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The Canadian Wheelman

THE ONLY 'CYCLING JOURNAL PUBLISHED IN CANADA.

PUBLISHED ON THE 20TH OF EVERY MONTH.

W. KINGSLEY EVANS, EDITOR.

The Official Gazette of the 'Cyclists' Touring Club, in Canada.

Vol. 1.—No. 10.

LONDON, CANADA, JUNE 1884.

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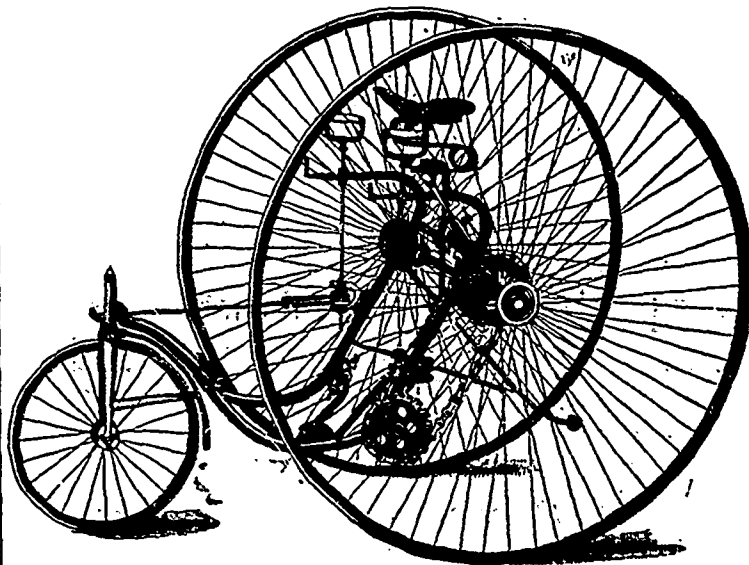
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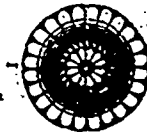
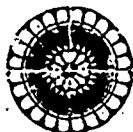
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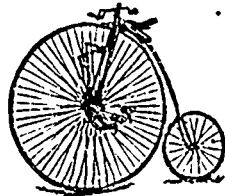
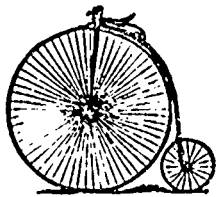
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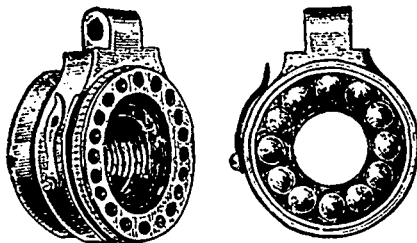
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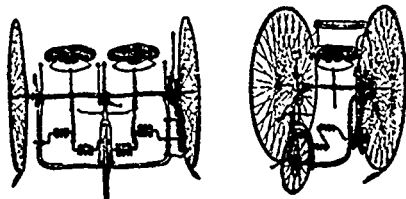
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Warranted to be the Best Illuminating Oil manufactured.

Try it, and you will use no other.

Price, 50c. a Can.

Notice to Wheelmen!

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With the Canadian Wheelmen's Association Badge, printed in four colors, now ready.

New Design!

Orders by mail promptly attended to.

Address:—
FREE PRESS PRINTING CO.,
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The Canadian Wheelman.

A Monthly Journal, devoted to the interests of 'Cycling, etc.—The only one published in Canada.

The Official Gazette of the Cyclists' Touring Club in Canada.

PUBLISHED AT LONDON, CANADA, ON THE 20TH OF EVERY MONTH.

Terms: \$1 a Year in Advance.

Advertising Rates on Application.

W. KINGSLEY EVANS, Editor.

CHANGE OF MANAGEMENT.

Since the last issue of the CANADIAN WHEELMAN, J. B. Dignam has retired from the business management of this paper, his interest having been purchased by the editor, W. Kingsley Evans, who will assume full control.

Although Mr. J. B. Dignam has retired from the WHEELMAN, he will act as agent for the WHEELMAN at the tournament on July 1st in Toronto.

We would earnestly request all those who intend to subscribe, to embrace the opportunity on that day, and thereby encourage the popular pastime of bicycling in Canada.

If our readers will bear with us we will say a word or two about ourselves.

The WHEELMAN has now been in existence nine months, and although since the commencement it has not received, at all times, the marked attention that it demands, still, we feel confident that Canadian 'cyclists have begun to feel that the WHEELMAN is now an established institution, and that our efforts for the good of the cause have not all been in vain. This month it is with pleasure that we present our new heading, which all must acknowledge is a decided improvement on the old one. This is by no means the only improvement that has been or will be made during the present season, and it is our intention to place the WHEELMAN in the front ranks of 'cycling journals in America. It is to be hoped that all our friends will aid us to the extent of their ability, by both contributing and securing subscribers for us.

NOTES.

Apropos of the election of officers for the C.W.A. for the season of 1884-5 a few suggestions as to probable candidates may not be out of place. Everyone, no doubt, will be willing to let the bulk of the work fall on the present Secretary, Hal. B. Donly, to whose efforts are mainly due the present efficient standing of the Association. If elected, and if Mr. Donly can be prevailed upon to accept the office for a second term there is little doubt but that the C.W.A. will be run in a first-class manner. As to the offices of President and Vice there is quite a variety. Among the names proposed in that

of Mr. R. H. McBride, who has occupied the position for the past year, commanding the respect of all those over whom he presides. Another nominee is Mr. H. S. Tibbs, of Montreal, one of the veteran 'cyclers of Canada, and an enthusiastic one as well. From personal acquaintance with Mr. Tibbs, he can be recommended as one well able to fill the position of either President or Vice. Other gentlemen mentioned for the position of President are W. G. Eakins, of Toronto; Dr. McMichael, of Brantford; Jas. S. Brierly, of St. Thomas; C. S. Rumsey, of St. Marys; Andrew Patullo, of Woodstock; J. B. Boustead, of Toronto, and P. D. Ross, of the *Mail*; all of whom come highly recommended as good men for the position.

There is no good reason why the estimate of the committee, that 500 wheels would be in the parade, should not be executed, and a little work on the part of the officers of the clubs would accomplish this. The day being a holiday throughout the Dominion nearly every one will be able to leave business, and the usual reduced railway fares prevailing affords wheelmen the best possible opportunity of attending the meet of their association, and visiting the capital of Ontario during her semi-centennial at the lowest possible cost, without speaking of witnessing the finest purely 'cyclists' race meeting ever held in Canada.

Especial attention is called to the advertisement in another column of the Canadian Wheelmen's Association races to be held in Toronto on the 1st Proximo. The committee who have the management of the affair have been working hard for the past few weeks, and are making every effort to make it a grand success as to the races, financially &c., but they require the co-operation of the wheelmen of Canada to make it so as regards numbers.

The Racing Committee of the C.W.A. races have exercised good judgment in the arrangement of the programme of races for the tournament at Toronto on July 1st. As a great cry has been raised for a race barring fast men, they have so arranged one, and the "flyers" are also practically barred out of the three mile race, as it is immediately followed by the one mile championship race.

We welcome to our membership this month that well-known 'cyclist, Mr. W. V. Gilman of Nashua, N.H., who in sending in his application said: "It was your guide book that did it. It just broke me all up." There are many more to follow Mr. Gilman into the C.W.A. from over the line.

The annual meeting of the Association will be held in the Philharmonic Hall, Adelaide St. (over the Toronto Bicycle Club Rooms), Toronto, at 11 o'clock sharp, on the morning of the 1st July. All trains will be in then and it is hoped that not a member of the Association who is in Toronto will absent himself from this meeting.

The annual business meeting of the Canadian Wheelmen's Association for electing officers &c., is to be held this year at eleven o'clock on the morning of the day of the races. This is made practicable by the fact that the trains from all directions arrive in Toronto before that hour, thus enabling most of the wheelmen to attend it and have the evening free to take in whatever of the numerous amusements of the city they choose or to return to their homes, as the principal lines have trains going out after the races are over.

There will be a wind up meeting of the old Board of Officers in Toronto on the evening of June 30th. At this meeting we would suggest as a good scheme the appointment of official reporters of the meet to the several American 'cycling journals. How would this list suit? Brierly for *Outing* and *The Wheelman*; Tibbs for the *Bi World*; Eakins for *The Wheel*; and Donly for the *Mirror of American Sports* and *Springfield Gazette*.

All the prizes for the races at the C.W.A. tournament will be ready before the 1st of July, a fact which is worthy of special comment. The winners will then enjoy the novelty of receiving their trophies on the same day as the races.

All 'cyclists, whether members of the Association or not, will be made welcome by the Toronto Clubs, and those who have not received particulars can do so on application to the secretary of the committee.

Clubs belonging to the C.W.A. that purpose taking advantage of rule 9 of the by-laws in reference to proxy votes, will elect their delegates and forward their names to the Secretary at once.

THE C.W.A. GUIDE BOOK.

WHAT THE PAPERS SAY ABOUT IT.

The Secretary of the Canadian Wheelmen's Association has kindly favored us with a copy of the excellent handbook of that growing association. It contains everything of value to its members, and Mr. Donly should be congratulated for his untiring skill and labor in its preparation.—*The Wheel*.

We have just received a copy of the guide book issued by the Canadian Wheelmen's Association. The editors, H. B. Donly, W. G. Eakins and J. S. Brierly, have done good work in compiling this book. It contains many routes in Canada, and in addition a lot of useful information for the Canadian 'cyclist. In fact it is but another instance of the practical tone our 'cycling literature is assuming. It is furnished free to members of the Canadian Wheelmen's Association, but can be obtained by non-members for fifty cents. Every wheelman should obtain one by sending the requisite amount to H. B. Donly, Simcoe, Canada.—*The Bi World*.

We have received from Mr. Hal. B. Donly, the Secretary of the C.W.A., a Guide Book which contains descriptions of Canadian roads, hotels, consuls, etc. It is, we should judge, a book that no wheelist can afford to be without.—*London Tizer*.

SPECIAL CORRESPONDENCE

TORONTO NOTES—PROGRESS—NEWCASTLE TRIP—
PHOTOGRAPHY—STRANGERS—GLEK CLUB—
C.W.A. NOTES—LONG DISTANCE RIDERS.

Of the two "Queen City" Clubs, the Torontos have opened their year the more successfully. It frequently happens that enthusiasm for the first few weeks of the season, kindles a strong fire in the cyclist's breast and then gradually dies out, but this year the Torontos have been overwhelmingly successful. The first of April saw them ensconced in their new club room on Adelaide Street, where the interests of both bicyclist and tricyclist are cheerfully looked after; the active membership list is in the neighborhood of one hundred, and the honorary at nearly the same figure; the club rooms, drills and meetings are largely attended; the Club is in possession of just one dozen prizes, gained by the prowess of its fast riders, Messrs. Lavender, Campbell, Doolittle and Brown, at only two race meetings, and finally the Lieutenant-Governor has become the patron of the Club. Truly a good record for their month's work.

The Newcastle trip was hugely enjoyed by all participants, and the day will be long remembered. The Club has been fortunate in the possession of a new cycling wrinkle. A long distance rider has discovered that chafing may be effectually cured by soaping the saddle. This complete cure has been thoroughly tested and found worthy as it permits a long stay in the seat. The cup won by the Club for the large attendance at Newcastle, was on exhibition in the Messrs. Suckling's window for about ten days, and attracted much attention. It now graces the club room beneath the portrait of President Boustead, who kindly presented his own "phiz" to "his own boys."

A new feature for club rooms has been adopted. Lieutenant Doolittle, in addition to his many qualities as a rider, has become an enthusiastic photographer; accordingly he secures each Saturday a small picture of the men who turn out and thus retains a prominent record of each run. Already a number of photographs are on hand. Two are worthy of special mention—a group taken in the park, and one at Lambton Mills with the picturesque Humber for the back ground. Statistical Secretary Blogg, (who, by the way, was discovered surreptitiously entering a window at Newcastle early on the 25th ult., and has hardly yet recovered from the effort), carefully notes the men present, and mileage made, and thus the Torontos will have at the end of the season two lasting mementos of their pleasant wheeling days.

Strangers in the city frequently find their way to Adelaide Street, and several are under the fostering care of the Club. Of course Chief Consul Eakins is one, and Messrs. Haywood and Merritt are also among the number, the former of the Providence, (R. I.) Club, and the latter of the Morris Wanderers, Morristown, (N. J.) Mr. Haywood is a strong advocate of the "American Star," and we ex-

pect ere many weeks are past to see one of them on our block pavements.

Measures have been taken to form a glee club. Already a large number of names have been handed in and practice begun, and as the voices are under the tuition of the foremost musical instructor in town, grand results may be looked forward to and country villages no longer harassed with that favorite song of the Olympian Villas at the theatre, yclept "One fish ball."

Grand preparations are being made for the C.W.A. meet by the energetic committee composed of the representatives of the Wanderers' and Toronto's Clubs. In all probability the business meeting will be held in the morning, and the races, of course, upon the superb binder path at Rosedale. A prominent feature of the latter will be the fact that a racing man with a road machine will have an opportunity of entering the contests, as there will be special races for men with roadsters. Accommodations will be secured for all at reduced rates, and bicyclists are expected to flock to Toronto and render it for the day the "Mecca of Wheeling." The tickets and programmes are already well under way towards completion. Every wheelman of course receiving free entrance to the annual games. Long distance riding has commenced early in the season. Messrs. Langley and Wilmott have already been off on "cruises"—the former as far away as Kingston, and the latter towards the setting sun. Mr. Langley speaks in the highest terms of his treatment to say nothing of the quality of the roads. Twenty-seven miles were accomplished without dismount, and it must thus be seen that the Kingston road was in fine condition. The other gentleman has appeared with his arm in a sling, yet he reports an enjoyable excursion.

Squibs.

THE NIAGARA-TO-BOSTON TOUR.

Mr. B. B. Ayers of Chicago writes:

Those intending to participate in the Niagara-to-Boston tour should advise me as soon as possible. Our limited number of one hundred is filling up very rapidly, (sixty now), and we want our friends to let us know if they will be with us so we can reserve a place for them.

Everything about the tour is progressing finely, and we are already a great success.

BRANTFORD'S PROMENADE CONCERT.

The Brantford Roller Skating Rink was crowded on the evening of the 16th of May to see the bicyclists in their exhibition of the manner in which they have become masters of their wheels. Messrs. Wilkins and Kennedy of Galt, performed on the horizontal bars with gracefulness and ease, and excited rounds of applause. Mr. Robert Burns of London, when giving his exhibition of fancy riding seemed as much at home and more comfortable on his bicycle than standing on the floor. Mr. Hurst of Toronto (champion

of Canada), excelled himself in his club swinging.

The Wanderers Bicycle Club of Toronto then gave a fine exhibition of club drill their wheeling in fours being something immense and was loudly applauded.

The fancy riding of Messrs. Fred Westbrook, Harry Fair and Will Patterson was the finest combined riding ever given in Canada, and kept the audience in an almost continuous cheer, and at the close they were called back by a vociferous encore.

The fancy riding of Fred Westbrook is so well known that it is only necessary to say that he was just himself over again.

The club drill by the Brantfords and the fancy drill by the Wanderers were both exceedingly well executed.

The Grand Trunk and Dufferin Rifles Bands furnished excellent music during the evening.

After the concert the wheelmen present adjourned to Mr. Foster's, where a light lunch was speedily got rid off. Mr. S. Alfred Jones in proposing the health of the visiting wheelmen referred in complimentary terms to the way the wheelmen had turned in to help the Brantford Club with their entertainment. Mr. Davies in a very humorous manner replied on behalf of the Wanderers, Mr. MacQueen of Woodstock, and Mr. Burns of London in replying on behalf of their respective Clubs extended a cordial invitation to the wheelmen present to visit them at any time. The Woodstock and Paris boys returned by special train afterwards.

PERSONAL.

N. R. Butcher, of the Toronto Bicycle Club was in London May 26th.

Alex Macdonald, of this city fell from his bicycle last week spraining his ankle.

F. W. Meek, of Strathroy, who rides an Extraordinary, visits London frequently.

B. H. McBride, President of the C.W.A., visited London on May 24th, 25th and 26th.

Hal B. Donly was in London on Monday June 16th, and visited the Ariel Touring Club.

C. F. Lavender of the T.B.C. won the one mile on the 14th, at the bank sports in Toronto, in 3:13½; G. H. Orr of the Wanderers second, but Campbell of the Toronto's claims it (second place) on a foul.

Mr. Jas. Lamb, the "flyer" of the Ariel Touring Club has been presented by his club mates with a 22 lb. racer. It is their intention to enter him in several of the races on July 1st, with full expectation of winning.

Mr. N. Stanley Williams, one of London's prominent cyclists, has added to the population a future rider of the wheel. We cannot at this early day say whether the new arrival will be in line with the C.W.A. at the meet in Toronto.

W. G. Ross, while spurling on his new racer, received a violent header, spraining both wrists and damaging him considerably. It is to be hoped that this untimely accident will not prevent him from entering in the championship races on July 1st.



ASSOCIATION

The following is a list of the applications for membership to the C.W.A. received up to date, and which are published in accordance with Article III. of the Association. Objections must be made to me, within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs and candidates will please note if names and addresses are correct, and report errors at once to,

HAL. B. DONLY, Simcoe,
Sec.-Treas. C.W.A.

Applications:

Unattached,—669, C. W. Parke, Springfield, Mass.; 682, W. V. Gilman, Nashua, N.H.

Woodstock Club add 11—651, Bruce Tasker; 652, Henry Caulfield; 653, Dr. H. M. McKay; 654, J. W. Winnett; 655, W. G. McKay; 656, W. M. McKay; 957, N. M. Scott; 658, N. Laidlaw; 659, Harry Fenn; 660, J. E. Thompson; 661, Percy Bietle; 662, W. S. Hurst.

Brantford Club add 3—663, H. Titmas; 664, W. Killmaster; 665, Henry Yeigh.

Strathroy Club add 3—666, Dr. Macklin; 667, John Moore; 668, Geo. A. Stepler.

Paris Club add 1—670, O. Finlayson.

Napanee Club add 11—671, T. J. Emmet; 672, N. Leslie; 673, Jas. T. Loggie; 674, T. W. Grange; 675, W. C. Smith; 676, Dr. G. C. T. Ward; 677, F. A. Roe; 678, N. R. Boyes; 679, Jas. Williamson; 680, Geo. Leslie; 681, W. J. Trindle.

Simcoe Club add 2—683, Geo. Parks; 684, H. P. McMahon.

Winnipeg Club add 6—685, W. N. Cameron; 686, H. W. A. Chambers; 687, T. Sage; 688, J. P. Rogers; 689, W. Sheppard; 690, I. Banford.

Stratford Club, 10,—691, G. N. Bilton; 692, R. M. Ballantyne; 693, A. C. Mowat; 694, Wm. Lawrence; 695, L. H. Dampier; 696, A. T. Macdonald; 697, A. W. Cassels; 698, M. McBain; 699, C. E. Nasmyth; 700, Alex. Caren, Jr.

St. Thomas Club add 9—701, Chas. Doyle, Fingal; 702, Geo. S. Wright, St. Thomas; 703, G. S. Caskey; 704, F. H. Saffall; 705, 706, F. M. Scarff; 708, Thos. Bradshaw; 709, J. T. Kirkland.

Ariel Touring Club add 3—710, S. V. McLeod; 711, J. McLean; 712, H. Saunders.

The Winnipeg Club continues to grow. Manitoba must be created a separate district at the next meeting of the Board.

A meeting of the new Board of Officers will be held on the evening of July 1st in Toronto for the election of a Secretary-Treasurer for the coming year, and for the general transaction of business.

Application has been made to the Secretary of the Association by the Montreal Club for the annual meet of 1885. This matter will probably be decided upon by the new Board of Officers at their first meeting on the evening of July 1st.

PRIZE LIST C.W.A. RACES.

- 1.—1st Gold Medal, 2nd Silver Medal.
- 2.—1st Gold Medal, 2nd Silver Cup.
- 3.—Gold Medal.
- 4.—1st Gents Dressing-case, 2nd Silver Cup.
- 5.—1st Gold Medal, 2nd Silver Pitcher, 3rd Jewel Case.
- 6.—Gold Medal.
- 7.—1st Butcher Cyclometer, 2nd Hub Lamp, 3rd C.W.A. Gold Badge.
- 8.—Gold Medal.
- 9.—Gold Medal.
- * 10.—1st Clock, 2nd Opera Glass, 3rd Autograph Album.

The Ariel Touring Club propose chartering a car and living in it while in Toronto.

Everybody to Toronto. We are going to have a good time, "and don't you forget it."

Everything pertaining to the tournament appears in the advertisement in another column.

The *Amateur Athlete* is now enlarged to sixteen pages, having been appointed official organ of the L.A.W.

Have you got C.W.A. visiting cards from the Free Press Printing Company, yet? You will need them on the first of July.

There is no reason why we should not have 450 wheelmen in line at Toronto, providing everybody turns up. The L.A.W. only had just 600. Let us show the Yankees what we can do.

Cyclists' Touring Club.

THE INTERNATIONAL WHEELMEN'S ASSOCIATION.
FOUNDED AUG. 5, 1878.

Dues for first year \$1 in advance, or \$2.75 including silver badge; annual dues after first year 75 cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the Canadian Chief Consul Horace S. Tibbs, 26 Union Avenue Montreal.

Applications for membership:

W. M. deBlois, Annapolis Royal, N.S.
W. M. Black, 267 Gottingen St., Halifax, N.S.

If no objection is received by the Chief Consul within seven days after publication of this paper, the above will be considered provisionally elected.

The Chief Consul has received a large consignment of cloth &c. for the popular C.T.C. uniform, and is prepared to supply it to all members: prices can be obtained from him, badges and hand books just received per S.S. Peruvian.

The SECOND ANNUAL TOURNAMENT

OF THE

Canadian Wheelmen's Association

WILL BE HELD ON

DOMINION DAY

1st July, '84,

Under the Management of the
Toronto & Wanderers Bicycle Clubs,IN THE
New ATHLETIC Grounds
TORONTO.

PROGRAMME OF RACES

OPEN TO AMATEURS ONLY.

- 1.—One mile green race for non-prizemen.
- 2.—Three mile race.
- 3.—One mile race for the championship of Canada.
- 4.—Half mile race without hands.
- 5.—Two mile race open to the world.
- 6.—One mile bicycle race.
- 7.—Two mile race for roadsters 40 lbs. or over, barring Ross, Westbrook and Doolittle.
- 8.—Five mile race for the championship of Canada.
- 9.—One mile race for championship of Toronto, for medal presented by Mr. J. H. Robinson.
- 10.—Obstacle race.

Nos. three and eight are open to any Canadian amateur, No. 5 is open to any amateur, No. 9 is open only to residents of Toronto, the balance are confined to members of the C.W.A.

Races to be run in the above order. Entries close 25th June, 1884. Entry fee twenty-five cents to each race, to be sent, with colors &c., on or before the date of closing, to the Secretary of Committee. Positions at start determined by order of entry.

All cyclists are invited to attend and take part in the grand parade of wheelmen. The annual meeting for the election of officers and other business will be held at eleven (11) o'clock a.m., at Philharmonic Hall, 10 Adelaide St. East.

A meeting of the new Board will be held at 8 p.m.

Any cyclist or club that has not received invitation programmes, can do so by sending address to Sec'y. of Committee.

Captains of Clubs and unattached wheelmen will please report at 10 Adelaide street East, as soon as possible after arrival in Toronto.

A. F. WEBSTER, Capt. T.B.C., Marshall for the day.

S. G. CURRY, Chair. of Com.

A. E. BLOGG, Treas. of Com.

J. F. LAWSON, Sec. of Com.

P.O. box 2521, Toronto.

News from the Clubs.

To CORRESPONDENTS.—Please make your letters brief and newsy, and then we will not be obliged to crowd out other letters of equal importance.

SIMCOE.

Amid the broad and fertile fields of Norfolk, the garden of Canada, nestling beneath its circlet of grove-crowned hills, lies Simcoe, the Forest Town, the fairest among ten thousand, and if you don't believe it come and see for yourself.

In this aforesaid town of Simcoe, there is a bicycle club. Perhaps it is just as will I told you so for all I have ever seen of it in your columns. Mr. WHEELMAN it might as well have been established on Long Point, not that I blame you at all, oh worthy editor. The fault lies I think with our secretary, who apparently cannot find time to spare from the multifarious duties imposed upon him by his connection with the C.W.A., which duties are fast turning his locks of drab to gray—to write you a few lines each month about his own Club. Consequently, having long waited in vain to see the Simcoe Club show first in print before the 'cycling world, I myself rush in to fill the break.

Simcoe is a town of 3,000 inhabitants. It possesses the finest streets and sidewalks of any town in Western Ontario, and this assertion is no big brag either but a solid fact. Its bicycle club numbers about twenty men, all riders, but with only fourteen or fifteen machines. The Clubs head quarters, the Battersby House, is noted all over Canada among the traveling public as one of the finest hotels in the west. The officers for the present year were elected some time ago and are as follows: Hon. Pres., G.W. Wells Esq.; Pres., W. S. Perry; Sec.-Treas., Hal B. Donly; Capt., W. G. Wallace; Lieut., D. Robb Tisdale.

Our favorite run is to Waterford over a very smooth gravel road, eight miles, that can be done by the poorest member of the Club in very little over forty minutes.

Scarcely an hour in the day but some member may be seen going about his usual duties mounted on the silent steed, while as the shades of evening turn Norfolk street into an ideal spot for bicycling, it is filled with votaries of the wheel, practising club drill or getting ready for a moonlight ride to Waterford or Pt. Dover.

Our Club championship handicap race for May was won by Lieut. D. R. Tisdale from the scratch. The June race will take place on Friday the 20th.

P. E. D'ALPIN.

The quarter mile cinder path of the new Toronto Athletic Grounds to be used for the races of the C.W.A., is one of the finest on the continent, and will be in the best possible condition on the day, and as some new aspirants for the honor of champion are expected to appear the championship events will be very interesting and the Canadian records no doubt considerably lowered.

WOODSTOCK.

To EDITOR OF THE WHEELMAN:

Thinking it may be of interest to your readers in this section, I send you a few notes of what our bicycle boys have been doing this season. Our Club is now a very strong one, numbering about fifty active members: a couple of months ago in connection with the lacrosse and base ball clubs, we formed an Amateur Athletic Association for the encouragement of purely amateur sports, and in connection therewith have rented for a term of years the northern portion of the driving park, and have built a quarter mile bicycle track on it. The shape of the latter is semi-circular, at the ends and the sides straight—it is twelve feet wide with the exception of the starting place which is twenty feet—the foundation consists of cinders, over which we have put a covering of asphalt, making without doubt one of the best tracks in the Province. The cost of laying same was about \$1,000. Inside of the asphalt track the ground is well laid out for base ball and lacrosse matches—there is also a large grand stand capable of holding several hundreds of people—band stand—dressing tent, &c.

On the 26th of May we celebrated the Queen's Birthday by opening our new grounds, with a programme of bicycle and other athletic sports. The attendance was large, about 7000 people being on the grounds and the best of order prevailing. The following were the different bicycle events, names of winners, prizes, &c., viz.—

THE RACES.

One mile race open to the Dominion, first prize gold medal, value \$40—C. F. Lavender, Toronto; time 1st heat 3 36; 2nd heat 3 33, final heat, 3 33; second prize silver medal, \$15—H. P. Davies, Toronto. The other entries were P. Doolittle, Toronto; E. Doyle, Fingal; Jno. Moodie, Hamilton; A. Pilkie, Woodstock; R. Tisdale, Simcoe; C. Fitch, L. Harris, and W. Patterson, Brantford.

Two mile race, open to all who never won a race, first prize gold medal, \$30—H. P. Davies, Toronto, time 7 35; second prize, silver medal \$10—M. F. Johnston, Toronto. Other entries, W. Patterson, Brantford; Fred. Luxford, Paris; and C. G. Finley, Simcoe.

Five mile race, open to the Dominion; first gold medal, \$85—C. F. Lavender, time 19 2; second prize silver medal, \$15—P. Doolittle.

The other entries were H. P. Davies, E. Doyle, J. Moodie, C. Fitch, W. Patterson, L. Harris, R. Tisdale and A. Pilkie.

For best fancy riding, King-of-the-Road Hub Lamp, \$6—P. Doolittle. Other entries, W. Patterson, Brantford.

Slow race, 50 yards, bell, \$4—J. Moodie, Hamilton. Other entries, C. Fitch, W. Patterson, L. Harris, Brantford; R. Tisdale, Simcoe; H. Williams, Woodstock.

Club, drill, not less than 8 riders in a club, and not less than 2 clubs, silver cup, value \$45—Brantford Bicycle Club. Other entries, Woodstock B. C.

Special prize by Andrew Pattullo, President of Woodstock Bicycle Club, to the win-

ner of a mile race, open to the members of the clubs who have not ridden previous to 1883, silver cup, value \$20—H. Clark, time 4 min. Other entries H. Blotts, Jas. Egan, and W. Martin.

Special prize by J. Codville, open to members of the clubs who have not before won prizes; 5 miles, pair of ball pedals, \$11.50—H. Clark. Other entries, Jas. Egan, W. Martin and H. Biette.

Boys' Tricycle race, silver cup \$4—Willie Walter McLay.

Judges, H. B. Donly, of Simcoe, and R. M. Ballantyne, of Stratford; Referee, W. A. Karn.

These were the first bicycle races ever held in Woodstock, and the people are quite enthusiastic over them.

The following places were represented in the bicycle parade at one o'clock: Stratford, Toronto, Simcoe, St. Thomas, Brantford, Berlin, Paris, Fingal, Hamilton and Woodstock.

The "boys of the wheel" have made a name for themselves, and given such an impetus to this the most popular of all outdoor sports, that it cannot help drawing many new recruits to its ranks in this section.

Thanking you for the insertion of above and apologizing for taking up so much of your valuable space, I remain

Yours truly,

M. DOUGLAS.

Secretary Woodstock Bicycle Club.

NEWCASTLE.

DEAR WHEELMAN:

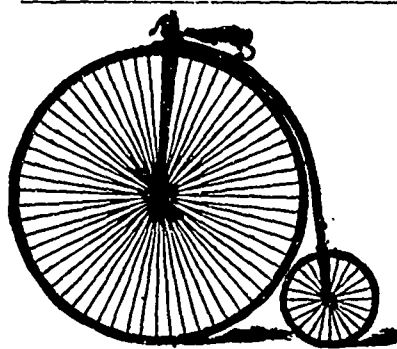
As per promise I will give you an account of the 24th of May Tournament here:

On Friday evening about ten of the Wanderers of Toronto arrived per local train. They put up at the Windsor Hotel and were taken up to the Club rooms, and a very pleasant evening was spent; songs and speeches being the order of the day; at an early hour all was quiet for the night.

Early Saturday morning, (24th), the wheelmen were astir and riding up and down our streets. About 9:45 word came per telephone that the Toronto Club which had made Bowmanville, a place five miles west of here, its rendezvous, had started, and while they are on the way we will tell what we had forgotten before.

That part of the Torontos had arrived in Bowmanville on Friday, riding all the way, and the remainder had come down per train on Saturday a.m. to join their Club; also on the train on which the Torontos came down came about a dozen of the Wanderers right on to Newcastle, also other unattached wheelmen. Well we will suppose fifteen minutes have elapsed and our President, Mr. W. H. Chandler and one or two others of the Newcastles go up to meet the Toronto Club who soon appear in sight, and to watch them as they come down the long hill just west of the village; it is indeed a pretty sight. —Forty-five bicycles stretched out in single file coming down a steep, long hill.

Then comes the lunch provided at the Club Rooms by the kind lady friends of the



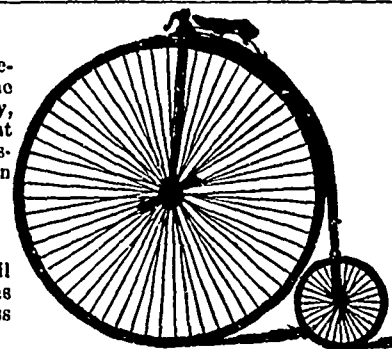
THE HARVARD BIOCYCLE.

IN RESPONSE

to numerous enquiries from Canadian riders who desire to use our Machines, but are deterred by the double duty which they would ordinarily have to pay, we beg to announce that we will deliver F.O.B. at Liverpool, any Machine—Bicycle or Tricycle—described in our Catalogues, and at the prices therein quoted,

LESS 30 PER CENT.

This special rate enables Canadian Cyclists to avail themselves of our well-known and popular productions at a cost not exceeding that of any really first-class Machine in the market.



THE YALE BIOCYCLE.

THE CUNNINGHAM COMP'Y.,

The Pioneer Bicycle House of America,

(Established 1877.)

Boston, Mass., U.S.A.

Odd Fellows' Hall,

will send post free anywhere on receipt of a two-cent stamp, their

**Illustrated
Bicycle Catalogue,**

—or their—

**Illustrated
Tricycle Catalogue,**

each of which will be found replete with valuable and interesting information.

Please state with application which Catalogue you desire.



SOCIALE TRICYOLE.

The Tricycles, as well as the Bicycles, of THE CUNNINGHAM COMP'Y. are made with special regard to their use on the rougher roads which are usually found on this side of the Atlantic. They are fitted with every modern improvement which the test of experience has proven worthy of adoption, are staunch, easy running and reliable, and are made in the forms of Sociables, Singles, and Convertibles.

The Catalogue above referred to fully describes each variety, and contains besides, articles of literary merit by two of the leading Tricycle riders and writers of the day

Early Supply can be secured by Early Orders.

N.B.C. The "boys" did ample justice to it in the way of eating, and were rewarded for their so doing by the ladies going the rounds with a basket full of made up button bouquets and pinning on each wheelman a bunch of pansies; this idea pleased the boys immensely. When the bicyclists had finished their lunch they formed in parade.

The Clubs paraded as follows:

Torontos, (Toronto), Captain Webster 43; Wanderers, (Toronto), " Davies 20; Newcastle, (Newcastle), " Kent 13; making a total of 75. The parade lasted about thirty minutes, and drew a great crowd, and was greatly admired.

After dinner the people flocked to the park where a six lap track (pronounced second to no turf track) had been prepared, and at 1:30 sharp the first race was called.

The following men acted as judges, referee, starter, scorer: Referee, Mr. S. Wilmot; judges, Messrs. W. T. Lockhart, B. Varcoe, J. J. Robson and Wellington Foster; starter, G. Wilmot; scorer, G. Wright, all of whom gained great praise from the able manner in which they performed their duties, although the referee had no dispute to settle that we know of.

1st—Club race, one mile handicap, A. B. Kent, scratch, first; T. Miller, 20 yards, second; E. A. Dayman, 25 yards, third; C. Miller, 100 yards, fourth. Kent on the third lap passed all his men, with T. Miller close behind, and in that order they continued to the end, making only a slight spurt on the home stretch.

2nd—Slow race, open, 220 yards, P. E. Doolittle, (Torontos.) Fitzgerald and Orr of the Wanderers, Kent and C. Miller of the Newcastles and Blatchford of the Torontos all started, and all but Fitzgerald and Blatchford and Doolittle fell off at the start; when about two-thirds of the distance had been ridden the two former fell, and Doolittle, who was some distance ahead, came quickly in.

3rd—One mile, open; C. F. Lavender, (Torontos), first; H. P. Davies, (Wanderers), second; F. J. Campbell, (Torontos), third; P. E. Doolittle, (Torontos), fourth. KcKee and Orr of the Wanderers also started but did not finish. This was a good race from start to finish, Davies darted off at a rattling pace with Doolittle close behind; Lavender kept close behind, and at last succeeded in passing them; Campbell also passed Doolittle, and they finished. No time was taken we are sorry to say.

4th—Half mile, 16 and under, open; Thos. Miller, (Newcastle), first; W. H. Brown, (Torontos), second; R. Morris, (Wanderers), third. Miller had this race almost his own way from the start.

5th—Five mile handicap, open, F. J. Campbell, (Torontos), 200 yards, first; C. F. Lavender, (Torontos) 200 yards, second; H. P. Davies, (Wanderers), 275 yards, third; P. E. Doolittle, (Torontos), scratch, fourth; R. H. McKee, (Wanderers), 250 yards, 0; A. B. Kent, (Newcastles), 500 yards, 0. This was the race of the day and was in every way satisfactory, being splendidly contested from pistol shot to finish.

Davies, as in the mile, went ahead and pushed the pace, closely followed by both Campbell and Lavender. Doolittle worked hard and cheerfully to make up his handicap, but it was evident the handicappers had handicapped him too greatly. In the seventh lap Campbell went ahead, followed by Lavender, who tried hard to pass the leader but unsuccessfully. McKee and Kent retired before the finish; time 19:56½.

6th—Fancy Riding, open, P. E. Doolittle, (Torontos), first; G. H. Orr, (Wanderers), second; A. B. Kent, (Newcastles), third; C. Miller, (Newcastle's), fourth. The exhibition was splendid and astonished the spectators. A novel idea was brought out at this time. All the wheelmen were called upon to form a ring, joining hands; the ladies were let on the inside of the ring, and they could in that way see without crowding, it worked like a charm.

After tea the streets again began to fill up, and the crowd to move towards the park on which the concert hall was situated. The hall was crowded to its utmost capacity, the programme was splendid and varied, the talent being the best procurable. The Wanderers' Glee Club gave several of their well known glees, and were heartily encored. During the intermission of the programme the prizes were presented to the successful competitors in a very pleasant manner.

After the concert the torch-light procession in bicycles came off as per bills, marshalled by Mr. Perry Doolittle, of Toronto, and was as successful as the rest of the programme

of the day, and soon all was quiet. So ended the 24th, and I can, I think, safely say that the visitors were all well pleased with our Club. We tried our best to please them and make them feel at home. Some of them went home on Saturday night, but the majority stayed over until Sunday, and took train up to the city. The total receipts at gate during the day and at concert were \$225.

Apologizing for the space I have occupied I remain

Yours fraternally,
Nick.

WINNIPEG.

DEAR WHEELMAN:

The Winnipeg Club had the grandest day of wheeling men held in the Northwest on Queen's Birthday.

The Club met at 10 a.m. in the city skating rink, and for an hour enjoyed club drill on as fine a floor, and as large a hall as could possibly be desired. Twelve members were present, and in their new uniforms looked "too killing for anything." After the club drill we rode a few miles on the block pavement, and on the sidewalk on Main street. The Chief of Police very kindly allowed us to use the outside of the sidewalk for the day. After an enjoyable ride in which our bugler had a chance to display his power, we rode up to the Leland House where Captain Douglas the proprietor had a very "rekirky" lunch waiting. The Captain very kindly gave us the key of an empty store, and we stacked our machines, had a wash and went in to lunch. Captain Nourse in the absence of the President took the chair, and the little 1st Lieutenant attempted to fill the Vice-chair.

After a very pleasant lunch, and a half hour's rest, we again mounted and paraded Main street to the park where the cricket club sports were held. We gave an exhibition of club drill on the crease before the sports commenced.

In the mile race Lieut. Peck won first, and Captain Nourse second prize. In the three mile Lieut. Peck first, and Lieut. Matthews second prize. Both races were very exciting the winner of each only having two or three yards to spare. In the three mile Lieut. Matthews fell and bent his handle bars but pluckily jumped on the first machine he found and rode out the race and won second prize, although the machine he came in on was an old one and had been "buckled" and straightened back with our knees in the morning. The prizes were four handsome silver medals.

We dismissed at the grounds, and each member silently stole away more than satisfied with the days grand sports.

More later,
Yours sincerely,
W. H. N.

"How old are you" asked an elderly man of a bicyclist. "I have seen just seventeen summers and one hundred and twenty falls" ejaculated the fresh youth.

WANDERERS.

Now that fine weather predominates the wheelman and his necessary attendant the inevitable header, are seen again in numbers all around our streets. Our Club this season held its annual meeting rather too late, consequently the members are only now beginning to make felt their wonted activity. Some dozen of riders began work by an exhibition of fancy drill at Brantford, assisting the Brantford Club at their concert. Mr. Wm. Hurst one of the Club's champions gave an exhibition of Indian club swinging, his efforts being well appreciated. All the Wanderers speak highly of their treatment by the home Club.

Our enthusiastic Secretary, Mr. G. H. Orr, has been compelled to resign his duty as secretary, but his riding and interest in the Club will not be in anyway dampened. Mr. E. G. Fitzgerald was elected Secretary.

Since the annual meeting the Treasurer who was then elected has since resigned and Mr. C. H. Riggs installed in his stead.

On May 24th last some twenty-five riders attended the race meeting of the Newcastle Club. The Club have no reason to be discouraged at this number only turning out, as twenty of their best riders had to attend with the Queen's Own at Brantford the same day. At the races in the afternoon the prizes muchly envied by all the would be winners, were competed for, the honors among the Wanderers being divided between Messrs. Davies and Orr. The boys all speak enthusiastically of their treatment by the Newcastle Club and indeed of that of the entire town. Nearly all returned home by train, seven only riding back. The honors of this trip being divided between two members, one of whom got his collar bone broken, and the other whose felloe was kicked entirely through by a horse. At the last meeting of the Club it was unanimously resolved to send a vote of thanks to the Newcastle Club, and the Secretary also instructed to forward a copy of the Club's large picture.

It was also resolved at this meeting to comply with the request that had been made for a copy of the Club picture to be sent to Ottawa to be forwarded hence to Edinburgh Museum of Art for permanent exhibition there, among the Canadian photographic collection now being arranged by Mr. D. W. Tennent, Ottawa. One of the members, Mr. G. Townsend has been touring round the lake, and will no doubt thoroughly enjoy his two weeks outing.

The bank sports were held here last Saturday, two bicycle races being among the event, Mr. G. H. Orr, W.B.C. securing second in the open mile, and the Captain of the Wanderers, H. P. Davies first in the bank mile. The Wanderers hope to see all their friends on the 1st at their club rooms, cor. King and Yonge sts., and only look for cloudless skies to render this meet what it must be—an unqualified success.

Yours etc,
ALABOMA.

A TRIP OF THE HAMILTON BICYCLE CLUB.

Nine members of the Hamilton Bicycle Club, viz: Captain Domville, 1st Lieut. Fearman, 2nd Lieut. Gitchell, and Messrs. Duncan, Close, Laidlaw, Ruthorford, Field and Skinner left that city on Saturday, May 31st, at 3:30 p.m. for a run East.

With good roads and the wind in their favor, the party reached Stoney Creek at 4 p.m. where some fifteen minutes were spent in laying in refreshments, &c. At 4:15 machines were again mounted, and some good riding done for about two miles, where the first piece of bad road was encountered. Here several of the boys showed their skill in the gymnastic line, the most notable act being that of Messrs. Field and Domville, who displayed great agility in simultaneously crawling over the handle bars and biting the dust.

After several halts, Grimsby was reached about 5:30 when machines were stacked for tea, which was disposed of in very short order, and the road again taken at about 6:30; some delay having been caused by a breakage in the Captain's machine, which was receiving the necessary repairs.

Nothing further of note occurred until within a few miles of Beamsville when Mr. Skinner met with a rather unexpected friend in the shape of a large stone, which caused him to turn a very neat and complete somersault, the result of which was a broken head and a demoralized wheelman generally. His machine however escaped injury, and after sundry doses of cold water and the application of the necessary sticking plaster, the trip was continued.

Passing through Beamsville, the next stop was made at Jordan, at which place the party arrived at a little after 8 p.m.

Lamps were lit and a start made for St. Catharines, the Club being met at the latter place by Messrs. Bligh, Bixby, Lindsay and Goodman of the St. Kitts B.C., and escorted to the Grand Central Hotel where the boys put up for the night.

Leaving St. Catharines the following morning at 10 a.m. some beautiful scenery was passed through, and several places of interest visited, including Queenston Heights and Brock's Monument. Dinner was partaken of at Drummondville, and Niagara Falls reached about 3 p.m., the rest of the day being spent in sight seeing.

A visit to the American side was paid, and several members of the Rochester Bicycle Club, who were staying at the Falls were met with.

The most successful run of the season was brought to a close when the evening train was boarded, and the wheelmen returned to Hamilton, thoroughly well pleased with their trip.

On Sunday, June 8th, Geo. Lilley and Geo. Forsythe, of the Ariel Touring Club, rode from Port Stanley to London, a distance of 20 miles in three and a-quarter hours without a dismount.

CANANDAIGUA, N. Y.

EDITOR CANADIAN WHEELMAN:

DEAR SIR,—Thinking you would be pleased to get an item of news from this locality I write you.

The Canandaigua Bicycle Club held its annual meeting on Friday evening, May 9, and re-organized with a new constitution and by-laws, twenty-three members, and the following list of officers for the ensuing year: Pres., Dr. A. G. Coleman; Vice-Pres., Dr. C. T. Mitchell; Sec-Treas., M. S. Smith; Captain, Dr. A. G. Coleman; 1st Lieut., A. W. Crittenden; 2nd Lieut., Chester Hayes; Chaplain, Rev. S. E. Eastman; Club Com., Messrs. Coleman, Gale, Booth and Powell; Regular business meetings, first Monday evening of each month. Regular meets, Monday evenings of each week during the riding season.

The Club voted unanimously to become members of the League of American Wheelmen as a League club. Several are also members of the 'Cyclists' Touring Club, two or more of whom expect to join the Chicago Club's Niagara-to-Boston tour in July. Dr. Coleman, as Consul for Canandaigua, represented the members of this place at the C. T. C. meet at Poughkeepsie, N.Y., the latter part of last month, and as representative, attended the annual L.A.W. meet in Washington, D.C., on the 19th and 20th of May.

The Doctor very kindly invited the Club to hold its regular meetings in his cozy club room, in the rear of his fine residence, on Gibson street, where visiting friends of the Club will be made welcome, and the writer of this being a Canadian will hold himself responsible for the welcome of 'cycling friends from over the border.

Bicycling was never so "booming" as it is now in Canandaigua. The Club membership is first-class, and contains some experienced riders. As to mounts, there are several Experts and Standard Columbias, two Sanspareills, two Harvards, one or two Royals and several British Challenge Wheels, the latter being the favorite this season among new buyers, though Lieut. Crittenden has just got a new 52-inch full nickled Expert, and Capt. Coleman has just ordered a new 52-inch Rudge Light Roadster.

Our roads are very good when dry and the scenery very fine all through this State.

Thus does the Canandaigua Bicycle Club make its most polite bow to the wheeling fraternity for the season of 1884.

Come and see us.

Fraternally yours,
C. T. MITCHELL, M. D.

Sunday riding has again been brought into prominence in the United States by the decision of Judge Pitman, who decides that wheelmen should not ride on the Sabbath day under any circumstances, but, in event of bicyclists so doing they are liable to punishment for violation of the law, and cannot recover any damages for injury sustained from passing vehicles, etc.

THE 24th IN LONDON.

This day was celebrated in good style in London, the only drawback being the small number of wheelmen in parade, the number not reaching more than sixty-five wheels. Clarence Smith and Minnie Rouchelle, of Detroit, were the leading attractions. Mention has been made of Mr. Smith before, his fancy riding quite sustaining his well-known reputation. Miss Rouchelle, although having been riding but ten days previous to the exhibition, created a very favorable impression. She is quite small, riding a 46-inch and exhibits a considerable amount of nerve in her riding. Before many months have passed we expect to hear of Miss Rouchelle being a first class fancy rider.

In the evening a concert was given at the Skating Riuk, the programme including fancy riding, club-drill, etc.

The same evening the Ariel Touring Club took a benefit at the Opera House, the Holman Company appearing in "Bubbles," the receipts of the house and the performance being very satisfactory to them.

The following is the programme of the races, with winners:

One mile, best two in three heats, F. Westbrook, Brantford, won two straight heats in 3m 4½s and 4m 3¼s; W. Chisholm, London, 2nd; C. E. Titchener, Binghampton, N. Y., 3rd. Two-mile, championship, J. Lamb, Ariel Touring Club, 7m 26s. One-mile club race, J. Wolfe, 3m 53s; W. Chisholm, 2nd; R. J. Miller, 3rd. Five miles, F. Westbrook, 20m 18¼s; J. Lamb, 2nd by six inches. Three miles, F. Westbrook, 12m 3s; C. E. Titchener, 2nd by one foot. Two miles, for men who have never won a prize, G. Lilley, 8m 9½s; Dr. Macklin, Poplar Hill, 2nd. One mile, boys, M. Cousins, 4m 47s. One mile, consolation, R. Burns, 4m 6s.

ARIEL NEWS.

DEAR WHEELMAN:

Allow me to extend to you the Ariels' congratulations on the increased size, and improved appearance of your last two issues—you do our city proud; and although I am one of those who believe in the old adage, "never despise the day of small things," yet none the less do I—and here and in this connection I speak for the Ariels—rejoice when the "day of small things" gives place to the period smacking of prosperity and marked by enlargement. Before proceeding further, I must make a little confession—although in doing so I do not expect to impart any information either to you, Mr. Editor, or to my fellow Ariels—that is, that I have been sadly neglectful of my duties as Club correspondent. I can only promise to be more attentive in future. I have no confession to make however, on behalf of the Club; on the contrary, I can assure you we have been anything but neglectful of our opportunities in the riding line. Our first club run this season took place on Good Friday, since which we have not allowed a Thursday evening or a Saturday afternoon to pass, unless when actually raining, with-

out getting in a club run, varying in length from six to thirty-five miles. In this manner we have scoured the country around pretty thoroughly, visiting nearly every town and village within a radius of twenty-five miles around us, and there are very few rideable roads in this neighborhood, on which the Ariel uniform is not a familiar sight.

We have whizzed through St. Johns, Birr, and Elginfield to Lucan, we have climbed the hills to Hyde Park, Melrose, and Lobo, under the fierce rays of the sun, taking our roasting without a murmur in pleasant anticipation of the delightful coast homeward in the cool of the evening; our wheels have glided over the magnificent road leading to the pretty rustic little village of Delaware, and have rattled over the strong roads to Crumlin and Thorndale.

I will just enumerate two more places, viz: the city to the south of us, St. Thomas, and the watering place common to them and us, Port Stanley, and then add the time-worn phrase "and others too numerous to mention."

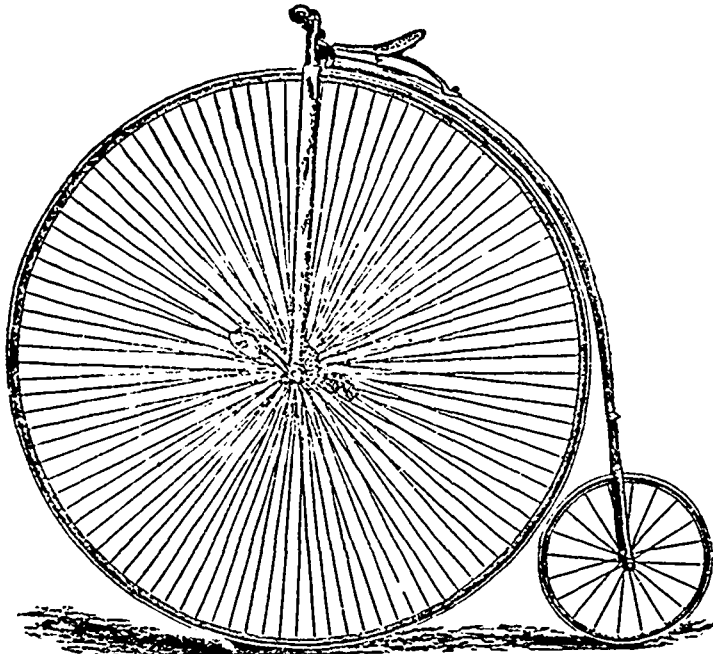
Our longest club run so far this season took place on the Queen's Birthday and the day following. We left here on Saturday afternoon at 3:30, rode through St. Thomas without dismounting, and reached Aylmer at 7:30, distance 32 miles.

Mr. Frank Morrison of the Aylmer Bicycle Club met us a few miles out of the town and escorted us in. With his help we passed a very pleasant evening in Aylmer, and he and another member of the "A.B.C." wheeled out with us quite a piece in the morning; on our way to Woodstock, thirty-five miles across country, the first twenty of which was over roads almost indescribable—I am going to describe them though, if I have to wear out all my clothes to do it. Well, take twenty miles of soft black mud and spread it over a stretch of very hilly country, drive a herd of ten thousand cattle over it, cut two parallel ridges in it, too narrow to ride in and too wide to keep out of, throw in a few tons of stones at convenient intervals, and freeze the whole hard and solid, and you have those roads.

After passing Putnamville, some five or six miles from Ingersoll, the roads improved and we were commencing to congratulate ourselves, when we ran against a passing shower, and having got thoroughly soaked before being able to reach shelter, thought we might as well be killed for a sheep as a lamb, so rode right on to Ingersoll—three miles through pouring rain. Though very wet, we were in excellent spirits, and after drying our clothes around the kitchen stove at the Daly House and having dinner and a stroll around town, we pushed through to Woodstock, ten miles distant, over an excellent road, the ride occupying very little over an hour. Messrs. Hay, Karn, and other members of the Woodstock Club made things pleasant for us while in Woodstock, where we stopped until Monday at noon, participating in the street parade which preceded their races, and arrived home to take part in the London parade in the afternoon.

Bicycles! Tricycles! Bicycles!

T. FANE & CO.,



Importers of the Celebrated

"Club" and "Invincible" BICYCLES AND TRICYCLES.

Which are acknowledged by all racing men and tourists to be the Strongest and Fastest Machine in the world.

Further convincing truth that the "Invincible" is by far the fastest Bicycle.—The following races were won on it at Newcastle, on 24th May; taking 1st, 2nd and 3rd places in the 1 and 5-mile (open); also at Woodstock, on 28th May, in the 1 and 5-mile (open)—taking the same places.

—ALSO THE—

Centaur Sociable Convertible,

The most perfectly constructed Convertible made.

Fittings - of - every - Description I

REPAIRS A SPECIALTY.

We import all different makes of Bicycles and Tricycles to order.

Note the address, and send for particulars to

75 Richmond St. West,

TORONTO.

So much for the road. I will close with a little incident of club-room life which well serves to illustrate the old couplet:

"Satan finds some mischief still
For idle hands to do."

Your scribe climbed the stairway leading to our club rooms one evening not long since, a little later than we usually gather, expecting to find the room and its occupants wearing the customary cheerful appearance, but was surprized and somewhat startled at the change—bare walls, bare floor, bare windows, carpet lying bundled in a corner and everything in disorder; but most preplexing of all was the appearance of a "something" stretched at length on the long table, having the semblance and outline of a human form, in the position said to have been occupied by the victims of Mr. N. Bonaparte's long distance championship pedestrian contest from Moscow to Paris; viz., with toes turned up cold and white towards the sky.

I got no further than "what in the——", when I was interrupted by a chorus of "sists" and "shs" from the boys, who were sitting around with solemn, owl-like faces.

"It is my unpleasant duty to inform you," began the President, with a chief mourner's voice.

"Break it to him gently," interjected the bugler.

"That our friend here," went on the President, "has a very severe attack of something, and we are just about holding a consultation to decide upon what is best to be done." Saying which, he lifted the flag which covered the recumbent figure, and disclosed the "make-up" of the "something." A set of

boxing-gloves formed the head; the body was composed of pictures, brackets, etc.; a pair of Indian clubs made excellent legs, while the "toes turned up" were in reality a pair of statuettes.

After carefully considering the matter we came to the conclusion that it was an infectious spring disease which was raging here at the time, namely, "house-cleaning" of a malignant type, but with care he might pull through. And he has pulled through, and with the help of some new donations from the members, is now better than before, and we cordially invite any wheelmen visiting this city to call up and inspect for themselves. We intend to parade our full number (20), in Toronto on the 1st July, and hope to meet you and all our wheeling friends there.

Au revoir,

Yours cyclicturnally, "THE SCRIBE."

GUELPH NOTES.

Three Rockwood wheelmen have joined the R.C.B.C.

The Royal City Club have been putting in club drill, under the instruction of Adj't. Clarke.

The Club have secured new rooms on East Market Square, which are now being fitted up, where they will be glad to meet visiting wheelmen.

The Club had a run to Rockwood on the 2nd inst., a distance of eight miles. The road in some places being very rough and sandy, was covered in one hour and ten minutes. The boys had an enjoyable time, and returned home by moonlight.

For Sale.

Advertisements under this head, one cent per word each insertion. No advertisement less than twenty-five cents.

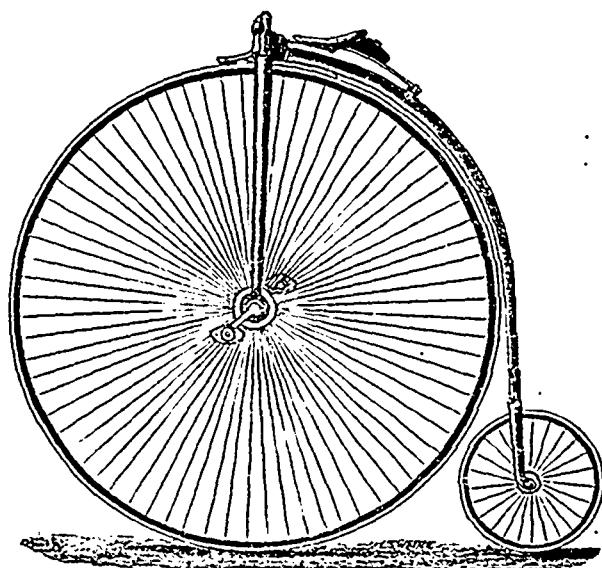
FOR SALE—A 52-INCH SPECIAL BRITISH Challenge, full-nickled, ball-bearings to both wheels, Hill & Tolman gong, ball-bearing pedals and tool bag, all complete. Has only been used part of last season and is in first-class condition, but too small for present owner. Address—CANADIAN WHEELMAN, box 52, London, Ont.

The Binghampton, N.Y. Bicycle Club hold their second annual race meeting on Thursday June 26th, and are in hopes of seeing some of their Canadian friends present.

The second annual meeting of the Michigan division of the L.A.W. will be held at Marshall, Michigan this year on Thursday June 26th. Everybody is cordially invited to attend.

Some two weeks since, Dawson Keenleyside of the Ariels rode alone from London to Goderich in seven hours and two minutes, not including stoppages. On the return trip he made Goderich to Brucefield twenty-two miles, in two hours and twenty minutes, taking the train from Brucefield home.

On Saturday June 21st, weather and roads permitting and barring accidents, Geo. Hill and R. Smyth of the Montreal Bicycle Club will start to ride the whole distance from Montreal to Toronto, arriving in time for the C.W.A. meet. These gentlemen will take the river road the whole way, and expect to be able to report some roads that are at present unknown to the Canadian bicyclists.



The PILOT.

BICYCLES TRICYCLES!

W. C. TROTTER & BRO.,

AGENTS FOR

Hickling & Co.'s Celebrated Bicycles and Tricycles,

Which they can recommend as being especially adapted to Canadian roads, and made of the very best material throughout. These machines are used all over the world and have ever given the greatest satisfaction.

Extract from testimonial to Hickling & Co.:—"I have ridden the machine I bought from you in all seasons and over every conceivable kind of road, a distance of 37,800 miles, with one tire on the large wheel."—G. D. HISCOX, Beaufort House, Slough, England.

In Stock and to Order:

Hickling & Co.'s Pilot Roadster, Pilot Light Roadster, London Safety and Berkshire;
Empire (Ticehurst's); Sanspareil (Andrews); Speedwell and Montreal (Speedwell M'fg Co.)

BOYS' BICYCLES.

SANS-PAREIL BICYCLE LAMP OIL—The only oil that will give full satisfaction, and manufactured expressly for Bicycle Lamps.

WALLACE C. TROTTER & BRO.,

30 ST. NICHOLAS STREET, MONTREAL.

Write for Catalogue.

SATISFACTORY RESULT.

After long and careful experiments with five different speed and power tricycle attachments in different forms, the Pope Manufacturing Co., of Boston, Mass., have completed one which seems to them satisfactory, and have it ready in sufficient numbers to supply it on their new machines, and to any Columbia tricycle. The Columbia power-gear is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about one-third, and is made of the finest material and with the finest workmanship, and so as to avoid all unnecessary added friction by its use. The advantages of a power-gear are so well understood by tricycle riders that it is unnecessary here to explain them. It may not, however, be so obvious to all that a power-gear has the advantage of a speed-gear, because by its use the normal or unmodified leverage and speed of the machine remains dependent upon the same direct action as if the power-gear were not on the machine, and the machine is used so much more on levels and down-grades and slight inclines that it is undesirable to make any added friction or loss of power through connections for this riding, while the power-gear in use on stiff grades or rough pieces of road gives an advantage of leverage so much that the little unavoidable loss of

power is best placed upon the machine when the gear is in use. The power-gear adds but a trifle to the weight of the machine, and makes but a slight change in the appearance. For this second season the Company are able to produce the Columbia tricycle at sufficiently less cost to them to enable them to keep the price down to the same figure, \$180.00, with the power-gear attachment included, and also to sell the Columbia tricycle, without the power-gear attachment, at \$160.00; and to apply the power-gear to any Columbia tricycle, at their factory, at Hartford, Ct., for \$25.

OUTING & THE WHEELMAN.

The June *Outing* is richer in illustrations than any previous number, beginning with Halsall's charming frontispiece of the start in the yacht race, and the other pictures accompanying Mr. Dodd's article on the Hull Yacht Club, and the bicycling illustrations of Mr. Bates' account of the great Canada trip last year, and Mr. Hume's lively story of his 'cycling experiences in France; and ending with a number of reproductions of the out-door pictures in the late Academy Exhibition in New York, and the usual lively caricatures at the close.

These 'cycling trips seem to be multiplying every season. Everywhere, from the depths of Canada or Florida, over the rocks of the down-east coast, or the trackless sod of the western prairie, even to the wild beauties of the National Park, the steel wheel is penetrating. It has all the democratic simplicity of the old stage-coach, with an independence that that never had, and a variety that *Outing* does not seem to find easily exhausted.

W. T. Rutherford & Co.,
LONDON, ONT.

SMOKER
TIN

NEW POLISH FOR BICYCLES!

The "Universal Metal Polishing Paste" polishes everything from tin pans to gold jewelry, and does it well. Try it! Nothing puts such a brilliant polish on a nicked bicycle.

Mr. Payne says: "It is the best Polish I ever saw." Two sizes, 10c. and 25c.

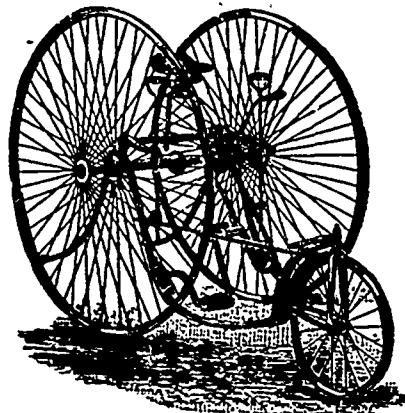
By Mail, 15c. and 30c.

WM. SAUNDERS & CO., London.

J. C. Briarly
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COLUMBIA TRICYCLE!

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GENERAL USE
BY
Ladies and Gentlemen.



Confidently Presented
As the Finest Made
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MOST PRACTICAL
Tricycle Manufactured.

Expert Columbia.

A medium-weight bicycle. The most artistic and scientific bicycle made.

Standard Columbia.

The "OLD RELIABLE STEED" for general use.

Every Variety of Accessories Constantly on Hand.

Send 3-cent Stamp for Illustrated 36 page Catalogue.

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597 WASHINGTON ST.,

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Agent for Pope Manufacturing Co.



! BICYCLES !

- D.H.F. Premier,
- Special Royal Canadian,
- No. 2 do. do.
- (Hillman, Herbert & Cooper, Makers, Coventry)
- Expert Columbia,
- American Star, (small wheel in front.)
- Ideal.
- Liverpool No. 1.
- do 3.
- do Special.

Send 3-cent stamp for 32 page Catalogue, and List of New and Second-hand machines in Stock.

Bicycles, from \$40 up.

Best Assortment of

MACHINES
AND FITTINGS
In Canada.

Montreal, 8th March, 1884.
A. T. LANE Esq., Montreal.
Dear Sir,—With regard to the Special Royal Canadian Bicycle purchased from you I can but say that I am quite satisfied. It has met all the requirements of a first-class machine. It has been run over the very roughest of Canadian roads and has stood as severe a test as ever a machine could on both road and track.
Yours truly, J. A. MUIRHEAD,
Late Capt. Montreal Bicycle Club.
(Now Capt. Ariel Bicycle Club, London.)

A. T. LANE, - Montreal.

While at the

C.W.A. TOURNAMENT

on July 1st in Toronto, do not forget to

SUBSCRIBE FOR THE

CANADIAN WHEELMAN.

Bicycle Repairing



Parties having broken machines, can have them Repaired and made equal to new, by leaving them at the old reliable

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