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A. Thomas

The Canadian Wheelman

A JOURNAL OF CYCLING.

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

Vol. III.

LONDON, CANADA, MAY, 1886

No. 7.

-- 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.

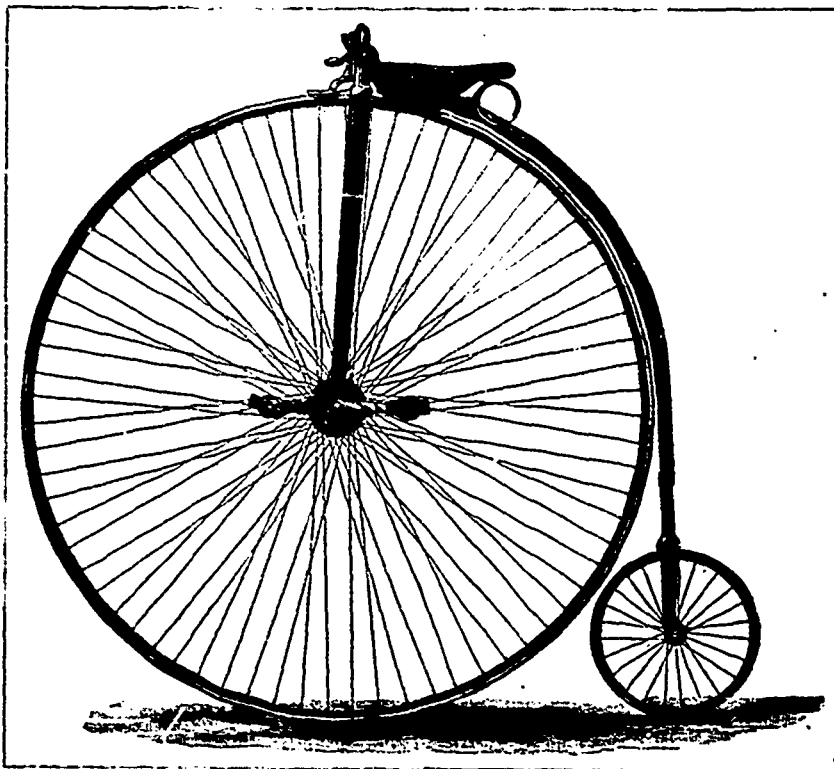
NEW DEVICE

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.

May---ROBINSON'S REMARKS---1886.

FRIENDS AND FELLOW-WHEELMEN, LEND US YOUR EARS; THEY WILL BE RETURNED EXPRESS PREPAID.

THE UNITED ORDER OF RUDGE RIDERS.

We have decided to organize a new Secret Society with the above title. Objects: Fun, marriage and congratulations. Admission only to the fortunate wheelmen who are mounted on the Rudge machines. We give below the first instalment of members:

TORONTO.

ORR, GEO. H., ex-Capt. Wanderers' B.C.
 CAMPBELL, FRED., Ex-Captain Toronto
 STUTTAFORD, A. [B.C.
 CARDEN, J.
 CARDEN, R.
 BURGESS, R.
 BENGOUGH, THOMAS
 YEIGH, FRANK
 MACDONALD, DR.
 ROBINSON, F. A.
 ROBINSON, CHAS.
 LALOR, THOMAS
 AMAS, F.
 ADAMS, JAMES R.
 MALCOLM, JAMES
 SPARLING, F.
 BAXTER, R.
 FLEMING, R.
 LOWES, C. J.
 HOWLAND, L. B.
 IRELAND, WM.
 SYMONS, A. W.
 LANCASTER, C. I.
 MOORE, C.
 HANNING, C. R.
 SWITZER, MR.
 WRIGHT, WM.
 MORPHY, FRED.

STRATFORD.

NASMITH, C. E., Captain S.B.C.
 PALMER, J. FRANK, 1st Lieut. S.B.C.
 MACDONALD, A. T., 2nd Lieut. S.B.C.
 BALLANTYNE, R. M.
 KIRK, J. A.
 MCBAIN, M.
 BOLES, WILLIAM
 BOSWORTH, N. A.
 AHRENS, DR.
 MOWAT, A. C.
 HORNE, G. H.
 MACDONALD, R. B.
 MACFADDEN, J. A.
 MAYHERRY, C. A.
 LOSEE, R.
 SMITH, CHARLES

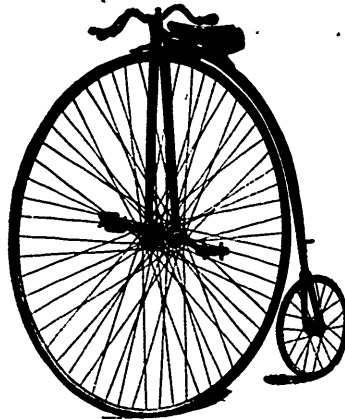
ST. CATHARINES.

LINDSAY, A.
 GOODMAN, DR.
 HODGETTS, G. W.
 SWORD, J. A.
 SMITH, RALPH
 SMITH, F. W.

More to follow next month.

THESE ARE THE WHEELS THE MEMBERS OF
THE U.O.R.R. RIDE.

THE RUDGE LIGHT ROADSTER \$115.00.



THE CANADIAN RUDGE. \$85.00.



THE RUDGE SAFETY \$110.00.



ODDS & ENDS

SECOND-HAND WHEELS.

We have a list of forty SECOND-HAND BICYCLES, several SAFETIES, and an assortment of TRICYCLES, which we will sell cheap. A catalogue of them will be sent on application. Sizes range from 48-inch to 56-inch. These machines are expressed C.O.D., with privilege of examination and return, express prepaid by consignee, if not as represented.

THE CANADIAN RECORDS.

An esteemed firm of fellow-dealers advertise that their wheel holds all the Canadian Records. The RUDGE holds the Canadian one and five-miles Records. This alters the case somewhat, as they are the most important of the Canadian Records.

THE SPRING TRADE

Exceeds our expectations by a large majority. We have already cabled for large repeat orders, notwithstanding the fact that our first importation comprised several ϵ π . The Rudge is selling like Banbury buns on Good Friday. This gives the best possible evidence of the way it is esteemed by wheelmen.

THE LILLIBRIDGE SADDLE

Is also selling rapidly, and has proven itself to be the best American Saddle in the market. The boys unite in saying that it is the acme of comfort.

OUR SPORTING GOODS DEPARTMENTS

Are in full swing. Baseball centres in one locality; Lacrosse in another; while Football and Cricket has its devotees everywhere. We are well stocked up in all these lines and ready to outfit clubs.

CHARLES ROBINSON & CO.,
 22 CHURCH STREET,
 TORONTO.

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, MAY, 1886.

THE MONTREAL MEET.

From the letter of a correspondent, and the extract from a Montreal paper given in another column, it is quite evident that the Montreal Club is going to make the C.W.A. meet of 1886 something no members of the Association ought to miss; and we sincerely hope that but few of them will. The Montreal Club has in the past stood firmly by the C.W.A., and now the C.W.A. should stand by it, and give it all possible encouragement. We are pleased to see that Montreal feels keenly the reproach that rests upon the C.W.A. by reason of it not yet having brought to the front a rider that might take his place with the fliers of the States and of England, and if that feeling is shared by the other clubs of the Association it will not be long before the reproach is wiped out. Either at Woodstock on May 24, or at Montreal on July 1, the Canadian records should be brought down to a figure which we would not be ashamed to acknowledge before the world. But apart from the mere matter of racing and records, the Montreal meet will offer the great attraction to the majority of Ontario wheelmen of an opportunity of visiting, at a small cost, the chief among Canadian cities. What rates of fare will be offered by the railway and steamship companies are not yet known, but there is no doubt that they will be within the reach of all.

THE WOODSTOCK MEET

We would call the attention of all Canadian wheelmen to the programme of the Woodstock Amateur Athletic Association for May 24th and 25th, which will be found in another column. With commendable enterprise, they are undertaking the first two days' meet ever held in Canada, and are putting forth every effort to make it a grand success. The prizes are liberal for all events, including the money prizes for professional riders, notably one with a gold medal added, to settle the much-discussed question of the Canadian professional championship. This race alone would be worth going there to see. They have a good track, and with the presence of a number of the leading professional and amateur riders from the other side, who have written promising to put in an appearance, together with most of our own fliers, who also will be on hand, an exciting two days' sport, and the lowering of the records for all

distances, may be expected. To racers and wheelmen of all kinds, the well-known hospitality of the Woodstock Association and Bicycle Club should be an attraction, and we bespeak for them the largest gathering of bicyclists ever seen there.

EDITORIAL NOTES.

Those consuls who have not yet sent in their road reports to their chief consuls should do so at once. Read the letter from the Secretary in another column.

The Englishmen are waking up. The *Bicycling News* speaks approvingly of the "new" idea of returning to every man who starts in a race the amount of his entry fee.

From all quarters come tidings of an increasing interest in wheel matters, and the dealers all record a greater demand for wheels than has been the case for some years. These be cheering signs.

The L.A.W. Racing Board has made an addition to its racing rules, by defining a "class race" as follows: A class race is open only to those who, up to the date of the closing of entries, have not won one of the first three positions in a public event in the same or better time than the class under consideration; or in relative time, judged from other distances according to the appended table:

One mile.	Two mile.	Three mile.	Four mile.
2.45	5.40	8.30	14.30
2.50	5.50	8.45	15.00
3.00	6.10	9.15	16.00
3.10	6.30	9.45	17.00
3.20	6.50	10.30	18.30

THE ANNUAL MEET.

The Montreal *Gazette* says: Now that the annual meeting and races of the Canadian Wheelmen's Association have been definitely settled on Montreal this year, there has been quite a stir and excitement among wheel circles and athletes generally. Many are the schemes that are talked over among the members of the bicycle club to make the meet not only away ahead of all such former Canadian events, but one that will throw in the shade any meeting ever held on the continent. Nowhere could a better place have been chosen for the meet. No place offers the same advantages for sight-seeing, or has so much in and around it that will interest and amuse wheelmen and others than Montreal. No place has as fine a club-house or as many rendezvous or as fine roads to wheel over as have the Montreal boys; and now that the new Athletic Club-house has been put up, the bliss of wheelmen is complete, and it is sure that every wheelman that comes to the meet will go away with a feeling that the visit has been a red-letter day in his life, and one that he can ever look back on with pleasure. Most of the roads in and around the city will be found to compare more than favorably with the best in the country for smoothness and scenery. Of course, the principal ones are the Lachine roads, upper and lower, and the essence of perfection is reached on the latter. The road running along the bank of the St. Lawrence, past the famous Lachine rapids, is a never-to-be forgotten ride, and is the delight of local wheelmen. The upper road is also a grand ride, with many a famous coast. At Lachine both roads join, and from there to the pretty village of Valois lies along Lake St. Louis, and is second only to the Lower Lachine road as regards scenery. Old Mount Royal, too,

will be a favorite ride, and ought to break the western wheelmen (especially the Toronto contingent) all up with its overhanging views and famous coasts along the asphalt-like roads of the well-known park. The new Athletic Club-house and grounds at Cote des Neiges will be another star in the crown of the Montreal boys, and will be the rendezvous for the wheelmen, showing them the interest that Montrealers take in athletic sports and pastimes, and more than likely the visitors will be entertained here to a dinner or ball, and also to an open road race. Of course a trip down the Lachine rapids will not be omitted, and an excursion to the old capital, Quebec, will probably be taken in by part of the wheelmen should time permit.

Although somewhat early to indulge in theories as to the probable programme, one like the following ought to be near the mark, Thursday, the 1st July, the day appointed for the meet, to be divided somewhat as follows: In the morning there will be a parade of all the different clubs through the principal streets, after which the annual business meeting will take place in the club-house. In the afternoon the annual races of the Association will take place, among which will be run off the one and five-mile bicycle championships and one-mile tricycle championship races for the championships of Canada. On Friday, the 2nd, in the morning a trip down the famous Lachine rapids. In the afternoon, a road race to the new Athletic Club-house, Lachine or Valois, with a dinner or ball afterwards. Saturday morning the Mountain Park will be taken in and thoroughly explored, and in the afternoon the Montreal Bicycle Club should hold their annual races. This will close the great meet, and if the programme is carried out somewhat like the above, it will be the most enjoyable one that the Association has ever had or ever will have for years to come, and will do a great lasting good to cycling in Montreal and Canada in general.

The races will by no means be the least attraction of the meet, and this year promise to be unusually exciting. They will either be held on the Shamrock Grounds or the Montreal Driving Park. The Shamrock track, being nearer the city, is to be preferred, but, owing to the bad turns on it, it is not only dangerous, but prevents fast time being made. Should the Shamrock Club make them more of a semi-circle and level them up, the track will be the one chosen, and Montrealers will have a chance of seeing first-class racing, and some very fast time will be made. As to who will carry off the championship races, it is a little too premature to indulge in favorites for them, but one thing is sure, and that is, the Montreal boys intend holding up their end of the flag. The events will be all close and exciting, and will be principally among the old reliables.

Clarke, of Woodstock, is the western men's guiding star, and great things are looked for from him this year. Davis and Fester, of Toronto, promise to sweep everything before them, and will have a special car to take their prizes home. But for the part of Montrealers, some are inclined to think that when they meet Montreal's backbone in the shape of Low and Scales, and a dark horse all of "Maud S" stamp, they will have to be satisfied with second place. Whispers come from all over, especially from Belleville and Woodstock, of new wonders that are going to astonish the racing world, and it remains to be seen whether the old champions will have to take a back seat or not. In the open races, the principal Americans will be entered, and will measure their strength against our home talent, and some close and exciting races will be the result. It is to be hoped that the western wheelmen will come down in force and take the city by storm. If they do, Montreal will lay herself out to make things lively for them.

John S. Prince announces that he is done with long-distance racing, but is open to race any American professional from one to twenty-five miles for \$500 a-side.

Wheelman Centres.

MONTREAL.

The coming season is to be the crowning one in the annals of our club, as the fourth annual meet of the C.W.A. is to be held here on Dominion Day. Montreal, the commercial metropolis of Canada, and possessing the oldest bicycle club in the Dominion (and one of the oldest in America), should long since have been host to the Canadian Wheelmen's Association. I am sure our western brothers know that it was not for any lack of hospitality that our invitation to them was not sent for either of the two preceding years. Until now we have been laboring under the very heavy handicap of not having an A No. 1 track—one on which something better than our annual race parades by local riders could be given to the public; and not possessing one, our committee decided that it was better for both parties for us to withhold our invitation until we were in a position to cope with and run the meet in a manner to reflect nothing but credit on all Canadian wheelmen. This year our boys hope to see, and will welcome most heartily, wheelmen from every province in the Dominion and from the United States to do our town and test the possibilities of our new quarter-mile cinder-track, second to none in Canada, and on which, even in its new state, last year very good time was made by some of the boys here.

Any and every wheelman who contemplates vacations the coming summer cannot do better than note down immediately in a sketch of his town that the four best days of his holiday can be spent in Montreal from Thursday, July 1st, to Sunday, July 4th. If a racing man, his duty calls him tenfold, for we have yet to show our cousins down in Springfield, Mass., who may have heard, yet are not certain, of the existence of a legislative bicycle body in Canada, that we have such an Association, and taking into consideration the population of our country and length of the riding season, an Association that can vie with any other in the world under the same restrictions. Probably in the past we have been treated by our American cousins according to our dues, for who have we amongst us that we can hold up as a fit man to compete for the championship of the world? A few years since Canada had a man who in the mile race came but a very few seconds behind Hendee. Let him or a better man come forth and champion our cause on July 1st, so that we may know whether we can again hold our heads on a level with our contemporary cycle unions, and whether the Canadian Wheelmen's Association can justly claim a share in the management of the world's championship races.

My heart's first desire is that this year may see the finest C.W.A. meet given; my second, that we may earn our proper position as an Association back again, and not be left out in the cold any longer; and my third is to have the pleasure on July 1st of seeing all the faces belonging to the names that fill the pages of our CANADIAN WHEELMAN with their exploits on the track and the road.

Fraternally yours,

April 19th, 1886.

MONTREAL.

SIMCOE

Since last month's WHEELMAN was issued, there has been a revolution in bicycling. All have become alive to the fact that the wheeling season is here, and have accordingly brought out their machines and polished them up for immediate use. Most of the club have agreed to wear their bicycle uniforms all summer for six days in the week, and if other clubs would do the same thing, the farmers from the back townships would soon stop taking a person in a bicycle uniform for a member of the Salvation Army. I think we can claim the first Association uniform to have appeared on a member of our club. Our secretary came out in his about the 15th of the month, and if they all look as well as his the Association may feel proud of having made such a *first* selection. We held our first club run on

Good Friday, leaving Simcoe at 1.30 P.M. and going to Waterford and back, 16 miles. The annual meeting of the club for the election of officers was held on Friday evening, April 2nd, when the following officers were elected for the ensuing year: Hon. President, Geo. W. Wells; President, W. S. Perry; Sec.-Treas., A. R. Dobson; Captain, W. Y. Wallace; Lieut., A. W. Donly; Standard-bearer, George R. Cook; Bugler, A. Miller. Mr. W. A. Tisdale, our last year's secretary, wished to be relieved of the position, saying that he wanted to see the honors of the club distributed. A vote of thanks was tendered him for the very efficient way in which he had filled his office, and for the interest he had taken in the welfare of the club.

Simcoe, April 26, 1886.

B.

WOODSTOCK.

We took our first club run of the season on Good Friday. Thirteen riders turned out under charge of Capt. Karn. Beachville and return was the extent of the run. Among the attractions for the 24th is the expected visit of the Dufferin Rifles of Brantford, who will bring a troop of friends with them. The track is being put in fine condition, and the records should be knocked out of sight. I must apologize to our standard bearer, Mr. Jas. Scofield, for omitting his name from the list of club officers for this year. "Jemmie" is so well known, however, both at home and abroad, that there is little danger of his being forgotten.

Hoping, Mr. Editor, to see yourself and every other bicyclist and bicycle enthusiast from Windsor to Quebec here on the 24th and 25th. I remain, etc.,

Woodstock, April 23, 1886.

BICYCLE.

PETE'S LITTLE SAY.

MY BEDROOM.

Burning midnight oil (at 38c. per gal.)
April 15th.

Spring, Spring, youthful Spring,
What rich delight your coming doth bring!
What screams of water and seas of mud
(Where you hear the dull and sickening thud
Of the unfortunate baker who is tossed o'erhead,
And is carried off to his straw-tick bed);
What biting winds you shoot from the sky,
What blimy fragrance in your breath doth lie;
What lovely songs from the tree-tops tossed,
What Roman noses nipped by frost!
What glorious runs o'er dale and hill,
What vigorous brushing after a spill!
What—what d'ye say, O gentle Spring?
You ask me to let up on my rhythmic jing.
Let 'o, certainly, if you wish it. No offence,
I hope.

"Bicycle," of Woodstock, has unanimously elected his honorable self and your humble Pete as grandad to THE WHEELMAN's correspondents. This is an honor heaped upon me. Only yesterday I was nominated as god-papa to a cherub without wings or short clothes; last week I was asked to play the cello for the Wanderers' Bicycle Club (th'ir bagle is laid up with asthma). What next? Look here, old boy from Woodstock, what do you think of this idea? Have a new office created in all the bicycle clubs, viz., THE WHEELMAN scribe, at a salary of six postage stamps, a steel pen and a monument? There's Lindsay of St. Catharines, and Hurdman of Ottawa, and Lesue, of Napanee, and Cooper, of Belleville, and Chandler, of Newcastle, and Macbush, of Stratford, and Coleman, of Seaton, and a lot of others who will be blackballed if they don't come to time), who ought to write up their respective localities from month to month.

Alas, alas, and once more alas (three alasses in all)! Lloyd Harris of Brantford, advertises his 60-inch wheel for sale. Earthquakes and hailstones! what's the matter? How we'll miss the big manly fellow away up in the clouds. And will he—no, no, no—yet perchance he may. Horrible Thought!—sell his great white plug too! Away with the thought! I know a shortsighted man who was greatly alarmed at Woodstock when Lloyd headed the procession.

"Bless m' stars," says he to me, "what's that on that machine? Can't see nothing but a pair of legs." Poor fellow! his eyesight ran out before it reached the topknot of the rider.

Oh, Harris, oh, Harris! don't sell your old wheel;

"Twill be as the loss of a friend;

If you're no more to be seen on the Queen's highway,

Time might as well come to an end!

Everybody that could hire, beg, steal or own a bicycle went a-spinning on Good Friday. I'll wager we will not have a better day for the purpose this season, barring, perhaps, a trifle too much dust. But it makes a soft bed. A soft fall turneth away bruises. The Wanderers (who, by the way, are awakening with new vigor—and a new suit) made a club turnout of thirty-three. The route lay along the Kingston Road to the Half-way House, where we demolished anything but a half-way dinner. A few of the party went on to Whitby or Montreal, or some village down east, while the rest of us returned. Coming along the sidewalk, in single file, we met a policeman. With instinctive reverence, we all dismounted and did him obeisance. He was immensely pleased, and, pulling out a book, began to take notes:

Riggs.

Daniel.

Br—

"What 'ye doing that for?"

"Again 'th' law."

"But we're outside the city limits—on the outskirts," sobbed the captain, as he wept a big weep.

"Well, if you promise not to tread on her skirts again you can go."

We went, and along the centre of the road, too. The only other adventure we had was the meeting of a Don valley bovine, with cowhorn handlebars on her head. The captain gave her his card and invited her to leave our pathway. She stood and thought it over. In the meantime, locomotion of wheels slackened. We were all getting ready to dismount, when she gave us a wicked wink and wobbled away. That cow has no respect for fellows high up in life.

Why the Torontos didn't have a big run I do not know. Perhaps they did, but, if so, it was done very quietly.

PETE.

Toronto, April, 1886.

TOURING.

Mr. B. B. Ayers, tour-master, L.A.W., in a letter to the president of the League, defines the scheme lately devised and adopted by the Touring Board for the conduct of tours. He says: "The country was divided into touring districts, Eastern, Middle, Western and Southern, according to the regular geographical division of the United States. Canada was included in the Middle Division. Each division to have a marshal, with immediate charge of the touring interests of the division, leadership of his division party in the annual tour; he to give tourists general information concerning prospective tours of individual wheelmen or parties over routes in his division, and have charge of the editing of the tour-map of his division. The duties of the marshals will be generally centralized in the chief marshal, who will, in addition, personally lead or superintend the annual tour. A bicycle touring map of the United States will be compiled by the Board, to be in divisions as above, or in one map like a railroad folder, as may develop to be best. The map will be accompanied by touring descriptions with rail and water connections, and best lines to take between given points. The annual tour was set for the two weeks following Monday, 6th Sept., 1886, and is substantially over the following route: Niagara Falls and Buffalo to Canandaigua Seneca Lake, Central New York, Elmira, Northern New Jersey and the Orange riding district to New York city; thence ocean steamer to Old Point Comfort, Va.; thence to Staunton, Va.; from Staunton down the Shenandoah Valley via Luray Cave to Harper's Ferry; thence north to Hagerstown, Md., Gettysburg, Pa., York, Pa., and Reading, Pa., to Philadelphia, or via the Lehigh Valley to N.Y. State.

C. W. A. OFFICIAL ANNOUNCEMENTS.



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

President—Mr. JAS. S. BRIERLEY, *Journal*, St. Thomas, Ont.
Vice-Pres.—Mr. W. G. EAKINS, *Mail*, Toronto, Ont.
Sec.-Treas.—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

APPLICATIONS FOR MEMBERSHIP.
MONTH OF APRIL, 1886.

- Unattached, 4:
D 0020, Charles Coster D 0022, J M Barnes
D 0021, G M Robertson D 0023, A H Welch, [Toronto
Cornwall Club, add 2:
D 0031, D S Breckenridge D 0032, H S O'Brine
Westminster Touring Club (London, Ont.), 6:
D 0033, H W Nelles D 0036, W Richardson
D 0034, W Piper D 0037, J Elliott
D 0035, A Hunt D 0038, E Parke
Winnipeg Club, 10:
D 0039, K J Johnson D 0044, W Suckling
D 0040, S B Blackhall D 0045, G T Simpson
D 0041, C B Keanley-side D 0046, J E Anderson
D 0042, T F Westbrook D 0047, J W Housser
D 0043, W J K Osborne D 0048, L Arnett
Stratford Club, add 23:
D 0069, G H Horne D 0080, P J Watson
D 0070, Jas. L Irving D 0081, A C Hoffman
D 0071, N A Bosworth D 0082, Ch J Wade
D 0072, W Jeffrey, jr. D 0083, W Maynard, jr
D 0073, John Brown D 0084, G A Farmer
D 0074, T B Mothersill D 0085, Alf E Ahrews
D 0075, E R Kastner D 0086, E Larmour
D 0076, Ed Tune D 0087, T Ballantyne
D 0077, J McDonald D 0088, M O Hane
D 0078, Frank Ward D 0089, T Campbell
D 0079, D W Farmer D 0090, Thos Miller, jr
D 0091, C A Mayberry

Mr. W. A. Karn, C. C. No. 1 District, has appointed Mr. J. W. Doll as Consul for Berlin, in place of Mr. O. Shantz, resigned.

SECRETARY'S ANNOUNCEMENTS.

Mr. J. D. Miller, of Montreal, acting under the instructions of the President of the Association, is superintending the manufacture of a special C.W.A. button for the new uniforms. I expect to have a supply on hand in the course of a few days. They will be supplied at cost of production to members, and will be cheap. Further particulars in next issue or by circular.

I am also contracting with a woollen mill for the manufacture of a quantity of yarn the same shade as our C.W.A. cloth, for stockings, and hope to be able to meet all demand, in this line in a few days.

Clubs desiring to procure the regulation C. W. A. cap can do so by having any dealer in their town communicate with Messrs. Marshall & Co., of London.

Members of the Association who have not voted on the proposed changes in the Constitution and By-laws contained in the supplement to the last issue of this paper should do so at once.

Local consuls are reminded that this is the time of the year to work for recruits for our ranks. Certificates issued now are good to July, 1887.

The elections for chief consuls and representatives are now going on. In District No. 1, Mr. W. A. Karn is unopposed for chief consul. For the four representatives to which the district is entitled there are eight nominations, as follows: Messrs. Begg, of London; Ballantyne, of Brantford; Brierley, of St. Thomas; Nasmyth, of Stratford; Perry, of Simcoe; Rum-ey, of St. Marys; Tisdale, of Simcoe, and Woodfoote, of Woodstock. In District No. 2, Mr. Campbell has no opposition as chief consul, and for the three representatives' places to be filled there are four nominations—Messrs. Bowles, of Brighton; Goodman, of St. Catharines; and Harry Rylic and Chas. Langley, of Toronto. District No. 3—A protest has been entered against the manner of holding the election, and a new one has been ordered. In District No. 4, Mr. J. D. Miller is elected chief consul, and Mr. W. G. Ross representative.

Members are notified that the time for the receiving of ballots expires on Monday, May 10th, at noon. Not half the membership has voted as yet, and I would strongly urge upon all the desirability of their doing so, and at once.

IMPORTANT TO C.W.A. MEMBERS.

Editor CANADIAN WHEELMAN:

Allow me space in your columns to make a few passing observations. The Association is endeavoring to publish a second edition of their guide book. At least they have told their Secretary to do so, and I imagine that having said so on, they think their part of the work is done, and that it is the business of the Secretary to fall to and provide the new book instanter. Well, please let the Secretary talk. He is willing to do all in his power to bring this book out; to make it one that will be a credit to the Association and of value to its members. But do these gentlemen who are asking for this new book know what is needed to make this book a success and to place it up to the needs of the times? The editors must have in their hands a complete and systematic account of every road in the Province of Ontario, at least over which a bicycle trail has been made. Are the members in their own minds satisfied that they are in this matter doing their duty loyally to the Association? I woen they will be, or many of them will be, ready enough to criticize when the time comes, but they seem loath, now to aid the work. The compiler of this book is himself utterly unable to publish such a book as will be worthy of our Association if not aided from every side by all the members. And this assistance is not forthcoming. The book should be out now. It was promised by the middle of May. The matter is not even as yet in the hands of the editors. At the present rate of progress, the middle of September will not see the book out of the printer's hands.

In District No. 3, Messrs. Mothersill and Jenkins, of Ottawa, and May, of Belleville, and in District No. 4, Messrs. Miller and Lane, of Montreal, and Mr. Robins, of Sherbrooke, have done splendid work, and from these parts of our country I have now on hand ready to go to the printer two capital chapters of road reports that are as complete as could be desired. In District No. 3—Toronto—absolutely nothing has been done. Neither the local consuls nor the Board of Officers have done anything, and the promise is that the Toronto district will present a bad gap in the next guide book. In the London District, Mr. Karn has charge, and has been issuing circulars *ad infinitum* in a vain endeavor to stir up some life among the local consuls. This District is the great stickler. It is the largest and most important of all. It is the touring ground

of the continent, and every sideline and concession should be described. But seemingly the new book is to be no improvement on the old, so far as District No. 1 is concerned. Mr. Karn is doing all he can, but after six weeks' work and an immense amount of writing, he has succeeded in getting road reports from six out of the local consuls under him. Is it not enough to discourage even Job himself? and I ain't Job by a long ways. I write this as a last appeal to the members to wake up along the line. There isn't one of them that is not able to do something. When they read this, let each one sit down and write what he knows about the roads he has been over and post me what he writes. This Association is not mine. It's the members'. This guide book is not mine. It will be theirs. For Heaven's sake let every man put his shoulders to the wheel and move it out of the mud-hole it has got stuck in. Give us something to make a guide book out of; and if J. S. Brierley, W. G. Eakins and yours truly don't do the job up in style, just condemn me to a Star wheel for life.

Yours in despair,

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

A TOUR TO MONTREAL.

We have received from Messrs. Chas. Robinson & Co., of 22 Church street, Toronto, too late for insertion in this issue of THE WHEELMAN, a sketch of a proposed tour from Toronto to Montreal to attend the annual meet of the C.W.A. In brief, the plan is as follows:

MONDAY, JUNE 28th.—Western members of the tour will reach Toronto during the day or evening.

MONDAY EVENING.—A reception of the out-of-town wheelmen will be held by the members of the city clubs at the city C.W.A. hotel.

TUESDAY, JUNE 29th.—At 9 A.M. a start will be made for the east via the Kingston Road, the day's ride consisting of thirty miles. Whittby being reached in time for supper.

WEDNESDAY, JUNE 30th.—Forenoon run to Oshawa, Bowmanville and Newcastle (18 miles), dinner being served at the latter place. From Newcastle to Cobourg (24 miles) in the afternoon, making connection with the Richelieu and Ontario steamer for Montreal.

[Those who desire may ride the famous hundred mile stretch from Cobourg to Kingston on Wednesday, arriving at Montreal a day later.]

THURSDAY, JULY 1.—Steamer to Montreal, passing through the Thousand Islands and the Rapids.

FRIDAY, JULY 2,
SATURDAY, JULY 3, } Montreal.

SUNDAY, JULY 4,
MONDAY, JULY 5—Start made for home by those who so desire.

Mr. Geo. H. Orr, of Toronto, will assume command of the tour. Messrs. Robinson & Co. state that they propose the tour simply in the interest of wheelmen, and will not accept any commission from railway or steamship companies, or any sum from the tourists except the trifling amount sufficient to defray the actual expenses incurred. Further particulars may be obtained by addressing them as above. There is no question but that a very enjoyable tour might be the outcome of such a plan as suggested by the gentlemen named.

Rimmon, Clayton & Sons, of Lancaster (Eng.), have a patent binding ring, which consists in affixing to the spokes on each side the wheel a ring of No. 13 spoke wire at a distance of 8 to 12 inches from the hub, according to size of wheel. This ring is placed against the outside of the spokes and is then lashed to each one with fine wire, the lashings being secured when done with solder.

The Star Wheel Club, of Cleveland, is making preparations for its annual tour through Canada in August. Seven Stars and two Ordinaries are booked so far.

With the Clubs.

STRATFORD BICYCLE CLUB.

A large and very enthusiastic meeting of the Stratford Bicycle Club was held on the evening of March 29, for the purpose of organizing. The following officers were elected for the current year: President, Mark Wade; Vice-President, L. H. Dampier; Sec.-Treas., Wm. Lawrence; Capt., C. E. Nasmyth; 1st Lieut., J. F. Palmer; 2nd do., A. T. Macdonald; Standard-bearer, A. W. Cassels; Committee, R. M. Ballantyne and K. Eardley Wilmot.

The following gentlemen were duly enrolled as members for this year: Mark Wade, L. H. Dampier, Wm. Lawrence, C. E. Nasmyth, J. F. Palmer, A. T. Macdonald, J. S. Benedict, A. W. Cassels, R. M. Ballantyne, K. Eardley Wilmot, J. A. Macfadden, G. H. Hone, R. B. Losee, R. R. McFarlane, J. L. Irving, Chas. Smith, N. A. Bosworth, R. McBain, William Jeffery, John Brown, Wm. Boles, E. R. Kastner, T. B. Mothersill, Ed. Tunc, J. McDonald, Frank Ward, A. W. Watson, D. W. Farmer, P. J. Watson, A. C. Hoffman, C. J. Wade, A. C. Mowat, J. A. Kirk.

A good deal of important business was disposed of; among other things, committees were appointed for the purpose of procuring suitable rooms for the club, and also to complete arrangements for the construction of a bicycle track. During the evening Mr. Veigh, the representative of Messrs. C. Robinson & Co., of Toronto, on behalf of his firm, presented the club with a beautiful standard.

Mr. R. M. Ballantyne, of Stratford, and Mr. C. S. Rumsay, of St. Marys, were nominated representatives to the C.W.A. for this district.

HAMILTON BICYCLE CLUB.

It is some time since you have had a communication from us, but we are not dead yet, nevertheless. We had our annual meeting last night (April 7th), and elected the following officers for the ensuing year: President, Chief Stewart; Vice-President, Chas. Tinting; Sec. Treas., J. Laidlaw; Captain, W. E. Rutherford; 1st Lieut., Charles Graham; 2nd do., R. A. Robertson; Bugler, Chas. Ross; Consul, R. R. Simpson.

We intend to have a cinder-path here soon, and will, if possible, lay it on the cricket ground which is well adapted for same. We put up a gold and silver medal at the annual meeting for a road race to Grimsby. The last ten miles of this road are as fine as can be found in Canada.

Some of the more enthusiastic members of the club hired the drill-hed during the winter, and I can assure you enjoyed it immensely, making good use of their time.

I don't think many of our boys will adopt the C.W.A. uniform this year, as they are dead stuck on their red polo caps, which always take so well with the fair sex.

We lost our secretary-treasurer last week and you may be sure we all regretted it very much. He was the coming flier of the province, and carries with him to his new home the best wishes of the club. Our captain is going to make a short tour in England next month. We have spent a good many pleasant evenings in our club room this winter. The room is none too large, but is cosy, and everything that goes on there is straight, as we are a moral lot. Let Brantford follow our good example.—By order of the

BARTENDER.

MONTREAL BICYCLE CLUB

On Thursday, April 5th, the Montreal Club held its eighth annual meeting, which was attended by upwards of 75 members. The secretary's report and the treasurer's statement for the past year was read and adopted. The election of officers was then proceeded with, with the following result: President, J. D. Miller; 1st Vice-President, J. B. Ostell; 2nd Vice-President, W. G. Ross; Hon. Sec., R. F. Smith; Committee, A. T. Lane, G. S. Low, J. T.

Gnaedinger, and F. G. Gnaedinger; Captain, H. Joyce; 1st Lieut., J. T. Gnaedinger; 2nd Lieut., E. W. Barlow; Bugler, F. W. Crispo; Standard-bearer, J. H. Robertson.

T. G. GNAEDINGER,
Acting Hon. Sec. Montreal B.C.

The annual meeting of the Kingston Bicycle Club was held on 7th April. The following gentlemen were elected officers for the ensuing season: Hon. President, John Carruthers, Esq; Hon. Vice President, James Metcalfe, M.P.; Active President, D. F. Armstrong; Sec.-Treas., James A. Minnes; Captain, T. T. Renton; 1st Lieut., W. B. Skinner; 2nd Lieut., R. J. McKeelvey; Standard-bearer, F. Mitchell; Bugler, George Smith. Prospects for wheeling in Kingston were never better.

The St. Thomas Bicycle Club held its fifth annual meeting on the 14th of April, when the following officers were elected: Captain, A. E. Donville (late captain Hamilton Bicycle Club); Sub-Captain, George Stewart; Secretary-Treasurer, Geo. Ingram. It was decided to continue membership in the C.W.A., and the majority of the club, as individuals, decided to adopt the Association uniform. A motion was passed in favor of attending, in as large numbers as possible, both the Woodstock and Montreal meets.

At St. Catharines a new driving and riding park is now being built, and the intention is to put down a quarter-mile bicycle track. The annual meeting of the club was held on April 20th, and the officers for 1886 are now as follows: E. Goodman, M.D., President; Johnson Clench, Vice-President; H. Bixby, Sec.-Treas.; H. C. Goodman, Captain; C. McChie, 1st Lieut.; S. Cuman, 2nd Lieut.; C. Bixby, Standard-bearer. It was also resolved to change the name of the club and adopt a new uniform. There are now about 40 cyclists in this city.

"The Westminster Touring Club" has been formed in Westminster, a suburb of London, with the following officers: Captain, Wm. Piper; Lieutenant, J. E. Parke; 2nd Lieutenant, Wm. Richards; Secretary Treas., A. Nellis; Bugler, John Elliott; Committee, E. Muhumuck, Wm. Payne, H. O. Osborne, and E. McCormick. A suit of gray color, very similar to that of the C.W.A., has been adopted, and the club has joined the Association.

The Winnipeg Bicycle Club has elected the following officers: President, Mayor Westbrook; Vice-President, K. J. Johnstone; Captain, C. B. Keenleyside; 1st Lieut., F. F. Westbrook; 2nd Lieut., W. J. K. Osborne; Sec.-Treas., S. B. Blackhall; Standard-bearer, G. T. Simpson; Bugler, W. Suckling; Whipper-in, V. E. Latimer.

A Bicycle Club has been formed in Newmarket, Ont., and the management has been assigned to the following officers: Hon. President, Dr. J. H. Widdfield, M.P.P.; President, J. E. W. Fogal; Vice President, J. E. Hughes; Captain, T. C. Watson; 1st Lieut., J. Ashworth; 2nd Lieut. and Treasurer, R. Gain; Secretary, E. A. Bogart.

The much-neglected and sadly-mismanaged Star machine has at last been put into competent hands, Spalding's New York house having taken the agency. This make is now to be pushed vigorously in New York city, Jersey city and Long Island. C. E. Kluge will be Spalding's salesman for the machine.

The *Sporting Life*, of Philadelphia, one of the most popular papers of its class at the present day, comes to hand now in an enlarged and improved form, making it more readable than ever. The special feature of the *Sporting Life* is, that every department forms a complete epitome of the week's doings, the bicycle column being made especially newsy by contributions from Fred Jenkins, late of the New York *Wheel*.

Wheel Tracks.

Minnesota has about 300 wheelmen.

There are over 200 bicycle riders in Vermont.

Wheeling now boasts 10,000 circulation weekly.

The Boston Bicycle Club is now in its ninth year.

President Bates is writing a bicycle story in the *State Republican*.

If you have not joined the C.W.A., can you give any good reason?

Messrs. Fourdeinier, Dean and Weston are the new editors of the *Bicycling World*.

Fred Jenkins, late of *The Wheel*, is now connected with *Sporting Life*, Philadelphia.

Terre Haute, Ind., has a prodigy in a one-legged rider, who makes his half mile in 1:38.

The C. ton (Ohio) Bicycle Club has 44 members. The majority of them ride the Star bicycle.

On 6th March, the League had 6,340 members. The largest number enrolled in 1885 was 5,176.

The bicyclists of Georgia are now organizing a State League, which will soon be in perfect working order.

Springfield is to have a new bicycle manufacturing concern, with a capital of \$150,000, to make the Cyclone.

The Columbia Light Roadster is now fitted with hollow fellows on both wheels, made from a seamless steel tube.

Germany, with a population of 45,000,000, has 5,600 members in the Cyclists' Union; Holland, with 4,000,000, has 800.

"Let go thy hold when a great wheel runs down a hill lest it break thy neck."—The Fool, in Shakespeare's "Lear."

The H. B. Smith Machine Company employ 375 hands during the busy season, which speaks well for the Star bicycle.

Six members of the New Orleans Bicycle Club have agreed to attend the Boston meet and ride the whole distance on their wheels.

Gormully & Jeffery have several novelties in view, which they will bring out later in the season. Keep your eye upon them.

T. Hallam, the holder of the Australian century record, recently won the two-mile championship of Tasmania in 6m. 59 4-5s.

The Ottawa Bicycle Club has decided not to adopt the C.W.A. uniform, but to retain its present suit of blue serge, patrol jacket and helmet.

Mr. A. T. Lane, of Montreal, has been appointed sole agent in Quebec for the Singer wheels. The appointment is a first-class one.

Henry Sandham, the artist has painted a group of wheelmen on the road for Mr. Prang, and it will soon appear in the form of a chromo.

The building of a track is very fine, but it is an expensive luxury. It costs the Springfield club nearly \$1,000 a year just to keep it in repair.

J. P. Mills, of Liverpool, will shortly attempt to recover for the bicycle the Land's End to John-o'-Groats' record now held by Marriot on a tricycle.

Fred Rollinson, the professional bicyclist and trick-rider, who had been before the public for a number of years, died in the Napa (Cal.) Insane Asylum during the week ending March 27.

John S. Prince and R. Neilson, professional bicyclists, are matched to ride the best two in three races—the first five and the second ten miles—for \$300 a side and the championship of America. If a third race is necessary, the one winning the toss will name the distance.

The receipts of the Springfield Bicycle Club for 1885 were \$17,395, the expenses \$15,933, the net profits of the tournament \$3,060.

"The longest-legged wheelman," says the *Fort Wayne World*, "yet heard from is the man who buttons the waistband of his knickerbockers to his collar-button."

W. J. Morgan has signified his desire for a seventy-two hour bicycle race with Schock, for \$500 a side. The latter thinks double the sum little enough to race so long for.

The L.A.W. meet will be held in Boston May 27 to 29. It has been decided to devote the first day to a grand reunion, the second to a business meeting, and the third to the races.

A writer in the *Bulletin* openly asserts that the Pope Manufacturing Company paid one amateur the sum of two thousand dollars last season to bring the Columbia racer to the front.

The racing stud of Prince consists of a 22 lb. racer, a 28 lb. semi-racer, and a 32 lb. tricycle, all built by Singer & Co., on Jack's own specifications, and under his personal supervision.

The roads of Holland are of brick, and every few miles there are barriers or toll gates, which are shut between sunset and sunrise, thus compelling the rider to lift his machine over them.

There is promise of a bicycle tournament in New Orleans in 1887 "to rival the Springfield affair," says the *Picayune*; and a grand effort will be made to popularize cycling in the South.

It is said that the Chicago Club are to have a new club-house, the building they now occupy is to be removed, and a new one, to cost from \$10,000 to \$15,000, will be erected in its place.

It is stated that neither Dr. Beckwith nor E. C. Hodges will be candidates for the presidency of the L. A. W. Burley B. Ayers and Kirkpatrick are mentioned for the office. Burley deserves it.

W. C. Marvin, the well-known bicyclist, of Ovid, Mich., died Tuesday, April 13th. He held the one and a half mile State championship medal for 1884. He was publisher of the *Western Cyclist*.

It has been decided to run the mile bicycle and five-mile tricycle Scottish championship races at Glasgow in June, and the five-mile bicycle and the one-mile tricycle championships in the following month at Edinburgh.

Messrs. Ryrie and Webster, of the Toronto Club, challenge the Newcastle Club, and R. F. Smith and J. T. Gnadinger, of the Montreal Club, are off on their European tour. They were to have left London on April 27th.

Gormully & Jeffery, of Chicago, are the only American bicycle manufacturers who own their own plant complete, although the Pope Manufacturing Company control the Weed Sewing-Machine Co., where the Columbias are made.

Van Sicklen, of Chicago, a member of the racing board, has cleared his skirts of "makers' amateurism," and C. O. Danforth, of the Cambridge Club, has presented the necessary affidavits that prove him not to be a makers' amateur.

The N.C.U. and the A.A.A., of England, have settled the quarrel which has been waging between them for many months. The former will regulate and control cycle racing, and the latter will attend to athletic sports. This is as it was before the war.

The first of the series of three races between the professional bicyclists John S. Prince and W. M. Woodside, ten miles, took place at the Washington Rink, Minneapolis, Minn., on Saturday evening, April 10. Both were mounted on Columbia light roadsters. Two laps before the finish, Prince, who was riding close to Woodside's little wheel, made a grand effort, and, spurring past, closed the race with a lead of twenty feet. The time for five miles was 15m. 21¼s., and ten miles 31m. 28½s.

The Buffalo Bicycle Club, having found their club-house on Virginia street too small for their use, have decided to lease the Clifton residence, on Main street, just above the street-car barns. This will give them more capacious and more accessible headquarters. They take possession May 1.

The Springfield Club offers \$1,000 for prizes for a one-mile amateur championship of the world race this summer. In such an event, the L.A.W. will be allowed six entries, the N.C.A. six, the Irish and Dutch Leagues four, and the Australian two.

There is no doubt that the time is at hand when inventors will seek, not so much for improvements to existing machines, but for some auxiliary power by which both bicyclists and tricyclists will be assisted to propel their machines against head-winds, and up hills that are at present regarded as insurmountable.

At Clarksville, Mo., on April 26, George E. Weber, of Smithville, N.J., won the fifty mile bicycle road race in three hours, seven minutes, forty-two seconds and a quarter, lowering the world's record by nearly a half hour. The second and third men, C. E. Kluge, of Smithville, and Percy Stone, of St. Louis, also beat the record.

Woodside and Prince rode another fifty mile bicycle race at Minneapolis, on April 25. Once more Woodside won, and once more the world's record for that distance was beaten. The time of the race 2h. 44m. 25s., or 1m. 25.25s. better time than that made by Woodside in his last 50-mile race with Prince, which was the world's record for that distance.

Rev. S. G. Barnes, Ph. D., professor of English at Iowa College, sailed in the "City of Richmond," January 23rd. He will make a six months' bicycle tour in Southern Europe and Great Britain. Rev. Mr. Barnes will be remembered as the secretary of last year's Clerical Wheelmen's tour, and the author of interesting articles descriptive of that tour.

The *Springfield Wheelman's Gazette* wheeled itself out of existence with the March number. The *Gazette* Publishing Company—Messrs. H. E. Ducker, W. C. Marsh, and Charles A. Fisk—have sold out, and the latter gentleman will wind up the affairs of the concern. A new monthly, *The Wheelman's Gazette*, will be published by H. E. Ducker, who will be sole proprietor.

Says the *Bicycling World*: From every direction do we hear that new tracks, specially built for cycling, are springing up. In the near future it is not impossible that we shall have a grand racing circuit, beginning with Boston—no, we mean Lynn—and ending at New Orleans, or if the route were reversed, the lover of green peas might follow the growth of that delicious vegetable north.

With some machinists, one-hundredth part of an inch is considered close work; one one-thousandth part of an inch and one one-fiftieth part of an inch is the limit attained by others. The limit for bicycle work is probably much nearer one-hundredth than one-thousandth. The part of the machine that needs the most accurate work—the balls—are only made true within one one-thousandth part of an inch.

The following well-known wheelmen have been expelled from the L.A.W., and are declared professionals: A. O. McGarrett, W. A. Rhodes, F. F. Ives, E. P. Burnham, W. A. Rowe, Geo. M. Hendee, A. A. McCurdy, W. H. Huntley, F. W. Westervelt, Wm. A. Taylor, Asa S. Wendell. The following parties are suspended from the track until May 30, for violation of Rule II.: W. N. Winans, D. Edgar Hunter, John Williams, L. D. Munger, John Ilston, F. D. Palmer. The following have had their cases dismissed: C. E. Kluge, Joe Powell, Geo. E. Webber, C. O. Danforth, A. Rich, L. Porter.

Mr. H. S. Tibbs, ex-president C.W.A., who has done so much for the cause of athletics in Montreal, and who has been particularly interested in bicycling, has resigned the position of

secretary and treasurer of the National Athletic Association. On his retirement he was presented with an address and a purse of \$250 by his fellow club members. He was the founder of the Montreal Bicycle Club, and one of the pioneer wheelmen of Canada.

The following is an easy and satisfactory method of cleaning the chains of safeties and tricycles, viz., putting the chain in very hot water, which has been impregnated with plenty of soda, and very soapy. Then with a hard brush (a nail brush will do) rub the oil carefully from them, and remove them into another vessel of water prepared in the same manner. After leaving them soaking for five minutes, take them out and dry them well.

The dates and places of the six English championships have been decided on as follows: June 14, one mile tricycle and twenty-five miles bicycle championships, at Weston-super-Mare; June 21, one mile bicycle championship, at Jarrow, Newcastle-on-Tyne; July 17, twenty-five miles tricycle championship, at the Crystal Palace, London; July 24, five miles bicycle championship, at Long Eaton; August 14, fifty miles bicycle championship, Crystal Palace, London.

SAFETIES.

A correspondent of the *Cyclist and Athlete*, speaking of the Stanley Show, has the following to say of safety bicycles: "There should, however, be a sharp distinction made between a 'dwarf' and a 'safety.' A small wheel is in itself not any safer than a large one. You have not so far to fall, but you are almost certain to be more careless, and the steering is less true. If the seat is over the hub, and the pedal directly below, there is no more safety than in an ordinary; this is simply a dwarf. It is only as the fork is raked, the seat put lower, so that a man has to go up before he can take a header, and the pedals correspondingly set back so that the pressure of the feet holds the hind wheel to the ground—it is only thus that real safety is secured. The oldest form of safety, the 'Xtra,' is still the most popular in England among the real safeties. The clumsy and noisy gambols of the pedals in 'coasting' have constituted a serious aesthetic objection; but with the new Crypto gearing, with its arrangement for detaching the pedals and going down hill with quiet feet, a *la* American Star, it is sure to be more acceptable than ever in England. Just why it is not fancied in the States I do not know; perhaps now it will be. One trouble with the dwarfs has been the wide tread, which gave the wheel a tendency to slip sideways, especially on a greasy surface. This is now being corrected. Brown has a new bearing that narrows the tread; and one machine, the Acme, puts the chain pulley wheels within the forks, getting the space by using an outlying skeleton hub, at which the shortened spokes are intercepted. Of the two most common types of the dwarf—the Kangaroo, or front driver, with little hind wheel, and the rear driver, the hind wheel being the smaller, as in the Rover, or the two wheels being equal in size, as in the Courier, or the front wheel being the smaller, as in the Humber, it is easy to see, by looking over the machines in exhibit, that the Kangaroo is the popular and ordinary type. It seems a trifle absurd to drive with a little wheel and steer with the large one, as in the Rover; but the wonderful speed it has shown makes it necessary to speak of it with great respect. The Humber type looks as if one could easily fall backward going up hill. And of all the rear drivers this must be said, that you get no help in steering from your feet, so that sudden collisions with stones are more likely to shoot one off sideways.

Confound, 'confound the wretched boy
Who seeks the wheelman to annoy
With jeer and cry, with stone or stick,
Who doesn't mind heaving half a brick.
Dismount at speed, and, before he's aware,
Collar him fast by the roots of his hair,
Smack him and spank him, and you may bet
You'll teach him a lesson he won't forget;
Then into the saddle quickly glide,
Ere the father comes to his offspring's side.

"We've got 'em on the List"

GOT WHAT?

Got every CANADIAN RECORD,
and find that the

"INVINCIBLE"

HOLDS THEM ALL.

JUST ARRIVED.

Per ss. Peruvian.

A LARGE SHIPMENT OF

"NEW RAPIDS"

The only machine having the
TRUE TANGENT WHEEL. Don't
buy until you have seen them.

—ALSO—

SIX CASES

"CLUB"

SAFETYS

The only perfect Safety in the
market.

Don't be persuaded to buy
an inferior article for the sake
of a dollar.

SEND FOR CATALOGUE.

T. FANE & CO.

36 ADELAIDE STREET WEST,
TORONTO.

A BICYCLE TRAMP ABROAD.

I'm a Wheelman from Wheelville; I've wheeled the primitive barrow from the woodshed to the kitchen stove in my parental mansion; I've wheeled into line in the school at the Cross-roads on examination days along with the other rising hopes of the district; I've wheeled on my left heel with marvellous alertness when the interesting exercises were finished and the audience dismissed; I've wheeled on the muscle-stretching, joint-jerking bone-baker of antiquity, or an earlier period; I've wheeled on a tangent-spoked, cowhorn-handled light roadster. I'm a wheelman all through from head to backbone. This will explain why I looked up wheelmen on a recent little trip. Late to hear about the boys? Got six minutes to spare? Well, fix yourself comfortably in your saddle and listen.

As luck and the train would have it, I struck Stratford and a good time simultaneously, if not quicker. The boys were having their annual meeting in Secretary Lawrence's office. Hanging from a counter were six pairs of cordovan covers for as many pedal extremities. Heading the procession was Mons. Daupier J.G.F. (which, being interpreted, meaneth jolly good fellow), who made six speeches and laughed 476 laughs during the evening. The captain was only brought to light by election as such amid thundering applause and 32 votes. 'Twas then he emerged from behind the coal stove, for the captain is as modest as he is well liked. Demosthenes abounded. Mr. J. F. Palmer, Lecturer, slogger, and bik-list, used the top of a salt-barrel as a stump and proceeded to fling eloquence at the chairman (Mr. Mark Wade), who can manage a meeting as well as he can conduct a G.T.R. train. The room was full of Maes, as follows:

Mac	{ Donald (Alonzo Tee myself),
	{ Fadden (Jeremiah Aristotle),
	{ Bain,

etc. The meeting was a grand success, and if the Stratford B.C. does not turn out to be the largest, liveliest, sohest club in western Ontario, I'll not report their meeting again, or sit up till 1.13 a.m. discussing saddles and rigars. Just wait till the first big meet eventuates. Sufficient remarked.

Berlin and Waterloo are two fine little Dutch towns that dwell together in harmony, as is tangibly evidenced by a sidewalk connecting the two places, and the cyclists have joined forces as well. Several new wheels have been placed, and the club will be larger than ever this season. Fred Doll is one of the moving spirits in the club, and has ridden a wheel ever since he painted his first an awful blood-curdling, fire-alarm red spokes and all. The first time he rode to Waterloo every German gobble in the neighborhood was after him. He went home and repainted it black, and it is now in the Berlin Museum of Fine Arts and Bone Buttons as "A Symphony in Black," by F. Doll, artist. The first time I rode in that vicinity I struck a German word lying in the middle of the street, and was thrown against the gas-works, which were levelled to the ground. Darkness prevailed for three days, during which I escaped.

Galt, unfortunately, will have a poor record this year in the bicycling line, but a few wheels being in use there.

Brantford is picking up in view of the prospects of having a track built this summer. Charles Tipton, formerly of Paris will have a fine mount, and, altogether, the club will probably be more united and prosperous than heretofore.

Then I went home. About time, did you say?

THE TRAMP,
his X mark

(in the mud on King-street, where he fell on his return. Cause, unknown).

"Tye-shing-Cheh" is the name they give to a bicycle in China. It means a "self-going cart." The name will be changed when the Chinese try the machine on a few tough hills.

TRADE NOTES.

Onting had to print a second edition of the April number (5,000 copies additional) owing to the demand created by the article of E. S. Jaffray, on "American Steam Yachting." This article has drawings by the celebrated marine artist, Cozzens, of all our famous steam yachts, from Jay Gould's to the Namouna's steam launch.

Mr. R. P. Gormully, on his recent eastern trip, took enough orders for the American Cycles to test the capacity of the G. & J. factories for the next three months. He regards the outlook in the cycle business as excellent, and predicts that the future of the sport will exceed in popularity the most sanguine of the expectations hitherto printed.

In the April edition of the Pope Manufacturing Company's catalogue of Columbia Bicycles and Tricycles can be found illustrated descriptions of the nine makes of Columbia cycles put out by this house for the season of 1886, including the new Columbia Safety Bicycle, the new Columbia Semi-Roadster, and the new Ladies' Columbia Two-Track Tricycle. The book will be mailed free on application.

Mr. George Singer, of the celebrated wheel manufacturing firm of Coventry, spent several days during the latter part of April with Mr. William Payne, of London, Ont., the general agent of the firm. Mr. Singer was much surprised and pleased at the progress which cycling has made in Canada, and he made arrangements with Mr. Payne for an even more vigorous policy in pushing the sale of the Singer machines than in the past. Mr. Payne has been given the sole agency for Ontario, Manitoba and the North-west territories, and has placed a large order for "Xtraordinaries" and "Singers' Challenge" machines. The latter is a new wheel which the Messrs. Singer propose to maintain as their standard bicycle. It, as well as the 'Xtraordinary, will have the new detachable handles, ball-bearings and double-action spring. An idea of the extent of the Singer business may be gained from the statement that when Mr. Singer left Coventry they had 562 men on their pay-roll, and were turning out complete machines at the rate of one every fifteen minutes. Mr. Payne has proved a valuable agent for the Singer people, and under the new conditions is certain to do more than ever in extending the use of their machines.

NO FLYING START.

The Chicago *Sporting and Theatrical Journal* says: "Bicyclists in various directions, and in St. Louis particularly, are advocating the adoption of flying starts for racing purposes. It seems to us that the people who favor the idea either cannot be practical racing men or have not taken the trouble to consider what multitudes of difficulties would result. In the first place, let us suppose that seven competitors are starting in a race of one mile. How many times will these seven men score up before an even start can be effected? First one and then another will see that he is liable to lose a foot or two, and will hang back to necessitate a new score. Next time some impetuous youth, more anxious about winning than getting an even send-off, will forget himself and rush ahead before the wire is reached—and so on, in a hundred and one ways. Meanwhile the spectators grow weary, but, worse than that, at least one or two of the starters become so badly winded that all chance of success is gone, while the others, on whom the unnecessary work will have told more or less, will probably make slower time than they would have done with a standing start. If wheelmen are anxious to test their speed, as compared with that of the horse, there is no reason why flying-start trials should not be made; but to make a regular thing of it, in racing, would result in failure and ridicule."

H.R.H. Prince Albert Victor commenced to ride in 1879.

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The American Champion Bicycle.

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

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

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Undoubtedly the most satisfactory Safety yet devised.

The American Ideal Bicycle.

The Recognized Standard Youths' Bicycle of the United States.

The American Ideal Tricycle.

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

→ A LARGE LINE OF SUNDRIES ←

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GRAND

TWO ·· DAYS' ·· MEET*May 24th and 25th, 1886.***LIBERAL PRIZES. SPECIAL ATTRACTIONS
BEST TRACK IN THE DOMINION.**

Letters have been received from leading American and Canadian Amateurs, signifying their intention to compete; also from SEVERAL OF THE PROFESSIONAL FLIERS, WHO WILL RACE FOR THE

CANADIAN PROFESSIONAL CHAMPIONSHIP

THE FOLLOWING IS THE PROGRAMME:

FIRST DAY, MAY 24th.

- 1.—ONE MILE BICYCLE, NOVICE RACE
OPEN TO C.W.A.
First Prize GOLD MEDAL
Second Prize GOLD-PLATED CHAIN
- 2.—MILE BICYCLE PROFESSIONAL
*Championship of Canada—\$50.00 and Gold Medal
added by Association.*
- Sweepstakes—\$10 entrance. \$5 payable May 1st, \$5 May 18th, when entries close.
- 3.—100 YARD FOOT RACE AMATEUR
First Prize DIAMOND PIN
Second Prize GOLD SLEEVE BUTTONS
- 4.—FIVE MILE BICYCLE AMATEUR
First Prize GOLD STOP WATCH
Second Prize DIAMOND SCARF PIN
- 5.—HALF MILE BICYCLE, without hands AMATEUR
First Prize SILVER WATCH
Second Prize SILK UMBRELLA
- 6.—VAULTING HIGH WITH POLE AMATEUR
First Prize SILVER WATER PITCHER
Second Prize GOLD SHIRT STUDS
- 7.—FIVE MILE BICYCLE PROFESSIONAL
OPEN TO ALL.
First Prize \$100.00 CASH
Second Prize 40.00 CASH
Third Prize 20.00 CASH
- 8.—ONE MILE TRICYCLE AMATEUR
OPEN TO ALL.
First Prize GOLD FILLED WATCH
Second Prize PEARL OPERA GLASS
- 9.—440 YARD FOOT RACE AMATEUR
First Prize GOLD RING
Second Prize GOLD SHIRT STUDS
- 10.—ONE MILE BICYCLE AMATEUR
OPEN TO ALL.
First Prize DIAMOND RING
Second Prize GOLD CHAIN

22^o Entries close on the 18th of May. Entrance Fee for professional races, \$1.00. To all amateur racers, 50c. All entries to be addressed to D. A. WHITE, Secretary, W.A.A.A., Woodstock, Ont., entrance fee to accompany same in all cases. Post entries, 50c. extra.

22^o The order of races is subject to change at the discretion of the Sports Committee.

NOTE.—If Promoters are not re-instated by May 18th, the Sports Committee will arrange races with satisfactory prizes for them.

SECOND DAY, MAY 25th.

- 1.—TWO MILE BICYCLE OPEN TO C.W.A. MEMBERS
3.20 CLASS—ROAD MACHINES.
First Prize SILVER TILTING PITCHER
Second Prize CYCLOMETER
- 2.—220 YARD FOOT RACE AMATEUR
First Prize SILVER WATCH
Second Prize GOLD-PLATED WATCH CHAIN
- 3.—FIVE MILE BICYCLE AMATEUR
Provincial Championship GOLD MEDAL
- 4.—TWO MILE BICYCLE PROFESSIONAL
Sweepstakes—\$5.00 Entrance; \$25.00 added by Association. 75^c, to first. 25^c to second.
- 5.—HALF MILE FOOT RACE AMATEUR
First Prize GOLD CHAIN
Second Prize DRESSING CASE
- 6.—THREE MILE BICYCLE LAP RACE AMATEUR
OPEN TO ALL.
First Prize SILVER STOP WATCH
Second Prize GOLD SLEEVE LINKS
- 7.—RUNNING BROAD JUMP AMATEUR
First Prize TIMER
Second Prize CIGAR CASE
- 8.—HALF-MILE DASH AMATEUR
Open to C.W.A. SILVER TILTING PITCHER
- 9.—HIGH JUMP AMATEUR
First Prize MEERSCHAUM PIPE
Second Prize CIGAR CASE
- 10.—TWO MILE BICYCLE AMATEUR
OPEN TO RIDERS IN CO. OF OXFORD, S. WOODROOFE CUP
- 11.—ONE MILE BICYCLE, CONSOLATION AMATEUR
First Prize BRONZE CLOCK
Second Prize SILVER CUP

22^o All Bicycle Races run under C.W.A. Rules, which are the same as the L.A.W. Racing Rules.

22^o Foot Race and Jumps under C.A.A.A. Rules.

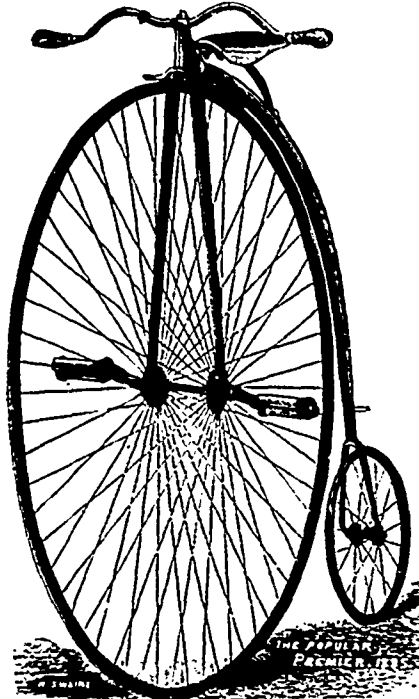
Three entries and two starters required in each event.

22^o SPECIAL LOW RATES ON ALL CANADIAN RAILWAYS. 73

A HEARTY WELCOME TO VISITING WHEELMEN, RACERS AND OTHERS

A. T. LANE, - - Montreal.

ROYAL CANADIAN No. 2.



This machine has been greatly improved since last season, but price remains the same.
 SPECIFICATION:—Hillman's new pattern ball-bearings to front wheel and adjustable cones to back, direct spokes, HOLLOW FORKS, BENT HANDLE BARS and LONG-DISTANCE SADDLE. Finished in Harrington's black enamel. Price, \$65.00.

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50 SECOND-HAND MACHINES

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A FEW BARGAINS!

Premier Sociable

Balls to all wheels, king of road lamps, new tires.

COST \$190. for \$110.

IN GOOD ORDER.

Rudge Racer

51 inch. Balls at both wheels and pedals. Only used a few times.

COST \$115, for \$75.

Popular Premier

51 inch. All nickel-plated but fellows. Ball bearings to front wheel. *Aeolus* ball pedals. King of road lamp *Nickel-plated*. Hill & Tolman Automatic Gong. In very good order.

FOR \$70.

Special British Challenge

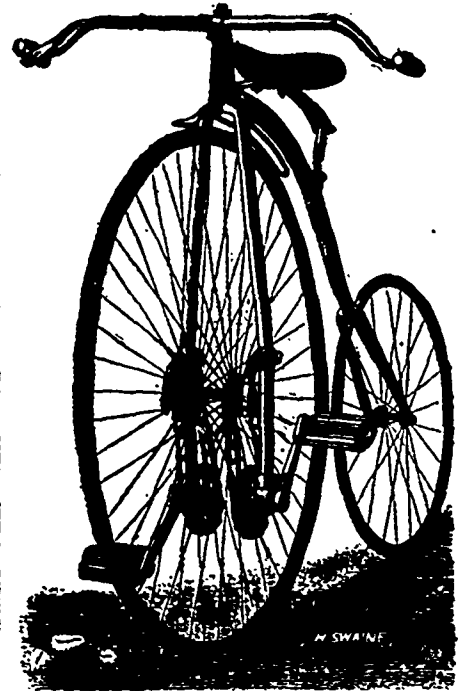
52 inch. Balls to both wheels. Half plated. Too high for late owner. Not run 100 miles.

— \$75.—

And 50 more Bicycles

ALL JUST AS CHEAP

THE KANGAROO.



THE PERFECT SAFETY.

Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important particular. Price, \$105.00; Ball Pedals, \$5.00 extra.

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42 Pages—62 Engravings.

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FOR THE SEASON OF 1886.

Riders of Columbias hold more and better Records than are held by Riders of any other make of Machine.

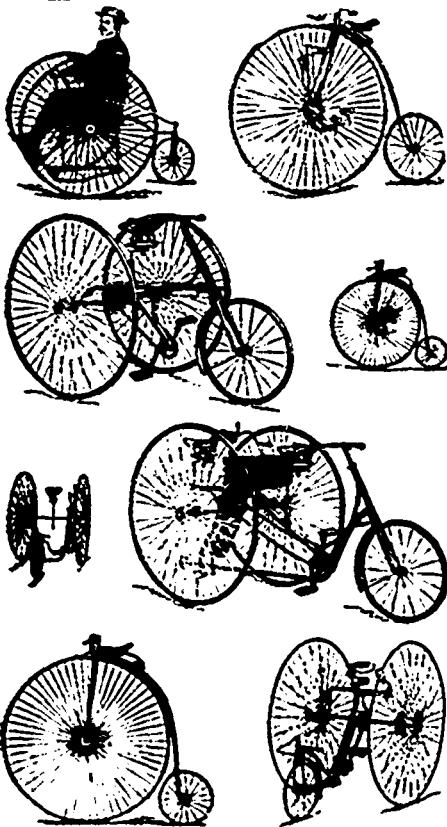
(SEND FOR APRIL CATALOGUE. 51 ENGRAVINGS.)

<p>Expert Columbia, \$125 For a 50-inch, D or E finish, with Ball Bearings all around, Columbia "Double Grip" Ball Pedals, Kirkpatrick Saddle, and One-piece Hollow Cow-horn Handle Bar; or, with Columbia "Double Grip" Parallel Pedals, \$120.</p> <p>Columbia Light Roadster, 135 For a 51-inch, K finish, with Ball Bearings all around, Columbia "Double Grip" Ball Pedals, Kirkpatrick Saddle, and One-piece Hollow Cow-horn Handle Bar; or, with Columbia "Double Grip" Parallel Pedals, \$130.</p> <p>Standard Columbia, 90 For a 50-inch, G finish, with Ball Bearings to Front Wheel; or, with Parallel Bearings to Front Wheel, \$85.</p> <p>Columbia Safety, 140 Ball Bearings all around, Columbia "Double Grip" Ball Pedals, Kirkpatrick Saddle, and One-piece Hollow Cow-horn Handle Bar; or, with Columbia "Double Grip" Parallel Pedals, \$135.</p>	<p>Columbia Semi-Roadster, 85 For a 46-inch, D finish, with Cow-horn Handle Bars and Kirkpatrick Saddle.</p> <p>Columbia Racer, 140 Weight of 55-inch, 22½ lbs.</p> <p>Columbia Two-track Tricycle, 165 With "Double Grip" Ball Pedals; or, with "Double Grip" Parallel Pedals, \$160.</p> <p>Columbia Racing Tricycle, 180 Weight, all on, 47½ lbs.</p> <p>Columbia Three-track Tricycle, 160 With Power-gear, \$180.</p>
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Reply, stating rental, to

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WM. PAYNE is pleased to announce to his many customers of Mr. GEO. SINGER's very satisfactory arrangement made while in Canada. Considering the large number of Singer Bicycles that have been sold the past seven years, and the extent the business is now developing, Mr. Singer has made Wm. Payne the Sole Agent and centre of Bicycle supplies, accessories, etc., with power to appoint sub-agents in any part of the Dominion. Mr. Singer before leaving Canada, called for a large number of the Singer Challenge and Xtraordinaries to be shipped immediately.

WM. PAYNE.

A GIFT Send 10 cents postage, and we will mail you free a royal, valuable, sample box of goods that will put you in the way of making more money at once, than anything else in America. Both sexes of all ages can live at home and work in spare time, or all the time. Capital not required. We will start you. Immense pay sure for those who start at once. STIMSON & Co., Portland, Maine.