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*Yas. S. Wheeler & Co.
Journal
of Thomas*

The Canadian Wheelman

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. III.

LONDON, CANADA, AUGUST, 1886.

No. 10.

-- THE VICTOR --

1886 — LIGHT ROADSTER — 1886

SHOWS ALL THE IMPROVEMENTS WHICH A YEAR'S EXPERIENCE CAN SUGGEST.

—
LIGHTER, WITHOUT SACRIFICE OF
STRENGTH.

—
NARROWER TREAD.

—
*Compressed Tires much
Improved,*

Doing away with the dead rubber
down in the rim.

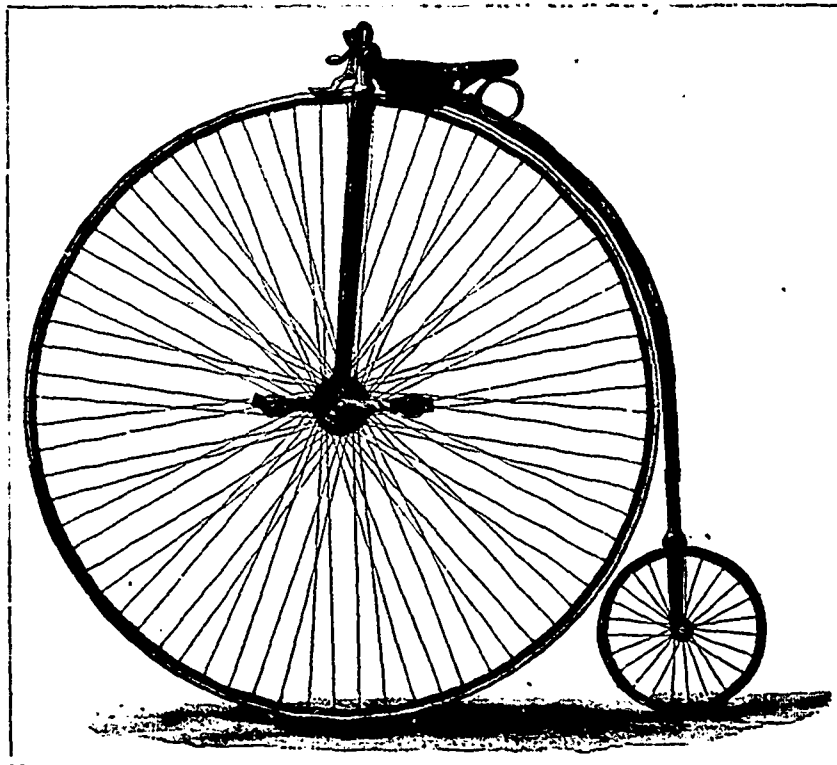
—
NEW DEVICE

FOR LOCKING THE HEAD,

Avoiding the constant annoyance
of its coming loose.

—
HANDLE BAR

Entirely changed and
improved, past a reasonable
chance of breakage.



—
Saddle much Improved,

longer and narrower,
with wrench strapped on
underneath.

—
We cannot enumerate its many
good points here, but will claim the

Handsomest and Easiest-Running

LIGHT ROADSTER

EVER OFFERED IN THE MARKET.

—
You will make a mistake if you
buy without investigating.

—
WILL BE READY FOR DELIVERY VERY
SOON.

OVERMAN WHEEL COMPANY,

182 COLUMBUS AVE., BOSTON, MASS., U.S.A.

THE RUDGE.

Was there ever wheelman
With a heart so cold,
But he loved the cycle
Upon which he bowled?

Was there ever cyclist,
Callous to all worth,
But he thought his own wheel
Best of all the earth?

I have rarely met one,
So devoid of zeal,
But he sang the praises
Of some maker's wheel.

Nor am I exception
To the mighty throng,
Neither, when I praise one,
Do I others wrong.

All makes have their lovers,
Each as best they claim,
But the wheel most perfect
Is the one I name.

Of all, 'tis most graceful;
Yields in speed to none;
Faster than its compeers,
Records best has won.

Lighter than all others,
As "light roadster" claimed;
Stronger than the strongest
Which "light" wheels are named.

Firm, and very rigid;
True beyond compare;
On the coast the fastest,
Like a bird of air.

Smoothest in its motion,
Fastest up the hill;
Like a sentient being
Yielding to the will.

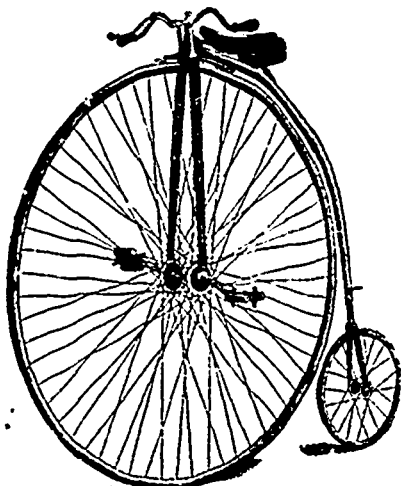
More than any other,
Life-endowed it moves;
Its surpassing virtues
Always fresh it proves.

Ask you what the wheel is,
Chiefest known to fame?
Need I but pronounce it—
LIGHT RUDGE is its name!

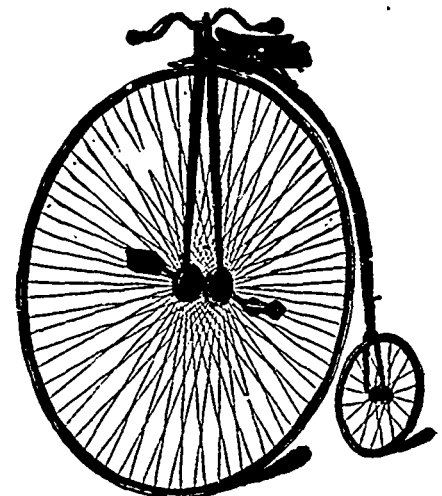
N.B.—We fully indorse the above. They represent our sentiments.

(Signed)

250 CANADIAN RIDERS OF THE RUDGE,



THE RUDGE LIGHT ROADSTER
\$115.00.



THE CANADIAN RUDGE
\$85.00.

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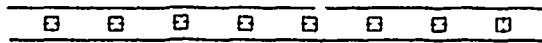
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CHAS. ROBINSON & CO.

Marvellous Success

OF

THE "INVINCIBLE" AND "NEW RAPIDS"



AT THE MONTREAL RACES

THE "INVINCIBLE" took FIRST and SECOND in the One-mile Championship, and FIRST, SECOND and THIRD in the Five-mile Championship.

Canadian Championships have been won three times out of four on the "Invincible."

Out of the NINE open events at the above meeting, no less than EIGHT were won on the "Invincible."

THE "NEW RAPID" In its first trial, the "New Rapid" took THREE second places in the THREE contests it was engaged in.

List of Winning Mounts on the Invincible and New Rapid :

F. FOSTER, TORONTO,	-	-	-	-	FOUR FIRSTS, TWO SECONDS
H. CLARKE, WOODSTOCK,	-	-	-	-	THREE "
T. FANE, TORONTO,	-	-	-	-	ONE " THREE "
M. F. JOHNSTON, TORONTO,	-	-	-	-	ONE "
J. R. SCALES, MONTREAL,	-	-	-	-	ONE "

HOW IS THIS FOR ONE MEETING?

SPEECHLEY lowered the record on Saturday, July 10th, at the Crystal Palace, London, England, in the ONE and THREE Miles. Time—One mile, 2m. 34 4-5s.; Three mile, 8m. 20 2-5s.

T. FANE & CO., No. 36 Adelaide Street West,
TORONTO, ONTARIO.

The Only Manufacturers

In the United States who actually manufacture their own Machines.

Gormully & Jeffery,

222 & 224, N. FRANKLIN ST., CHICAGO, ILL.

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The American Champion Bicycle.

A Bicycle of the HIGHEST GRADE, at a reasonable price.

The American Challenge Bicycle.

Positively the Best and Most Durable Roadster for the Money ever placed on the Market.

The American Safety Bicycle.

Undoubtedly the most satisfactory Safety yet devised.

The American Ideal Bicycle.

The Recognized Standard Youths' Bicycle of the United States.

The American Ideal Tricycle.

A beautiful little Two-track Tricycle for young ladies, and of same grade and finish as The Ideal Bicycle, and

→ A LARGE LINE OF SUNDRIES ←

48-page Handsomely-Illustrated Catalogue

← FREE →

Gormully & Jeffery, Chicago, Ill., U.S.A.

The Canadian Wheelman :

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION, AT LONDON, CANADA, AND SUPPLIED TO ALL MEMBERS OF THE ASSOCIATION.

Subscription Price to Non-Members..... \$1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, AUGUST, 1886.

SPECIAL NOTICE.

The attention of all members of the Association is directed to the fact that this journal will not be continued to them after this and one more issue if they do not renew their membership in the Association for the current year, by sending to the Secretary-Treasurer their annual fee. All members not paid up by September 1st will be cut promptly off both the membership roll and our mailing list. This is especially directed to secretaries of clubs. Clubs not renewing before September 1st will lose their rank in the Association. This rule will be rigidly enforced. "A word to the wise," etc.

POT-HUNTERS AND INTERNATIONAL RACES.

Among the entries to the C.W.A. meet were those of two Americans—Messrs. D. E. Hunter and C. W. Ware. The former entered for the championship races, representing himself as a Canadian citizen, temporarily residing in the States. Suspicion having gained ground that he was the American crack rider who twice had won the Pope cup, he was protested by a fellow-racer, but not taking any first prizes, the protest was not considered. It now appears that this same Mr. Hunter, who came over to the land of his citizenship for the noble purpose of battling for her championships, not, of course, in search of "pots," is the M. Hunter who has for several seasons played a rather important part in Eastern races, twice taking the Pope cup, and now threatening the Pope Company with litigation because they refused to let him run for it the third time by reason of his amateur standing being in question. The following letter appeared in a recent issue of the *Boston Globe*:

BEVERLY, June 26th, 1886.

To the Editor of the *Globe*:

I beg to state, in answer to the reasons given by the Pope Manufacturing Company for the rejection of my entry to the 20-mile Columbia cup race, at New Haven, that their action in so doing is contrary to all principles of right and justice, and that I defy them to produce any evidence to compromise my amateur standing.

In all their dealing with me in regard to the cup alluded to they have treated me with neither courtesy nor justice, and I feel that, as twice a winner of the cup, I have a right, and do hereby demand, an explanation for their worse than shabby actions.

D. EDGAR HUNTER.

So D. Edgar Hunter is no chicken in racing matters, and his "temporary" residence in the States appears to be of a very permanent nature. It is a source of gratification that the fellow was

beaten out of his boots by two, if not three, of the Canadian riders, especially as the following paragraph, from the *Cycle*, is still further evidence of the true purport of Mr. D. Edgar Hunter's visit to Montreal:

Hunter and Getchell will compete at the Montreal races. It is said that they have an Aunt who is Ever-ty to pay the expenses of a little trip like this.

Mr. Ware entered in all the green races from the lowest up, the first being for men who have never raced before. He rode in a manner that showed plenty of skill and experience, and won all his races. For a perfectly green racer, he is a phenomenon. On July 5th he raced in Boston, and won the two-mile amateur in 6.55, and the two-mile lap in the same time.

Now, Canadian wheelmen are ever ready to welcome their American cousins, either to their roads or their tracks. In their meets they throw open events to the whole world, in which representatives from the States may test their skill and strength with the Cannucks. But they desire no visits from pot-hunting gentry who unfortunately have become engrafted on the sport.

So far as the championships are concerned, we think the Board did well in making it necessary that all contestants, in future, shall be "domiciled" in Canada. The Canadian championship races should decide who are the best racers in Canada, not on the continent or in the world.

EDITORIAL NOTES.

This is a meet-y number.

St. Catharines is talking about asking for the meet of 1888. What city wants the one of '87?

The Association is fortunate in retaining the services of its Secretary-Treasurer. So long as Mr. Donly's energy and ability are at the service of the Association it must needs grow and prosper.

Two good officers were elected in the person of President Karn and Vice-President Miller. Both have been energetic workers for the Association, and both amply deserve the honors paid them.

A Waterloo man, who forgets to enclose his card, sends us what he thinks a joke on a Berlin rider. The alleged joke is not worth publishing, but the incident recalls the necessity of reminding our readers that they must give their names if they desire any communications inserted.

The *London Advertiser* says:

What has become of the Ariel and Forest City Bicycle Clubs? We notice that about as many boys are riding this season as ever. London has the honor of being No. 1 in the Association, but if it is not pushed more we are afraid that St. Thomas, who are No. 2, will take their place. A point for the riders of the city is this: Let the old Forest City and Ariel Clubs join hands in peace and form into one club. The name of the club could be changed and then still retain the lead in the Association as Club No. 1.

The idea is a capital one. Let us hear from London.

It is unnecessary to enlarge upon the late meet. Those who were there know all about it, and those who were not can find all the information they need in our news columns. The meet was a success in every respect, and the thanks of the Association are due to the Montreal Club for the untiring industry, careful forethought, and courteous treatment that made it that success.

To Prof. McLeod, of McGill College, we believe the credit is due of being the first on the continent, if not in the world, to successfully apply electricity to the timing of bicycle races. This was accomplished at the late C.W.A. meet, the times being recorded to the 100th part of a second. In every case there was a very slight discrepancy between the time as given by the electric timer and as recorded by stop watches, the former making the race the fractions of a second slower than the latter. This was caused by the fact that the electric timer started simultaneously with the report of the pistol, being connected with the firearm, when the watches would not start for a moment or two. The watches, therefore, give the actual time of the race perhaps closer than the electric apparatus, but the latter possesses the great advantage of being invariably exact.

TRADE NOTES.

July 1st, 2nd and 3rd were red-letter days for the "Invincible" and "New Rapids" at the championship meeting. Out of the nine open events, the "Invincible" and "New Rapids" are credited with winning eight.

What about these "Invincible" bicycles and tandems? Are they somewhere near the front? Well, they do say that the world's record is now held by the "Invincible," with Speechly up in 2m. 34 4-5s.

Mr. R. P. Gormully, of Gormully & Jeffery, sailed for Europe, accompanied by his brother, the eminent Canadian barrister, on the *Etruria*, last Saturday, from New York. The large and rapidly-growing business of this enterprising firm has demanded the arduous attention of its business head, so that Mr. Gormully was pretty well worn out and compelled to take a vacation. He will be absent in the neighborhood of six weeks, most of which time will be spent in England. It would seem that most of our American manufacturers were in Europe this season. Mr. Gormully, however, will not spend any time among the English manufacturers, as the G. & J. wheels are entirely manufactured and designed in this country.

Correspondence.

Woodstock, July 12th, 1886.

Editor CANADIAN WHEELMAN:

DEAR SIR,—Kindly allow me, through the columns of THE WHEELMAN, to thank the members in general of the "Canadian Wheelmen's Association" for electing me to the honorable position of President. I assure the members that it was an agreeable surprise to me, and is rendered all the more appreciative on account of my unavoidable absence from the annual meeting. I sincerely hope that their confidence will not be misplaced, and that I will do no discredit to the position so ably filled by my predecessor.

While I have the floor, permit me to congratulate the Montreal Bicycle Club upon the grand success which has attended their efforts in the management of our annual meet. On every side we hear the same verdict—that Montreal has gone one better in making the meet a success than any previous effort. Their hospitality has never been equalled, and financially I believe it has been quite up to their expectations. In the words of your Montreal correspondent, I will only regret being absent from the meet "once," and that will be "all my life."

Thanking you for the space,

Yours faithfully,

W. A. KARN.

With the Clubs.

TORONTO BICYCLE CLUB.

The Toronto Bicycle Club intends holding its fifth annual race meeting, on Saturday, 21st Aug., on the beautiful grounds at Rosedale. By reference to the advertisement it will be seen that there will be nine events, of which only two will be confined to club members, the balance being open to all amateurs.

From a racing point of view, the tournaments of the Toronto Bicycle Club have always been a success, and the committee intend this year's will be no exception.

The evening before the races there will be a parade of bicyclists and tricyclists, decked with Chinese lanterns. The committee hope that all the principal clubs in Canada and the United States will send a delegation on to attend both the parade and race meeting.

The "Rossin" and "Walker" Houses will grant special rates to visiting wheelmen.

BELLEVILLE BICYCLE CLUB.

The first of a series of regular entertainments was held at the Ramblers' Wheel Park, on Friday evening, July 23. The club formed for parade on the Market Square at 7.30, and, headed by the Oddfellows' Band, made its way to the Park. There were about 25 wheelmen in the parade. The attendance was good, the club netting a fair profit from the entertainment. The programme was as follows:

One mile novice, open to any bicycle rider who has never won a prize—J. James, 1st; J. Christie, Trenton, 2nd.

One mile bicycle race, members of R.W.C. only, barring Cooper, Wilson, Davis, Clarke, Dean and Northcott—J. Bonar, 1st; H. Price, 2nd.

Two mile bicycle race, open to all amateurs—L. B. Cooper, 1st; J. Wilson, 2nd.

Messrs. W. Way and H. Tamnidge were starters, and Messrs. Geo. Thompson and Cooper judges. Trenton wheelmen materially aided in the success of the entertainment. A party of seven, composed of Messrs. C. A. Godson, A. M. McDonnell, J. C. Christie, Jas. Thompson, L. H. Bently, H. Whittier and Frank Garratt, were in the city with their wheels and took part in the parade, and afterwards a few of the number entered the races.

MONTREAL BICYCLE CLUB.

The Montreal Bicycle Club's annual handicap road race to Valois, 15 miles, took place on Saturday afternoon. The weather was perfect, and the road in fair condition.

The following competitors started at 4.30 p.m., handicapped as under:—W. D. Bohm and J. H. Robertson, scratch; H. M. Ramsay, 2m.; Geo. Darling, 3m.; C. Pollock, 6m., and A. T. Lane (tricycle), 11m. The men kept pretty well together till about half the distance was covered, when Bohm and Robertson drew ahead and kept a good lead on the others till the winning post was reached. The finish between the two named was remarkably close and exciting. In the village of Valois Bohm led Robertson by about 25 yards, but the latter put on a magnificent spurt just as they neared the goal, and only lost the race by two seconds. Bohm's time was 1h. 5m. 7s., breaking the previous record which was 1h. 6m. 25s. The race is considered a very creditable one, as the course, as is well known, is very arduous and uneven. Robertson especially deserves credit for his performance, as he is a comparatively young man while Bohm is an English rider of repute.

Pollock came in third in 1h. 14m.; Lane 4th, Darling 5th, and Ramsay 6th. The latter had a header on the way, which probably accounts for his position.

The visitors were most hospitably treated by the residents of Valois. Two hundred guests sat down to supper. Dancing was kept up till about 11 p.m. Bohm receives a special gold medal for breaking the record.—*Montreal Herald.*

RACING AND RECORDS.

Since our last, the records have been flying in all directions, and racing in the States and England has been of an unusually exciting nature. In Canada, no work worthy of any special mention has been done, and in the matter of records we are still lagging painfully.

AMERICAN.

At the Lynn (Mass.) races, July 5, W. A. Rowe lowered the world's bicycle records from five miles to ten miles. The wind was strong, and it was doubted if he would be successful. It was his intention to break all the records after four miles, and he did it. The world's records are indicated by asterisks.

Miles.	Rowe.	Rowe.	Previous record.
1	2.44	2.44
2	2.46	5.30
3	2.48	8.18
*4	2.47	11.05	11.11 4-5
*5	2.52 2-5	13.57 2-5	13.07 2-5
*6	2.49 3-5	16.47	16.55 3-5
*7	2.51	19.38	10-47 2-5
*8	2 46 2-5	22.24 2-5	22.41 4-5
*9	2.53 3-5	25.18	25.41 4-5
*10	2.45 2-5	28.03 2-5	28.37 4-5

At Springfield, July 5, in the one-mile bicycle handicap, in which Hendee started from scratch, he finished in 2m. 34s., beating the world's amateur record by 1 2-5s., and the world's three-quarter record by 2-5s. The following table gives an idea of Hendee's effort:

Hendee.	Quarter.	Am. record.
¼ m. 36 2-5s.	36 2-5s.	35 1-5s.
½ m. 1m. 13 2-5s.	37s.	1m. 12 4-5s.
¾ m. 1m. 52s.	38 3-5s.	1m. 55 1-5s.
1m. 2m. 34s.	42s.	2m. 35 2-5s.

Rowe made five miles in practice on June 27 in 14 1-45 exactly, 5 3-5s. ahead of world's record.

F. A. Eldred, of Springfield, takes the road record for twenty miles in 1h. 19.50m.

The attempt of S. P. Hollingsworth, at Greenfield, Ind., to break the long-distance record of this country and Great Britain has been successful. He accomplished the wonderful feat of riding 281 9-10 miles within twenty-four hours, his total riding time being 21h. 23m., 2 hours and 37 minutes being lost in eating and being rubbed down. Heretofore the best American record was 259 1-2, made by Munger, at Boston, while the English record is 266.

Mr. and Mrs. Johnston, of Orange, N.J., covered 150½ miles on a tandem in 24 hours, June 19.

ENGLISH.

The records made at the London International Tournament are as follows: Tricycle—¼ mile, H. C. Sharp, 41 1-5s.; ½ mile, J. M. Inglis, 1.27 3-5s.; 1 mile, A. E. Langley, 2.55 1-5s.; 2 miles, E. Kidderlen, 6.15 4-5s. Bicycle—½ mile, W. A. Illston, 1m. 16 1-5s. The ¼ mile tricycle is a world's record.

G. Gatehouse, the English tricyclist, made a mile in 2m. 56s., missing the English record by four-fifths of a second, but he made a world's two-mile record, covering that distance in 5m. 58 3-5s. A. H. Fletcher, of Liverpool, June 20 and 21, cut the 24-hour record for a tricycle, covering the distance of 251 miles. The best previous record was 231½ miles. Mr. H. G. Priest rode a mile on his Quadrant tricycle, at Biggleswade, in 2m. 38s. The wind was strongly in his favor, and the last hundred yards of the course somewhat downhill.

R. Howell and Fred Wood rode their ten-mile race for £250, and the championship of London, June 14. Howell won by ten yards, in 34m. 37 4-5s., but Wood claimed a foul because he was carried out, and the race was declared to be no race.

Howell completed a mile in 2.39 2-5s. at Leicester, starting from a stool, a performance equal to about 2.36 pushoff. Howell also did a half-mile in 1.17, both of which performances are English records.

If there are any doubters as to the speed of tandems on the road, let this item sink deep in their

minds. In a recent 50-mile road race, Wilson (Faed) and Liles beat the fastest bicyclist 13 minutes. Lee and Gatehouse on a tandem, second. Time for winners, 3h. 16m. 58s.

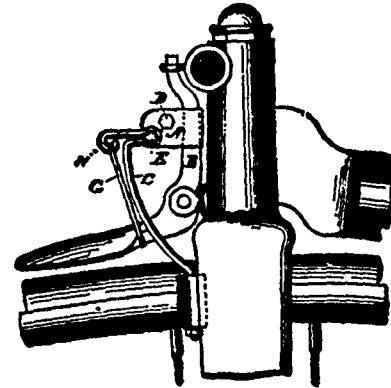
The fifty-mile amateur championship of Scotland was won on June 18 by J. H. A. Laing, Edinburgh, in 3h. 19½m.

James Lennox, of Dumfries, has beaten the John-O'-Groats record. He started from Land's End on a bicycle June 7, at midnight, and reached John-O'-Groats in 6 days, 8½ hours. The distance is 885 miles. Previous records: Bicycle, 6 days, 19 hours, 7 minutes, by Lennox, June 29, 1885. Tricycle, 6 days, 15 hours, 22 minutes, by Marriott, September 27, 1885. Rain poured during nearly all the time of this year's ride.

On Saturday, July 10, at the Crystal Palace, London, Speechly, of the Ranelagh Harriers, made one mile in 2m. 34 4-5s.; three miles in 8m. 20 1-5s.

The five mile tricycle championship race was run at Hampden Park, Glasgow, July 10, and resulted as follows: T. W. Allard, 1st; P. Furnivall, 2nd; G. Gatehouse, 3rd. Time, 20m. 42 2-5s.

FOOTE'S ANTI-HEADER.



This device is attracting a great deal of attention. It is one of the last touches necessary to the modern bicycle. As the bit is in the horse's mouth, so this little device will regulate the bicycle. The modern bicycle has one erratic feature, its tendency to loosen up at the front axle joint with the forks, allowing the rider to tip forward, and past the centre of gravity, and so get a header. Foote's invention provides for allowing the wheel perfect liberty to go forward, but immediately on the little wheel attempting to jump up and carry the forks forward faster than the top of the big wheel, the forks will become clamped, so that the rider cannot get past the centre of gravity. This device will prevent all headers, except such as would throw wheel and rider bodily, as if they were cast in one solid, jointless piece.

Having personally given the device a thorough test, we can unhesitatingly recommend it to every rider. It can be attached to any wheel in two minutes. For night riding it is invaluable, and imparts a feeling of confidence hitherto wanting. The wonder is it was not sooner thought of. It is sold by the Overman Wheel Co., 182 Columbus Avenue, Boston, at \$1.50. Some cycle dealer in Canada ought to secure the sale for Canada, to obviate the trouble of individuals passing the device through the customs.

Mr. C. H. Potter, the tricyclist of Cleveland, Ohio, has instructed his legal adviser to bring suit against the Lynn Cycle Track Association, to receive his expenses of coming on to compete in their opening races. The races were advertised to be run under League rules, and after the entries had been accepted, and the programme published, they were announced to be run under A. C. U. rules. As Mr. Potter would have lost his amateur status by competing with the expelled men, he was compelled to stay out. Sheriff C. M. Merritt attached the box office receipts, and carried off \$500 as security.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association,
ORGANIZED SEPTEMBER, 1882.

President—Mr. W. A. KARN, Woodstock, Ont.
Vice-Pres.—Mr. J. D. MILLER, Montreal, P.Q.
Sec.-Treas.—Mr. H. B. DONLY, Reformer,
Simcoe, Ont.

APPLICATIONS FOR MEMBERSHIP.

Unattached, 9:
D 0163, E. G. Farwell, Granby, P.Q.
D 0164, Fred Briggs, Waterloo, P.Q.
D 0165, John G. Watson, London, Ont.
D 0185, Geo. M. Reid, London, Ont.
D 0232, F. C. Blodgett, Detroit, Mich.
D 0237, William E. Metzger, Detroit, Mich.
D 0238, George E. Lane, Detroit, Mich.
D 0405, J. W. Splan, Brockville, Ont.
D 0406, G. A. Caton, Newburgh, Ont.
D 0420, H. E. Chubb, 235 Viaduct, Cleveland, O.

Montreal Junior Club, add 12:
D 0176, H W Davidson D 0182, E C Thurston
D 0177, Wm Hughes D 0183, T E Abell
D 0178, Ernest Ebbitt D 0184, A T Lane, jr.
D 0179, Percy Simpson D 0402, Percy Hanna
D 0180, W B Greaves D 0403, Jeffrey Springle
D 0181, H Johnson D 0240, G W Nelson

Westminster Club, London South, add 2:
D 0186, Chas Lyman D 0187, Fred Aspden

Woodstock Club, add 3:
D 0214, Geo McDonald D 0218, J Kirby
D 0219, W R White

Stratford Club, add 2:
D 0222, D B Fraser D 0226, H W Wight

Listowel Club, add 4:
D 0227, J E Brooks D 0229, J Sticker
D 0228, Wm Martin D 0230, W J Hay

Toronto Club, add 3:
D 0233, James Carden D 0235, F J Whatmough
D 0234, A J Carden

Eastern Townships Club:
D 0236, A E Abbott D 0304, W Law
D 0203, R Macdonald

Montreal Club, of Montreal, add 23:
D 0279, E Authier D 0291, W G Robertson
D 0280, James Baird
D 0281, Grant Ferrier D 0292, H M Ramsay
D 0282, J C Jenkins D 0293, W Rodden
D 0283, G Kingan D 0294, T D Scott
D 0284, Robert Lloyd D 0295, L J Smith
D 0285, J R Murray D 0296, J W Tattley
D 0286, D Ogilvie D 0297, A S Woods
D 0287, J B Ostell D 0298, W D Bohm
D 0288, J T Ostell D 0299, H J Watson
D 0289, C O Palmer D 0300, C P Dickenson
D 0290, R Pollock D 0301, C R Irwin

St. Thomas Club, add 7:
D 0311, John McCall

Ramblers' Club, Belleville, add 9:
D 0346, G M Gibbs D 0350, D L Gibson
D 0347, H S Dean D 0351, C W Ryan
D 0348, D W Fellet D 0352, Charles James
D 0349, Harry Burnell

Hamilton Club, add 6:
D 0371, R R Simpson D 0374, D Muir
D 0372, T Field D 0375, T Malcomson
D 0373, J Y Bews D 0376, F Carpenter

St. Catharines Club:
D 0377, R Struthers D 0381, Charles Rice
D 0378, A Woodroose D 0382, James Sword
D 0379, L Carmen D 0383, G W Hodgetts
D 0380, Ralph Smith D 0384, John Corbin

Victoria Club, Montreal:
D 0404, H L Broughton

Bruce County Wheelmen, add 4:
D 0414, W R McIntosh D 0415, W J Fawcett,
Walkerton Tara
D 0415, J G Campbell, D 0416, C E Start,
Walkerton Tara

Wanderers, of Toronto, add 15:
D 0436, A Doherty D 0444, William Park
D 0437, H Grenfell D 0445, G Townsend
D 0438, W Dicks D 0446, C Anderson
D 0439, T Lalor D 0447, C P Sparling
D 0440, U C Wright D 0448, D Ford
D 0441, T Burgess D 0449, J F Gibson
D 0442, J Beatty D 0450, J S Hara
D 0443, S C Warner

REDISTRIBUTION OF DISTRICTS.

At the meeting of the Board of Officers held in Montreal on the 3rd July, it was decided that the present very unequal division of the Province of Ontario should be changed for one in which one district would not overshadow all the others, as is now the case with the London district.

The Secretary was instructed to draft a new sub-division that would carry out the wishes of the Board as nearly as would be found practicable upon fully considering the actual distribution of the membership.

Acting under these instructions, I have prepared and submitted to the Board, for their approval or disapproval, the following new subdivisions:

HURON DISTRICT, No. 1.—The counties west of and including Elgin, Middlesex, Perth and Bruce. This district would contain of the present Board of Officers Representatives Brierley, of St. Thomas, and Ballantyne, of Stratford, and would leave a Chief Consul to be appointed by the President. It would have a membership of about 130, and include such clubs as St. Thomas, Stratford, the two London clubs, St. Marys, Mitchell, Bruce County Wheelmen, and many unattached riders.

NIAGARA DISTRICT, No. 2.—The counties of Norfolk, Haldimand, Welland, Lincoln, Wentworth, Brant, Oxford and Waterloo. This would contain of the present Board Chief Consul Tisdale and Representatives Goodman and Woodroose, giving a full representation for its probable membership of 140, from such clubs as Woodstock, Hamilton, St. Catharines, Niagara, Simcoe, Brantford, Paris, Berlin and Norwich.

TORONTO DISTRICT, No. 3.—Comprising Halton, Wellington, Grey, Peel, Simcoe, York and Ontario. It would have about 125 members, and as members of the Board, Chief Consul Chas. J. Langley and Representatives Orr and Ryrice. Clubs: The Torontos, Wanderers, Guelph, Newmarket, and a number of unattached riders.

MIDLAND DISTRICT, No. 5.—Comprising Victoria, Durham, Peterborough, Northumberland, Hastings, Prince Edward, Addington and Frontenac. It would have about 140 members, and a full representation to the Board in Chief Consul Way and Representatives Fenwick and Foster. Its principal clubs are: The Ramblers, of Belleville, Newcastle, Trenton, Peterboro', Cobourg, Kingston, and numerous unattached members.

OTTAWA DISTRICT, No. 5.—All the remainder of the Province of Ontario—the Ottawa, Cornwall, Napanee and Carleton Place Clubs. For this district a Chief Consul and Representatives would have to be appointed.

A mail vote of the Board upon these proposed changes is now being taken, and in the next issue of THE WHEELMAN I will be able to inform the membership of the Association of the result.

Respectfully,
HAL. B. DONLY,
Sec. C.W.A.

Simcoe, July 26, 1886.

Votes in favor of the proposed changes have been received up to this date from Messrs. Karn, Miller, Tisdale, Langley, Way, Gnaedinger, Woodroose, Brierley, Ryrice, Orr, Goodman, Foster, Fenwick and Ross, making with the vote of the Secretary 15 in all, or a clear majority of the full Board of 18. The President has therefore declared the vote carried.

H. B. DONLY,
Secretary C.W.A.

Simcoe, July 22, 1886.

Editor CANADIAN WHEELMAN:

DEAR SIR,—Having received a protest against the amateur standing of Messrs. H. Marlatt and Fred. McMahon, two members of the Simcoe Club, I have suspended them from membership in the Association pending inquiry. The charge against them is of riding for money prizes at Hagarville on Dominion Day, in company with Sydney Dixon, Hagarville, and R. Walker and T. Hiscock, Caledonia. The Membership Committee will meet in Simcoe, on Monday, 26th July, to consider the case.

Respectfully,
HAL. B. DONLY.

Woodstock, July 26th, 1886.

H. B. Donly, Sec. C.W.A.:

DEAR SIR,—To fill the vacancy on the Board of Officers, caused by the Redistribution of the Districts, I have great pleasure in to-day appointing Mr. W. M. Begg, of London, to be Chief Consul for Huron District No. 1, C.W.A.

Respectfully yours,
W. A. KARN,
Pres. C.W.A.

THE BICYCLE IN AFGHANISTAN.

Thomas Stevens, the special correspondent of *Outing*, who has been making a tour of the world, and who was checked while penetrating Afghanistan, writes to a personal friend under date of 16th of June from Constantinople:

CONSTANTINOPLE, June 16, 1886.—You have heard, perhaps, that whilst I was a prisoner at Herat I wrote Colonel Ridgway, of the Boundary Commission, asking him if possible to assist me through to India, and that for answer the governor of Herat received instructions to escort me back into Persia. I have met English travellers and others since, who think Col. R. might have assisted me through that intervening few hundred miles, knowing that I had ridden from San Francisco to get there. Col. R. doubtless knows his reason for ignoring my request, better than anybody else does, and the difficulties of the situation are probably greater than most people imagine. I saw quite enough in Afghanistan to understand why nobody, and particularly no newspaper correspondents, are allowed in there at the present time, and could write an article on what I saw that would no doubt create something of a sensation in London; but of course I should be sorry to allow anything to escape me that might perhaps tend to aggravate the situation of affairs on the frontier. I cannot help thinking, however, that had it happened to be anybody less favorable to our interests in Afghanistan than myself that had penetrated thus far behind the scenes, it might have been as well to have treated him with a little more courtesy than to have him unceremoniously bounced out of the country. As long as it is me, of course it does not matter; but these thoughts occurred to me the other day in Tiflis, when a Russian officer, of sufficient influence and importance to be related to the Empress, approached me and tried to pump me concerning the roads and the nature of the country down below Herat.

(Signed) THOMAS STEVENS.

THE MEET.

THREE DAYS OF SPORT AND BUSINESS AT MONTREAL.

WE TOLD YOU SO!

It turned out exactly as predicted. Those who went to Montreal will never regret it, and those who did not have cause for regret the rest of their natural lives. From the Alpha to the Omega of the C.W.A. meet of 1886 it was a success, such as we dread cannot be repeated until Montreal is again visited. The Montreal boys have put the notch so high up that it will needs be a brave club that essays to climb to it. For three days the visiting wheelmen had such a time as they little dreamt of, and such as they will never forget. For three days they were feted, and treated, and greeted, and meet-ed, and cheated out of their sleep, until for very shame's sake they had to make their apology to Morpheus, and go to sleep on the way home, as soon as the clutch of Montreal's hospitable hand ceased to be felt. Talk about hospitality, indeed! there's no place on this green footstool where there's so much open, frank, whole-souled and genuine hospitality to the black than in the city of Montreal. Why, the very waiters at the hotels seem to forget to hold out their hands for "backsheesh," and devote themselves to making you comfortable as though their employers actually paid them for doing so. But it was of the hospitality of the Montreal wheelmen that we wanted to speak. It is of a character we have never seen before, and believe it flourishes only in the exact longitude and latitude of Montreal. It strikes the visitor as he enters the town, and keeps up a kind of magnetic influence upon him after he has regretfully shaken the dust of Montreal from off his sandals. It is as unfailing as the meal in the widow's cruise. It suffereth long, and is patient with the quietest as well as with the noisiest (Hurst, of Woodstock, and his bugle, always excepted). It gets up early in the morning, and apparently never goes to bed in the night—at least a section of it was seen going out of the window of room No. 6 in the Windsor at three o'clock in the morning. In a word, the Montreal boys are "the stuff." They not only have the big hearts necessary to wish their friends a good time, but they possess the "know how" and the "get there," two qualities quite as essential, so far as results are concerned. And apparently the wheelmen are only specimens of the Montreal people as a whole. Nothing could exceed the affability, cordiality and courteous bearing of every citizen with whom the visitors came in contact. Even the policemen seemed to think it a pleasure to hear the boys raising the roof of the vaulted heavens, as only a crowd of bicyclists can. These may seem extravagant words of praise of the Montreal people, but these who were there will endorse every word we have said. It certainly is a mystery how so many good fellows have gathered together in Montreal, and how they manage to work together as one man for the purpose of making such a meet as that of the wheelmen a success, but they do it, and they show an example which leaves its impress upon every visitor, and sends him home with a high ideal of what wheelmen should be in themselves and to each other, and with, let us trust, an emulation to cultivate the same spirit in his own circles, and at once promote the interests of the sport and the enjoyment and welfare of its devotees.

GETTING THERE.

By ones and twos, by road and rail and boat, the wheelmen of Ontario gathered in Montreal during the first part of the week commencing June 27, but the largest number of the visitors came in on the boats and trains on Wednesday and Thursday morning. The Woodstock men came fourteen strong. They, with seven St. Thomas men, and others in smaller numbers from different parts of the west, met in Toronto on Tuesday night, and there took passage for Kingston in a special Pullman, chartered by the Woodstock club. Like sober-minded cyclists, the travellers sat quietly

until bedtime, talking over the prospects of the meet, and relating reminiscences of past gatherings. Bedtime came along in due course, and all retired. To sleep? No! That bugle of Hurst's was there, and Hurst was behind it, and Jack O'Neil, of Woodstock, was there, and Ned Nesbitt, of the same ilk, was not far off, and, while they may have been innocent, they got full credit of keeping every man in that car awake until Kingston was reached, and then, with Sol high in the heavens, sleep was out of the question. At a meeting held on board the boat at a subsequent period it was moved, seconded and unanimously carried: "That the next time the Woodstock crowd wish to hire a car they be allowed to do so, but that they needn't ask us, and that it is the opinion of this meeting that the Woodstock club has the fastest rider, the noisiest bugler, the quietest captain, and the sweetest mascot, of any club in the Dominion."

At Cobourg the travellers were joined by the members of the Toronto tour. The sail down the river was greatly enjoyed, marred only by the determination of the mascot to make the captain turn the boat's head the other way, because every time he came on deck he felt convinced the boat had changed its course. Perry, of Simcoe, would persist in standing near the bulwarks, to find out whether the rapids were wet or not, his knowledge of the properties of water being extremely limited, unlike the St. Thomas men, who knew what water was like. Teetzel, of the latter town, tried to talk English politics with an Englishman on board, and retired from the contest quite well satisfied with himself. With the exception of these few regrettable occurrences, the day's ride was a pleasant one, and when the boat arrived at Montreal at 6.30 it contained a thoroughly satisfied crowd of wheelmen. At the wharf was Mr. J. B. Ostel, the untiring chairman of the Reception Committee, and with him many of the Montreal men, who immediately took charge of the visitors, and escorted them to the various hotels. These gentlemen also met all the other boats and trains, and not a man stepped off a boat or car but was at once made to feel at home by the jolly Montrealers. On Wednesday night no formal entertainment was given to the visitors; their guides, however, escorted them over the city and to the Montreal Amateur Athletic Association's building, which was a revelation to those who had never before visited it, and conveyed some idea of the great source of the strength of all athletic pastimes in the city of Montreal. On Thursday morning many of the guests were up bright and early, seeing what they could of Montreal before the time set for the parade, 9.30 o'clock.

THE PARADE.

The parade was announced to start from Dominion Square, the little park in front of the Wind or Hotel, and a large crowd was gathered at the appointed time to witness the mount and departure of the wheelmen. Capt. Horace Joyce, of the Montreal Bicycle Club, was marshal of the parade, and shortly after 10 he gave the order to mount. The Montreal Club, in its handsome suit of dark blue, held the place of honor, and quickly springing into the saddle led the way, followed by the Montreal Juniors, a new club of young men, dressed in the neat C.W.A. uniform. Then came the "remnants" of the Forest City Club, once the pride of the west, and now represented only by Mr. Kingsley Evans and a few others, who, "among the faithless, faithful only are." Following them came seven members of the St. Thomas Club, clad in C.W.A. cloth, and under the command of Captain A. E. Domville. The St. Thomas Club felt proud in having more members present, in proportion to its size, than any western club. Simcoe, Toronto, Ottawa, Kingston, Belleville, Sherbrooke, Victorias (Montreal), City Club (Montreal), Wanderers, Woodstock, and unattached, made up the remainder of the parade. The number attached to each club was reported as follows:

Montreal.....	53
Juniors.....	11
London.....	5
St. Thomas.....	7

Simcoe.....	4
Toronto.....	10
Ottawa.....	4
Kingston.....	1
Belleville.....	1
Sherbrooke.....	6
Victoria.....	4
City.....	11
Wanderers.....	10
Woodstock.....	15
Unattached.....	23
	<hr/>
	165

This made some 165 men on parade. In single file they started in response to the call of Bugler F. W. S. Crispo, of the Montrealers, and paraded as follows: Windsor street to St. James, Place d'Armes square, Notre Dame, Gosford, Craig, St. Denis, St. Catherine, St. Hubert, Sherbrooke, Dorchester road, Dorchester street to Drummond, and to Victoria rink, where the parade was dismissed. By reason of the crowded state of the streets single file had to be maintained the entire distance, although an escort of mounted cavalry endeavored to keep open a wide path for the wheelmen. The parade was headed by a band in a waggon, a feature regretted by many.

THE ATTENDANCE.

The attendance at the meet was certainly disappointing to those who had anticipated a large gathering of wheelmen. Compared with former gatherings at annual meetings of the Association, the number in attendance was small, but still the representation of western wheelmen was as large as could reasonably have been expected, considering the distance Montreal is from the majority of the cycling centres and the expense and time necessary to attend the meet. Had all the towns done their duty, a very large attendance would have to be recorded; but it does not certainly say much for the clubs of Brantford, Belleville, Stratford, Hamilton and Kingston, in times past among the most enthusiastic in the Dominion, that they were unrepresented, or represented by only one or two. However, there were enough western wheelmen present to make the Montrealers feel that their efforts on behalf of cycling and of the C.W.A. were thoroughly appreciated, and that the men of Ontario for the most part endeavored to apply the golden rule.

AT THE WINDSOR.

Mr. Horace S. Tibbs, father of bicycling in Canada, ex-president of the Canadian Wheelmen's Association, and good fellow generally, now ably fills the important, and, let us trust, lucrative, position of treasurer of the Windsor Hotel Company. In that capacity he was furnished by the meet with an opportunity of displaying on a larger scale than formerly his well-known hospitality. The Windsor—the leading hotel on the continent—threw open its doors to the wheelmen at greatly reduced rates, and from Manager lies down to the call-boys every one connected with the hotel did what they could to enhance the pleasure of the wheelmen. On Thursday evening, after the annual business meeting of the Association, the management of the hotel tendered a complimentary hop to the visiting wheelmen. The pleasant affair was held in the "Ladies' Ordinary," and was enjoyed to the utmost by those of the wheelmen who tripped the light fantastic. The Montreal Club brought its sisters and cousins to the ball, fair ones all, and the wheelman who couldn't enjoy himself in such company was happily not in Montreal that night—he was the man who didn't go! The Montreal men could not do too much for their guests, and the entire affair was on a par with the completeness of the festivities of the day before and after. After the dance, no little amusement was created by "Mr. Smith of Woodstock," sometimes known as "Tizzy," introducing himself to the young French Liberals, who were leaving the banquet of the *Club Nationale*, and conveying to them his deepest sympathies with them in their desire to "boom Canada." Although not a Liberal, he was magnanimous enough to join with them in booming Canada, and his generosity was evidently heartily appreciated, espec-

ially by Mr. Mercier, leader of the Liberal party in Quebec.

ON THE MOUNTAIN.

Friday morning the Montreal Club escorted their visitors up the mountain and around it. The cemeteries and the Athletic Club House at Cote des Neiges were visited, the latter being much admired. At all seasons of the year it is a great resort of Montrealers, and adds another to the many points of attraction around the city. The splendid coasting on the return trip was heartily enjoyed, being by far the longest coast the most of the riders had ever experienced. On the top of the mountain the boys had their pictures taken, and hope to secure copies as mementoes of the occasion.

THE ANNUAL BUSINESS MEETING.

The annual business meeting of the Association was held in the large Gymnasium of the Montreal Club House, on Thursday evening, at 8 o'clock. There were about 150 members present.

At a few minutes past 8 o'clock the chair was taken by President Brierley, who called the members to order, and requested the Secretary to read the minutes of the last annual meeting. This being done, they were, on motion, confirmed.

The President spoke briefly, congratulating the Association on the grand success of the meet, and warmly praising the Montreal Club for their magnificent reception and entertainment of their visiting western brethren.

The Secretary-Treasurer presented his annual reports, which we give in full.

To the Officers and Members of the Canadian Wheelmen's Association.

GENTLEMEN,—In compliance with the by-law in that behalf, I beg leave most respectfully to submit to your careful consideration the following report of the affairs of the Association :

I am pleased to be able to congratulate you upon the continued onward progress of the cycling sport in our Dominion, and on the advance made by the C.W.A. in all its fields of labor.

The Treasurer's statement shows a balance now on hand of \$319.79 as against \$271.78 at last report. This I think an exceedingly satisfactory showing, considering that we have had this year the entire publication of THE CANADIAN WHEELMAN upon our hands. In addition, I am informed by the manager of that journal that its advertising patronage has been so good as to lead him to suspect that he will be able, at the conclusion of its financial year, to pay back into the Association treasury the handsome sum of something over one hundred dollars.

The membership still continues up to the standard of past years. I find that some of the larger clubs are not carrying as many members as formerly, due undoubtedly to the weeding out from their lists of all who are not active riding members. As an offset to this, many new clubs have joined during the year, and unattached riders both in Ontario and Quebec, and also in more distant parts of the Dominion, are becoming allied with the Association, and look to it for their direction and guidance in wheel matters. This is a state of things certainly designed to give great satisfaction to all interested in the welfare of our sport and this organization.

As all members of the Association are aware, the Board of Officers decided last summer to assume the publication of the official organ, THE CANADIAN WHEELMAN, and present it free to each member of the Association. A year's trial of this has given the best of results, and we think has proved a great boon to all riders. The cost will be comparatively light. As the financial year of the paper does not expire for some two months, it is not possible to give an accurate statement, but it is estimated that it will not net more than \$150. I am pleased to be able to state that our finances are now in so flourishing a condition as to warrant me in predicting that the paper will be continued for another year as in the one now past.

The subject of an Association uniform came before the Board this spring, and an experiment was decided upon. Many difficulties were ex-

perienced, but still the result has been on the whole satisfactory. Some fifteen hundred yards of cloth have been disposed of, the same being retailed to the members at the actual wholesale price. The Board are aware that a great improvement might be made in the quality of the cloth, and a plan by which a grade about double the quality of the present and of a special pattern may be obtained for next year is now before the Board. With the new cloth, if it is decided upon, will come a new and superior worsted yarn for stockings.

During the year, the Association received its first membership from the Maritime Provinces, and district officials were appointed by the President to fill the necessary offices. The Chief Consul of this eastern part of our territory promises us a valuable addition to our ranks during the ensuing year. Several vacancies in the Board, caused by resignations, were promptly filled by the President.

In regular time, as provided for by the by-laws, I held the annual elections, full reports of which have already been placed before you in the columns of the official organ.

The Membership Committee report that so well have the rules of the Association been lived up to by the members that no matter has, during the entire year, come before them for adjudication.

After the spring meeting of the Board, I submitted to the members the revised Constitution and By-laws of the Association, as drafted by them, and the same were approved of by a unanimous vote of 267.

In the year I have received and written some twelve hundred communications, and to the best of my ability performed all the duties incumbent upon the office of Secretary-Treasurer.

With best wishes for the future prosperity of the C.W.A.,

I have the honor to be, gentlemen,

Your obedient servant,

HAL B. DONLY,

Sec.-Treas.

Abstract Statement of the Receipts and Disbursements of the Canadian Wheelmen's Association, 1885-6, H. B. Donly, Treasurer.

1885. DEBITS.	
June 30—Balance on hand.....	\$271 78
Sept. 5—Profits of Race Meet.....	206 00
1886.	
June 30—Membership Fees.....	331 50
	<hr/>
	\$819 28

1886. CREDITS.	
June 30—Exchange.....	\$ 0 75
Telegraphing.....	7 70
Postage.....	29 25
Traveling Expens's.....	17 00
Assistance.....	2 50
Express.....	1 60
Can. Wheelman.....	275 44
Grant to Secretary.....	100 00
Miscellaneous.....	15 00
Printing.....	50 25
	<hr/>
Balance on hand.....	\$499 49
	319 79
	<hr/>
	\$819 28

Audited, compared with vouchers, and found correct.

A. S. LANE, }
F. G. GNÄDINGER, } Auditors.

Mr. Miller moved, seconded by Mr. Campbell, that the reports be accepted and placed upon file for future reference.

The President then called for nominations for the office of President for the ensuing year.

Mr. Campbell nominated, seconded by Mr. Tisdale, Mr. W. G. Eakins, of Toronto. Mr. Eakins addressed the meeting, thanking them for the honor, but stating that through pressure of business it would not be possible for him to accept the office.

Mr. E. Nesbitt nominated, seconded by Mr. C. E. Thurston, Mr. W. A. Karn, of Woodstock.

Mr. Miller moved, seconded by Mr. Gnaslinger, that the Secretary cast one ballot for Mr. Karn.—Carried. Mr. Karn was declared elected.

Mr. Eakins nominated, seconded by Mr. Pauline, Mr. J. D. Miller for Vice-President. There being no other nominations, the President declared Mr. Miller elected.

Mr. Fred Campbell brought up the question of the Secretaryship, and desired to know if the annual meeting or the Board of Officers would decide the question of changing the office to a salaried one. He suggested that the meeting instruct the Board of Officers to submit a plan by mail vote to all the members.

Mr. Nesbitt thought this would be unwise; the Board of Officers should be able to arrange such matters, and the Association should place all confidence in them.

Mr. Tisdale thought the matter was not in the province of the meeting further than that they might express an opinion for the guidance of the Board, and he would move that this meeting approve of paying a salary to the Secretary-Treasurer, and that the amount of the salary be left entirely to the Board of Officers' discretion. This was seconded by Mr. Miller, and after some further discussion, carried unanimously.

Mr. Nesbitt, on behalf of Mr. Karn, was called upon for a speech. He spoke briefly, returning thanks to the Association for the honor they had done Woodstock in electing Mr. Karn to so responsible a position, and promising that the office would be creditably filled by him.

Mr. Miller also thanked the Association, and extended a hearty invitation to all the visitors to make themselves thoroughly at home while they remained the guests of the Montreal Club, and take advantage of the various schemes contained in the programme for their amusement.

Mr. Nesbitt moved, seconded by Mr. Ostell, that the thanks of the Association be tendered to the retiring President and Vice-President. The Secretary put the motion, which was carried with a cheer.

Mr. Campbell moved a vote of thanks to the Secretary-Treasurer for his services during the past year. Mr. Nesbitt spoke in support of the motion, which was carried.

Prof. McLeod, of McGill University, invited visiting wheelmen to pay a visit to the University Buildings on Saturday forenoon.

Moved by Mr. Perry, seconded by Mr. Teetzel, that the meeting adjourn.—Carried. And the meeting adjourned accordingly.

HAL B. DONLY,

Secretary.

BOARD MEETING.

A meeting of the Board of Officers was held at the office of the Montreal Club House on Saturday morning, the 3rd July, at 11 o'clock. There were present, Vice-President J. D. Miller in the chair; Chief Consul W. P. Way and Representatives Brierley, Tisdale, Woodrooffe, Foster and Ross, and H. B. Donly, Sec.-Treas.

The minutes of the last Board meeting were read and confirmed.

Mr. Woodrooffe moved, seconded by Mr. Tisdale, that the appointment of Mr. Langley as Chief Consul, vice Campbell, resigned, be confirmed. Carried.

Moved by Mr. Brierley, seconded by Mr. Way, that Mr. G. H. Orr be appointed Representative in place of Mr. Langley, promoted. Carried.

Moved by Mr. Brierley, seconded by Mr. Ross, that Mr. Gnädinger be appointed Chief Consul of District No. 4, vice Mr. Miller, elected Vice-President. Carried.

Moved by Mr. Way, seconded by Mr. Foster, that H. B. Donly be appointed Secretary-Treasurer for the ensuing year. Carried.

Mr. Brierley presented a report of the affairs of THE CANADIAN WHEELMAN. It showed it to be in a most flourishing condition, and put the probable cost to the Association for the year ending Sept. 30 at about \$20.

Moved by Mr. Gnädinger, seconded by Mr. Woodrooffe, that the Association continue to publish THE WHEELMAN, and that Mr. Brierley manage it as in the past. Carried.

Moved by Mr. Brierley, seconded by Mr. Way, that the sum of \$150 be granted the Secretary for his services during the past year. Carried.

Moved by Mr. Gnadinger, seconded by Mr. Tisdale, that for the ensuing year the Secretary-Treasurer be paid the sum of two hundred dollars, payable monthly. Carried.

Moved by Mr. Foster, seconded by Mr. Gnadinger, that the account of the Chief Consul for District No. 1, \$5.80, for postage, be paid. Carried.

Moved by Mr. Woodrooffe, seconded by Mr. Way, that Mr. Tisdale be Chief Consul of District No. 1 in place of Mr. Karn, elected President. Carried.

Moved by Mr. Brierley, seconded by Mr. Foster, that the Secretary prepare and submit to the Board, by mail vote, a plan for redistributing the Province of Ontario into smaller and more equally proportioned districts than now exist. Carried.

Moved by Mr. Brierley, seconded by Mr. Tisdale, that Rule E, Clause 2. of the Racing Rules be amended by omitting the word "of" in the second line thereof, and substituting "dommelled in." Carried.

Messrs. Tisdale and Woodrooffe were elected to act with the Secretary as a Membership Committee. Mr. Woodrooffe was elected chairman.

Mr. Gnadinger was elected chairman of the Racing Board.

Messrs. Way, Orr and Ross were elected a Transportation Committee, Mr. Way chairman.

Mr. Brierley moved, seconded by Mr. Way, that the meeting adjourn. Carried. And the meeting adjourned accordingly.

HAL B. DONLY,
Secretary.

FIRST DAY'S RACES.

Probably 4,000 people witnessed the races on Thursday, July 1st. The first race, called at 3.12 P.M., was the one-mile bicycle, 4th class, which brought out seven starters:

- Charles Ware, Marblehead (Mass.) B.C. 1
- D. Pollock, Montreal B.C. 2
- G. S. Dunn, Hamilton B.C. 3

G. B. Ash, Victoria B.C., Montreal; R. H. Ash, Montreal B.C.; Chas. Irwin, Montreal B.C., and Fred. Scott, Montreal B.C., also started.

D. Pollock took the lead for the first lap, with Ware in close attendance, and Dunn in third place. Near the close of the second lap, Ware took the lead, and was never again headed, winning as he liked by 100 yards, in 3.20½; second man's time, 3.37¾.

The one-mile championship of Canada was the next event. In this race there were six starters, and the result was:

- H. W. Clarke, Woodstock. 1
- F. Foster, Toronto. 2
- D. E. Hunter, Alberton, P.E.I. 3

T. Fane, Toronto, J. R. Scales, Montreal, and G. S. Low, Montreal, also entered. Fane entered a protest against D. E. Hunter, on the ground that he was not a Canadian citizen. Clarke took the lead, closely followed by Low, and led through the first lap. Near the finish of it Foster spurred, and made a big break for the lead, but did not quite get there, and Clarke remained in the van through the second also, Low still sticking to him like a brother. In the next lap, during a general spurt, in which Clarke carried off the honors, Low fell, and Scales moved up into third place. In the last lap, Hunter made a big effort for first position, but could not catch either Clarke or Foster, the former winning easily in 3.09½.

Then came the first heat of the 100-yard foot-race. There were only two starters—

- J. S. Robertson, Montreal. 1
- B. Field, Woodstock. 2

There was great interest in this race, as the men were old antagonists, and there was a good deal of discussion as to their respective merits. Robertson got the best of the start, but was quickly colared and passed by Field, who at 60 yards had a good lead. Here, however, his leg, which had given out in the previous week, failed him again, and he fell prostrate on the grass at the side of the track. Robertson ran in alone in 10.15 secs., and to complete the race, as it was to be decided

in heats, ran over the distance again, covering it in 10.25 secs.

The three-mile race with road machines was next called. There were five starters—

- T. Fane, Toronto. 1
- J. H. Robertson, Montreal. 2

M. F. Johnston, Toronto, Charles Ware, Marblehead (Mass.) and W. S. Chisholm, London, also ran. Johnston took the lead, attended by Fane; Chisholm fell in the first turn. Johnston held the lead through the first mile, which was done in 3.15. Up to this time he was considerably in advance of the others, but in the fifth lap Fane and Robertson began to pull up, the latter taking second place. These positions were unchanged till the end of the second mile, when Fane rushed to the front, followed by Robertson, Johnston beginning to weaken. Fane was never again headed (although hard pushed at times by Robertson, who rode a good race), and won by a half wheel in 10.08½.

The half-mile without hands followed. There were five starters, and the result was—

- Charles Ware, Marblehead, Mass. 1
- D. B. Holden, Montreal. 2
- H. Williams, Woodstock. 3

H. M. Ramsay and Geo. Darling, of Montreal, also rode. When the bell rang for "hands off," Williams led and continued to gain till the third turn, which was very sharp, was reached. Here Darling fell, and Holden, getting the inside of Williams, passed him and led at the close of the lap. Williams, however, quickly passed him again and led to the last turn, when the same thing again occurred, the rate at which he was going carrying him too far out, and Ware and Holden, passing inside, got in before he had time to catch them. Time, 1.46.

The five-mile championship was then called. There were four starters, who finished as follows:

- F. Foster, Toronto. 1
- J. R. Scales, Montreal. 2
- H. W. Clarke, Woodstock. 3
- D. E. Hunter, Alberton, P.E.I. 4

Clarke took the lead, with Foster at his heels, and led till the 18th lap, the order of the procession being occasionally varied by a slight change in the respective distances between the positions of the participants. In this lap, Scales, aching for glory, took first place, but was again passed by Clarke. In the last lap Foster made a spurt, and Clarke and he had it hot for first place, coming round the unlucky corner, Foster got the inside, and Clarke had to run out so far to keep out of his way that he ran off the track altogether, and was thrown out of the race, Scales taking second position. Time, 18.56.

The one-mile tricycle, which followed, was a hollow victory for A. T. Lane, of Montreal, who won in 3.51, beating the Canadian record. The other starter was G. A. Mothersill, of Ottawa.

Then came the 440 yards foot-race, contested by J. S. Robertson, J. F. Owens and H. L. Shaw, all of Montreal. Shaw took the lead, but was quickly pursued by Robertson, and when half the distance had been covered by Owens, Robertson continued to gain, and won easily in 52.45 secs., Owens finishing in 55.

The three mile bicycle (open) wound up the day's sport, and to all appearance was the race of the day. It resulted as follows:

- H. W. Clarke, Woodstock. 1
- D. E. Hunter, Alberton, P.E.I. 2
- T. Fane, Toronto. 3

M. F. Johnston, Toronto, H. M. Ramsay and J. H. Robertson, Montreal, also started. Johnston started off with the lead, but was quickly passed by Clarke and Hunter, the former leading at close of mile, which was done in 3.24. No change in the leaders until the 7th lap, when Fane became ambitious and took the lead, and thus the second mile closed in 6.41. In the next lap Clarke again went to the front, and for two laps a very exciting looking race took place between the four leading men, resulting in Hunter having the first place. In the last lap Clarke passed him and won by half a dozen yards in 10.04.

Lester and Alden then gave an exhibition of fancy riding, and tried a race on common buggy wheels. Result not yet reported.

SECOND DAY'S RACES.

Friday was taken up in the morning by sight-seeing, etc., and in the afternoon a road race to Lachine took place. There were ten entries, who finished in the following order and time: F. Foster, Toronto, 42m; M. F. Johnston, Toronto, 42¼m.; J. R. Scales, Montreal, 42½m.; T. Fane, Toronto, 43¼m.; F. W. Crispo, Montreal, 43¾m.; A. E. Dance, St. Thomas, 46m.; G. Darling, Montreal, 46¼m.; F. W. Doll, Berlin, 47¼m.; J. Robinson, Niagara Falls, and W. H. Sproule, Ottawa, time not taken. Distance, about ten miles. Five medals to first five men.

LAST DAY, SATURDAY.

First race, one mile, 3rd class. Starters:

- Chas. Ware, Marblehead (Mass.) 1
- D. Pollock, Montreal. 2
- A. E. Dance, St. Thomas. 3

Ware took the lead, Dance following, and held it through the first lap. In the second, Pollock came into second place, and these positions remained unchanged through the race, which was a tame affair. Time, 3.23½.

Then came the first heat of the ½ mile dash, for which were entered F. Foster and M. F. Johnston, of Toronto, and J. H. Robertson, of Montreal. Foster won in 1.34.4-5; Robertson 2nd. This was followed by the second heat of the same. Entries: H. W. Clarke, Woodstock, D. E. Hunter, Alberton, and G. S. Low, Montreal. Clarke won in 1.30, with Hunter 2nd.

The 220 yards foot-race was then called, and brought out W. R. Thompson, J. S. Robertson, and J. F. Owens, all of Montreal. They got off together and ran even for half the distance, when Robertson drew away and won in 23.1-5, beating the previous Canadian record.

Mr. A. T. Lane, of Montreal, now tried to lower his record for one mile on a tricycle, but failed to do so, the wind being too strong. Time, 3.52.3-5.

Then came the final heat of the half-mile dash. The competitors were the two leading men in the previous heats. They were, H. W. Clarke, Woodstock; D. E. Hunter, Alberton, P.E.I.; F. Foster, Toronto, and J. H. Robertson, Montreal. Summary:

- H. W. Clarke. 1
- F. Foster. 2
- D. E. Hunter. 3
- J. H. Robertson. 4

Clarke got the lead, with Robertson in second place. Robertson passed him after a short distance had been covered, but Clarke almost immediately took it again, and was never headed, but won by 8 or 10 yards, although Foster, who had passed Hunter and Robertson, did his best to reach him. Time, 1.30.

For the half-mile foot-race there were three entries—J. W. Moffatt, J. F. Owens and S. D. Jones, all of Montreal. Moffatt won easily in 2.03.2-5.

Lester and Alden gave an exhibit of fancy riding. For the five-mile bicycle open there were five entries, and the result was—

- F. Foster, Toronto. 1
- T. Fane, Toronto. 2
- J. R. Scales, Montreal. 3
- M. F. Johnston, Toronto. 4
- H. W. Clarke, Woodstock (did not finish).

Fane took the lead, but was passed almost immediately by Johnston, who led through this and following lap, Clarke coming into second place. In the fourth lap Fane again went ahead, finishing the mile in 3.30. Foster went ahead in the fifth lap, followed by Clarke, who went to front in the sixth. In the next, Clarke's crank came loose, and he was forced to retire, and the race lost all interest. Foster and Fane divided up the lead between them till the last mile, when Foster began to push ahead and rode the mile in 3.09, leaving Fane behind. He finished the race in 17.10½; Fane 2nd, in 17.25¾.

Next came the two-mile bicycle, second class. Starters:

- Charles Ware, Marblehead, Mass. 1
- V. L. Lusher, Montreal. 2
- George Darling, Montreal. 3
- F. W. Crispo, Montreal. 4
- D. Pollock, Montreal. 5

Lusher took the lead, but was passed at the third turn by Crispo and Ware, all finishing the

heat very close together. In the second, Ware passed Crispo. Lusher pushed him hard right to the finish, riding a good race for a new man. Time, 6.47½.

The last race of the day was then called—the three mile bicycle open. Starters:

F. Foster, Toronto.....	1
T. Fane, Toronto.....	2
D. E. Hunter, Alberton.....	3
H. M. Ramsay, Montreal.....	4
J. R. Scales, Montreal.....	5
M. F. Johnston, Toronto.....	6

Fane took the lead, with Scales second. Scales, however, speedily went to the front, and held it for two laps. In the third Hunter passed him, Foster coming up to second, and the mile was completed in these positions in 3.21½. No change was made to the sixth lap, when Foster passed Hunter, and all drew up in a bunch. In the seventh lap Ramsay ran ahead, leading through it. Fane then took the lead, and Hunter took second place, the two miles being covered in 6.47½. No change till the last lap, except that Scales dropped out, when Foster made a great spurt, and going to the front won in 9.55 1-5.

A game of polo on the Star machine wound up the day.

Wheelman Centres.

TORONTO.

Great events are passing into history. The tomes of the future will tell, with well-rounded periods and glowing sentences, of the year 1886, and the month of July in that year, when the Knights of the Silent Steed gathered in the city by the river and put up at a \$3 a-day hotel. "Words, words, give me words!" as Lucretia Borgia used to say when she got mad—words to express in its proper fulness the C.W.A. meet, the XXX, 4-pecks-to-the-bushel hospitality of the Montreal Bikemen.

The members of the tour congregated at Church street on Monday, the 28th, where they were marshalled in line by Commander Orr, and, amid the well-wishes of a large crowd, the party started on their eastern tour. Although the sun put up his umbrella and shone about 100 horse-power, the first eight miles to the Half-way House, including the stiff pull up the Norway Hill, was reached in an hour, and Whitby, the terminus of the day's journey, found the boys in good trim. The following day the members of the newly-formed Cobourg Club met the party at Port Hope and escorted them to the former town, where the night express was boarded for Montreal, arriving at that city on Wednesday evening. The trip was a decided success, and its members were well pleased with it.

I suppose Brantford will have the meet next year. It will be a good opportunity to rouse them out of their lethargy and to revive the club into new life.

Our Toronto Club has taken a new lease of life, and a decided boom of enthusiasm has set in among its members. The attendance at its club meetings is increasing. They will likely have fine club-rooms in the fall.

The club met in force a few evenings ago at the house of Dr. Doolittle, one of its pioneers, to welcome home Messrs. Webster and Rylie, who had just returned from their continental tour. An exceedingly pleasant evening was spent, during which the two heroes recounted their adventures and spun their yarns.

Large parties of American wheelmen have turned up here this season. They hail from Michigan and New York and Pennsylvania, and quite a large party came all the way from Kentucky. They praise our roads highly, and seem to be delighted with their Canadian trip. PETE.

SIMCOE.

The fourth annual meet of the C.W.A. is now an historical event, and most of the boys have returned home, all being very decided in their verdict, "that it was the 'biggest thing' in that line that they have yet attended." Four from

our club were at the meet, and, considering that we have only about twelve active members, we think that was a good representation. Mr. A. R. Dobson, our secretary, walks off with the whole bake-shop. He left Cobourg on his Kangaroo on Tuesday morning, June 29, and although he was caught in several showers on the way down, he persevered, and reached Kingston that night. This is said to be the Canadian record for a day's ride on a safety.

Mr. W. A. Nelles attended the races at Norwich on the 1st, and won the first prize in the race without hands.

Two others, now ex-members of the club, thinking that amateur races weren't good enough for them, aspired to professional honors at the expense of their amateur standing, membership in the club and in the Association. They got the honors all right, but are now trying to dispose of them, as their prize-money is all gone, and they find themselves in disrepute with the other members of the club.

We were all sorry to see that Clarke didn't do as well as we expected he would, but console ourselves with the satisfaction of knowing that in a good, fair five-mile race our western boy is too much for Toronto.

As dog days approach, our boys do less wheeling than they did in spring, balmy spring, one of them being

Yours truly,

BARNEY O'TOOLE.

Simcoe, July 17, 1886.

THE CANADIAN TOUR IN EUROPE.

Editor CANADIAN WHEELMAN.

DEAR SIR,—I was just thinking that a word from the "Innocents Abroad" might not be amiss, and that your readers might wish to know what sort of time one can have wheeling through Europe. Our party comprises the following: President Webster, and Messrs. Rylie and Chandler, of the T.B.C., and Secretary Smith and Gnaedinger, of the M.B.C. We were joined by Rylie only in London, so he unfortunately missed the tour from Liverpool to London. We did not take the shortest route, but the most picturesque, through the old-walled town of Chester, then through a portion of Wales, where the roads were excellent, and then back to Shrewsbury. From here we went through Ludlow, Hereford, Monmouth, Chepstow, Bristol, Bath, to London. I cannot describe all the sights we saw *en route* in this limited space, but must mention the ancient castles at Ludlow and Chepstow, and the grand old ruin of Tintern Abbey, near Chepstow. The old Roman baths at Bath were also very interesting. The run from Monmouth to Chepstow was along the valley of the Wye, and scenery and roads were both good until nearing Chepstow, when we had to walk up a hill about two miles long and walk down the other side. The hill was not steep, but had just received a fresh coating of macadam. After remaining five days in London, we ran down to Brighton and on to Newhaven. The twelve miles between these two last places was as bad a road as any of us ever rode on. It was along the coast, and, besides, we had a strong wind on our side, which almost blew us over. I doubt if anyone could have ridden even one mile against it. Crossing the Channel at night to Dieppe, we started next morning on the celebrated French military road to Paris. We had heard a great deal about these roads, but the quality exceeded our expectations. They are simply magnificent straight as an arrow, and no steep hills; all are nicely graded. We made from 125 to 150 kilometres per day, that is about 75 to 95 miles. Our greatest day was 152 kilometres. *En route* to Paris we passed through Rouen, where the heart of Richard I. is buried in the cathedral; and we also saw the site where Joan of Arc was burned.

After remaining four days in Paris, we started for the Rhine and Germany *via* Nancy and Strasbourg. When about half-way between Paris and Strasbourg, near a small town called Vitry, Harry Rylie met with a serious accident. We met a

horse that took it into his head to stop our passage. We were riding at a pretty quick pace, and the horse turned across the road and backed the cart right in front of Harry, who had to dismount hurriedly, in fact so much so that he landed on the large wheel. He bent the rim badly and broke half a dozen spokes. He had to drive into the town of Vitry on a beer-cart. As there was no competent repairer here, he decided to take train the rest of the way to Strasbourg, and Howe Chandler felt so much sympathy for him that he went along too. I forgot to mention that Mr. Smith had to leave our party at Paris, where he remained longer than we did, and then went direct to London, and on to Scotland to visit his friends there. After the accident our party was reduced to two. When we arrived in Strasbourg, we found that the broken machine could not be repaired before the next day, so Chandler stayed behind with Rylie, and the rest of us started in the afternoon for Baden. We got a kind of mixed up in the roads after dark and wandered on through a portion of the Black Forest until we came to a house with a light, when we dismounted and inquired for a lodging. We were told the next house was an inn, so rapped up the landlord, who took us for tramps, and did not want to get out of bed and let us in. However, we induced him at last to do so, and next morning reached Baden in half an hour's spin. From here we went on through Carlsruhe to Heidelberg. The castle here is the finest and largest in Germany. We found the roads from Heidelberg to Mannheim as good as previous ones, but from there to Worms and Mainz they were bad—that is, as good as the Canadian roads; they were clear of loose stones, but rough and shaky. At Mainz we were to have been joined by the other two, or else receive word here where we would meet; but we heard nothing of them there or since. You might advertise for them under the head of "Lost, strayed, or stolen." From Mainz we took the steamer to Cologne, between which points is the picturesque part of the Rhine. At Cologne our party of two again divided. Webster took train for Antwerp to cross to England, and after leaving London got up to Edinburgh and Aberdeen. Gnaedinger took train Berlin, from which he goes through Germany to Switzerland, and then back to London and Edinburgh. We all hope to join again in Glasgow or Canada. ONE OF THEM.

A Jarvis, Ont., correspondent writes: While three bicyclists were passing through this town a few days ago they came to a span of horses standing in front of a shop not tied, and one young man, not wishing to frighten the horses, which, as he thought, seemed rather nervous, shouted out to a boy in the wagon to "Hold the horses." Boy—"Never you mind these 'ere hoses; they will not git scared." Bicyclist—"Yes, they will; they see me now." At this he commenced to dismount, but the boy shouted out: "Say, mister, you need not git off for these 'ere hoses; they are both blind."

It is claimed that the present path records have been reduced about as much as they ever can be on ordinary bicycles, and that if we are to have anything better than 2.31 2-5, it will be accomplished on a geared machine, perhaps on a Rover safety or a Rudge bicycle. We agree with this opinion, because we regard Howell as the ideal racing man, from the strength-and-speed standpoint, and the Springfield track, on which he made his record, can scarcely be improved upon. Perhaps 2.30 may be the mark this fall, but this is about the limit of possibility.—*The Wheel*.

BICYCLES.

IT WILL PAY ALL BICYCLISTS TO see the WARWICK & WARWICK and No. 1. They are without doubt the best wheels in the market. Address

GOOLD & KNOWLES,
BRANTFORD.

Wheel Tracks.

Karl Kron's book is now promised for Sept.

The League has now very near to nine thousand members.

It is said that "Daisie" of the *Cycle* is Mrs. Abbot Bassett.

Cycle dealers are making a discount of 10 per cent. to ministers.

Buffalo is going in for a big fall tournament on a pure amateur basis.

Racing on the highway is getting to be an intolerable nuisance in England.

The L.A.W. tour is going to conflict in point of time with the Springfield meet.

Hendee and Rowe are both confident that they can bring the mile record down to 2.30.

Eugene M. Aron, the secretary-editor L.A.W., has applied for admission to the A.C.U.

The run between Stratford and St. Marys seems to be quite popular with bicyclists this season.

Prince Wells rode down the Louisville court-house steps on a waggon wheel fifty-two inches high.

The Lynn Cycle Club will hold a mammoth tournament this fall, shortly before the Springfield meet.

Fred Brimer won the second of Toronto Club's road races in 34m. 30s. The distance was seven miles.

Corey, as a hill-climber, leads the world. The Brighton side of Corey on a bicyclette is his latest achievement.

In the racing rules of the A.C.U., the referee is given power to fine any rider \$10 for "loafing" during a race.

The Colorado Wheel Club, of Denver, has challenged the St. Louis wheelmen to a fifty-mile team road race.

Brother John and Brother Jonathan will be having it hot and heavy on the record racket the rest of the season.

Ned Oliver has been tendered and will probably accept the secretaryship of the touring department of the L.A.W.

It is one of the unwritten rules of the track, that in a smash-up the riders can seize the best machine handy to finish on.

Four members of the Louisville (Ky.) B. Club have been touring through Ontario, from Windsor to Niagara, *via* Goderich.

R. Neilson, the famous professional, is now training at Rosedale grounds for the big September meets in the United States.

Positively the latest cycling fad is a new pocket walking-stick. It is collapsible, and can be carried in the pocket while riding.

E. P. Baird, of New York, rode 126 miles on Decoration Day, and took one of the medals offered by the Orange Wanderers.

Howell will attempt to make twenty miles an hour on a tricycle on a "Royal Crescent" this season. He is confident of success.

C. E. Whitten is now the darling of the Lynn men, who think he will make another Rowe; Whittier's best mile in practice is 2.49.

Fred Westbrook, the Canadian professional fast and fancy cyclist, has been engaged to travel with Forepaugh's circus during the present season.

Henry Sturmev met with an accident in a race on June 12, and broke his collar-bone. The tire of his tricycle came off, and he was thrown.

There is a scheme on foot to put Rowe in a ten-mile race against the three best men of Essex

County, — the "three best" to relieve each other every mile.

Messrs. Frank C. Blodgett, Wm. E. Metzger, and George E. Lane (L.A.W. and C.W.A.), Detroit, left that city July 19 and rode through to Niagara.

Mr. W. A. Karn, of Woodstock, attended the Detroit Club's meet, and came away satisfied Woodstock could down Detroit in the matter of meets every time.

The chief consulship of Massachusetts has been declared vacant by President Beckwith. Mr. Ducker, the incumbent, says he will not retire without a struggle.

Fred. Foster intends leaving Toronto on the 10th of August to train at Springfield for the big race meetings. He will be sure to give a good account of himself.

The route of the annual London-to-Bath 100-mile road race was changed this year and a much harder road taken. Macrae was the first man in. Time, 7h. 18m. 53s.

The Springfield Club has ordered one watch, to cost over \$1,000, for the first prize in the mile open for its next tournament, and two more of high value as the second and third prizes.

The Massachusetts Division and the League shared the profits of the Boston races as follows: Massachusetts Division, \$22.90; League, \$11.45. No twelve dollars would satisfy the C.W.A.

Prince and Schock rested eight and a half minutes each in the seventy-two hours' race. This is a little different from the rest required in a six days' walking match, and speaks volumes for the wheel.

The "Eureka" tricycle made by Messrs. Bayliss, Thomas and Co. for Mr. G. C. Scholefield (weight 33½ lbs.), is said to be the lightest on record. It is geared to 62in., and has 7½in. cranks.

Mr. John B. Ostell, late accountant of the Royal Canadian Insurance Company, leaves Montreal for Toronto to take the position of manager of the Union Mutual Insurance Co. of Maine, for Toronto and York county.

To give some idea of the extent of the popularity of bicycling, a prominent manufacturer said the other day that there had been sold thus far this season, at a low estimate, 20,000 wheels, representing all of \$3,000,000.

The Connecticut Bicycle Club, the oldest and largest club in the State, has voted to withdraw from the L.A.W. and join the A.C.U. This club it is said has a membership of 140. The Springfield Club has followed suit.

The well-known house of Singer & Co., Coventry, has recently made a further addition to its plant and works by purchasing the cycle manufactory lately owned by Settle & Co., the chief of which house is deceased.

W. B. Page, of the University of Pennsylvania, the American champion high-jumper, is also a devotee of cycling. He intends taking a 1,500-mile tour on the wheel through the White Mountains and Canada this summer.

Mr. Lloyd Harris, president of the Brantford Bicycle Club, will leave for a three months' trip to the old country in a few days. When away he will spend some time in wheeling over the billiard-table roads of England.

During the late meet a Boston girl was thrown from her tricycle, and in reply as to whether she was hurt said: "I really believe I have fractured the *extensor ossis metacarpi pollicis manus*." She had broken her thumb, that was all.

"What is that Bicycle Man doing, father? See! He has jumped forward from his wheel and is putting his face to the Earth. Is he kissing it?" "No, my son; the Man has his ear to the Earth. He is listening. He thought he heard something Drop.

Following is a well-recommended recipe for rust on the spokes of a bicycle: Boiled linseed oil will keep polished metals from rusting if it is allowed to dry on them. 2. How to brighten the nickel plating? A. Use a little rouge powder on a chamois skin.

At a recent meeting, the executive committee of the L.A.W. decided to instruct the League tailors, Messrs. Browning, King & Co., not to make any more League suits or sell any more cloth or battons without first receiving a written order from the Secretary of the L.A.W.

J. S. Rogers, chief consul L.A.W. for Missouri, has purchased T. J. Smith's interest in the *American Wheelman*. L. S. C. Ladish, the editor of that paper, still retains his half interest. The *Wheelman* is a vigorous exponent of wheeling in the west. "Tis veritably racy of the soil.

John S. Prince rode a five-mile race at Scranton, Pa., June 29, against the trotting mare, Miss Lady. The race was on a five-mile track, and was won by Prince in 16m. In a quarter-mile race on a tricycle, against the pacer Harrisburg, T. W. Eck fell and broke his left arm.

The famous London to Goderich road has been freshly gravelled, and is in anything but perfect shape at present. From Brucefield to Varna, described in the Guide-book as the finest ten miles in Canada, the wheeling is horri'bly rough, but will doubtless be first-class in a few weeks.

At a Muswell Hill contest held lately in England, the winning rider had his machine built with the forks raking forward and the handle bent half way down the forks, and the English wheelmen say that all contests of the kind in future must include a ride down the hill as well as up it.

The gentleman who was the principal figure in the ceremony mentioned below is Chief Consul for the C.W.A. in New Brunswick:

At Trinity Church, St. Johns, New Brunswick, on the 17th inst., by the Rev. Canon Brigstocke, assisted by the Rev. A. J. A. Gollmer, Charles Coster, of St. Johns, to Georgiana A. Smith, youngest daughter of George W. Smith, Esq., of Cambridge, Queens County.

The conflict between the Pope Manufacturing Company and the Overman Wheel Company, which has been in progress, with the exception of a six months' truce, for nearly three years, and has cost each side, directly and indirectly, more than \$10,000 a year, has been settled by mutual agreement.

Fifty bicyclists started for Europe lately on the Inman steamship City of Berlin. After arriving in Queenstown they will mount their steel steeds and make a tour of Ireland. Thence they will go to Scotland, and ride to London. Paris probably will be visited also. The cost of the trip will be about \$500 for each man.

The famous Lancaster pike, leading out of Philadelphia, has for years maintained a toll-gate about one mile beyond the improved surface. Patience having ceased to be a virtue, the Pennsylvania Club has determined to pay the unjust extra toll no longer, and the Turnpike Company will be called upon to state their case.

Outing will start another enterprising individual to do wonders a-wheel. This time the Arctic Ocean is the objective point, and James Rialton the man selected for the trip. He has constructed a tricycle that can be turned into a bed at night. His route will be through Russia. He will be gone four months, and his expenses will be \$200. So it is said.

Asa Wendell, of Lynn, is said to be the best "pusher-off" in New England. It is noticeable that in a race Rowe is always sent far ahead of all the others at the start. Not the least advantage of this is that in case of a foul or collision Rowe is out of harm's way. Ed. Nesbitt, of Woodstock, has "pushed" himself forward to the same proud position in Canada. He always pushes Clarke off, and the latter invariably gets out of harm's way before his competitors are fairly started.

L. D. Munger has been looking over the course traversed by Hollingsworth in his recent ride of 281 miles in 24 hours, and writes that it is the finest stretch of road he ever saw, and that he considers himself competent to cover 300 miles under the same conditions. It is probable that he will shortly essay the feat.

The last letter from Thomas Stevens to the editor of *Outing* is dated Suez, July 3rd, 1886. In it Mr. Stevens says: "I expect the steamer on which I take passage to India to arrive here to-morrow or next day. The monsoon season will be in full swing when I reach Kurrachee, but I don't know yet whether it will delay my start across India."

Recreation, of Newark, N.J., says: "The meet of the Canadian Wheelmen will long be remembered by those who participated. It was one of the finest, if not the finest, athletic meetings ever held in Canada. There was good time made at the races on both "Bikes" and "Trikes." The Canadian Wheelmen are a strong organization and are steadily improving.

A new safety bicycle, with lever pedals and new adjustable anti-friction bearings, which are claimed to be much superior to ball bearings, has been invented and patented by the Rev. Homer E. King, of Springfield, Massachusetts, and is called the King. The steering is done by depressing the ends of the bent handles, which regulate the small wheel. In appearance the machine is a Star reversed.

We wonder when riders will recognize the fact that a fine spurt is like the bloom on a peach, a most delicate and easily-destroyed possession. No one ever hears of Furnivall going in road work; whilst his tandem riding, like his tri-cycling, is always a waiting, and consequently an easy, game. A man who wants to spurt well has got to drop hard work of all kinds ere he succeeds in his ambition.—*Bicycling News*.

"A one-armed bicyclist from Emporium was in Buffalo last week. He was the first one-armed

wheelman that ever visited Bull & Bowen's headquarters, and was an excellent rider. He and six other wheelmen took a run of about 200 miles 'up in Canada.'"—*Ex.* A Mr. Le Ruy, of London, Ontario, who possesses only one arm, was one of the first riders in that city, and in '81 and '82 used to astonish the wheelmen by his prowess.

Karl Kron writes to us, July 9: "I presume that some copies of the *L.A.W. Bulletin* are kept on file in your Canadian club-rooms, and so I beg to call attention to a long protest which I've just written, and which I think that paper will print on the 16th or 23rd, against an atrocious act of a club in New Jersey, called the 'Orange Wanderers,' who has had the effrontery to formally request the local authorities to discriminate against cyclers by a threat of 'fine and imprisonment.' I want to hold them up to the execration of all just men, in Canada as well as the United States, as the only club on record who has 'betrayed us to the enemy.'"

AN AFTERNOON RIDE.

The swallows are sweeping o'er meadow and lea,
The woodpecker's bill shakes a song from the tree,

There's a breeze on the land blowing in from the sea,

And I and my wheel are flying.

There's a gleam on the waters, a sail flashing white,

There's a wash on the rocks and a sparkling of light,

And the foam flakes are falling in crystalline flight,

Where I and my wheel are lying.

The foam flakes are flying away behind,
The swallows are circling against the wind,

There's a glow on the clouds where, crimson-lined,

They smother the sunlight dying.

CHRIS. WHEELER.

RATES OF TRAVEL PER HOUR.

	MILES.
Man swims.....	2
Slow river flows.....	4
Rapid river flows.....	7
Moderate wind blows.....	7
Vessel sails.....	8
Man walks.....	8
Man runs.....	11
Horse trots.....	12
Man skates.....	16
Man tricycles.....	18
Steamboat runs.....	18
Horse runs.....	20
Man bicycles.....	20½
Storm moves.....	36
Locomotive runs.....	68
Hurricane moves.....	80
Sound travels.....	743
Rifle-ball travels.....	1,000
Light travels.....	102,000
Electricity travels.....	288,000

A DOUBLE-BARRELLED BREECH-LOADER SHOT-GUN, cost \$75. for sale cheap, or exchange for a 54-in. Wheel in first-class condition.—H. C. GOODMAN, St. Catharines.

A GIFT Send to cents postage, and we will mail you free a royal, valuable, sample box of goods that will put you in the way of making more money at once, than anything else in America. Both sexes of all ages can live at home and work in spare time, or all the time. Capital not required. We will start you. Immense pay sure for those who start at once. STINSON & Co., Portland, Maine.

BICYCLES.

GREAT CLEARING SALE OF OVER FIFTY SECOND-HAND WHEELS. All sold below cost. Send for Price-list. No reasonable offer refused.

GOOLD & KNOWLES,
BRANTFORD.

'XTRAORDINARY
—AND—
CRYPTO 'XTRA
BE SURE AND SEE MY
\$90.00 BICYCLE
BEST VALUE EVER OFFERED. LARGEST
STOCK IN CANADA.
REVISED PRICE LIST NOW READY.
WM. PAYNE
LONDON, ONT.



BICYCLES.

A few good second-hands to be sold at once.

- One 52-in., S.E.C. Plated, \$65.00.
- One 52-in., Part Plated, \$75.00.
- One 55-in., Part Plated, \$75.00.
- One 50-in., Plated N.C., \$50.00.
- One 50-in., Part Plated, \$40.00.

Two 54-in. Racers, one Plated and four Shakespeare Light Roadsters to exchange for Roadsters, any good make. Send for Catalogue of New Machines.

Wm. Payne,
LONDON, ONT.

Fifth Annual Tournament

—OF THE—

TORONTO BICYCLE CLUB

ON ROSEDALE GROUNDS,

SATURDAY, 21ST AUGUST, 1886.

PROGRAMME.

- 1.—TWO MILE HANDICAP, OPEN.
- 2.—ONE MILE, OPEN.
- 3.—ONE MILE, 3.40 Class, 1st Heat, OPEN.
- 4.—ONE MILE, 3.40 Class, 2nd Heat, OPEN.
- 5.—TWO MILE, CHAMPIONSHIP, CLUB.
- 6.—ONE MILE, 3.40 Class, Final Heat, OPEN.
- 7.—FANCY RIDING EXHIBITION.
- 8.—FIVE MILE, OPEN.
- 9.—HALF MILE HANDICAP, CLUB.

OTHER EVENTS MAY BE ADDED.

FRIDAY EVENING, 20th AUGUST,

Grand Chinese Lantern Parade.

The Toronto Bicycle Club extends a most cordial invitation to all Wheelmen to join them in the Parade on Friday Evening, and to compete in the Races on Saturday Afternoon.

The "ROSSIN HOUSE" and "WALKER HOUSE" will grant special rates to Wheelmen.

The entries (25 cents each event) close on Thursday, 19th August.

A. F. WEBSTER,

Sec. Committee, 56 Yonge Street.

A. T. LANE, - Montreal.

We have the following
Machines in stock:

**RUDGE LIGHT ROADSTER,
LIVERPOOL LIGHT ROADSTER,
ROYAL CANADIAN SPECIAL,
ROYAL CANADIAN, NO. 2,
THE BOYS' OWN IDEAL,
AMERICAN CHALLENGE,
KANGAROO SAFETY,
PREMIER CRIPPER TRICYCLE,
HUMBER TANDEM TRICYCLE,**

And about 70 Second-hand
Wheels of all makes.

SEND FOR LIST.

A BARGAIN.

52 inch Liverpool Racer, "Æolus"
balls to both wheels and pedals. T
handles. *Never been ridden.*

PRICE. - \$40.00.

A first-class Light Racer in perfect
Condition.

ANOTHER BARGAIN.

54 inch Sanspareil, ball bearings to
both wheels, all nickle plated, but
felloes: has been ridden very little
and is in perfect order.

PRICE. - \$75.00.

AND STILL ANOTHER.

Coventry Rotary Convertible Soci-
able Tricycle, in first-class order, made
by Rudge & Co. Not ridden 100
miles.

PRICE. - \$125.00.

1886.

NEW

CATALOGUE

75 ENGRAVINGS

Is now ready. Send 3-cent
Stamp for it.

JUST IN

All the Latest Novelties from
Bicycle Exhibition held in
Boston, May 27th, 28th
and 29th.

Store is close to the Windsor
Hotel, and is open until 10
o'clock in the evening.

We have the following Fittings
in stock:

SADDLES.—

BUFFER
LONG DISTANCE
BROOKS LEVER TENSION
LILLIBRIDGE
VICTOR
DURYEA
SOLID COMFORT

STEPS —

HILLMAN'S ADJUSTABLE
HARWOOD'S "
IDEAL RUBBER CAPPED

BAGS.—

MULTUM IN PARVO
MINIMUM
KING'S OWN
CYCLISTS' WALLET
DON TOOL BAG
HANDY TOOL BAG
BUFFALO
CHALLENGE
PREMIER

BELLS.—

HILL & TOLMAN AUTOMATIC
BUTCHER AUTOMATIC
&c., &c., &c., &c.

LAMPS.—

KING OF ROAD
PIONEER
BOYS' OWN
FOOT-REST LAMP FOR KANGAROOS, &c., &c.

SUNDRIES.—

PERFECTION TIRE HEATER
SPRING TOP OIL CANS
PARADOX "
OVERMAN SCREW-DRIVER
HANDY HOOKS
SPOKE GRIPS
YANKEE WRENCHES
CALIOPE WHISTLES
LUGGAGE CARRIERS
HILL CLIMBING BELTS
BICYCLE STANDS
ENAMEL, CEMENT, BALLS
SPOKE GRIPS, SUSPENDERS, SHOES, CAPS,
BELTS, STOCKINGS

Have you got a Screamer? If not,
then send 50 cents for one, and be
happy ever afterwards.

Have you got a roll of *Tire Tape*
in your valise? If not, send 25 cents
for 3 rolls; it is invaluable.

On the Road. THE COLUMBIAS On the Path.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS ON COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD, JULY 5.

3/4-MILE (World's Record).....	1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition).....	2.34

WM. A. ROWE AT LYNN, JULY 5.

4 MILES (World's Record)	11.05
5 MILES (World's Record).....	13.57 2-5
6 MILES (World's Record).....	16.47
7 MILES (World's Record).....	19.38
8 MILES (World's Record).....	22.24 2-5
9 MILES (World's Record).....	25.18
10 MILES (World's Record).....	28.03 2-5

THE COLUMBIAS AT BOSTON, MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE.....	A. B. RICH
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE.....	A. B. RICH

THE COLUMBIAS AT LYNN, MAY 31.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN, JUNE 11, 12.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN, JUNE 17.

1-MILE NOVICE RACE	S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5.....	W. A. ROWE.
2-MILE LAP RACE	GEO. M. HENDEE.
2-MILE HANDICAP RACE.....	F. S. HITCHCOCK.
3/4-MILE PROFESSION'L TRICYCLE RACE, T. W. ECK.	
World's Record. Time—.42 2-5.	

CHAMPIONSHIPS ON COLUMBIAS, SEASON OF 1886.

1-MILE BICYCLE.....	L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE	L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE	N. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE.....	L. A. W. CHAMPIONSHIP.

THE COLUMBIAS IN THE WEST.

THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY, JUNE 19.

25-MILE INTER-CLUB ROAD RACE.....	E. H. VALENTINE.
On Columbia Light Roadster.	

THE COLUMBIAS AT BROOKLYN, JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.

LONG-DISTANCE RIDERS ON COLUMBIAS, SEASON OF 1886.

AROUND THE WORLD (ON THE WAY)....	THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO,..	(ON THE WAY)....F. E. VANMEERBEKE.
FROM NEW YORK TO SAN FRANCISCO,..	(ON THE WAY).....S. G. SPIER.
FROM NEW YORK TO SAN FRANCISCO AND RETURN,	GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD <i>Post</i> ,
(ON THE WAY.)	

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