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*James S. Crowley
St. Thomas
Ont.*

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. IV.

LONDON, CANADA, DECEMBER, 1886.

No. 2.

-- 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.

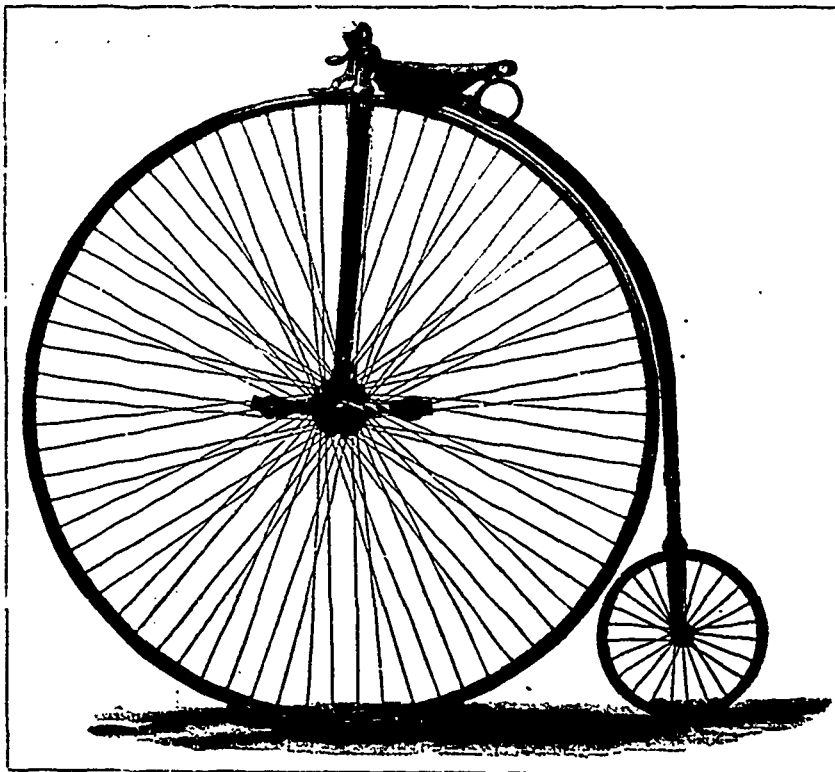
NEW DEVICE

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

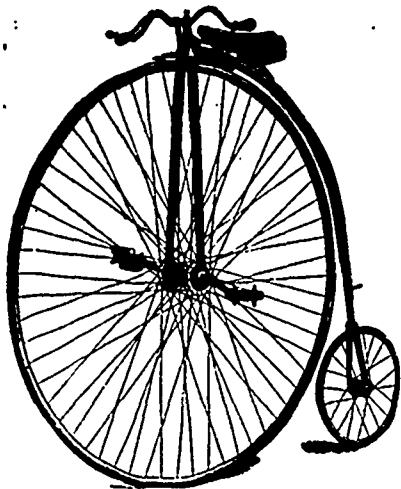
EVER OFFERED IN THE MARKET.

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.

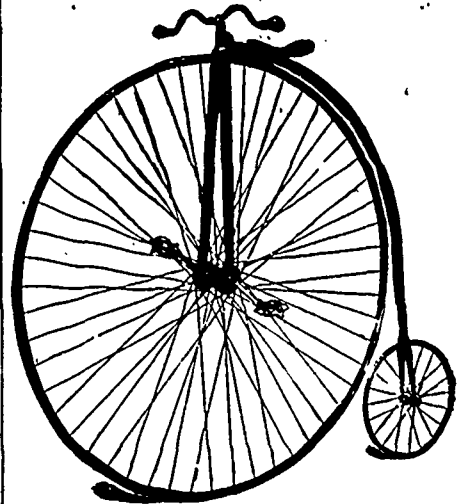


THE RUDGE LIGHT ROADSTER

Chas. Robinson & Co.'s
APHORISMS.

It is a wise cyclist who knows a good wheel,
And the good wheel he knows is The Rudge.
The best in the market is the cheapest ;
Therefore The Rudge is a good investment.
The Rudge is the World's Bicycle to-day ;
It has worthy competitors, but no superiors.
The chap with the long head is going to get
rid of his old mount next spring.
He is, furthermore, going to get one of our
1887 pattern of The Rudge.
The Rudge Rider is the one who extracts the
most enjoyment out of wheeling ;
He lives long and marries the best girl in his
town ;
He's elected Alderman, Pathmaster, Honorary
President and Member of Parliament.
The common people strive to do him honor ;
They pay his taxes and street-car fare, and
their respects ;
They hail him out when the strong arm of the
law catches him riding on a side-walk.

SEND FOR OUR WINTER CATALOGUE OF
SNOWSHOES, TOBOGGANS,
MOCASSINS, BLANKET SUITS,
ETC., ETC.



THE CANADIAN RUDGE

CHAS. ROBINSON & CO.

22 CHURCH STREET, TORONTO.

BUY THE BEST

RACERS.	ROADSTERS
SAFETIES.	TANDEMS.
MINIATURES.	CARRIERS.
RUBBER CUSHIONED CYCLES.	
HAND TRICYCLES. &C. &C. &C.	

EXTRAORDINARY
KING OF
SAFETIES !

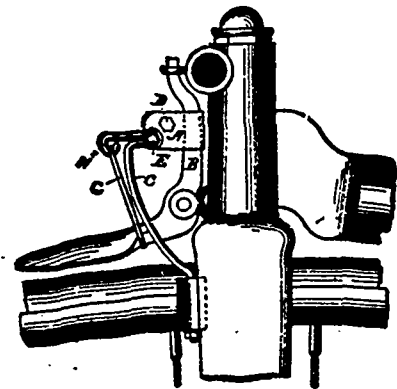
My \$90 wheel the best value ever offered. Balls all over. Ball Pedals.

Thanks to my many Customers for past favors. Be sure and see my stock and prices for 1887.

OUR WAREHOUSES AND STOCK INCREASED DOUBLE ANY PREVIOUS SEASON.

WM. PAYNE,
London, - Ontario.

Foote's Anti-Header !



Attached to any modern Bicycle in two minutes. Prevents nine-tenths of the headers. Steadies the Bicycle. Makes pedal mount easy.

\$1.50 Post Paid.

OVERMAN WHEEL COMPANY,
BOSTON.

GOLD fields are scarce, but those who write to Stinson & Co., Portland, Maine, will receive free, full information about work which they can do, and live at home, that will pay them from \$6 to \$25 per day. Some have earned over \$20 in a day. Either sex, young or old. Capital not required. You are started free. Those who start at once are absolutely sure of snug little fortunes. All is new.

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, DECEMBER, 1886.

THE GUIDE BOOK.

We are in receipt of an advance copy of the C.W.A. Guide Book, which will be distributed to members before March 15, 1887. The book contains 144 pages of closely-printed matter, being 16 pages larger than the Guide Book of 1884. This, however, does not properly represent the increased amount of information given, as a great deal of unnecessary and tautological matter that somewhat cumbered the former book does not appear in this, its place being taken by road reports, the furnishing of which is the principal object of the book. To illustrate the proportions of matter in the old and new book, the following comparison may be interesting :

	1884.	1887.
Road Reports	47	83
Advertisements	24	18
Constitution and By-Laws, etc.	14	21
Historical	7	3
Index to Places and Hotels. . .	0	14
Miscellaneous	21	5
Records	6	0
Bicycle Clubs	9	0
	128	144

It will be noticed that in the new edition the records of races have been omitted. This was deemed advisable in consequence of the constant changes which the records undergo, which makes their publication in the permanent form of the Guide Book of but little value. The great object of the book, as stated, is to supply information of use to wheelmen touring through the country, and in this respect the new edition is a model publicat. and one that will be of great value to all touring men. The experience gained by Mr. Donly in getting out the first book has stood him in good stead in the preparation of this one, of which he and Mr. W. E. Tisdale, of Simcoe, have been the editors. They have evidently made great endeavors to have every portion of the Dominion represented as fully as possible in the book, and all who know how difficult it is to interest distant members, and secure from them trustworthy information, will appreciate the work done by these two gentlemen. From Manitoba to Nova Scotia, the principal roads of the country are described minutely and clearly. Commencing at St. Thomas, the book treats of the

roads west to Windsor, Chatham and Sarnia ; north to Goderich and Port Elgin, and west to Toronto, embracing within this district all the area between Lake Erie and the Georgian Bay, a section of country very fully described in the old Guide Book, but to which 5 pages more are devoted in the new one. Thirty-two pages describe the roads from Toronto to Montreal, as against 13 in the old book. For this great increase in the volume of information—the most noteworthy in the book—credit appears to be chiefly due to Messrs. C. J. Langley, of Toronto, W. P. Way, of Belleville, and G. A. Mothersill and F. M. S. Jenkins, of Ottawa. Quebec district, the Maritime provinces and Manitoba receive a fair amount of attention, but not so much as they deserve—a defect, however, that only the wider extension of the C.W.A. into those provinces will remedy.

Altogether, the book,—which, by the way, is got up in excellent typographical style,—is a most useful little volume, of credit to its compilers and to the Association by whom and in whose interests it is published. We know of no guide book on this side of the Atlantic that so thoroughly covers such an extent of splendid riding country, and the C.W.A., in issuing it, have certainly "made themselves solid" for all time to come with those riders who are something more than carpet knights—who wrest from the roads of Canada that health and pleasure that only those who leave the city's pave behind can find.

A MODEL MEMBER.

Let every wheelman read the appeal of that energetic and enthusiastic wheelman, "D 322," and then follow in his steps by doing what is possible to advance the cause of the C.W.A. "D 322" is not a talker only—but a worker. He never asks a fellow-member to do what he is not willing to do himself; and in his section of the dominions of its Excellency, the C.W.A., he has done much to increase the respect felt for it, and the appreciation of the benefits of its rule. His "appeal" goes straight to the point, and we hope will stir up "D 322's" all over the country, to make the C.W.A. grow and prosper throughout the length and breadth of Canada. Practical work is what is required—the work that drums up new members; spurs up the lagging old ones; fills up the clubs; rolls up the membership; keeps up the enthusiasm; gets up races and tours; goes up to the annual meet, and promptly pays up at the beginning of every Association year.

WHY WHEELMEN SHOULD JOIN THE C.W.A.

A low estimate of the number of wheelmen in Canada would be 2000; of these our Association claims about 650—certainly too small a number among so many riders. It is the purpose of this communication to address a few words to the non-members of the C. W. A., with the hope that they may be induced to join an organization which offers so much and costs so little.

The object of the C. W. A. is: To promote the general interests of cycling; to ascertain,

defend and protect the rights of wheelmen; and to encourage and facilitate touring. Is not the purpose of such an organization a good one? Is not the prosperous condition of cycling in Canada to-day a proof that this work is being well done? Is there any good and sufficient reason why every amateur wheelman over 18 should not apply for membership *at once*? Consider for a moment its value as an investment. Does it pay? You, as an individual, invest one dollar per year, or if a club in a body, 50c. *per capita*. The return you have is as follows:

First—A guarantee that the best efforts of the Association are available in your behalf wherever and whenever your lawful rights as a wheelman may be unlawfully interfered with.

Second—The assurance that the right hand of fellowship is held out to you in almost every city, town or village in Canada.

Third—The entire official machinery is at your disposal when you want information in regard to touring, roads, etc.

Fourth—You have the benefit of a 25% reduction in rates at all the Association Hotels in Canada; and, to the credit of the Consuls be it said, they are the best in every case.

Lastly—You have the monthly visit of THE WHEELMAN free of cost and filled with spicy matter concerning Canadian wheeling.

Try the C.W.A. as an experiment; test its freemasonry; investigate its benefits; consider its advantages; read THE WHEELMAN. Try it, and there are few of the hundreds of Canadian wheelmen who will fail to renew their membership after the first year. Do not wait for some one to further solicit your application for membership. Do not wait for a further appeal, but send in your application *now, AT ONCE*, to the Sec.-Treasurer, H. B. Donly, Simcoe, and be one to have your name appear in the next issue of THE WHEELMAN, and make the C.W.A. the "boom" it should be. Then we will have tracks, races, meets, and good-fellowship the length and breadth of our fair Dominion.

D 322.

A LARGE SCHEME.

The Montreal Amateur Athletic Association, as is well known to those cyclists who have seen what a spirit animates the wheeling members of the Association, never does things by halves, and it is now engaged upon an enterprise of such magnitude that only the knowledge that it never undertakes a work without completing it gives reason for the belief that it can accomplish the task it has set before it. This task is nothing less than the raising of \$100,000 for the purchase of suitable and permanent grounds for the purposes of the various clubs affiliated with the Association. The grounds at present leased would cost \$400,000, and as that sum is beyond what even the M.A.A.A. thinks it could conveniently handle, the grounds are to be sold for building lots and the Association has to seek new pastures. A site has been selected which can be secured for \$100,000, and the Association, with its wonted vigor, has set itself to raise that amount. An appeal to the citizens has been issued, asking for subscriptions to the amount of one-half the sum, or \$50,000, and already several very handsome contributions have

been handed in. Some extracts from the appeal may not be uninteresting to readers of THE WHEELMAN:

"Of the many properties offered, the Directors have selected one as being the best adapted for our use, with ample space for all time to come. The property is situated next the Seminary grounds, on Sherbrooke street west, and forms the corner block opposite the old toll-gate, running from the Seminary property west to the avenue, and from Sherbrooke street back to the brow of the hill, is owned by Mrs. L. H. Holton, and is offered to the Association till the 1st January next for the sum of \$100,000. This is a large sum, and beyond the power of the Association to assume alone, interest at five per cent. and taxes entailing a charge of \$5,500, the average net revenue for the past three years being only some \$3,500 per annum. For the small sum of *ten dollars*, any respectable young man, upon being elected a member, enjoys the privileges of five clubs, with free admission to all their sports—the use of one of the best-equipped gymnasiums in the country, and free admission to the classes; use of the reading-room, one of the cosiest and best-equipped in the city, where all the current literature of the day may be enjoyed free of charge; membership in the chess club, with free use of its tables; use of the well-kept bowling-alley and shooting gallery; and last, but not least, privileges of one of the best-furnished billiard-rooms in the city, where the game may be enjoyed apart from the objectionable accompaniments of the public saloon, besides being provided with companionship of a healthy tone and surrounded by influences that tend to develop a manly character. Therefore, in furtherance of the laudable work in which the Association is engaged, an appeal is made to the citizens of Montreal to come forward and assist in this good work by making our cause their own. We are pleased to believe that we already possess your sympathy and good wishes, and in view of the magnitude of the enterprise and the interest involved do not think we are presuming too much in asking for a subscription of \$50,000, to pay one-half of the cost of our proposed new grounds, believing, if this was done, we can, by judicious management of our present revenue, create a sinking fund that will year by year decrease the liability on account of principal and interest, so that at the end of fifteen years we shall own our own grounds *free of debt* as the absolute property of the young men of Montreal, to be used by them as a recreation ground for all time to come, and remain as a monument of the liberality and enterprise of our citizens. That we are not too sanguine in our expectations may be seen from our record of the past few years. Five years ago, when our Association was composed of but three clubs, with a membership and revenue far and away below where it is now, we took over our present building from the shareholders, the old Montreal Gymnasium Company, with liabilities of some \$13,000, which have been *all paid off*, some \$5,000 more spent on repairs and improvements, and we stand to-day not only without a dollar of debt, but having a considerable sum in hand toward assisting us in our proposed enterprise—all being done without increasing the subscription *one cent*, and every year adding to the attractions provided."

Unnecessary to say, the best wishes of the cycling fraternity of Canada are with the M.A.A.A. in its courageous endeavor to place itself in a better position than ever to add to the physical and mental well-being of the young men of Canada's commercial metropolis. The Association and its work is a credit not alone to Montreal but to Canada, and furnishes an example that ought to spur on the young men of other cities to like endeavors.

W. M. Woodside, J. W. Esk and Wm. J. Morgan, professionals, sail from New York Jan. 13 for England. They propose holding a tournament in Toronto before going.

Wheelman Centres.

TORONTO.

November 3.—I've just reached home safely after helping the Wanderers "house-warm" their new quarters in the Arcade. The event was a highly hilarious and socially successful one. The Hon. President, Dr. Macdonald (who, later on, was presented with a framed photograph of the 1884 officers of the club) filled the chair, ably assisted by Captain Riggs. Messrs. C. P. Orr, Lator, Jenkins, Alexander, Ryan and Ostell sang like old professionals, while Mr. Doherty at the piano, Bert Brown on his mouth organ, and an Italian gentleman on his harp, helped to swell the waves of music; others recited acceptably. Messrs. Grenfell and Lator had a mile race on home-trainers, the latter winning. It reminded me of the home-trainer on our ancestral homestead, which was operated by the paternal Pete. It was made of leather, and was a No. 13. But to resume: the rooms contain a piano, a pool table, magazines, etc., easy chairs, pictures, and a strict set of rules. Altogether, the boys have a cosy home for the winter, and the fifty odd who were in attendance on the 3rd will long remember the pleasant evening.

PETE.

BELLEVILLE.

As the wheeling season for 1886 is now about at an end, the mileage of the Ramblers' Wheel Club of Belleville, or at least the active members, may be of interest to some of the readers of THE WHEELMAN, and spur them up to find out how much riding there is in one hundred miles. The list recs is:

Name	Miles	Name	Miles
T. McCormick	1080	J. S. Bonar	1041
W. H. Lingham	1007	G. E. Reid (accident)	300
Harry Price	813	L. Z. Cooper	814
W. Pettit	808	D. Gibson	803
Fred Foster	684	R. E. Clarke	775
J. James	627	J. B. Willson	632
W. P. Way (accident)	300	Frank Foster	412

While the above records are not large, they are honest, and can be verified by pocket records, in which are entered the daily performances, and which do not credit mileage on dates that the weather reports show rain-storms. The records were kept in accordance with a motion to that effect passed at the opening of the season.

RAMBLER.

Belleville, Nov. 20, 1886.

HOW MANY MILES PER HOUR?

Almost every competitor has had a try at this question, though there are some who have not succeeded. One or two have worked out the problem to two places of decimals; others to furlongs, yards, feet and inches; others have merely given fractions of inches. We propose giving the correct answer in miles and yards only:

A mile in 2m. 30s. is at the rate of	24 miles per hour.
" " 2m. 31s. " " " "	23 " 1480 yards.
" " 2m. 32s. " " " "	23 " 1204 " "
" " 2m. 33s. " " " "	23 " 931 " "
" " 2m. 34s. " " " "	23 " 662 " "
" " 2m. 35s. " " " "	23 " 397 " "

Those who have worked it out to decimal points are credited with a correct reply in cases in which we have found the decimals to be accurate.—*News*.

A. A. McCURDY'S RUN.

McCurdy has again pushed the Star to the front, and covered a few more miles in twenty-four hours than any other cyclist has ever succeeded in doing. He rode a 48-inch Star machine. The start was made at 9 a.m., and the rider went six times around the Boston Club's fifty-mile course, and then made two short circuits, a total of 304½ miles, and the trips to and from his hotel to the point of starting carries the record up to fully 305 miles. Following is the official time both for the long and short circuits:

Start.	Finish.	Time.	Distance.
H. M. S.	H. M. S.	H. M. S.	Miles.
9.00.00 A.M.	12.04.00 P.M.	3.04.00	50
12.06.25 P.M.	3.28.25 P.M.	6.28.25	100
3.49.30 P.M.	7.24.30 P.M.	10.24.30	150
7.51.10 P.M.	11.35.00 P.M.	14.35.00	200
12.00.40 A.M.	3.58.00 A.M.	18.58.00	250
4.24.45 A.M.	8.38.00 A.M.	23.38.00	300
8.38.00 A.M.	8.48.50 A.M.	23.48.50	302
8.48.50 A.M.	8.57.45 A.M.	23.57.45	304 3/8

Dr. Jordan had McCurdy in charge, and not a drop or bit passed the rider's lips other than that which came from the hands of the doctor. Fresh blood was all the sustenance he took during the trip, not one bit of solid food passing his lips. He was allowed to drink water only after taking the blood, but, as he says, the blood so quenched his thirst that he did not have much use for water. The route had been traversed by McCurdy and his pacemakers at least twice before the trial, so that they were familiar with it on the day of the attempt. He was accompanied every inch of the way by a promateur.

A DANGEROUS DISMOUNT.

We have often been laughed at for dismounting from a safety bicycle of the "Kangaroo" or "Facile" type by the backbone, as we used to do off a tall bicycle, instead of doing the little jump backward affected by most safety riders, by which they alight with one leg on each side of the hind wheel. To our mind a man should always dismount from a bicycle in one way, as then it becomes second nature to him, and he dismounts instinctively and mechanically in moments of danger without being apt, as a "variety dismounter" is, to pause a perhaps precious moment to consider how he shall do it. Mr. G. Beales, photographer and cycle agent, of Spalding, had adopted one regular mode of dismounting from a safety, but, unfortunately for him, it was the little jump backward to which we have above alluded, and for which we could never personally find the necessary nerve. Mr. Beales had been riding a safety of the "Kangaroo" type, and from this his mode of dismount was all right, but changing to a "Rover" type of machine, he forgot that it was necessary to dismount in another way, and jumping off backward, with his legs astride, has suffered one of the most horrible accidents that we ever heard of in connection with the sport. He naturally suffered great agony, and, even after an operation, it is doubtful if he will survive. We trust that the penning of this note may act as a warning to all Safety riders to see to their mode of dismount. We are sure that Mr. Beales will have the sympathy of all.—*Editorial in the Cyclist*.

Farm and Forest is the latest sporting paper. It is published in Toronto by Charles Stark.

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. HALL B. DONLY, Reformer,
Simcoe, Ont.

APPOINTMENTS.

HURON DISTRICT, NO. 1.

The following are my appointments for the current Association year.

W. M. BEGG, C.C.

Place.	Consul.	Hotel.
London	W K Evans	Grigg House
Kincardine	F E Coombe	Royal
Listowel	F W Hay	Grand Central
Cargill	W D Cargill	
St. Marys	C S Rumsey	National Hotel
Port Elgin	S Roether	Arlington House
Stratford	A C Mowatt	Windsor
Seaforth	W C McKay	
St. Thomas	C H Hepinstall	Grand Central
Walkerton	D Trail	Hartley House
Tara	W J Fawcett	Queen's Hotel
Windsor & Detroit	F C Blodgett	

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the current Association year.

W. E. TISDALE, C.C.

Place.	Consul.	Hotel.
Simcoe	W S Perry	Battersby
Woodstock	S Woodroffe	O'Neil
Berlin	F W Doll	American
Brantford	W J Knowles	Kerby
Norwich	W H Miller	
Waterloo	Chas E Fice	Huethers
Paris	W W Patterson	Windsor
Tilsonburg	R I C Wood	Matheson
Grimsby	W D Forbes	
Waterford	W C Lundy	
Jarvis	A E Youmans	Commercial
Linwood	J W Bundy	Linwood House
Hamilton	S G Dunn	Royal
St. Catharines	A N Lindsay	Grand Centra
Niagara-on-the-Lake	W Bailey	
Niagara Falls	None	(Clifton) Winds'r International
Dunnville	H G McLean	
Welland	H A Willet	
Caledonia	ES Munroe	
Hagersville	None	Lawson House

TORONTO DISTRICT, NO. 3.

The following are the appointments for this District for the current Association year.

CHAS. LANGLEY, C.C.

Place.	Consul.	Address.
Toronto	C H Riggs	Corner King and Yonge streets
"	W H Cox	Toronto
Acton	Chas Gibbons	Acton
Drayton	J W Powley	Drayton
Palmerston	A Knowles	Queen's-Hotel
Newmarket	J J Watson	Newmarket
Markham		
Aurora	J J Ross	Aurora

MIDLAND DISTRICT, NO. 4.

The following are the appointments for this District for the current Association year.

W. P. WAY, C.C.

Place.	Consul.	Hotel.
Bath	J A Minnes	Wemp's
Belleville	James Bonar	Henderson
Bobcaygeon	F E Bell	
Bowmanville		Rheubottom's
Brighton	Harry Whittier	Central
Campbellford	J B Ward	Windsor
Cobourg	W G R Bond	Dunham
Colborne		Brunswick
Consecon	A McDonnell	Prince Edward
Desoronto	L B Cooper	O'Connor
Ernestown	C Mitchell	
Enelon Falls	A E Ames	Mansion
Frankford	F B Hope	Clarke
Harwood	A W Donly	Lakeview
Hastings	E A Reid	Royal
Kingston	D R Dupuis	Burnett
Lindsay		Benson
Madoc	Geo Biggar	Moon's
Marmora	W H Lingham	McWilliams's
Marysville	T McCormick	Culhane
Millbrook	C W Clelland	Roper's
Napanee		Campbell
Newburgh	G A Caton	Hope's
Newcastle	Carl B Kent	Windsor
Newtonville		
Norwood	V Halliday	Breman's
Odessa	W J Renton	Sproule's
Onemee	J McNamara	Blackwell's
Peterboro'	G A Schofield	Grand Central
Pictou	B W Reynolds	Royal
Port Hope		St Lawrence Hall
Shannonville	R E Clarke	Lorne
Springbrook	J B Wilson	McWilliams's
Stirling	C F Nicholson	Stirling
Trenton	C W Thompson	Queen's
Wellington	G E Reid	Garratt's

* Proprietor has signed contract and gives discount of 25% to members of C.W.A. All others are \$1.00 per day.

OTTAWA DISTRICT, NO. 5.

The following are my appointments for District No. 5 for the current Association year.

F. M. S. JENKINS, C.C.

Place.	Consul.	Hotel.
Ottawa	Major Walsh	
Cornwall	H Turner	
Brockville	J W Splan	

MONTREAL DISTRICT, NO. 6.

The following are my appointments for this District for the current Association year:

F. G. GNÄDINGER, C.C.

Place.	Consul.	Hotel.
Granby	F G Farwell	
Lennoxville	E W Farwell	
Sherbrooke	K N Robins	
Lachute Mills	J E Ireland	
Waterloo	F Briggs	
Montreal	A T Lane	
"	C H Loggie	
"	M H Ramsay	
Clarenceville	J B A Pattison	
Quebec	W N Campbell	(St. Peter st.)

American Traveller—"It is true that domestic affairs in Morocco appear peaceful enough, but it is all on the surface, my dear sir, all on the surface."

Omaha Man—"You suspect a plot against the Sultan, then. The last I have heard about him he was spending most of his time riding about on a tricycle."

A. T.—"Ah! you've heard of it. That is only the beginning; the conspirators hope ultimately to induce him to get a bicycle."—Omaha World

SAFETIES.

Bicycling News says: "We have received so many questions concerning the 'Rover' type safety of late, that we decided to ask our prize-hunters to briefly express their opinions on the advantages of this class of machine. And as nearly every competitor has sent in an opinion, we have gone carefully through each paper and extracted what appeared to us, after protracted trial of this safety, to be the best answers:

ADVANTAGES.

1. Perfect immunity from headers.
2. Very great brake power.
3. Ease in mounting and dismounting.
4. Great power uphill.
5. On account of its dwarf form, it does not offer as great a resistance to head winds as the ordinary bicycle.
6. Less vibration and bumping.
7. Ability to ride where neither ordinary nor tricycle could venture.
8. No skidding in driving up hill.
9. Maximum of speed with minimum of exertion.
10. Comfortable foot-rests.
11. Less splashing from mud and wet.
12. Saddle and handles can be raised at will.

DISADVANTAGES.

Some competitors remark, 'I know of no disadvantages.' The following are the objections received:

1. Mud-guards have a tendency to shake loose and rattle.
2. Somewhat ungainly appearance to those not accustomed to it.
3. Low seats prevents one from seeing about so well.
4. Inability to steer well with both hands off (except in 'Ivel' machine).
5. Small amount of space for baggage.
6. Steering not so steady when racing as in ordinary.

These are opinions expressed by our competitors, and are a remarkable testimony as to the good qualities of the rear-driving safety. The fact that only six objections can be found, and these merely temporary ones, says more than any amount of words. Safeties of this type are now made by nearly all the leading manufacturers."

After a somewhat complete test of this pattern safety, we can vouch for the above advantages. As to the disadvantages, they are exceedingly slight ones, and hardly worth considering. The first can be entirely obviated by removing the mud-guard on the rear wheel, which is the only one to rattle, and the fifth objection is not well founded. A good-sized mullum can be carried over the rear-wheel, while on the handle-bar no end of luggage can be strapped.

The "cycleries" under the auspices of the Boston Club was such a success last May that this club will again look into the advisability of holding a similar show next spring. It is proposed to enlarge the field of exhibits and not confine them to cyclists, but to have the exhibits embrace every branch of outdoor sports. The field is extensive, and if the Bostons decide to put their shoulder to the wheel a big thing may be looked for.—Herald.

AROUND THE WORLD.

The following is the text of the last letter lately received by *Outing* from their special correspondent on his way around the world on a bicycle:

Calcutta, Sept. 14, 1886.

DEAR SIR,—I take pleasure in announcing my safe arrival in Calcutta, after a very trying journey through India. My tour has been accomplished in the season when all Europeans who can possibly escape from business are up in the hill stations, and where exposure and much exertion is considered highly indiscreet. I have, however, escaped with only one slight attack of fever, which laid me up for a couple of days at Benares. This is worthy of mention only as being the first occasion on the entire journey that I have had anything approaching a day's illness, or even a day's indisposition. Altogether, it is regarded as remarkable by the English in Calcutta that I have traversed 1400 miles of Indian road on a bicycle at this season of the year and escaped with only one slight attack of fever. The weather has been very trying and fever-inducing. All through Lower Bengal the clouds were hovering near the tree tops; when it wasn't pouring rain it was drizzling, and the roads were shallow streams. What with the profuse perspiration, the rain and the excessively humid atmosphere, a dry thread of clothing was entirely out of the question. I passed through districts where the natives were dying at a fearful rate with a peculiarly malignant type of fever. But the natives have no stamina: like a sheep, when they get down they seldom recover. My own immunity from serious illness I credit to the daily exercise. It must be this, because, from sheer necessity, I have daily drunk indifferent water, slept in damp clothes, and committed various other indiscretions inseparable from a bicycle tour through India in August and September. Notwithstanding these discomforts and drawbacks there has been all along a genuine element of pleasure and satisfaction in the splendidly-metalled roads, smooth for the most part as an asphalt pavement, as well as in the many interesting objects and equally interesting people, so different from any other country. From Lahore to Sasseraw, a distance of about 1000 miles, the road may truthfully be described as the finest in the world. It is perfectly level, metalled with *kunkah*, which makes a smooth, cement-like surface, and for a good portion of the way it is no exaggeration to call it an avenue. Through the Bengal hills it is less level, and is metalled with rock; the drenching monsoon rains have washed away the earth, and left the surface rough and trying on a wheel. My stay in Calcutta will be but three or four days, as I am anxious to push on to China and avoid the possibility of being overtaken by winter weather in the interior of that country. I intend, if possible, to get through the China and Japan towns, and return home by Christmas or New Years.

THOMAS STEVENS.

to:

Myself to Agent.—"Yes, the machine is cheap, but a Coventry firm offers me eighteen months' time to pay."

Agent.—"Only eighteen months! They're trying to swindle you."

Myself.—"What time can your house give?"

Agent.—"Four years are our usual terms, but I'll tell you what I'll do. You give me an order, and if the account is not paid in thirty days, I'll take ten per cent. off; if not paid in sixty days, twenty per cent. off; and if not paid in ninety days, thirty per cent. off."

Myself.—"And if not paid in four months?"

Agent.—"Then I'll wipe the account off the books altogether, and send you a framed photograph of our monster establishment. No firm shall do business in this place while the representative of Alexander Rockbottom & Co. is abroad."—*Times*.

IS CYCLING HEALTHY?

The following interesting facts concerning cycling appeared in a recent issue *Tren*, under the title of "The Hygiene of Cycling": "According to Dr. Kunze (one of the leading physicians of the world), of Halle, cycling is a health-stimulating exercise, which ought to be commended by medical men. It is a powerful means of strengthening the human body, and may even be considered an exercise acting as a preventive and curative of no mean order of certain bodily ailments. Looked upon in the latter light, cycling is a kind of gymnastic exercise, possessing specific effects which are absent in ordinary gymnastics. The velocipedist (especially the bicyclist) learns, first of all, the art of balancing himself, by practising it on an instrument as sensitive as it is easily overturned. To acquire it, it is necessary to call into precise action certain muscles, every individual muscle being trained to do its particular work. Those who are thrown from a bicycle, as a rule—certain eventualities, against which even the most skilled velocipedist cannot guard, except—do not yet possess the required ability to balance themselves. This latter acquirement is of great use also in practical life. Those who possess it will be able to jump ditches with greater precision and safety, pass along narrow paths, mount more difficult staircases, climb up and descend precipitous mountains, and will also carry themselves more erect than those who do not possess this power of preserving an equilibrium. A further effect of velocipede riding is to strengthen the muscles, not only of the lower extremities, but also those of the abdomen, the chest, and the arms, which are constantly being excited to contract. The muscles of the lower extremities contract and relax in the action of propelling the velocipede, and there is no other movement which requires such rapid and energetic contractions. We frequently find that the muscles of the thigh and lower leg of cyclists increase in size, and, consequently, cyclists are able to bear without fatigue long walking tours. As, however, every organ which becomes stronger is less liable to disease, strengthened muscles predispose velocipedists less to ailments than the relaxed muscles of non-velocipedists. It would be highly interesting if trustworthy statistics could be obtained from the various cycling clubs showing whether and how frequently muscular rheumatism of the thigh, for instance, is met with among velocipedists. The effect of cycling exercise upon the abdomen is of very special importance. With the contractions and relaxations of the muscles of the thigh those of the abdomen stand in close relation, and it is evident that the latter must be equally benefitted. Upon the chest, cycling exercise acts in two ways. In the first place, by the contraction of the muscles of the abdomen, the stagnant air in the lungs is more thoroughly expelled; and, in the second place, the apparatus of breathing is more powerfully acted upon by the greater difficulty of respiration and aspiration experienced in quickly propelling the velocipede. The more effectual expulsion of the stagnant air from the lungs must be of favorable influence upon the change of matter in the human body, in so far as the entry of oxygenated air into the lungs is thereby increased, oxygen forming one of our most important means of nourishment. Those who wish to expand their chest, Dr. Kunze says, should mount a velocipede."

THE FRENCH CHAMPION.

A GLIMPSE AT CYCLING ON THE CONTINENT.

The London *Bicycling News* says: De Civry, the French champion reported himself at *Bicycling News* office on his return from the races at Christiania. De Civry is a fine specimen of a Frenchman. Tall and good-looking, with a long moustache and short hair, he seemed in the pink of condition as he faced the *Bicycling News* interviewer. He speaks English very well indeed. He made his appearance upon this scene of care on August 20, 1861, at Paris. He commenced to cycle in 1877, when residing in England for the purpose of learning the language in order that he might qualify for the French army. It was at Kildare Sports in 1878 that he took to the path, and he rode as an amateur until 1880, when, having entered and won the championship of France, he found himself professionalized. In that year his entry for the 50 guinea *Sporting Life* challenge cup was refused on this account. De Civry, who, like Duncan, is of good birth and parentage, has ridden in England, Scotland, France, Germany, Italy, Spain, Switzerland, Belgium, Holland and Norway, and has been since 1880 champion of France nearly for all distances on bicycle and tricycle. He has defeated Dick Howell in a one mile pro. championship, and holds all French records from one mile to thirty. He says the English tracks are the best he has seen, although the German ones are, as Nym says, very fine and large. There are only two respectable tracks in France, those of Bordeaux and Dax. In Italy there is a good track at Turin. The Christiania track is a fair one in its way, but the corners need banking. The foreigners were splendidly received by the Norwegians. In Germany all clubs own tracks, and, says De Civry, "they have the biggest gates imaginable, and every man pays a shilling to come in, and buys a programme and a quart of beer." At Biegelsfeldt, a factory is being opened with 800 hands, and the owners have just bought some of the very best Coventry tandems, bicycles and tricycles, which they propose to imitate; while Frankfurt possesses the biggest cycling depot in the world. "One of the funniest sights I ever saw," says De Civry, "was the bicycle band of the Verona Cycling Club. They play splendidly, too, and I should think there are at least twenty of them. At Turin they headed a procession round the track. In that procession, by the by, there was another funny sight, consisting of two bicycle riders, riding in front of the other, with a bar between them, upon which an acrobat performed as they rode. The Turin Club has a magnificent club-house, with servants in livery, billiard, dining, smoking and card-rooms, and a library, with a cycling stable for 200 machines."

At the foot of the hill looking up the long rise,
Comes a glitter and gleam at the end of the skies,
I was sure that old Sol had been up several hours,
For long had the dew-drops been dry on the flowers;
Yet the clouds seemed alive with the wavering sheen
Unlike any sunrise I ever had seen.

The mystery dissolves when a man comes in sight
Astide of a wheel that reflects the bright light.
With a toss of his feet down the long slope he flies,
With the breeze of the morn blowing strong in his eyes,
There's a glow on his cheek, there's a flash in his eye,
There's a muscle and health that no money can buy.

WHEELMAN'S CHORUS.

When the city man has finished his employment,
 His employment ;
 When anxiety and all its cares are o'er,
 Cares are o'er ;
 He devotes his mind to wheeling as enjoyment,
 As enjoyment ;
 And voteth all his business is a bore,
 Is a bore.

His feelings he'll with difficulty smother,
 —Culy smother ;
 When after all his daily toil is done,
 Toil is done,
 Taking one consideration with another,
 With another,
 The wheelman's lot is a happy one,
 Happy one.

When the enterprising wheelist's not a wheeling,
 Not a wheeling ;
 When the wheelman isn't occupied on wheels,
 —Pied on wheels ;
 He loves to saunter in the evening early,
 Evening early,
 And listen to the distant village peals,
 Village peals.

When the tourist's not engaged in his vocation,
 His vocation,
 He loves to go a touring in the sun,
 In the sun ;
 Taking all things into consideration,
 —Sideration,
 The Wheelman's lot it is a happy one,
 Happy one.

—ALF GIBSON.

A LONG TRIP.—OVER 4,000 MILES ACROSS COUNTRY ON A BICYCLE.

Mr. G. B. Thayer, of Hartford, Conn., arrived in Baltimore Oct. 22, after a trip of 4,224 miles on a bicycle. He gives these details of his trip: "I left my home in Vernon, Conn., on the 13th of last April. From Hartford I went up the Hudson to Albany, then to Buffalo and Cleveland, and down to Columbus. Leaving Columbus, I rode to Indianapolis, Chicago, across the Mississippi to Rock Island, Omaha, Denver, and along the Union Pacific tracks to Salt Lake City, from which place I took a train to Sacramento and wheeled into the Yosemite Valley. After a stay of five weeks in California, I took the steamer to Portland and then to Yellowstone Park, where I remained eight days, and back again to Salt Lake City, over the Denver and Rio Grande Road. I went to Denver, and then rode south to Kansas City and St. Louis, where I took a train for Louisville and Frankfort. I used my machine from Frankfort to Cincinnati and Marietta, through West Virginia to Cumberland and Harper's Ferry, where I concluded to take a train for Baltimore, being in a hurry to get home. I have covered over 9,700 miles going and coming, of which 4,224 miles were made with my bicycle. I kept my baggage in an old army knapsack, which was fastened to my back. My bicycle gave me no trouble to speak of. It is a 46-inch machine, and is as good to-day as ever. Three times I fell—once in Salt Lake City, where

I ran my face several inches into the sand. It did not hurt me. I suffered considerably from thirst while crossing the lava beds on my way to Shoshone Falls, a distance of twenty-seven miles. Water could be gotten nowhere, and without it a temperance bicyclist is badly off, indeed, as the dust creates a thirst. There was but little rainy weather in the west. The most interesting part of my trip occurred while in the Yellowstone region. Those geysers out there are the biggest thing I ever saw. I spent eight days exploring and watching the spouts. While in the Yosemite Valley I rode through one of the famous sequoia trees. It had been burnt down to within forty feet of the ground a couple of years before, which completely rotted the trunk. I rode through the tree for a distance of 200 feet. It was dark inside, and I had to feel my way. The bottom of the trunk was soft, but did not interfere much with my riding. Many of the trees are thirty feet in diameter, 300 feet high, and are supposed to be over 4,000 years old. The greatest distance made in a day was seventy-six miles; I seldom made less than sixty. Of course, much depends on the roads. I did the best travelling on the National pike in Ohio. In crossing the plains I followed the old emigrant trail, which was in fairly good condition."

Mr. Thayer's entire trip cost him only \$275. He wore a corduroy bicycle suit. To save time, he returned to Connecticut by rail.

Here is a ridiculous episode at the recent ladies' cycling tour to Cape Ann: The fair Athenian—we will call her Mrs. C.—was riding on the front seat of a tandem tricycle, the rear seat being occupied by her husband, when, without a moment's warning, she suddenly felt herself being drawn downward upon the saddle until she could hardly move. At her startled cry the machine was brought to a standstill, when it was discovered that her dress had been caught in the gearing of the machine, the dress-guard having been left off at the repair shop through an oversight. Two breaths of the skirt were so effectually wound backward and forward into the machine that budge an inch the lady couldn't, while the combined efforts of the gentlemen of the party were as unavailing in extricating even a fragment of the blue flannel. "Cut the dress," said one; but the lady said "No" very decidedly, for to appear in public with but three-quarters of a dress skirt would never do in the world. Then the tricycle was attacked, and the ground was soon strewn with bolts, nuts, washers, wrenches and other tools, parted chains and nameless tricycle "sundries," but still the lady was pinioned. Nearly half an hour had been spent in fruitless effort, the cold northwest wind was freshening to a Mayflower breeze, and everybody becoming chilled, when one of the party was despatched to a neighboring house to borrow a dress skirt. Could madame crawl out of her predicament? She would try. So the borrowed skirt was donned, sans ceremony, right there in the king's highway, the party meanwhile turning their backs to gaze off over the ruffled bosom of old ocean; the other skirt was loosened, and "hub," with herculean efforts, though not without several trials, lifted the trieyclienne clear of the wreck, and she stood once more on terra firma. Fifteen minutes more were required to

extricate the skirt and put the machine together again, when a temporary dress-guard was metamorphosed from an old piece of oil-cloth, madame changed her skirt again at the farm-house, and after just fifty minutes' delay the party mounted once more and resumed their journey toward Newburyport. —Record.

HOW THE PROFESSIONALS LIVE.

It is a matter of great wonder, says the Springfield *Union*, how the professionals support themselves, especially those who are not prize-winners. The majority of them have other irons in the fire, and tournament earnings are only considered as perquisites by many of them. Howell, Wood and Woodside get a regular salary from the manufacturers whose machines they ride. James is a gentleman and rides for pleasure. He is said to have quite a private income. Prince and Eck have scooped a pile in six-day races the past year, and by exhibitions at cattle shows and other similar schemes. Neilson has had a "backer" whose confidence in Neilson's powers have caused him to contribute the wherewithal. Frazier is employed by the Star folks, and Crocker has been in the employ of the Pope Company as Burnham's trainer. He will also be retained to capture tricycle records. Morgan has an interest in a theatrical agency at Chicago, and Fred Merrill is a dealer in bicycles and general sporting goods at Portland, Oregon. If these riders depended wholly on the tournaments, some of them would soon give up racing beyond a question.

A FEW RECORDS.

"The Historian" of the *Record* has been turning his attention to wheelmen, and thus he discourseth:

They had just been introduced. She was a pretty country girl, and he a wheelman who was very vain of his personal appearance when clad in cycling costume.

He: I assure you there is scarcely a man who does not find the wheel suit most becoming.

She (doubtfully): Indeed!

He: As for myself, everybody insists that I look one hundred per cent. better in bicycle costume than in an ordinary business suit.

She (innocently): Dear me! How awfully you must look in an ordinary business suit?

This also from the country, and he, too, a wheelman. He had called at a farm-house for a glass of water, but the pretty farmer's daughter had offered him a glass of milk instead.

"Won't you have another glass?" she asked, as he drained the tumbler with a sigh, and appeared to be taking in emptiness with both eyes.

"You are very good," he replied, "but I am afraid I shall rob you."

"Oh, no!" with emphasis. "We have so much more than the family can use that we're feeding it to the calves all the time!"

Why does a hub lamp remind one of the trial of a murderer? Because, when on being "examined" it is found "wicked" enough, it is "shut up," and afterwards "hung."

When is bi. riding like a conundrum? When it is given up.

Wheel Tracks.

The League membership is now 10,200.

Great Britain is said to have 315,000 cyclists.

T. J. Kirkpatrick has resigned as chief consul of Ohio.

Van Sicklen has resigned from the L.A.W. racing board.

Such a thing as Tom Stevens accepting a position on the staff of *Outing*, is one of the possibilities as soon as he gets back to Yankee land.

They are all going to have one. The Coventry Manufacturing Company will get out a safety of the Rover style. It will be named the Swift.

Jack Keen commenced racing in 1869, and is still on the track. He has had seventeen years of training and racing, and is a good man yet.

Fred Foster recently came in second in a five mile handicap, when the winner had a mile start, and on a rough track. He was beaten one hundred yards.

Albert Kennedy Child will fill the place of Mr. Robert Garden at the office of the Pope Manufacturing Co. Mr. Garden succeeds Major Durell at Chicago.

The Editors of *Outing* write: Thomas Stevens is under no obligations to ride any particular make of wheel. He may come home on a Star or Humber, for aught we care.

President Ducker states that McCurdy's road record has been accepted by the A.C.U. Whittaker's record will not stand, as one of the most important rules, that of pace-maker, was violated.

The touring department, L.A.W., is busily engaged in preparing for the European tour next year. Jo Pennell will arrange everything abroad, and Burley Ayers will work up the enthusiasm at home.

A Newark mechanic has been experimenting for several months on a sectional rubber tire for bicycle wheels. He claims that it will outlast a dozen ordinary rubber tires, and will be superior in every way.

A new handle-bar has been designed and manufactured by an English firm. The handles are attached to the bar by a universal joint, and can be fixed in any position. This will give relief to the hands on long rides.

A correspondent writes of a new tricycle to the *Cyclist* as follows: "It outstrips all I have ever seen. I could not have conceived it possible to make a tricycle run with such ease. It is like moving my feet up and down in a cask of butter."

It is, perhaps, time that we alluded to the existence of an individual rejoicing in the *nom de plume* of "Karl Kron." He is writing a book. He is indeed. And proud and happy will the world be when it appears. When will it?—*Wheeling*.

The toboggan craze is being talked up. The Roseville track and the polo grounds are said to be already engaged by capitalists, who will put up slides. I believe the reason of Frank White's of Spalding's—flying trip to Canada was to get points on this sport.—*Bi. World*.

W. M. Woodside estimates his wealth in this country at \$10,000, invested principally in real estate at Warburton, Minn., consisting of some dozen city lots. Besides that, he has a very snug bank account. He is not married.—*Bicycling World*.

The following joke is so very bad that we use it as a horrible example of what a man can do if he set out to. Why shouldn't wheelmen take to tobogganing in winter? They are used to bargaining for wheels in summer.

The Hon. Ion Keith-Falconer, one of England's most prominent amateur cyclists, is about to depart for China to engage in missionary work. This gentleman has for five years occupied the chair as president of one of the most conservative of organizations, the London Bi. Club.

An Englishman has patented a device for the protection of tails of a full dress while the owner is mounted on a cycle. The advertisement reads: "Very useful for young gents who prefer going to parties on a conveyance of their own, rather than in an expensive cab."

Thomas Stevens reached Hong Kong on 4th October, having taken steamer from Calcutta. He was refused permission to cross Afghanistan, and had to reach Hong Kong in this way. He will ride to Canton and to Shanghai, and from the latter place will take the steamer to Japan.

Wm. J. Morgan won the six days' (eight hours a day) bicycle contest which closed at Minneapolis, Minn., Nov. 13. Morgan covered 740 1-5 miles in the forty-eight hours, beating the record for this style of race by 150 miles. Albert Shock, of Chicago, was second, ten miles behind. The other competitors, Dingley and Higham, did not finish. The contest was for the gate receipts.

Stillman G. Whittaker rode twenty miles in the hour, at Crawfordsville, Ind., on 3rd Nov. He started at the twenty-five mile point on the Potato Creek Road, and finished at the five mile stake. Three Waltham chronographs were used, and the start was made at 2 o'clock precisely, and he finished twenty miles in 59.35 4-5.

The Canadians do not like the coolness of the A.C.U. in attempting to control racing in Canada without being requested to do so. We do not blame them. Let the Canadians run their own affairs in their own way. It is certainly none of our business, and we have enough territory without bothering with Canada.—*Bi. World*.

England has monopolized the manufacture of tandems up to date. Next year, however, the Overman Company will turn out a tandem. Mr. Overman, when in England, made this machine a study. He will embody all the good points of what he saw, with a good many wrinkles of his own, and thus give to our riders a "wheel as is a wheel."

The secretary of the San Francisco Bicycle Club writes to the editor of *Outing* that his club has appointed a committee to receive Thomas Stevens on his arrival from Yokohama, which committee is instructed to see that his visit is made generally pleasant. *Outing* is offering a whole set of bound volumes as a prize to any one guessing the date of Stevens' arrival in Yokohama. Here is a chance to pick up some books without much trouble.

Harry Walcott and L. H. Johnson, of the Orange Wanderers, in a trial against time on the Roseville, N.J., track, Oct. 23, are stated to have beaten former American amateur tandem tricycle records for the following distances: Four miles, 13m. 19 2-5s.; six miles, 20m. 35 4-5s.; seven miles, 23m. 45 2-5s.; eight 27m. 13s.; nine miles, 31m. 1 2 5s.; ten miles, 33m. 59 2 5s. The timers were: J. W. Smith, W. A. Belcher, and Dr. T. N. Gray.

Wheeling (Eng.) says: "For our part, we believe very strongly in any measures that can be adopted to prevent 'loafing' or 'waiting,' and if scratch racing is to retain any hold on the interest of the public, something must be done to counteract the growing custom of one-lap racing. In our opinion, the time must come before long when a time limit for all scratch races will be imposed, the judge having the power to increase it if wind or weather necessitates."

With reference to the vile word recently appearing to define the new species—"promateur"—the sooner it is gone the better. The word "amateur" comes from the sense of loving a pursuit for its own sake, and the new definition should be built up in the same way. The root of the word is lost now. Either "amapro," "profama," or "profam" seems better, and I prefer the first, for it seems to indicate a love of the profession, without the pluck, may it be said, to join their ranks.—*Cor. Cyclist*.

Cycling clubs are not sought after in New York; on the contrary, they are objected to, muchly. Mr. Richard Nelson, the owner of the house now occupied by the Citizens' Club in 60th street, was offered \$500 by each of eleven house-owners in the block, and \$1000 by one other, if he would not let his house for the club's occupancy. Anybody who knows Mr. Nelson, knows that money is no object when he makes up his mind to go ahead with anything, so the snobs kept their money and the Citizens got their house.—*The Owl*.

The record season has closed. There are many figures this year but few records. The makers of quick time have run regardless of rules, and no records will go upon the books. Of standard League records there have been none in the bicycle column, and but one in the tricycle. The moral of this is, that racers do not run for records in competition, and amateurs cannot afford to run against time. There is one thing to be looked at in the lists of fast times. All of the American records are held by Americans and by American wheels. Truly, the world do move.—*Cycle*.

Curious, the idea of cycling which seems still to prevail in the minds of a certain class of the population. A doctor, advertising the other day for an assistant to help him in a large and scattered practice, was considerably startled by one of the answers he received. "I may say I have no small vices"—wrote this applicant for the post—"I neither drink, smoke, nor ride a tricycle!" Consternation and disgust of medical man, who is himself an ardent cyclist, and who counts always on his assistant's use of his "Cripper" to prevent the necessity of keeping an extra horse.—*News*.

It is whispered that Rowe will soon marry.

Foster won seven firsts, seven seconds and five thirds during the fall tournaments.

Austria is the latest country to engage the services of the tricycle in distributing mail matter.

A deficit existed after the receipts and expenditures of the L.A.W. tour had been accounted for.

It is said that the Pope Manufacturing Company will have nothing more to do with promoters.

Con Dwyer, the Australian champion, has had a serious fall, and his racing days are over for the present.

The editor of *Outing* has started a subscription paper to erect a statue of Frank Walton in Winchester Cathedral.

They used to tell us that a cycle had no end. And yet Stevens' circle around the globe will soon have an end.

The Boston *Herald* says that since McCurdy's ride, Huntley has abandoned the idea of riding 400 miles in twenty-four hours.

By being paced by Wiswell, formerly Hendee's trainer, A. A. McCurdy, an L.A.W. professional, has become an A.C.U. professional.

An inventor is at work upon a patent "cradle" attachment for tricycles, so that next season babies will be able to accompany their cycling mammas.—*Philadelphia Times*.

The Columbia team has disbanded for the season. Rowe retires to Lynn, Woodside goes to Minneapolis, Hendee winters at New Haven, and Crocker will remain at Lynn.

John O. Blake has resigned the chief consulship of Illinois, and Burley B. Ayers has been appointed. In a case like this the president can well afford to put on Ayers.—*Cycle*.

English cyclists are forming classes in boxing for the winter season. They claim that this exercise corrects the tendency to round shoulders and stooping engendered by too much cycling.

It has been definitely announced that the Springfield Club lost nothing by its last tournament, but came out just about even, and that \$400 was netted from the minstrel show.

The Missouri Club, of St. Louis, are laying pipes for a very frivolous winter fortnightly sociables, and musicals have been planned, and will be carried out. Swallow-tails will be *en vogue*.

Wood and Howell, the English professional cracks, were to have been matched for a series of races to decide the English championship. But Wood has gone to Australia, and there will be no decision.

A new non-vibrating lamp bracket is made by an English firm. A flat piece of metal is secured by the lock-nut of the steering head, and this carries India-rubber buffers, which insulate it from the lamp bracket proper.

A Belgian by the name of De Beukalaer is coming to the front in great form; he recently beat Allard very handsomely. It is the intention to send the Belgian to England next season, and see what he can do on English tracks.

The English papers want Rowe to join the team of American professionals who announce their intention of going to England next month, and arrange a race with Howell. They say that, although Rowe has defeated Wood, he must run away from Howell before he can be considered the fastest man in the world.

Ives offers to pay Whittaker \$100 to ride one hundred miles within five minutes of the time he claims to have ridden it, over the Crawfordsville course. Ives says further that he can not ride the distance in 6h 0m., but is willing to allow Whittaker five minutes' handicap over the same course, in a one hundred mile race.

While some of our record-making wheelmen are announcing their three or four thousand miles for the year with considerable pride, let them think of G. P. Mills. From 1st Jan. to 9th Oct. he has ridden six thousand one hundred and fifty-seven miles in eighty-two rides, or an average of about seventy-five miles a ride.

"The Owl," in the *Wheel*, writes: "I have received a postal card from a cyclist notifying me of the loss by theft of a Mustang bicycle, and asking me what ought to be done with the thief. I don't know what the law here is, but three years' life in Texas taught me that the law there is, if a man steals a mustang, he mustang."

The Victorian Cyclists' Union has drawn up a list of over 2,000 distinctive colors and designs for use at race meetings, and each competitor must register one of these as the color he always intends to run in. The racing costume consists of plain white knickerbockers, black socks, and a colored silk jockey cap, sash, hoops or spots, and a sleeved vest or jacket. The fines for not appearing in proper costume are very heavy.

Mr. Walter Phillips last week showed us a new adjustable bicycle handle he has patented. It is of the spade variety, and fastens with a split lug to the end of the handle-bar, also working on a swivel bolt side ways, the tightening screw which locks the lug on the handle-bar also securing the bolt in its place. By loosening this screw the handle can be turned right round in any direction, and set at any angle and position desired, so that the rider can not only experiment in handle positions, but when he has found the best place for his own particular taste, lock it in that position and keep it there.—*Cyclist*.

Outing is going to send another man around the world. This time it is Capt. F. A. Claudman, of Newburyport, and he will travel in a thirty-foot yawl. He is now preparing his boat for the voyage, and will shortly start for Panama. He will cross the isthmus with his boat on a freight car, and will proceed thence up the whole west coast of North America, and so on, crossing Behring's Strait, down to the Asiatic continent, around to Suez, through the Mediterranean to Gibraltar. He will return home by way of the Shetland Islands, Iceland and Greenland, occupying at least two years and possibly three in his journey.

The last letter received at the office of *Outing* from their special correspondent, Thos. Stevens, is dated on board the steamer "Wing Sang," Oct. 4th, in which the famous wheelman says in

regard to the last stretch of his journey: "I will not be able to find out anything definite as to my journey through China until I meet the consul at Canton, so cannot tell you anything now. I am led to expect considerable difficulty about getting through China. Japan will, no doubt, be very delightful and interesting, providing I reach there before the winter makes it disagreeable travelling. This will, of course, depend upon my experiences in China. My next articles to you will be written whilst crossing the Pacific."

In order to insure accuracy in cycle records, and preclude even the possibility of error, thus gaining the confidence of the public, we, the undersigned, makers and importers, agree that we will not recognize a claim for road records against time, except where pacemakers have gone the entire distance, and checkers have been placed at each point where distance could be cut off. Affidavits from all concerned to be furnished as to the correctness of the records. We believe that this precaution is in the interest of all concerned. Signed by the Overman Wheel Co.; the Pope Manufacturing Co.; Wm. Read & Sons; Stoddard, Lovering & Co.; the Coventry Machinists' Co., per H. W. Gaskell; W. B. Everet & Co.

The *Cycling Times* (London, Eng.) says of W. G. Hurst, of Toronto, who is appearing at the famous Alhambra Palace: "This daring rider, who is now in England, is a native of Toronto, Canada, and without further preamble we may at once say that, having seen his performance, we are convinced that he is far and away the most daring and clever trick-rider that has ever yet appeared before the public in this or any other country. He is far and away in advance of either Canary, Kaufman or McAnny, and, as a matter of fact, has over and over again challenged them to meet him, but as yet without success. His command over his machine is simply marvellous, and he can do anything he likes with it but make it talk. When we say that he can perform for two hours right off and never repeat a trick, we think we have almost said enough to show how remarkably clever he is."

The Boston correspondent of the *American Wheelman* writes: An unusual number of fatal accidents resulting from cycle riding have occurred this season. Another was added to the list on Tuesday last, when Arthur Cunningham died of injuries received from a fall from a bicycle. Mr. Cunningham was riding slowly along Lake street, Brighton, on Friday afternoon, when his wheel struck a stone and he was thrown heavily to the ground. His face was badly cut, and he felt generally shaken up, but beyond this there were no outward signs showing the extent of his injuries. He walked to his home at the Hotel Hunnewell, in Newton, where he was tenderly cared for by his friends. No one thought of fatal results until Sunday afternoon, when he suddenly became sick, and complained of intense pains in his abdomen. The best of medical skill was hastily secured, and though everything possible was done for his relief, he died Tuesday night at 10 o'clock. An examination of the remains showed that death had been caused by rupture of the intestines. Mr. Cunningham was the head of the house of Cunningham & Co., the

first firm to import bicycles into America, and he will be remembered by all who knew him as a quiet, modest and very pleasant gentleman.

The N. Y. correspondent of the *American Wheelman* says: "A. B. Rich tells me that this is positively his last year as a bicycle racing man, as next season he will devote himself entirely to trike racing. I think this is a wise move on his part, as up to date not a man has shown himself competent to defeat Rich on a trike, with the exception of Sam Gideon, brother of the ex champion, Geo. D. Gideon. This same Sam Gideon is far away the best three-wheel racer in America, and with proper training, on a good track, can make the record tremble, if he does not alter it." The same correspondent says: "I have been shown a new machine built upon the lines of the Star, which will shortly be put upon the market, complete and ready for the rider to mount, a semi-roadster, weighs just twenty-eight pounds. By a simple pressure of the rider's foot, it can be geared up to eighty-five or down to twenty-eight, or to any intermediate point, a dial plainly visible from the saddle enabling the rider to place it at any gear he may desire between these two points. This is going to revolutionize racing somewhat next season, as the present form of the Star, weighing at its lightest about forty pounds, and minus speed gearing, has proved no mean competitor for the vertical-forked racing wheels."

A novel suggestion comes from a correspondent who appears to possess an ambition to shine as a hill-climber. He says that racing men obtain prizes and records for their performances on the path; but the road-rider climbs hills without any tangible memento of the feat. To climb hills is a noteworthy achievement, and since Alpine tourists adopt the custom of branding their alpenstocks with the names of the mountains they have scaled, it is proposed that road-riders shall paint or gild their cycles with the names of all the most notable hills which they have climbed. We have no objection. Our correspondent is at perfect liberty to label his tricycle with such words as "Maxwell," "Reigate," "Chingford," "Petersham," and the like. But whether any accession of dignity will result is open to argument; and although a real veteran may possess a creditable list of hill-climbing records, the average expert cyclist does not keep a cycle long enough for it to collect a series of such records ere he sells it for another. Beyond this, the same objection obtains as led the N.C.U. Council to resolve not to adopt an official badge: the best men, the most desirable wearers of the badge, won't adopt it—and the genuine crack-riders of the road, like those of the path, won't condescend to crack up their feats by any such displays. Good wine needs no bush, and good riding requires no label.—*Wheel World*.

SCENE, a wayside North Shore hotel; *dramatis personæ*, a party of wheelmen, several of whom had put up at this hostelry for the night a few weeks previous; time, morning, when about to settle bills.

Spokesman for party.—"Why, how's this? You have gone up thirty per cent. on the prices you gave when we stopped here before."

Hotel Proprietor.—"Yes, I know it. I hadn't seen you feed them."—*Record*.

ENGLISH RECORDS NOT ACCEPTED.

Furnivall's mile in 2.30 and Gatehouse's tri-cycle records will not go, as notice has been issued that the N.C.U. records' committee refuse to pass the following claims for record:

Bicycle (path)—Furnivall, at Long Eaton track, August 24, 1886: Quarter mile, 37s; half mile, 1.15 4-5s; three-quarter mile, 1.51 1-5s; one mile, 2.30. A. P. Engleheart, at Coventry track, Aug. 6, 1886: Four miles, 11m. 14s.; five miles, 14m. 11-5s. J. E. Fenlon, at Paignton track, Aug. 5, 1886: Eight miles, 23m. 28 3-5s; twelve miles, 35m. 14 3-5s.

Tricycle (path)—G. Gatehouse, at Long Eaton, August 24, 1886: Quarter mile, 40s.; half mile, 1m. 21 4-5s.; three-quarter mile, 2m.; one mile, 2m. 41 2-5s.

The reasons why these records were rejected have not been given, but will doubtless be forthcoming in reply to public clamor.

:o:

The way in which racing men and all fast riders lean over their handles, as we admit they are right in doing, cramps their chests, confines their bone-case within its narrowest limits, and gives no fair chance to their heart and lungs to work freely. Just look at a lot of cyclists alongside of a set of scullers, cricketers, or boxers, and notice the striking difference in the development of the upper part of the bodies of each. There are, of course, exceptions to the general rule, for some cyclists are good all round athletes, but most of them are sadly lacking in their top. And yet they ought to be as good above as they are below for in cycling, as in all other sports, it is wind and heart that fail first. We speak of racing. It is plain, then, that cycling needs some other sport to supplement it, and the one we urge on cyclists is sculling, wherever it is possible. Rowing will not do: it develops the two sides of the body unequally. Gymnastics and boxing should, of course, be practised in the evening in towns; but wherever a river is within outing distance, thither on half and whole day holiday should cyclists resort, and, pulling a long, sweeping stroke, develop their chest and arms with a pair of sculls, equally and equably, in single or double sculling boats, and sculling fours and eights, if they can but get them.—*Cyclist*.

:o:

Rowe comes out and authorizes the *Lynn Bee* to say "that he stands ready to make a match with Howell at any time, and for an amount sufficiently large to furnish ample pecuniary inducement for the Englishman to visit the United States, if he feels satisfied that he can win the stake and the world's championship." We clip the following from *Sporting Life*, London: "David Stanton, seeing it announced that Rowe (the American champion) has ridden 22 miles in one hour, is prepared to match himself against him, from 200 up to 1000 miles, from £100 to £200 a side, to ride either in this country or in America." A Leicester gentleman called at our office yesterday, and stated that he was prepared to match Dick Howell to ride Rowe, or anybody in the world, any distance from one mile up to twenty, for from £100 to £500 aside. First come first served.

ENAMELLING!

Special Notice to Wheelman.

We have just laid down a large plant for the purpose of Enamelling Bicycles and Tricycles (the Harrington process), and are now in a position to Enamel a Bicycle at \$5 and make it equal to new. We are the only firm in Canada that enamels through this process.

LOOK OUT FOR THE

"NEW RAPID"

In the Spring. Still further improved
on for 1887.

"The Universal CLUB NO. 3"

Cheapest Bicycle in the world. It is fitted with Ball Bearings to both wheels, Cow Horn-shaped Handle-bars, and latest improvements.

"CLUB" SAFETY

The King of Safeties, and is the most popular Safety in Canada.

THE

"BOYS' COMET"

Cheapest Boys' Bicycle in the Dominion.
No. 1, Price \$30. No. 2, Price \$20.

The "COMET SADDLE," simplest and cheapest. Price, \$4.

Improvements in Saddle Bells, etc.

Lowest Prices for Repairs.

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We have the following
Machines in stock:

**RUDGE LIGHT ROADSTER,
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ROYAL CANADIAN SPECIAL,
ROYAL CANADIAN, NO. 2,
THE BOYS' OWN IDEAL,
AMERICAN CHALLENGE,
KANGAROO SAFETY,
PREMIER CRIPPER TRICYCLE,
NUMBER 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, - \$90.00.

A first-class Light Racer in perfect
Condition.

ANOTHER BARGAIN.

54 inch Sanspareil, ball bearings to
both wheels, all nickle plated, but
fellos; 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.

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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
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SPOKE GRIPS, SUSPENDERS, SHOES, CAPS,
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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.

A. T. LANE, - - - MONTREAL.

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 28.

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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