantee of good faith.

THE LONDON FELLOWS.

MY DEAR BICYCLE, : Since I last wrote you, our boys have been working hard to have everything snug for the winter. Through the kindness of one of our citizens, we have obtained, gratis, the use of a large warehouse, formerly used as a wholesale dry goods establishment, the top story of which we have fitted up as a club room; the first and second stories being used for riding. In addition to this we have the use of the drill shed in which to practice club drill. We have now forty names on our membership roll and expect by keeping the boom up to swell the number to sixty by spring.

The other week a party of London and St. Thomas Wheelmen rode to Aylmer for the purpose of interviewing Dr. Charles Clarke, on the subject of the C.W.A. The party included two members of the Executive Board. The distance from St. Thomas to Aylmer which is rather more than twelve miles, was accomplished in one hour and two minutes. The roads are good, but the school boys are no Christians, having turned out *en masse* on two occasions, and stoned us. But "the unkindest cut of all" was received as we were whirling down the big hill at New Varum, legs over, when a young man with half a gallon of whiskey in his pocket, issued from a neighboring farmer's orchard and commenced swearing at us in much the same tone of voice in which he might have communed with a mule, but as we were riding against time we concluded not to get off and argue the matter with him.

When about three miles from Aylmer we were met by five members of that club, who dismounted and after exchanging mutual greetings, turned and rode with us back to the town. After visiting Dr. Clark, a rattling game of football was indulged in during the course of which, the Crank from the Baby City (who claims to wear No. 6 boots,) succeeded in disabling every able-bodied man in the field and was just commencing on the juveniles when supper was announced and a scramble was made for the hotel. The supper, which was provided by the kindness of the Aylmer boys, was done bicycle justice to, after which an adjournment was made to the sitting room where a string band was in attendance and furnished most excellent music. The return trip was made by moonlight and a most delightful spin we had; that is, all but one man from the Baby City, who, owing to his punning propensities was rather roughly handled by the Aylmerites which accounts for his bad riding on the road home. Messrs. Bugler, Geo. D. Cameron; Lieut. W. M. Begg; and Seey. Cliff B. Keenleyside of the Forest City Club, rode to Goderich on Thanksgiving Day and found the roads as usual, the A1 of perfection. It was thought unwise as they "tripped their wheely way" to ride via Bayfield as the road, though four miles longer, is much preferable to the Clinton Road, owing to the Huron Hill between there and Goderich. Bayfield, which always bears a sober, Sunday-go-to-meeting expression, was reached shortly after dinner, (that is, dinner time,) and upon dismounting before the Commercial House, to oil up, they were invited by the genial (?) landlord, to "come in and have a snifter" which they respectfully declined but accepted a proffered glass of milk. After lubricating, they proceeded to mount, when the landlord came out of the side door, gesticulating wildly, and

cried "What ! ye ain't goin' yit, are ye?, dinner 'll soon be on." But the boys rode away laughing at this case of misplaced confidence. Goderich was reached at about 2.30 o'clock, when it was found that the train for the south, left in half-an-hour, and that the Goderich boys together with some northern riders had to meet them via Clinton so they were compelled to leave without having an opportunity to shake hands with the Huron fraternity. The distance which is 68 miles, was accomplished in eight hours including a stop made for breakfast.

The Forest City Bicycle Club intend joining the C.W.A. at once.

Yours,
ARABI PASHA.

BRANTFORD BEARINGS.

MY DEAR BICYCLE,—Noticing that you have had little news from Brantford as yet, I write a line or two.

Our club is in a flourishing condition and next season will comprise over twenty members as follows: F. Westbrook, H. Fair, H. Duncan, A. Jones, T. Harris, L. Harris, A. Popplewell, C. Fitch, W. Knowles, W. Paterson, E. Forsyth, E. Trammer, W. Tisdale, Jas. Wallace, J. A. Wallace, Dr. McMichael, S. W. McMichael, C. Jarvis, A. L. Jones, and two or three others.

As yet, we have no regular club uniform, but it is expected that next year we will adopt a suit of dark blue throughout.

Our club has been most successful this year, turning out as it has done, the Champion of Canada.

Fred is getting up something new every day in the fancy riding line. He and Harry Fair do some very pretty double fancy riding.

The *Mail* a short time ago stated that though Westbrook is champion by merit, yet Holden is the "official" champion. Fred now offers to give Holden fifty yards in a mile, and any other amateur in Canada twenty-five yards.

All of us are exceedingly well pleased with the appearance of THE BICYCLE as well as with its spicy, readable items. We wish you success.

SIGNCLIST.

MONTREAL WHEEL TRACKS.

MY DEAR BICYCLE,—Our local scribes are either so exceedingly modest or busy that looking through the columns of your paper we never come across the word *Montreal*; and yet we are not dead! Our streets are still lively with the flash of silvery wheels illumined with the red and green of our hub lamps, for we do a lot of riding after dark, and at present are taking full advantage of the beautiful moonlight nights and the excellent condition of our city streets, along which the merry tinkle of our "Facile" or other bell is constantly heard. Snow has been expected for the past week or two but holds off from day to day and the hearts of our wheelmen are gladdened thereby. We set have our Saturday runs, the last one, particularly in by Messrs. Lane, Muirhead, Low and Pearson, was, according to their accounts, a most enjoyable one. Leaving the Club House at 7.40 A.M., they travelled to Valois, St Laurent Borde a Ploffe, Back River and thence to Montreal and after a few minutes rest, started for Lachine, returning thence to headquarters, which they reached punctually at six o'clock. Total mileage, 68 miles. Time on road 10.20, out of which they only rested 2 hours; this was a very creditable performance considering the state of our country roads hereabouts.

Our genial Hon. Sec., M. Miller, recently got spiced and the members of the Club presented him with a very handsome tea and coffee set of six pieces. I am afraid they have established a precedent that will get them into

trouble, as Mr. M.'s example is likely to prove contagious. I hear of several of our eligible young men "sitting on the steps" with eligible young ladies. But that was before the cold weather set in, since then they likely sit together in some less public location. We have quite a lot of married men among our wheelmen, and the more the better.

Triecycling seems to be taking hold pretty well here. We have six or eight single ones and one double one; a lady may have been seen sharing the driving of the latter. Next season the number will be materially added to. Mr. Buchanan, manager of the Bank of Montreal, has a beautiful "Cheylesmore" triecycle, and is much pleased with it. I will let you hear from me again now and then, but trust that others more competent will take up the quill and give you some more inside "Tracks" from Montreal.

Yours,
"TYRE"-O.

COLUMBIA, S. C., 16 NOVEMBER—The bicycle races here to day, in connection with the State fair, took place on the trotting course, and attracted thousands to the track. There were eight entries to the first race, a three quarter mile dash. D. A. Childs, Charles Cronberg, George Green and Gil Berry from the Columbia Club, and T. T. Gilmer, J. T. Davis, L. P. Elam and E. F. Young from the Charlotte Club. Several other clubs were represented, but did not enter the lists. Gen. W. W. Humphries of Anderson, Col. J. K. G. Nance of Newbury, and Mr. James Munro of Union acted as Judges. The start was made from the judge's stand. Mr. Cronberg of the Columbia Club was thrown from his machine at the start, and Mr. Childs led the race for the first quarter, when Gilmer of the Charlotte Club began to gain on him, and pressed steadily ahead, coming in the winner in 3.02, Davis second, Childs third, Elam fourth, Young fifth, Berry sixth, and Green seventh and last.

So exciting was this race that the crowd clamored for another. For the second race of a half mile, Gilmer, Davis, Young and J. C. Weaver of the Charlotte Club entered. The riding in this race was much better than in the first. Gilmer and Weaver ran well together over the first half of the course, and the race seemed to be very doubtful between them, but Gilmer again won, passing under the string in 2.03 1/4, Weaver second, Davis third, and Young last.

The track was in poor condition for bicycling—there having been horse racing on it the two previous days. These are the first races ever held in this State between two or more clubs, and I think that now the "Ice is broken" there will be more interest taken by bicyclers in this section for the advancement of bicycling generally.—*Bicycling World*.

Wynter Blyth, medical officer of health for Marylebone, London, writes in the *Sanitary Record*: "I have studied the diets recorded as in use, and find that those who have done long journeys successfully have used that class of diet which science has shown most suitable for muscular exertion, viz., one of a highly nitrogenized character, plenty of meat, eggs and milk, with bread, but not much butter, and no alcohol. I have cycled for over fifty miles, taking frequent draughts of beer, and in these circumstances, although there has been no alcoholic effect, it has caused great physical depression. The experience of others is the same. However much it may stimulate for a little while, a period of well marked depression follows. I attribute this in part to the salts of potash which some beers contain, in part to injurious bitters, and in part to the alcohol. My own experience as to the best drink when on the road is most decidedly in favor of tea. Tea appears to rouse both the nervous and muscular system, with, so far as I can discover, no after depressing effect."

THE BICYCLE.

Official organ of the Canadian Wheelmen's Association, and the only bicycling paper published in Canada

PUBLISHED MONTHLY

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Edited by . . . W. C. NICHOL.
Business Manager, . . . J. H. EAGER.

TO CORRESPONDENTS.

"SIGHTLIST."—Good enough. Come again. C. C. P.—1. No. 2. Printer's error; should have been October instead of September. 3. Frank Queen. It was founded by him. He died recently in Philadelphia and we believe it is published now by his executors in the interest of his heirs.

"HUB."—Must apologize for last month's blunders; come over here and murder the comp. Thanks for number two.

THE C. W. A.

The recent meeting of the provisional Board of Directors of the Canadian Wheelmen's Association at Hamilton, and the election of James S. Brierley, of St. Thomas, to the position of Secretary-Treasurer, has placed that body on a working basis at last and immediate steps will be taken to get everything in readiness for the spring campaign. Mr. Brierley is an energetic man and a very enthusiastic cyclist. He will take prompt and efficient means to promote the interests of the association generally and will give careful attention to the affairs of that part of it under his immediate supervision.

Now that the association is in such a satisfactory (provisional) shape, it is worth our while to ask our readers to investigate with us its rationale and career. "Its objects are," says clause 2 of the constitution, "to promote the general interests, and ascertain, defend and protect the rights of wheelmen; to encourage and facilitate touring, and to establish Canadian championships," which is similar to the avowed purposes of the L.A.W. but we have seen how the League failed to stick to its avowed purposes and how it has gone down hill until the best man in its ranks,—a man who had devoted his time and used his great energies to make it a success—Kingman N. Putman of New York, has turned from it in disgust—from it and from the men whose guidance has brought it to its present palsied condition. Canadians, we take it, are far too sensible a people to commit the mistakes these League men have, with the sorry consequences of these mistakes staring them in the face, and it is with a firm belief in the integrity and ability of the men

who are now guiding the Association, that these lines are written.

There is one point, however, that needs careful consideration—our by-laws; they are full of errors and crudities. But even in their present eminently unsatisfactory state, there can be no question of the immense advantages that bicyclers will secure from the Association, and when these by-laws are revised and corrected until they are about as perfect as we Canadians are capable of making them, the advantages that will accrue to its members can hardly be overestimated. It must be understood that the by-laws and constitution the Directors are working under now are merely provisional and can be changed radically, and in fact, altogether, at the next general meeting on the first of July, 1883. But the latter step is not at all necessary. We have a good, firm trunk and only need a little pruning and some grafting to make the tree a healthy one.

Copies of the first number of this paper containing the rules of the Association have been sent to the Secretaries of the various Canadian clubs. It is requested that these gentlemen will lay the by-laws as there printed before the members of their clubs and carefully consider them, making notes of any changes which they think necessary or advisable, and forward their corrections to Mr. Brierley. We shall be glad to publish letters from bicyclers suggesting any amendments to these laws.

But, though the present state of the Association's governing laws is very imperfect, those bicyclers who wish to benefit themselves and their brother wheelmen, should lose no time in communicating with the Secretary-Treasurer, and in forwarding their admission fees to him. Bicyclers who join between now and the first of next July will be members of the Association until July 1st, 1884. They will thus get the benefit of all that is done during the winter and spring for nothing. By joining now they will materially aid the Directors at the next general meeting, as it will enable them to see how home bicyclers are going to support a home association. All wheelmen should place themselves in active communication with Mr. Brierley at once.

On the 28th of October, in Paris, France, a race was run around Longchamps in the Bois de Boulogne, three times, which equalled some seven miles. It was for the championship of Paris and was won by Medingier, in 21m. 50s. Chas. Terront came in second by about eight yards.

The Chicago Bicycle Club gave a ball on the 10th inst., at their new headquarters, 189 Michigan Avenue. Fourteen couples were present and tipped the light fantas., etc., until about eleven o'clock. This is the first bicycle ball ever held in Chicago, but the club propose to give several more through the winter.

BICYCLING BREVITIES.

Could you call the Pope Manufacturing Company the College of Cardinals?

About two hundred and fifty cycles are in use by the English government in the police and postal departments.

In answer to several inquiries that have reached this office, we wish to state that the "nickel" so often spoken of in connection with the plating on bicycles, is not related in any way to the editor of this paper.

The Montreal Bicycle Club held a meeting on the 9th. of November at which it was unanimously resolved that, "We strongly protest against abolishing the rule governing the eligibility of wheelmen to membership in the L.A.W."

Allen A. Jones, of Mt. Pleasant, seems to be a veritable giant from the description we get of him. He rides a 60-inch wheel and is 6ft. 5 in. in height when standing and 8ft. 6 in. when mounted on his machine. This is the kind of a fellow who makes things hum in the sanctum when he comes around to "interview" the editor.

The Springfield Bicycle Club has adopted a new suit. It is of plain cloth and dark throughout. The coat is cut the same as the ordinary sack coat; a single band of gold cord encircles each cuff, and the buttons are small brass ones in the shape of a wheel. The breeches are close fitting ones, up the outside seam of which is a stripe of fine gold cord, buttons same as on coat. The cap is a low-crowned one with vizor and S.B.C. worked on the front in gold. Black stockings and low shoes complete the costume.

The captain of the Aeolus Wheel Club, of Worcester, Mass., having called a long distance run for Friday, 3 November, at 5 p.m., two members of the club, Messrs. Midgley and Arnold, put in an appearance at the Union Station at 4 p.m. and proceeded by cars to South Framingham. At 5.02 wheels were mounted, and the run was made to Saxonville and back to South Framingham, thence via Natick and the Newtons to Brighton, which was reached at 7.38, where supper was taken at the Cattle Fair Hotel. Leaving Brighton at 8.14, they passed through Cambridge, Arlington, Medford, Malden, East Malden, to Franklin Park, in Saugus, and returned to Brighton via Malden, Medford, Somerville and Cambridge, arriving at the Cattle Fair Hotel at 12.10. Leaving Brighton at 12.25, they rode back to Natick, 2.22, thence back through Brighton to Cambridgeport, and back to Brighton arriving at 5.22. At this point Mr. Arnold was obliged to take the cars for home, he having got a severe fall in Malden the evening previous, on the way back to Brighton, resulting in a bad bruise over the right eye, cutting one hand, and hurting his right knee. At six o'clock Midgley left Brighton alone and rode to Saxonville via South Framingham, and back to South Framingham again, arriving there at 8.13, where he was met by three of the club. At 9 wheels were again mounted, and the run was made through Newton Lower Falls and Beacon street to Walnut street, thence to West Newton Waltham, Watertown, Brighton, Chesnut Hill, once around the reservoir, and back to the Cattle Fair Hotel, arriving at 12.09. Dinner was taken here, and at 1.05, accompanied by a fresh Aeolus man, they proceeded via Chesnut Hill, Beacon street, Hammond Street, Newton and Pond streets and Jamaica Plain to Lower Mills, 2.10 and back over the same route to Beacon Street, and then direct to South Framingham, then to Framingham Centre and back to South Framingham, arriving at 4.56. Total time on road, 23h. 54min. Halts, 4h. 42m. Riding time, 19h. 12m. Distance by cyclometer and wellknown distances, one hundred and seventy-nine miles. —Bicycling World.

THE BUGLER.

In bugling
Mend him who can! The ladies call him sweet.
—*Love's Labor Lost, revised.*

By jove! it's all the "go" just now for bicycling journalists to write "open letters." My very good though personally unknown friend, the accomplished Mr. Gilman, editor of the *Bicycling World and Anti-Pope-Monopoly Journal*, started it with a letter to the L. A. W., and the gifted but unappreciated Mr. Jenkins who is trying hard to edit that truly marvellous specimen of modern journalism, the *Wheel*, followed suit with a letter to the accomplished Mr. G. aforesaid. There are some very funny things in both these letters. The accomplished Mr. Gilman says in his that his position as editor of the *B. W. and A. P. M. J.* is far from being a remunerative one. Good gracious, my dear sir, no person ever supposed that it was. This is a piece of superfluous information. Weekly bicycling journalism is a paralyzing mystery to the ordinary healthy man and the big conundrum is, how much are editor and publisher out of pocket every week on the spec? I had credited the accomplished Mr. Gilman with more sound common sense than to publish information in this reckless manner that is no information at all, but it was one of those youthful dreams that are soon dissipated by the logic of fact.

* *

And as for the marvellous *Wheel's* open letter, it is funny not in one or two places only, but the whole way through. For instance it is very amusing to note the large doses of "taffy" that its gifted but unappreciated editor deals out to the L. A. W. in almost every line, in the hope that some day his paper will become the League organ, which is very foolish and very silly, for the handwriting has appeared on the wall and ere long the League will be *non est*. "These be true words, my masters," and before you and I are much older you will see the League deserted entirely. Either the Bicycle Touring Club or the new model association, that some progressive members of wheeldom are just beginning to think about, will take its place. It is funny too, to hear the *Wheel* man say that the Pope Manufacturing Company don't own a dollar's worth of stock in his paper. Stock! Just think of it! Egad! the next thing we know the conductor of the *Sunday School Blizzard* will be declaring in the most emphatic terms that the archbishop of Slabtown has no shares in the *Blizzard* Publishing Company and has therefore no right to dictate to him what words he shall use in telling the simple yet pathetic story of little Willie who went fishing on Sunday and got drowned; or the sweet, inspiring tale of Tommy Jones, who went to church once a day through the week and five times on Sunday and never got his boots dirty. There is nothing, my friends, like putting on airs, even though you have to do it in a paper that is no larger than a postage stamp. Stock in the *Wheel*! Whew!

* *

I have a very long-headed correspondent in Boston, and I want Mr. Boustead, President of the C. W. A., to read his letter carefully this month and to pay particular attention to the sixth paragraph from the top. When he does this, let him remember the dispute between several of us in THE BICYCLE office when he so strongly urged that clubs should be the basis of our association. Well, perhaps they should. But I agree with my Boston representative and think they should not. Those "club" and "unattached member" by-laws of ours need careful revising. Think it over carefully, Mr. Boustead, and I am sure you will end by coinciding with us. The strength of the C. W. A. ought to depend on individual riders; it is bad policy to recognize clubs as clubs.

* *

Before I sling my bugle at my back and ride away to raise my bugle calls no more for

another month, let me thank those kind friends of mine who have rewarded my "machine" with such loads of kind words. It is very gratifying to me to receive these words of praise and I would be less than human if I failed to notice it and return thanks for it. I am only sorry that I cannot reprint all the nice things that have been said about me but a few of them you will find in another column. All of those who have helped me on with encouraging words and a cheerful smile, will please accept my thanks for both, coupled with the earnest hope that they will never have occasion to change their verdict.

The Pope Manufacturing Company offered prizes some little time ago for the best written article on bicycles for ministers. The contest has been decided as follows:

MAYOR'S OFFICE, CITY HALL,
BOSTON, NOV. 1, 1882.

To the Pope Manufacturing Co.:

GENTLEMEN.—We have carefully examined and considered the published articles relating to "The Bicycle for Ministers," received and transferred to us by Mr. W. E. Gilman, and have awarded the prizes therefor according to the terms of your offer, as follows:

The first prize to Rev. S. L. Gracey, for article in *The Christian-at-Work*, entitled "The Minister—Mental and Muscular," etc., and article in *The Methodist*, entitled "The Bicycle for Ministers."

The second prize to Rev. M. D. Buell, for article in *Western Christian Advocate*, entitled "Health as a Pulpit Force."

The third prize to Rev. H. F. Titus, for article in *The Watchman*, entitled "The Clerical Wheel."

The fourth prize to Rev. N. P. Gilman, for article in *The Christian Register* entitled "Beneficial Rotation for the Clergy."

At the same time we refer to three others, out of the many excellent writers whose papers were submitted, as deserving of honorable mention, viz.:

Rev. J. G. Porter, for "A Sermon on Wheels," in *The New York Evangelist*.

Rev. H. Lyman, for "A Plea for the Bicycle," in *The New York Evangelist*, and "Utilize the Bicycle," in *Sheboygan Times* and *The Cortland News*.

Rev. F. T. D. Bickley, for "The Bicycle Papers," a series of six articles in *Buffalo Commercial Advertiser*.

Regretting that circumstances have prevented our making the award on a date nearer to that suggested by you, we submit it now and are yours with respect.

SAMUEL A. GREEN,
LUTHER T. TOWNSEND, } Judges.
CHARLES E. PRATT.

SPOKES FROM THE HUB.

The spokes of last month were decidedly weakened by THE BICYCLE's compositor and your correspondent was a little inclined to swear as he is so far removed from the residence of the aforesaid compo. that he can do nothing else.

Since I wrote you last, biking and triking have been booming considerably. The officers' meeting of the League is a thing of the past and yet it is a fruitful topic of conversation.

The change in the Amateur rule was in my opinion a most unwise one, but only two representatives (?) had the moral courage to raise their voices in opposition.

The effect of this change has begun to be felt and already I have heard many who declare they will not renew their membership in it but will support the B.T.C.

This latter organization is preparing for work and consuls are being appointed in many towns. It is rumored that Dean will be appointed consul for Boston.

In Hub's opinion the thing which has worked against the League's success has been the recognition of clubs as such, as it gave rise to petty jealousies and induced certain members to vent their spite to the disadvantage of the League.

The run of the Massachusetts Division of the League on the 21st. of October was a success in everything except numbers. The run out was made in "form" but on the return journey the Boston and Massachusetts clubs only maintained their dignity.

The Championship of the League was run on the 20th at Beacon Park and in interest, number of entries and spectators was a regular fizzle.

Frye's defeat at the hands of Hendree was a surprise to everyone odds being freely offered on Frye with few takers.

On the 25th. the Bostons entertained the Boston Club in a very enjoyable manner, with a run, dinner and collation with all the "fixins" *ad lib.*

The Boston Club at their last meeting formed a tricycle division to be known as the Boston Tricycle and a similar organization has been formed in Chelsea.

In fact, all the boys are talking trike.

The long distance craze has had its run for the present as the shortness of the days and no moon necessitates a great deal of riding in the dark.

Members of the Lawrence Club made a good record and put 169½ miles behind them in 24 hours, but a member of the Eolus Club has seen 'em and gone to better.

Ex-Champion Frye has accepted Prince's challenge for a ten-mile race with 20 seconds start and is now seeking League sanction.

I trust he will get it as I think the great interest such a competition would create will be beneficial to the interests of bicycling.

The Crescent Club have followed in the wake of the Boston Club and given up their quarters with the Massachusetts Club. The latter will be alone unless the Ramblers go in.

By the way the Ramblers are really quite active, but I fancy they will soon settle down to a steady basis.

The Crescents gave a good drill the other evening at the opening of the new skating rink and showed that they had lost none of their old skill.

The League in this vicinity seems to have settled back in its harness like a balky horse, and except in occasional grumbings nothing is heard of it.

My own private opinion is that if an entirely new association were formed with new rules and good officers, it would be a success.

The League has grown mossy, stale, and unsatisfactory, and rumors are rife that its days are numbered.

It will either be the B.T.C. or something new. Either if properly managed would be a success and receive the support of

HUB.

A new bicycle lock called "The Perfection Bicycle Lock," has been invented by Stillwell and Kenfield, of Rochester, N. Y. It is very neat and effective, being fast to the inside of fork.

Postmaster Ringer, of Washington, D. C., wants the government to furnish his department with eight tricycles. He says that with these he could collect from every box in the district every hour or two.

Cincinnati bets a silk banner that any ten of its club can beat a like team from the Champion City Club, (Springfield, Ohio,) in a twenty-four hours run, and the latter is tip-toeing on its highest ear to reach that banner.

J. MOODIE & SONS'

SPECIAL NOTICE TO

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We have the following Bicycles in stock, any of which we can ship at a moment's notice :

The celebrated British Challenge,

On which all the great races of Canada have been won. Sizes : 50 in., 52 in., 53 in., 54 in.

Excelsior or Harvard Roadster.

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Sizes : 50 in., 52 in., 53 in.

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All plated. 52 in.

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We have a fine line of cheap Bicycles with wooden wheels and iron backbone. Just the thing for beginners. Size of wheel 46 in, which we will sell at \$12.00,

We specially recommend the above styles for Canadian use.

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Importers and Dealers in all the different makes of

BICYCLES

We are the oldest dealers in Bicycles and Tricycles in Canada, and know which machines to recommend for Canadian roads. There are several fine makes of English high-priced Bicycles and Tricycles which will not last a season on Canadian roads. One of the firm (J. M. & Sons) is the pioneer bicyclist of Canada and has ridden all the best English and American makes, and knows which to recommend.

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King of the Road,

(Large and small size)

The Captain's Hub Lamp.

BELLS.

Hill & Tollman's Automatic Alarm, \$4.

Canadian Automatic Alarm, \$2.75.

Harrison's Double, \$1.50.

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All parts of Bicycles kept in stock

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Importer and Dealer in Canadian, English and American

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Matchless,

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NATIONAL, all plated.

Æolus Balls both wheels and Pedals,

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Hill & Tollman Automatic Alarms.	4.00
Stormont Alarms	
"Facile" Stop Bells, }.....	1.50
Harrison Double Gongs	
Challis Stop Bell on Bracket....	1.25
Suspension Saddles.....	2.50 3.00 4.00
Multum in Parvo Bags.....	3.50
'Cyclist Wallet, "Don" Tool Bag, }.....	1.50
Handy Tool Bag,	
Lamson Luggage Carrier (post free)	1.00
Hill Climbing Belt ".....	1.25

A Number of second hand Bicycles Cheap. Special orders for machines not in stock cabled free.

Send three cent stamp for catalogue.

A. T. LANE,

Montreal.

Testimonial.

Montreal, 16th Nov., 1882.

A. T. Lane, Esq., Montreal.

Dear Sir,—I have much pleasure in stating that the Special Royal Canadian Bicycle I purchased from you this spring has given every satisfaction. I have ridden it the whole of the season over some very rough roads as well as in several races without having to adjust a single nut or bolt, and it has not cost me a cent for repairs. Yours sincerely,

HORACE S. TINS,
Captain Montreal Bicycle Club.

WASHINGTON RACES.

A special despatch to THE BICYCLE from Washington, dated Nov. 29th, says: The bicycle races, which should have been held here to-day, have been postponed until next May on account of the inclemency of the weather. A parade will take place to-morrow. Over 400 wheelmen are in attendance, including a large number of Canadians.

WASHINGTON, Nov. 30.—(Special telegram to THE BICYCLE.) A parade will be held to-day at one o'clock.

[Special telegram to THE BICYCLE.]

WASHINGTON, D. C., Nov. 30.—The observance and festivities of Thanksgiving Day were unusually attractive and interesting. Pleasant weather prevailed throughout the day and the streets and hotels were well filled with visitors from all sections of the country. The attendance at the Garfield fair was better than on any previous day. Pennsylvania Avenue was thronged during the afternoon with spectators of the parade. The Knights Templars' procession comprised nearly a score of Commanderies, including five local organizations and Commanderies from Alexandria, Richmond, Baltimore, Kensington and Philadelphia. The procession started at noon with nearly 2,500 in line, and the Maine band at the head. The Knights were reviewed by the President at the White House. Competitive drill took place later in the afternoon.

A bicycle parade took place at the same hour but over a different line of march. About five hundred wheelmen were in line, clubs represented being those of Baltimore, M.D., Germantown, Pa., Philadelphia, New York, Newburgh, N. Y., Pittsfield, Mass., Essex, N. J., Lancaster, Pa., Canandaga, N.Y., Springfield, Mass., Scranton, Pa., St. Louis, Mo., Louisville, Ky., Smithville, N. J., and Washington. The parade was followed by a display of evolutions by wheelmen on the plaza of the capitol. After the reviews the President returned to the Soldiers' Home where he dined with his sister, his daughter and secretary. There were no official entertainments, but an unusual number of private parties and receptions took place. Every member of the Cabinet is in the city and it is thought there have never been so many public men in Washington on any previous Thanksgiving Day.

There seems to be something in pink papers which renders them peculiarly antagonistic to cycles. A few weeks ago the *Globe* was "down" on wheels; now the *Sporting Times* gives vent to the following:—"When, we ask, are bicycles and tricycles and such-like vehicular nuisances, to be licensed, put under police supervision and made to pay toll? For cutting up the roads a bicycle is much worse than a farmer's gig; for killing and maiming it is much worse than a Pickford's van." Cyclists, however, will no doubt survive this scathing denunciation.—*The Cyclist*.

FOR SALE.

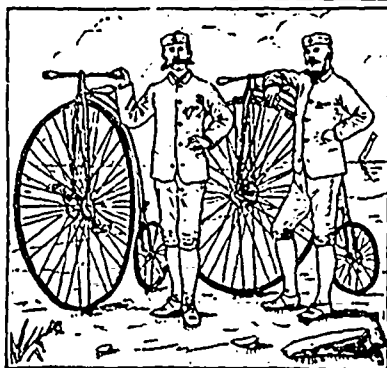
Advertisements of this description not exceeding twelve lines, 50 cents each insertion.

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FOR SALE, A 52 INCH PEOPLE'S Challenge. Ball bearings to front wheel, cone to back wheel; gun metal hubs. In good order. R. J. OLD, St. Thomas, Ont.

FOR SALE, A 50 INCH BRITISH Challenge.—Double ball bearings to front wheel, single ball bearings to back wheel. In splendid order; will be sold cheap. E. CLARK, Aylmer, Ont.



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Made expressly for
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THE EXPERT COLUMBIA has no superior in beauty of outline and finish
THE NICKEL PLATING on the Columbia is the best that has ever been seen on a Bicycle.

It is easier and cheaper to repair a Columbia as the parts are interchangeable and can be had at short notice.

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BICYCLE REPAIRING,
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Bent Handles fitted to any make of machine
Workmanship guaranteed.
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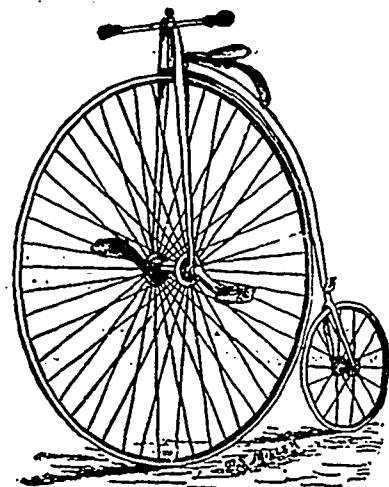
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OUT OF THE WAY,
NOT EASILY BROKEN,
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The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

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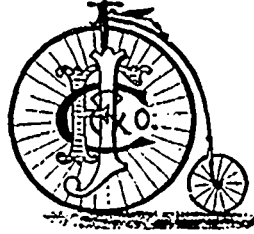
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We draw the attention of Canadian Wheelmen to the following Testimonial received by the COVENTRY MACHINISTS' COMPANY from **H. L. CORTIS, ESQ.**, the amateur Champion of England:

The "Special Club" Bicycle.

COPY.

JUNE 21st, 1882.

DEAR SIRS,—I have much pleasure in informing you how perfectly satisfied I am with the new Machine ("Special Club") you made for me at the early part of this year.

As a Roadster it is perfect, the Rubber Springs being particularly comfortable and lessening the vibration immensely, and though the Machine is made as light as possible, it is not at the expense of any rigidity, and it consequently runs very easily and goes up hill wonderfully well.

The finish of your Machines has long been proverbial, and I am constantly receiving complimentary remarks as to the appearance of this one, both from non-riders as well as from Cyclists.

I am, dear Sirs, Yours very truly,

HERBERT L. CORTIS.

James Ferres & Co., 38 James St. North, Hamilton,
Sole Agents Coventry Machinists' Company.

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BURLINGTON, ONT.,

SEMMENS, GHENT & CO.,

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