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VOL. I.

LONDON, CANADA, APRIL, 1884.

NO. 8

VICTOR TRICYCLE.

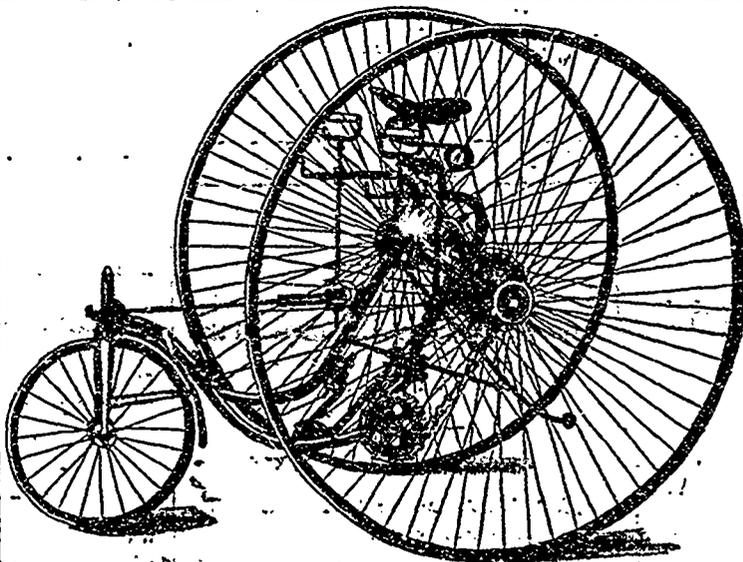
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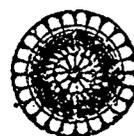
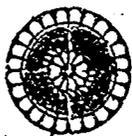
Send Stamp for Illus. Catalog of Tricycles
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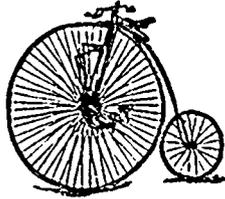
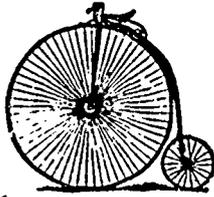
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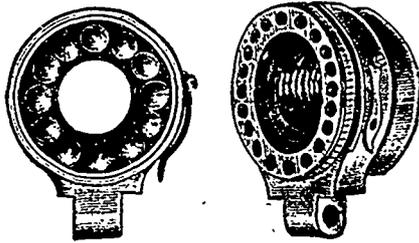




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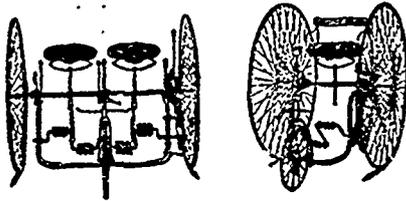


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CHALLENGE BALL BEARINGS!

to front and back wheel.—No filing or grinding to adjust these Bearings. Can be adjusted to the greatest nicety, and securely locked.

Any cyclist can do this.



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A few of those 51-inch S. B. C., that attracted so much admiration at the Speedwell Exhibition. This style and finish was greatly admired by the following gentlemen:—

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London & St. Thomas.

Sole Agents for British Lawn Tennis and Bicycle Shoes.

FOR SALE

51-inch "Sanspareil" Racer; Balls both wheels and pedals in perfect order; too small for present owner. Price \$70.

48-inch D.H.F. Premier; Balls both wheels and Ball Pedals; Hillman Patent Spring; Automatic Gong; in good order. Cost \$130. Price \$85.

Address—A. T. LANE,
P.O. Box 967, MONTREAL.

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DUNDAS ST., - LONDON,

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Sanspareil Bicycle Lamp

Oil!

Warranted to be the Best Illuminating Oil manufactured.

Try it, and you will use no other.

Price, 50c. a Can.

Handle Bar Straighteners. Every Cyclist should have one; it saves five times the cost in one season. Price \$1.00.

WM. PAYNE, London.

The Canadian Wheelman.

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

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

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

Terms: \$1 a Year in Advance.

Advertising Rates on Application.

W. KINGOLEY EVANS, Editor.
J. B. DIGNAM, Business Manager.

THE C.W.A. MEET.

By referring to the account in another column of the meeting of the Board of Officers of the C.W.A., held at Toronto on the 11th inst., it will be seen that the second annual meet will be held in Toronto on June 19th instead of the day originally set apart for the purpose, viz., July 1st.

The object in making this change of date was as a great many know, that the semi-centennial of the City of Toronto was to be celebrated from the 19th till the 24th June, and the meet would be largely benefited by the large crowds which must needs be at Toronto during that period, and which will warrant a very large attendance at the performances. Also by holding it during the celebration, the C.W.A. would be brought into more prominence in Canada than if held on July 1st.

The advantages to be derived by both wheelmen and the Association as set forth in the circular issued by Mr. Donly Sec. C.W.A. at the time of the mail vote were well put. There will no doubt be a splendid opportunity for those who are able to be present, to spend a most enjoyable time, and one which will not occur again for some time, but the one great drawback is the possibility of wheelmen being unable to go to Toronto that day. It is but eleven days from a holiday following, and as the trip will occupy all of two days it is unreasonable to suppose that wheelmen who are in mercantile business of any kind, and living some distance from Toronto can ask three holidays inside of two weeks.

Again the city is going to be crowded to overflowing, therefore, are the visiting wheelmen sure of getting good accommodation, or any at all? The chances are somewhat against them. To prevent any mistake on this point, it would be well for the committees to secure accommodation before hand. There is also another advantage presented in Mr. Donly's circular, viz: that wheelmen may have the choice of many other amusements by coming earlier or staying later.

By the reasons stated above, very few of the bicyclists will be off from their business for more than a day which will necessitate them making the trip in a very hurried way, also in every town and city, as many as four

and five wheelmen are employed in the one firm; a circumstance very natural enough, our City of London being furnished with half a dozen or more such instances. This will be another cause to lessen the chances of all wheelmen being present, whereas if the celebration were held on 1st July it is a public holiday, and every one is free to do as they please.

There is no doubt but that Toronto is just the right place for the second annual meet, as it is centrally located from all points in Canada and is a beautiful city; but it seems a pity that the annual holiday, the day which every wheelman looks for for weeks and months before—in fact as soon as the preceding meet is over—that this day which 'cyclists celebrate should have to be changed for the second annual meet, an action which it is to be hoped will not occur again, unless similar circumstances to these are brought to bear upon it.

Finally, the meet will undoubtedly be a success from present prospects, but in numbers of wheelmen it will fall short; although those who may not be able to attend can rest contented that their sacrifice is for the good of the Canadian Wheelmen's Association.

In conclusion we would ask that every wheelman in Canada will do his best to be present on June 19th and strive to make the annual meet a grand success in every particular.

THE NIAGARA-TO-BOSTON TOUR.

Mr. John Moodie jr., of Hamilton, has signified his intention of organizing a Canadian party of bicyclists to join the above-named tour, and anyone who thinks of participating will be furnished with all particulars by addressing him. We are also instructed to say that Mr. M. E. Graves, General Agent, 207 Broadway, New York, if communicated with will make special rates to Toronto with the railroads for anyone who desires to join the tourists at that point.

NOT THE ONLY ONE.

The following is an extract from one of the many letters that we have lately received from new subscribers:

Dear Sirs,—Enclosed please find \$1.00, one year's subscription to the CANADIAN WHEELMAN. I had intended to have forwarded it long ago, but carelessly neglected to do so.

Wishing you every success,
from a Lover of the Wheel,

From the fact of having received so many agreeable apologies, as the one just cited, it is very easy to imagine that there are many other wheelmen in Canada who are guilty of the same offence, viz., negligence in the first degree.

As our journal has been considerably enlarged and improved this month, which we hope to continue to a far greater extent, in the future, and as no Canadian cyclist should be without the only cycling journal pub-

lished in Canada, we hope this little reminder will spur all our friends up, and prompt them to send in their subscriptions at once. Only \$1 00 per annum.

NOTE—DON'T BE CARELESS AND NEGLIGENT.

A GOOD EXAMPLE.

The example set by the Springfield Bicycle Club by sending the names of forty-eight members of that Club as subscribers to the *Bicycling World* is worthy the imitation of some of our Canadian clubs. The Springfield Club is noted for the whole-souled manner in which it enters into anything it undertakes. We would like to see some of our largest clubs take a pattern from their American cousins and send us in a good long list.

A good, and very easy way to secure subscribers is for some bicyclist to head a list, which may be left on the table in the reading room for other members to imitate his good example. It has been our experience that the clubs most active in other matters are most dilatory in subscribing.

EDITORIAL NOTES.

Ever since the CANADIAN WHEELMAN was started, we have been obliged to ask the various correspondents each month for news, and while thanking the gentlemen who have so kindly furnished us with letters in the past we would request that they send us their news on, or before, if possible, the 10th of each month; and we would also say that any wheelman who may have any news of club runs, elections of officers, tours, etc. however small, will confer a great favor on the WHEELMAN by forwarding it to us.

A youthful bicyclist of this city, who rides a 36-in wheel, was followed for about three blocks by a policeman, and was at last seen to take the sidewalk when he was arrested by the brave officer of the law. The P. M. dismissed him with a warning in the morning and signified his intention of dealing severely with bicyclists in future. Wheelmen beware!

We take much pleasure in presenting in another column of this number the design which has been accepted for the badge of the C.W.A. The design is peculiarly pretty and original, and will no doubt make a very handsome badge and be an ornament to the various costumes of Canadian wheelmen.

In reference to the remark made in the January issue of this paper, approving of the suggestion of the *Bicycling World*, that the practical value of a road-book might be increased by the bidding in of blank leaves for subsequent annotations, Karl Kron authorizes us to say that, while he cannot undertake to provide such interleaved copies of "Ten Thousand Miles on a Bicycle," he will nevertheless agree to supply the unbound sheets of the book to subscribers who may express a preference for it in that form, allowing them thus a chance to exercise their own fancy in respect to interleaving and binding.

KRON'S GUIDE TO ROADS AND RIDERS.

EDITOR CANADIAN WHEELMAN :

DEAR SIR,—In expressing my gratitude for the generous recommendation given in your February issue to my scheme of publishing a road-book, and for the equally kind offer of space in your columns for the personal presentation of its claims, I wish to announce that your individual subscription was the first one sent in to me by a Canadian. More than twenty others have since followed your example, however, and I confidently expect that when I really prepare for the press the "appendix of 3,000 subscribers' names, geographically arranged by clubs and localities," the Dominion will not be represented therein by less than 300. The Captain of the Belleville Club, on reading your announcement, at once sent me a half-dozen names, with a promise of others to follow; the Vice-President of the Montreal Club has assured me that he is making a successful canvass, and many other encouraging reports have accompanied the ten or of individual subscriptions. A wheelman of Halifax writes that he shall send more than a dozen names, though there were not that number of 'cyclers in the city when I toured through Nova Scotia last summer. The success of my book would be put beyond question if I could only open the eyes of the 'cycling public to the full significance of my refusal to accept any support from "advertisers," in order that I may be left free to command the support of each individual wheelman. As I shall print an edition of 5,000 copies, I have no doubt that I might sell fifty pages of "advertising space," at \$50 each; but I prefer that those fifty pages, or a greater number, shall be devoted to a "geographical directory of subscribers," recording the fact that 3,000 individuals have borne testimony to their enthusiasm for 'cycling by pledging a dollar each in support of a literary exponent of their favorite pastime. I wish to demonstrate to a scoffing outside world that there are enough of these people in existence to ensure financial success to a volume which is written solely in their general interest and which refuses the patronage of all special interests. Such a publication, supported by not a page of advertisements, and, at the same time exhibiting the names of 3,000 advance subscribers, scattered in hundreds of different towns all over the continent, would be an impressive literary phenomenon, which could not fail to set people to thinking. The most case-hardened sceptic would be forced to admit that it represented something else than a mere "advertising dodge," paid for by the various manufacturers and dealers. As I remarked in a letter to the *Wheel*, "the mission of my book is to advertise in the most impressive manner conceivable, the general advantages of 'cycling, as compared with any other sport or manner of locomotion; it is not to supply a bill-board upon which individual tradesmen may nail up their rival

announcements to attract the patronage of those who practise 'cycling.

It seems to me that everyone who has either a business interest or a sentimental interest in the spread of 'cycling ought to be willing to manifest it by contributing a dollar in support of a book whose wide circulation will necessarily give a great impetus to touring; inasmuch as every touring cyclist is the best possible advocate for the increase of wheeling. An advance subscription list naming 3,000 people who had individually pledged a dollar for the book would do more both to advertise the subsequent sale thereof and to advertise the importance of 'cycling generally than an assurance that twice that number of copies would be purchased by the book stores. Its value as a club list and "elite directory" will also be increased by the addition of every individual subscriber's name. No better device could be hit upon for giving information to the tourists concerning the clubs, and the men most devoted to wheeling, in any given locality, than this scheme of providing him with a list of owners of the road-book. A catalogue of all the cyclists in America, if it could be compiled, would be too bulky and too "miscellaneous" to be of much value for reference; but a list of those who testify to their enthusiasm by making a special pledge of a dollar must evidently be select and significant. My appendix, as first planned, promised to present "an alphabetical list of 3,000 subscribers' names, accompanied by residences, and also an alphabetical list of these residence towns, accompanied in the case of each town by the name and exact address of every subscriber living there;" but I have since decided to carry out the "directory" idea still further, by making special groups of the club men in each town, indicating the club headquarters as well as the individual address of each member, and especially designating those subscribers who are or have been officers of the club, the League, the C.W.A., or the C.T.C. Mere membership in any of these associations will also be shown. The clergymen, lawyers, and physicians on the list will be specially noted as such, and I may perhaps mention the occupations of other subscribers which may be reported to me. I certainly will mention the occupations of all who definitely request me to do so, and this mention in the case of a dealer in bicycles, will be equivalent to a "business card," worth in itself a good deal more to him than the subscription price of the book. In like manner, every hotel-keeper on the roads where there is any touring can well afford to pay me a dollar, merely to have his house mentioned in the geographical list of owners of the book. It is plain that each one of these owners, while on a tour, will be inclined, as between two possible choices whereof he has no other knowledge, to patronize the hotel or the agency where he knows he can at least find a copy of "the tourists' guide." I have taken up so much space in showing how valuable the mere appendix of the book may be made as

a "directory to riders," that I cannot venture now to say much about its vain purpose as a guide to roads. Minute descriptions of the 5,000 miles of them explored by me in the region indicated by the list of titles which you published in February, will be supplemented by summaries of the road reports which other riders have contributed to the 'cycling press; and the whole will be so thoroughly indexed as to make each fact and statement instantly accessible. The chief local index will consist of an alphabetical list of all the towns mentioned (with typographical devices distinguishing the "court house," and other important towns from the little ones), and the names will then all be repeated under an alphabetical arrangement of states and counties. There will be special lists of rivers, valleys, lakes, mountains, water-falls, battle fields, monuments, colleges, hotels, and places rendered notable for historic or sentimental reasons. One special index will contain the names of all men who are mentioned in the book; another, the desirable routes for tours; another, the "free" railroad and steamboat lines; and so on.

Inasmuch as I rode straightway through Canada for a distance of 635 miles, during a fortnight of last October, after having tried 350 miles of roadway in Nova Scotia, Prince Edward Island and Cape Breton; and inasmuch as I start to-day on a voyage to the Andes, in order to write a report on the excellent road, no one can fairly scold me of applying the broad title, "American" to a road-book whose scope is limited to the United States.

UNIVERSITY BUILDING, KARL KRON.
WASHINGTON Sq., N. W. City,
March 6, '84.

THE YOUTH'S COMPANION

As a source of profitable entertainment for the family, no paper exceeds in interest the *Youth's Companion*. Its list of writers embraces the best names in periodical literature, and it is evidently the aim of its editors to secure not only the best writers, but the best articles from their pens. It is a remarkable thing for a single paper to obtain such a succession of lively and brilliant stories and illustrated articles. While the *Companion* is in the main a story paper, the mental, moral and religious training of young people is an end kept steadily in view. Its articles on current topics are written by the most qualified pens, and present, in a clear, vivid, direct way, the fundamental facts of home and foreign politics, and all public questions. Its original anecdotes of public men are invaluable in their influence in stimulating right ambition and a high purpose in life. Every household needs the healthy amusement and high moral training of such a journal. It is published by PERRY MASON & Co., of Boston, who will send specimen copies upon application.

"The CANADIAN WHEELMAN is bound to be a success as no pains are spared to make it a valuable record of all things pertaining to the sport."—*London Echo*.



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

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

Applications:

Unattached,—569, A. L. Murray, Brockville, Ontario; 500, H. Currie, 233 Queen street West, Toronto.

Brantford,—566, Harry Whitehead; 567, Jas. Montgomery; 568, Her. Vivian.

Montreal,—570, A. Hardman, Cote St. Antoine; 571, J. T. Ostell, 22 University street; 582, John Jamieson, St. Catharines street; 573, W. B. Swain, St. James street; 574, Sept. Fraser, 32 McGill College Ave.; 576, J. H. Robertson, Care Tees, Costigan & Co.; 578, L. J. Smith, 12 Foundry street.

Listowel,—579, N. J. Hay; 580, John H. Schinbala; 581, Harvey R. Hay; 582, C. K. Burt; 583, John D. Nichol.

Paris,—584, D. C. Carson; 585, W. Walton; 586, W. W. Patterson; 587, D. Maxwell, Jr.; 588, E. W. Gamble; 590, E. R. Thompson; 591, T. Laxford; 592, C. Tipton; 593, R. Chambers; 594, W. F. Winslow; 595, G. H. Baird; 596, John Hall; 597, G. Davidson; 598, J. Sorley; 599, W. Hall.

Transfers:

F. W. Hay, from Wanderers of Toronto to Listowel.

Chief Consul Eakins, of London District has appointed F. W. Hay, Consul for Listowel.

ANNUAL MEETING OF THE C.W.A. OFFICERS.

The annual meeting of the Board of Officers of the Association took place at the Walker House, Toronto, on Friday evening April 11.

There were present: R. H. McBride, Esq., President, in the chair; Vice-President Perry E. Doolittle; Sec.-Treas. Donly; Chief Consuls Eakins, Robinson and Tibbs, and Representatives Knowles, Brierley, Lalley and Law.

The first and most important business before the Board was the settling of the time and place for the annual meet. The Secretary reported that mail vote No. 1 had resulted in the amendment to the constitution's being carried. The vote stood for the amendment, 297; against, 43. Considerable discussion was had upon a motion that the

meet be held in Toronto on the 19th of June. Messrs Tibbs and Law very earnestly advocated the holding of the meet on the 1st July in Montreal. In this they were supported by Mr. Brierley. When, however, these gentlemen found that the majority of those present were of the opinion that the best interests of the Association would be served by holding the meet during the great semi-centennial meet in Toronto, they all gracefully yielded and voted for the motion, making it unanimous. The discussion was carried on in the most friendly spirit possible, and reflects the highest credit on all concerned. The conduct of the Montreal men is especially to be commended, and certainly earns for that city a first mortgage upon the meet for 1885.

The tender of Messrs. P. N. Ellis & Co., of Toronto, for the supply of gold and silver pins for the Association, was on motion accepted.

A universal code of signals for use in Association parades was agreed upon, and ordered to be published in the Guide Book.

A Committee composed of Messrs. the President, Vice-President, Eakins, Robinson, and Lalley was appointed to act in conjunction with the Toronto Club in running the annual meet.

After the transaction of some other business of a routine character the meeting adjourned.

Cyclists' Touring Club.

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

Dues for first year, \$1.00 in advance, or \$2.75 including silver badge; annual dues after first year, 75c. Application blanks can be obtained by forwarding a stamped addressed envelope to the Canadian Chief Consul, Horace S. Tibbs, 26 Union Avenue, Montreal.

Applications for membership:

H. B. Douly, Simcoe, Ont.; J. A. Muirhead, London, Ont.; W. G. Ross, Montreal; J. H. Low, Montreal; J. D. Miller, Montreal; J. G. Bishop, Montreal.

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

Provisional appointments:

Provincial Consuls,—Ontario, J. A. Muirhead, Free Press, London; Quebec, W. G. Ross, 26 University Ave., Montreal.

We have received through the kindness of the publishers, Messrs Alfred Palmer & Son, 12 Paternoster Row, London E. C., a copy of their "Cyclists Autograph Album." It is well gotten up neatly printed, and supplies a long felt want in this country among the growing army of wheelmen whose friendly relations may now be strengthened between each other, by the addition of an autograph. Copies may be had of the publishers.

PERSONAL.

Mr. A. T. Lane, of Montreal, was in Brocton last week.

Mr. S. G. Southcott, of the Hensall B. C., was in town last week.

Mr. F. Meek, of the Strathroy B. C., was in London on the 18th inst.

Messrs. Cronyn, Glass and Henderson are London's latest bicycle riders.

Mr. A. E. Lambert, of the Oshawa B. C., has accepted a position in Batavia, N. Y.

Mr. W. C. Young, formerly Secretary of the Ottawa B. C., has moved to Montreal.

Messrs Rutherford and Field paid a visit to Brantford on their wheels on Easter Monday.

Mr. W. J. Morley, formerly of the St. Thomas B. C., has secured a situation in this city.

Mr. A. H. Ridout, of the Hamilton B. C., claims the longest ride for this season, so far, 60 miles.

Woodside, the bicyclist, has entered a suit against Mrs. Clarke, of Chicago, for libel. Amount claimed, \$1,000.

Messrs. Burns and Brunton, of the Forest City B. C., have sold one of their sociable tricycles to a gentleman in Montreal.

Mr. C. W. Tinning, of the Hamilton B. C., has been admitted as a partner in the firm of Archdale, Wilson & Co., druggists, Hamilton.

Mr. J. Moodie, of the Hamilton B. C., paid London a flying visit on the 18th April. He has entered several of the races for May 24th.

Mr. Wm. Payne has just received a case containing a Traveller Tricycle, and a Velociman—the first two ever brought into this country.

Mr. Will Hurst, the Wanderers' bugler, has returned from the States, and will exercise his wind on the new bugle to be provided him.

Mr. W. A. Meyer, of the Forest City B. C., has been appointed agent in London district for Wallace Trotter & Bro's American Sanspareil Bicycle Oil.

Dan O'Leary, the pedestrian, wants to wager \$1,000 that he can cover a greater distance on horse-back, in six days, than a bicyclist on his wheel.

The Stratford Bicycle Club has appointed Mr. G. N. Bolton as Secretary. The Club which has been newly formed promises to become a large institution.

Mr. R. Patton, of the Forest City B. C., was presented with a volume of Shakespeare on the occasion of his leaving the employ of John Green & Co. to take a position in Montreal.

Mr. Davis, of the St. Thomas B. C., is in Toronto, and will attach himself with the Wanderers during his stay, as also will the Lieutenant of the Ariels, Mr. Kipp, who will be in that city off and on for a few months.

News from the Clubs.

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

GUELPH.

DEAR WHEELMAN:

Although at this season the interest taken in bicycling is somewhat dead, I cannot say that it is altogether so, here. The members of our Club still all feel confident that we are going to make a greater success of it this year, and as we now have comfortable rooms in which to meet a large number intend joining on that account. We intend to push things here this year, and hope soon to be able to secure some building to practise in, and hope to have every arrangement made to make it pleasant, not only for ourselves but for all wheelmen who drop in to see "the Royal City." Yours,

PEDAL.

WANDERERS NOTES.

DEAR EDITOR:

The wheeling in Toronto is still a thing of the future for 1884, as the amount of snow and ice piled on the roads lately made the bicyclist wonder if there is such a thing as wheeling on the roads anyhow!

However, although there has been no road-riding, yet the practice in large riding "shed" proceeds steadily, and by the season opens the advantage of this winter's practice will be felt by the number who are now learning the act. There have been no very large meets on Saturday afternoons as yet, owing to the cold weather, but during April no doubt the place will be crowded. The first club run of 1884 is claimed by a party of Wanderers who went for a cruise around the bay on their bicycles, some good sport was had on the occasion, the only drawback being an accident which occurred with an iceboat, which collided with one of the bicycles, breaking it into several pieces. The club room has lately had several additions made to the furniture, new pictures, and brackets etc., donated by the lady friends (of which the Club has probably its share), have been placed on the walls, additions have been made to the reading table, and taken altogether it now forms the best furnished and equipped "club" of its kind in the city. But although it has a good "club room," yet the accommodation for wheels is so small the Committee are on the look out for a suite of rooms where dressing, wheel, and club rooms will all be on the same ground floor.

The regular monthly meeting was held last week, a large number of members being present. A large number of new names were proposed and several added to the now very large list. Considerable comment has been expressed on the rule of the Club which excludes any person joining who is not a bicyclist or means to be one. The progress of other clubs has been studied, and we find that although the membership may be very large, yet the number of riders

is actually small. However, the number that are joining now, a good many of whom are experienced riders, shows that next season the success that attends us on every hand will still continue.

The "Rudge" is having quite a run at present, a large order was sent last week by a local dealer, and in all probability will be followed by a larger one soon.

The Club has been losing some of its old members who are moving from the city, the latest to leave having been Mr. W. A. Capon, who has left for Winnipeg; Mr. N. Porter, who has gone to Belleville; Mr. R. Grove, who has gone into business in London, and Will Kurst, the bugler, who has removed to the States.

The glee club, formed some time ago, meets every Thursday evening. There are some twenty singers connected with it.

A number of the Wanderers' suits were noticed on the Victoria Rink, in Montreal, during the late carnival. The members who attended were most hospitably received at the Athletic Club rooms.

Yours,
WANDER "OR"

THE TORONTO CLUB.

As the spring approaches, "altho' on leaden wings," the thoughts of bicyclists generally turn upon the possibilities of the coming season.

Some there are who have not yet been initiated into the mysteries of our craft, who are anxious with fear and trembling to make the acquaintance of the "historic goat," and hope that they, of all who preceded them, will be able to escape from what seems to be the lot of all adventurers in this particular arena, the inevitable header.

The Torontos, after finishing up last season with the best and most satisfactorily conducted race meeting ever held in Canada, have been keeping rather quiet, but as the season advances, and the days lengthen, bicycling conversation comes once more into prominence. During the winter, additions have been made to the Club of gentlemen that will tend to strengthen its already high standing in the city, and altogether some twenty names have been added to its active membership roll since the first of January.

Last year a two weeks club tour was arranged, date and route being fixed, but business took a more active turn and those who had made arrangements to go, found it impossible to get away on the date previously agreed upon, so it was finally decided to postpone it till the season of 1884. It was originally intended to confine it to members of the Club, whether its scope will be enlarged to take in any other that might wish to join I cannot say. The destination was to be the National Capital, "Ottawa," whether that point will be attempted this year, is not yet decided.

The Club room question has at last been decided in the affirmative and a most cen-

tral location chosen with accommodation for the storage of wheels also provided, so that visitors and members may be sure of having their wheels in safe custody while attending to business in the city. Restrictions are placed upon the rooms which will prevent them from becoming other than a very pleasant place of resort for both members and visitors. Bicyclists visiting the city will be heartily welcomed and made to feel perfectly at home. The landlord has consented to arrange the rooms to suit the aesthetic taste of the Club, and the members have decided to furnish them only with necessary requisites until their appreciation is evidenced by frequent use.

Rumors are in the air of a complete change of officers at the next annual meeting which takes place on April 1st. The Captain has stated his determination to retire from all official positions, and it is said the secretary will do the same. Some of the retiring officers have worked hard in the interests of the Club, and they feel gratified at its present prosperous condition.

Capt. McBride and Lieut. Ryrice are credited with the longest all day record in Canada having ridden from Toronto to Belleville, 117 miles in nineteen hours including all stoppages.

I shall expect to see this very creditable performance eclipsed by some of the western clubs over the superb roads they are credited with having.

A rumor is current that the second annual meet of the C.W.A. will be held in Toronto during the Semi-Centennial week, if this should prove true it will give our brother bicyclists from all parts of the country an opportunity to witness the grand demonstration, and also to become important factors themselves in the setting forth of the great progress that has taken place in the last fifty years. Should it be decided at the annual meeting of the Board of Officers of the C.W.A. to hold the meet in Toronto at that time I trust every bicyclist will make up his mind to be one in the grand parade of mounted wheelmen.

Perhaps some of our cousins across the border, from Rochester, Buffalo, &c., might be induced to swell the number.

"REILLUZ."

OTTAWA.

DEAR WHEELMEN:

With the warm breezes of approaching spring Ottawa bicyclists, like other localities, no doubt, begin to "enthus" on their wheels and possible tours to be accomplished during the coming summer, and to recall many pleasant memories of rides of the season just past. Bicycling, if it promotes anything, promotes close and pleasant friendships. In common with other wheelmen, I feel the inspiration of warmer weather and picture to myself many delightful trips taken last summer away from the hot and dusty city, in company with my now greatest friend, which friendship originated entirely through the mystic influences of the wheel. Together, on many a Sunday morning, have we gone off at sunrise out into the delightful

THE CANADIAN WHEELMAN

SUPPLEMENT TO

The Canadian Wheelman.

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

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

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

Terms: \$1 a Year in Advance.

Advertising Rates on Application.

W. KINGSLBY EVANS, - Editor.
J. B. DIGNAM, - Business Manager.

APRIL, 1884—SUPPLEMENT.

A UNIQUE BOOK.

We have received from Colonel Albert A. Pope the president of 'The Pope Manufacturing Co., of Boston Mass, a unique little volume, handsomely printed upon tinted paper, and the contents made up of selected cycling literary bits of fact and wisdom, and much information concerning the "Wheel." In almost every possible question on bicycling and tricycling, internally or externally, past, present, prospective, is answered in concise and plain language. "WHAT AND WHY" really might be called the "Wheelman's Catechism and proverbs." "A Preparation of Iron," from the pen of the author Charles E. Pratt, Esq., occupies the front page of the book, and is a sprightly semi-humorous, romantic, pharmaceutical, medical, locally historical sketch in three chapters, with a strong bicycle moral, not drawn at the end but running all through it. The chapter on "Some Common Questions Answered," divided into "Definitive," "Mechanical," and "Practical," is a catechetical way of getting at the true inwardness of the bicycle,—its history, growth, variety, quantity, quality, usefulness and popularity.

The chapter on "Facts and Accomplishments" gives interesting data on riding times, and contains a table of comparative best records on walking, running, rowing, skating, trotting, tricycling, and bicycling.

"Legal Lifts" plainly explains the legal rights of wheelmen and cites every bicycle case brought before courts. The chapter on "What to select," gives valuable information, and a list of bicycle dealers who have riding schools. A summary of cyclé literature and periodicals occupies a prominent place, and there is a page on the League of American Wheelmen. A chapter on "Dress and Conveniences" contains valuable suggestions on the matter of wearing-apparel, and mentions many of the little conveniences which might not occur to the wheelmen. The closing portions of the book are taken up by extracts from the words of prominent persons on the value of cycling, and golden sayings of physicians, professors, ministers, and others, who have enjoyed the exhilarating pleasure of riding the bicycle or tricycle.

A NEW CLUB FOR HAMILTON.

Mr. John Moodie, Jr., is our authority for stating that a new club has been formed in Hamilton. Already, he says, they have a membership of twelve, and have secured the finest club rooms west of Toronto. The new club is to be called the Ambitious Bicycle Club. They will attend the 24th of May tournament in this city in full force.

On page fifty-nine third column, we have warned wheelmen to beware of the policeman. Alas, the foolish often give the best advice. Reader peruse this:—

J. B. Dignam and W. K. Evans, two bicyclists pleaded guilty to riding their bicycles on the sidewalks on Good Friday. They explained that the roads were impassable and therefore they took to the sidewalks. The P.M. fined them \$1.25 each.—*London Free Press, April 19th.*

Since penning the article on the "C.W.A. Meet," we have learned that the date of the semi-centennial celebration which was to have taken place in Toronto, from 19th to 24th of June, has been postponed until the week commencing June 30th. It is not yet known what action the C.W.A. Board will now take in the matter—whether they will again postpone the meet, or, will have it on the day appointed, June 19th; but in either case there will be the same numerous difficulties to overcome that have been mentioned in the editorial.

Outing for April, beginning its fourth volume, is to hand, and is quite an improvement on the March number.

The Mirror of American Sport published in Chicago, is devoting a large amount of space to our sport, bicycling, the last number containing an extra amount of interesting news.

The *London Free Press* knows whereof it speaks:—

"The CANADIAN WHEELMAN, published at London, is improving every successive number, and has a large circulation among the bicyclists of Canada."

The Editor of the *Western Cyclist*, who recently published a paragraph against the integrity of W. J. Morgan, disclaims any responsibility for it. As it was printed under the head of "communications," we think our friend, the *Cyclist* has been imposed upon.

We have on our exchange list a bright and newey publication called the *Archery and Tennis News*, New York, being published semi-monthly from June to December and monthly from December to June. It is well worth the price of subscription, viz., \$1.50 to those interested in either archery or tennis and contains many interesting articles.

The poem by Will Carleton is certainly a gem, the papers on canoeing and archery being equally interesting. The publication of a London, England edition of *Outing*, by Higgs & Son, of 98 Fleet St., is also begun with this number, and the magazine on this side of the water seems to show a healthy and substantial growth in circulation and business.

The Overman Wheel Co'y. have just issued one of the most attractive catalogues we have seen this season. It contains a very handsome, illuminated cover, and is typographically perfect. Besides a full description of the "Victor" Tricycle, it contains a list of bicycle records. A catalogue, gotten up as it is, cannot fail to secure a large increase in sale of their popular machines.

We have in our For Sale column this month notices of a great number of machines for sale, all of which we can guarantee as being splendid bargains, also the reasons given us for selling being perfectly satisfactory. Consult the for sale columns before investing.

We welcome after an absence of eight months Vol. II. No. 1. of the *Amateur Athlete*, published in New York. We hope it has come to stay and are sure it will be well read.

Mr. Lloyd Harris, Captain of Brantford Bicycle Club, paid us a short visit on Thursday, April 11. He reports bicycling as booming in Brantford.

We had the pleasure of a call this week from Mr. A. F. Webster, of the Toronto Bicycle Club, who reports bicycling booming in the Torontos. Mr. Webster is a very enthusiastic cyclist, a good worker, and last but not least, we can commend him to all wheelmen as a "bail fellow well met."

FOR CHIEF CONSUL.

ED. CANADIAN WHEELMAN:

DEAR SIR,—With your permission I would like, through your columns, to respectfully solicit the votes and influence of the C.W.A. members, No. 1 District, for the election of our Captain, Mr. J. A. Muirhead, as Chief Consul for 1884-5.

Mr. Muirhead, since his appointment as Consul for London, has worked very earnestly for the Association in working up road-reports for the guide-book, procuring advertisements for the same, etc. His long experience in bicycling, and his desire to do all in his power to further the interests of the C.W.A., together with the fact that his business requires him to frequently travel over the greater part of the District, which would enable him to have a general supervision of the affairs of the C.W.A. in this District, make him both a worthy and desirable candidate.

Thanking you for this space, I remain
Yours truly,
W. M. BROS,
Sec'y. Ariels.

News from the Clubs.

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

FOREST CITY NEWS.

DEAR WHEELMAN.

Although it is some time since any communication from us has appeared in your columns, I can assure you we have not been idle as our time has been pretty well taken up in getting up and preparing a Grand Tournament for the 24th of May next. We have now completed our race programme, which we hope will meet the approval of wheelmen generally.

We intend sending an invitation to all wheelmen that we can get the names of, but no doubt there will be many wheelmen overlooked which you will see cannot be avoided, as many have only become riders this season.

I would like to state that we have had designs for medals given us to choose from, and we can honestly promise all those who may be fortunate enough to win them, that they will not be disappointed with their trophies.

Since our last communication we have changed our quarters, and are now located at No. 3 Victoria Building on Richmond St., where we shall be most happy to receive any visiting wheelmen.

Yours truly,
Hob.

KINCARDINE—A bicycle club has been formed here, and the following officers elected:—

President, W. M. Dack.
Vice-President, J. H. Scott.
Captain, H. A. McIntosh.
First Lieutenant, C. C. Sarvis.
Second Lieutenant, J. P. Falls.
Bugler, N. J. Clarke.
Secretary and Treasurer, F. E. Coombe.

Paris Bicycle club organized with the following officers:—

President, Thomas Hall.
Vice President, Robert Chambers.
Captain, D. C. Carson.
First Lieutenant, D. Maxwell.
Second Lieutenant, R. Thompson.
Third Lieutenant, N. B. Patterson.
Bugler, F. Luxford.
Treasurer, E. Gamble.
Secretary, Charles P. Pipton.

The following have been elected as officers for the Montreal Bicycle Club for the seasons of 1884-5:

President, H. S. Tibbs.
Vice-President, A. T. Lano.
Hon. Sec. and Treas., J. D. Miller.
Committee, W. G. Ross, J. B. Ostell, W. McCaw, J. G. Darling.
Captain, J. H. Law.
First-Lieutenant, Rollo Campbell.
Second-Lieutenant, Horace Joyce.
Standard Bearer, Robert Darling.

At a meeting at the Listowel Bicycle club the following officers were elected for 1884:—Hon-President R. Ferguson,

President W. J. Hay.
Captain F. W. Hay.
Secretary Treasurer, John Shinbean.
First Lieut., H. R. Hay.
Second Lieut., E. K. Burt.
Bugler, John D. Nichol.

The Newcastle Bicycle club have elected the following officers:—

President, W. H. Chandler.
Secretary, E. Bowin.
Treasurer, A. C. Lovekin.
Librarian, A. H. Allin.
Assistant Librarian, B. Brent.
Captain, A. B. Kent.
First Lieutenant, A. Stillwell.
Second Lieutenant, T. Miller.
District Consul, W. H. Chandler.

At the annual meeting of the Ottawa Bicycle Club, the following were elected officers for the ensuing year:—

President, G. A. Mothersill, re-elected by acclamation.
Captain, F. M. S. Jenkins, re-elected by acclamation.
First Lieutenant, T. B. D. Evans.
Second Lieutenant, Henri Roy.
Hon. Sec-Treas., W. S. Odell.

It was decided to form a tricycling division in view of the anticipated increase in the number of tricycle riders this year.

The following have been elected officers of the Royal City Bicycle Club of Guelph for 1884-5.

President, Geo. Sleeman, re-elected.
1st Vice-President, A. McBean,
2nd Vice President, John Davidson.
Captain, H. J. Harris.
1st Lieutenant, J. B. Walsh, re-elected.
2nd Lieutenant, G. M. Gibbs.
Sec-Treas., D. Allan, jr.

The Club have ten additional riders this season.

The Goderich Bicycle Club held their annual meeting, and the following officers were elected:—

President, Dr. T. F. McLean.
Vice-President, M. G. Cameron.
Captain, G. B. Cox.
1st Lieutenant, J. H. McCulloch.
2nd Lieutenant, H. G. McLean.
Bugler, John Platt.
Sec-Treas., J. H. Vidal.

The uniform adopted was myrtle green jacket and knee breeches, maroon stockings, drab helmet, and white flannel shirt. The Club has now a membership of twelve, all of whom are members of the G.W.A. Visiting wheelmen will always be welcome to the Circular City.

KINGSTON.—Election of officers for 1884:—

Hon. President, John Carruthers.
Vice-President, William Harty.
Captain, W. C. Carruthers.
1st Lieutenant, J. Twaddle.
2nd Lieutenant, Geo. Smith.
Bugler, R. J. McKelvey
Sec-Treas., D. F. Armstrong.

CANADIAN TOUR OF THE DETROIT BICYCLE CLUB.

The Detroit Bicycle Club are arranging for a tour over the best roads in the Dominion, and covers a distance of 508½ miles wheeling, and a ride of 60 miles on a steam boat, leaving Detroit on Sunday morning, July the 13th, crossing over to Windsor and ride to Romney, a distance of 56 miles; thence Monday to Clearville, 42½ miles; Tuesday to St Thomas, 39 miles; Wednesday through London to Exeter, 49 miles; Thursday to Goderich, 29 miles; Friday back over the same route as on Thursday to Clandeboy 45 miles; Saturday to Sarnia, 50 miles; leave Sarnia via boat and arrived in Detroit at 9 p.m. The daily rides average 44 miles, which at first would seem to tempt the courage of the inexperienced cyclist; but when it is considered that 8 miles an hour over good roads is very easily accomplished, and that, at that time of the year there are 16 hours good day light; it will afford plenty of time for recreation and rest. The object of starting on Sunday is that should occasion present itself for side runs or bad weather, there will be one day extra, so that participants can be at their business on Monday morning after having spent a week's summer-vacation in a very enjoyable and pleasant manner. Arrangements are now being made for hotel accommodations and all necessary details for the trip. It is estimated that the entire expense for the trip will amount to \$10 each. The Detroit Bicycle Club invite all wheelmen to accompany them, and upon application a circular containing the necessary instructions will be mailed to applicants.

PROGRAMME OF RACES!

OF THE

Forest City Bicycle Club Tournament

—ON—

SATURDAY, MAY 24th.

- 1st.—One Mile Race, best 2 in 3 heats, open to all. 1st, Gold Medal, \$30; 2nd, Silver Medal, \$15.
- 2nd.—Three Mile Dash, open to all. 1st, Gold Medal, \$30; 2nd, Silver Medal, \$15.
- 3rd.—Second heat of One Mile Race.
- 4th.—Two Mile Dash, for the Championship of London, open to Local Riders only. Gold Medal, \$50.
- 5th.—Fancy Riding, C. H. Smith and Lady.
- 6th.—One Mile Dash, open to Forest City Bicycle Club Members only. 1st, Gold Medal, \$25; 2nd, Silver Medal, \$15; 3rd, Silver Medal, \$10.
- 7th.—Third heat, One Mile Race.
- 8th.—Five Mile Dash. 1st, Gold Medal, \$20; 2nd, Silver Medal, \$15.
- 9th.—One Mile Race, open to those who never won a prize. 1st, Gold Medal, \$25; 2nd, Silver Medal, \$15.
- 10th.—One Mile Junior Race. 1st, Bell, 2nd, Bell; 3rd, Saddle, (presented by Wm. Payne, Bicycle Importer, London)
- 11th.—One Mile Consolation Race. 1st, Gold Medal, \$25.

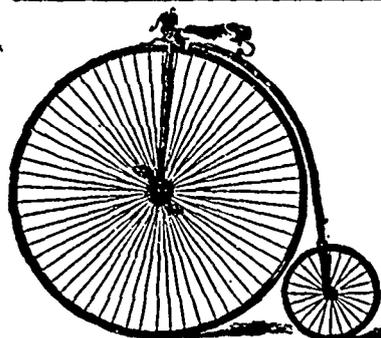
A Grand Street Parade, headed by the 7th Fusilier Band, will be formed on Richmond Street, at 2:30 o'clock p.m., and proceed to the grounds. Riders will please form in parade in clubs.

FOR SALE.

! Matchless Bicycle !

52-inch, perfectly new, full-plated, plated lantern. Will be sold cheap. Owner wants a larger wheel. Address CANADIAN WHEELMAN.

FOR SALE—A NEW 52-INCH CLUB BICYCLE for sale. Has not been run more than ten miles, a big bargain. Address, G. D., box 52.



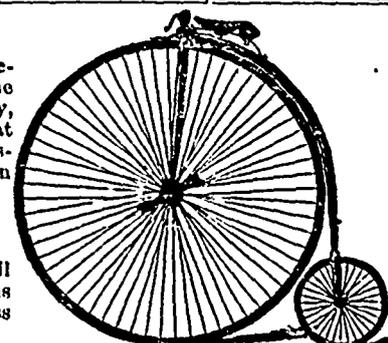
THE HARVARD BICYCLE.

IN RESPONSE

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

LESS 30 PER CENT.

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



THE YALE BICYCLE.

THE CUNNINGHAM COMPY.,

The Pioneer Bicycle House of America,

Odd Fellows' Hall,

(Established 1877.)

Boston, Mass., U.S.A.

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

Illustrated
Bicycle Catalogue,

—or their—

Illustrated
Tricycle Catalogue,

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

Please state with application which Catalogue you desire.



SOCIABLE TRICYCLE.

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

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

Early Supply can be secured by Early Orders.

fresh and quiet country, not stopping until many miles had been placed between us and home. On such occasions we always took along a plentiful supply of music with which to pass away the interval of rest before returning. Most of the hotels in this neighborhood contain a piano, some a piano and harmonium, the latter being more adapted to sacred music. On one of such trips our destination had been Aylmer, a beautiful village twelve miles up the Ottawa River, and at the foot of Lake Duschem. After dinner rain commenced to fall. Thinking that it would prove only a passing shower we beguiled our time in the splendid music room of Mrs. Ritchie's hotel until four. The rain, instead of deminishing increased to a heavy down-pour. As we were both due at our respective choirs at 7 p.m. we were obliged to start, rain or not, and will we ever forget that ride? I think not. There was a certain degree of excitement in it, but too much damp by all odds. The road half the distance was under water, and the rain never ceased for one moment during the whole ride home. Description goes for nothing. In such a case, one must go through experience to take in all its nice points. On this occasion my chum had forethought enough to ride up a hill at which was a rule dismounted. I followed the rule and with regret, for I was soaked through, and had leather gloves like slippery elm bark that I could hardly remove after my walk up, and it took me a long time to settle down into the comparatively reconciled condition which existed before dismounting. All things

must come to an end, we knew, and we pictured to ourselves the exaggerated comfort of dry clothes and hot tea to be got only when the end of our wet ride had arrived.

Our club rides or drills of this season are held in the Drill Hall, a magnificent place for such a purpose; the use of it is a privilege not to be lightly prized, and as a Club we feel the obligation we're under to the commanding officer who secured the boon to us. I do not think our Club contains any fancy riders; if it does I have yet to see them. Perhaps our first meet will serve to give some of the punt up daring a chance to develop itself in the above direction. To be a successful fancy rider I think a man must have within him a deep sense of the graceful, besides plenty of pluck, which is, of course, indispensable. We intend, if possible, to put into practice a club drill, which we got from Chicago, using, instead of the bugle calls, a whistle code given in the book of drill.

When I next write I may have many incidents of interest resulting from this same proposed meet. I fancy I see machines tangled up, cranks and handles bent, etc.

Mr. Roy, of our Club, has exchanged, or is about to exchange, his all-nickle, 48-inch D.H.F. for a 50-inch, and Messrs. Hawley and Young propose to do likewise.

Rumor has it that Mr. Young, Sec.-Treas. of the Club, is about to leave the city for Montreal. I hope not, as the Club would lose an efficient officer and one of its most enthusiastic tourists.

I hope your appeal to subscribers for information on the subject of oils and defective light will meet with some response.

For the benefit of those wheelman who have not thoroughly overhauled every part of their machines since last summer, thinking as I did that the ball bearings were impervious to dust, I would say that a short time ago, when the fever was strong within me, I, out of curiosity, examined the ball bearings of my machine and found the space within the steel shell literally choked up with sand and oil; so much so that when I took out the bands containing the balls the latter retained their places in the band, held there entirely by their coating of mud. I need not suggest how injurious this state of things if not remedied must be to a machine.

Our Captian has been guilty of the extravagance of nickle-plating the bright parts of his 54-inch D.H.F. I consider his extravagance justifiable, and I would that my machine were similarly treated, as I have found that I avoided rust only by constantly using the chamois. Vaseline prevents rust, but who cares to spoil the handsome appearance of his pet, when it occupies perhaps a prominent place in the "front hall," by putting grease upon it. I do not; and had mine been nickled instead of simply brightened steel my labor with the chamois would have been avoided.

I think I have occupied more than my share of space, so before I get my *congé* I will close. More anon.

Your well-wisher,
OTTAWA.

CHICAGO-TO-BOSTON TOUR.

The second extended bicycle tour of the Chicago Bicycle Club will be from Chicago to Boston, via Niagara Falls, Toronto, Montreal, Lakes Champlain and George, and through the northern part of Massachusetts. The programme as now outlined will be to leave Chicago the evening of July 13th, taking train to Niagara Falls, arriving there the afternoon of the following day. The Falls and all interesting points connected with the vicinity will be visited on wheel and otherwise that afternoon and evening. Here, at the International Hotel, will be the meeting point with other wheelmen from the East and various parts of the country. On the 15th, the tourists will leave the hotel and wheel across the foot-bridge to the Canada side, thence down the bank of Niagara river past the suspension and cantilever bridges, whirlpool and Brock's monument to the mouth of the river, arriving in time to take the 11 o'clock boat, the "Chicora," for Toronto, which point will be reached in the afternoon. Dinner will be served on the boat. The many objects of interest in and about Toronto will be visited during the afternoon, and a junction formed with the Canadian wheelmen. The morning of the 16th will witness the departure from the Rossin House, Toronto for the four days' tour along the north shore of Lake Ontario over Canada's finest roads. The first day's objective point will be Bowmanville, 43 miles, with dinner at Whitby. On the 17th, wheel to Brighton, 40 miles, with dinner at Cobourg, 18th, to Napanee, dinner at Belleville; Saturday, 19th, wheel 26 miles to Kingston, take dinner and embark on steamer for an afternoon's ride among the Thousand Islands to Alexandria Bay. Here Sunday will be spent and will be put to good use in viewing the marvellous scenery of the Islands and River. Alexandria Bay is the most popular and best situated resort, situated on the New York shore opposite which are countless miniature islands, and upon each one an elegant summer residence. At night the illumination is superb. Monday morning, the 21st, depart from Alexandria Bay for a trip down the St. Lawrence river, running through all the rapids, forming one of the grandest steamboat rides known. Montreal will be reached in the evening, and after supper there will be a chance to view some of the interesting points connected with the old city. Next morning the departure will be from the Windsor to the G.T.R. depot, taking the 9:45 train for Plattsburgh and Port Kent, on Lake Champlain. These points will be reached at noon, and after dinner and during the afternoon a fine wheel will be had along the shore of the lake and to the magnificent Au Sable Chasm, the wonder of the region, returning in the evening to Port Kent. Wednesday morning, the 23rd, take the steamer "Vermont" for a ride down picturesque Lake Champlain, arriving at Fort Ticonderoga at noon. Dinner will be taken on the boat and everything ready to make

the wheel trip of eight miles to Baldwin, at the head of Lake George in time to catch the steamer "Horicon" for the afternoon's trip down this famed lake. Many stops are made at various points on the lake, giving ample opportunity to view the places along the shore, arriving at Caldwell, at the foot at about 4 o'clock. Here the party will tarry the rest of the afternoon, taking in the magnificent scenery of the lake and country. Late in the evening wheels can be put aboard special baggage car ready for the early morning train for Saratoga. Here we have a country that is extremely doubtful as to wheeling. In some stages of the weather it is good, but on account of its fickle disposition arrangements will be made to run through to Saratoga by train, arriving at about 8 o'clock. From Caldwell to Glens' Falls the road is of worn out plank, and wheelmen who have ridden over it pronounce it unridable with any comfort. From Glens' Falls to Schuylerville the riding is excellent and hard; for about ten miles between Schuylerville and Saratoga is sandy and dependent upon certain weather to be at all in proper condition. From 8 o'clock in the morning until after dinner will be an excellent opportunity to take in the splendid wheeling and interesting features of this nation's watering place. After dinner the tourists will all form for the trip or twenty miles over fine wheeling and famous revolutionary ground to Mechanicsville, on the Hudson River. Here train will be taken next morning for Gardner, Mass., but should inducements prove attractive to stay in Saratoga over night, train will be taken from there. Arriving at Gardner about noon, the tour will be resumed after dinner through quaint old Massachusetts' villages and historic territory to Clinton, twenty-six miles. Saturday, 25th, the finishing stretch of the tour will be made to Boston, forty-two miles. The last two days will be run over splendid roads, the representative wheeling of the East, and through places and over roads famous in bicycling annals.

A programme has been arranged at Boston whereby the most can be made of the few days' stay there before taking train for home. Weeks could be profitably spent in the suburbs and vicinity of the Hub. The Kennebec tourists will leave Boston the third day after the arrival of the Niagara-to-Boston tourists, giving our tourists an opportunity of going with them down the Kennebec River in Maine for a week's trip. They will pass through Linn along the Atlantic coast out of Boston, on the way to Portsmouth, and this route affords the finest bicycling in the country. Many of the tourists will return West via New York and up the Hudson River, while the extreme western wheelmen will return direct from Boston. Transportation arrangements will be made both ways.

The transportation and subsistence expenses will be arranged under the head of tickets covering both departments, and will be given out in June and July. An estimate of \$80 00 for the round trip has been made from Chicago, but it is designed to get this

item fixed absolutely sure. As minor changes may be necessary in the route, this sum cannot be made sure as yet.

An ambulance, or covered carriage, will accompany the tourists during all wheel trips, for use of those who may become indisposed or whose wheels may fail; also to carry baggage. On the question of baggage, chance will be given to exercise some judgment. It must be as light as possible, especially between Toronto and the Islands. This stretch will include the solid bicycling of the tour, and strict touring trim will be necessary. Beyond the Islands extras may be indulged in, but they will have to be forwarded ahead to the different hotels. Tour baggage should be rolled in a yard of rubber cloth and bound tightly with a luggage-carrier to be attached to machine if necessary. The ambulance should not be absolutely depended upon for baggage, as it may fail. The tourists will bear in mind that horses are no match for bicycles on the road. This was demonstrated conclusively on our Canada tour last year, where, on certain stretches two teams were used up, the tourists arriving long ahead of the ambulance causing some halting. However, the daily mileage is not so great on this tour, being in every case not over the forties.

It is with pleasure the Chicago Bicycle Club invites wheelmen to participate in the Niagara-to-Boston tour, feeling that in no event can they spend a more enjoyable or profitable summer vacation. The route, country and wheeling are all that can be desired. It is not exclusively a bicycle tour, but is sufficiently varied with rail and steamer through most scenic but unridable country that both ways of travelling will be keenly enjoyed, and the points of a country unsurpassed in beauty and interest taken in, each in its most appropriate way.

B. B. AREAS, Manager,
185 Michigan Ave.
Chicago.

FIXTURES.

Friday April 25th, the Citizens Bicycle Club annual race meeting, American Institute, New York.

Friday May 2nd, Brantford Bicycle Club concert and evening meet.

Monday and Tuesday May 19th and 20th 5th annual meet of L.A.W. at Washington, D.C.

Saturday May 24th, Forest City Bicycle Club Grand Tournament, London, Ontario.

Thursday 19th June, 2nd annual meet of C.W.A. at Toronto.

July 13th Sunday to July 19th, Detroit annual tour through Western Ontario.

We have received from Messrs. Wallace Trotter & Bro., Montreal, a sample of their American Sanspariel Oil for Bicycle lamps, and after having given it a thorough and practical test, we can recommend it as a splendid burning oil, which will fill a long felt want in this special line.

CORRESPONDENCE.

KARL'S BOOK.

EDITOR CANADIAN WHEELMAN:

DEAR SIR,—I was exceedingly well pleased when I opened my copy of the last issue of your very spicy little journal to notice that you had found room in your columns for a short article on friend Karl Kron's proposed new book. "Ten thousand miles on a bicycle," is a very promising title, and when one has carefully perused the prospectus and noted the rich and varied table of contents it is impossible not to be convinced that it will prove one of the most valuable acquisitions yet made by wheel literature. It will be to the lasting disgrace of the Knights of the Bi., if the project is allowed to fall to the ground for the want of sufficient support. Surely among the many thousands of riders in America, three thousand and enthusiasts can be found to pledge themselves to take such a book at so low a figure as one dollar. I sincerely hope that they will rally to Karl's side, and, long before he has dared to think of it, he will find himself with three thousand signatures upon his guarantee list.

I write this short note to you, that through your columns I may help to bring more prominently before Canadian Wheelman the merits of the book. As you have already made known, prospectuses of the work may be had by addressing the author at 26 University Building, Washington Square, N. Y. City. When read they will tell their own tale. From my own personal knowledge of Karl Kron, I can assure those who do not know him that no man is better qualified to edit a book for the use of the bicycling public. A writer of superior merit and a rider of vast and varied experience, he will treat every subject he attempts to handle in a manner that will make it alike interesting and useful to every rider.

X. M. miles on a bicycle, as it has begun to be called, will contain a vast amount of matter pertaining especially to Canada, and this fact should earn for it a generous support from us. Let no Canadian imagine that it will in any way rival or conflict with our own Guide Book, now being got ready for the press. Far from being rivals the two books should go hand in hand on the same good work of making touring a pleasure instead of a labor, and of convincing a scoffing outside world that a bicycle is not a toy but a practical vehicle of pleasure and profit alike to its owner.

With good wishes for Karl's success and thanks to you, Mr. Editor, for your space.

I am, yours for the wheel,
HAL. B. DONLY.

THE GUESSES.

EDITOR CANADIAN WHEELMAN:

DEAR SIR,—Agreeable to promise, I will now give the result of my "guess project." Whole number of guesses received, 82; num-

ber of States from which guesses were received, 16, as follows: N. H., 3; Vt., 5; Mass., 5; Conn., 5; N. Y., 12; N. J., 4; Penn., 3; D. C., 1; Tenn., 2; Ohio, 18; Ind., 2; Mich., 10; Wis., 1; Ill., 2; Me., 1; Col., 2; and Canada, 6. The first guess was received from N. H. and the last from Vt. Total number of miles guessed, 52,207 24-25; Average of guesses, 644½. Largest guess, 4,000, and smallest, 6. The distance which cyclometer registered when offer was made was 834 47-100. Nearest guess was 853 77-100, and was within 19 3-10 of the true number. It was made by Chas. W. Odell, of Cazenovia, N. Y. Although there was not a very large number of guesses sent in, it has proved a very pleasant affair, and I have mailed a special offer to each participant and hope the same will be acceptable. Hoping to have the pleasure of meeting all who have so kindly invited me to visit them, when in their section, I return the compliment and remain, as ever,

Yours fraternally,
E. H. CORSON.

AN IMPORTANT DECISION.

TO THE EDITOR CANADIAN WHEELMAN:

I presume the fact is not generally known that the United States Treasury Department has hitherto refused to make any distinction between bicycles and other "carriages," and has enforced the rule (at least at the Port of New York) that each bicycle entering the country from a foreign port must pass through the custom house, and, if it be of foreign manufacture, must pay a duty of 35 per cent., *ad valorem*, no matter if the owner took it out of the United States but a few days before, and no matter if the duty had been duly paid when it was originally imported. In every case this absurdly unjust tax was exacted.

Mr. F. A. Elwell, my companion on last month's trip to Bermuda, had a machine of English make, and he refused to submit to this imposition. An appeal was made to the authorities at Washington, and by the energetic efforts of Congressman Skinner, of New York, the case was brought before Attorney General Brewster, who has decided that a bicycle, when accompanied by its owner, is to be classed among his personal effects and not subject to any duty. This is a great victory for the cause of international touring, and it becomes Canadian wheelmen to bestir themselves until they secure a similar one from the Government of the Dominion. When once official recognition can be gained for bicycles as the most essentially "personal" part of a tourist's equipment, wheelmen will no longer be subjected to delays and inconvenience in "crossing the line."

I may add, in conclusion, that the number of one dollar subscriptions pledged for "Ten Thousand Miles on a Bicycle" is now 1049. WASHINGTON Sq., N. Y., KARL KRON.
11th April, '84.

A VOICE FROM N. Y.

DEAR WHEELMAN:

As I have not noticed many communications from the U.S., especially New York, in your valuable paper, I take this opportunity to write how things are crawling along here.

Every man must have his day, and Mr. Jenkins has had his. Ducker and Fennessy should have their's next. There is much talk in bicycle circles here over the way in which they have treated Mr. Jenkins, expelling him, but reinstating Ducker and Fennessy. But Washington is coming, and there will be quite lively times.

We (New Yorkers) are glad that Washington was appointed for the L.A.W. meet, as it has many attractions, and the crowd will have a good time.

Geo. R. Bidwell, formerly with Horsman & Co., has opened a repair shop up town, and Mr. Bidwell attracts many customers by his genial smile and kind manner.

Mr. Frank A. Elwell is arranging a down East tour, and it is probable that a good many New Yorkers will go with him. He has just started for a trip in Bermuda with Karl Kron and two other good fellows. There is great interest in Karl's proposed road-book here, and every one I meet is going to subscribe.

At the officers meeting, L.A.W., Mr. Perry made an amusing speech about the "pole," as already we have learned to call it, which put everybody in good humor.

New York, March 10th. VENUS.

A CHEAP ADVERTISEMENT.

DEAR WHEELMAN:

I have read with much pleasure the various letters on illuminating oils in your last two numbers, and in giving my experience in connection with them I must state that I have found the American Sanspareil bicycle oil to be the best I have ever used.

I have lately been appointed agent for the firm of W. C. Trotter & Bro., the manufacturers of this oil, and will be happy to send it to all wheelmen desiring a first-class illuminating oil. Wishing your paper every success, I remain

Yours truly,
N. A. MEYER.

AN AMERICAN NOTION.

"The CANADIAN WHEELMAN is a little paper published in London, Canada, and its contents seem to indicate that wheeling is likely to become a popular enjoyment during the brief summer that prevails in that northern region. From its columns we learn that the Canadian Wheel Association expects to see fifty bicycles in line at the annual meeting of the Association."—[Archery and Tennis News, New York.]

Now, Mr. News, thanks for your kind notice, but you make two grand mistakes. First, we pride ourselves that the (imaginary) brief summer of this northern frozen out region comprizes the finest bicycling weather that can be met with in America, allowing us to ride our wheels for eight or nine months during every year; and, in the second place, if you had stated that 450 instead of 50 bicycles were expected to appear in line at the next annual meet of the C. W. A., you would have hit it nearer. Don't do it again.

Bicycles! Tricycles! Bicycles!

T. FANE & CO.,

Importers of the Celebrated

"Club" and "Invincible" Bicycles & Tricycles,

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

— ALSO THE —

Centaur Sociable Convertible,

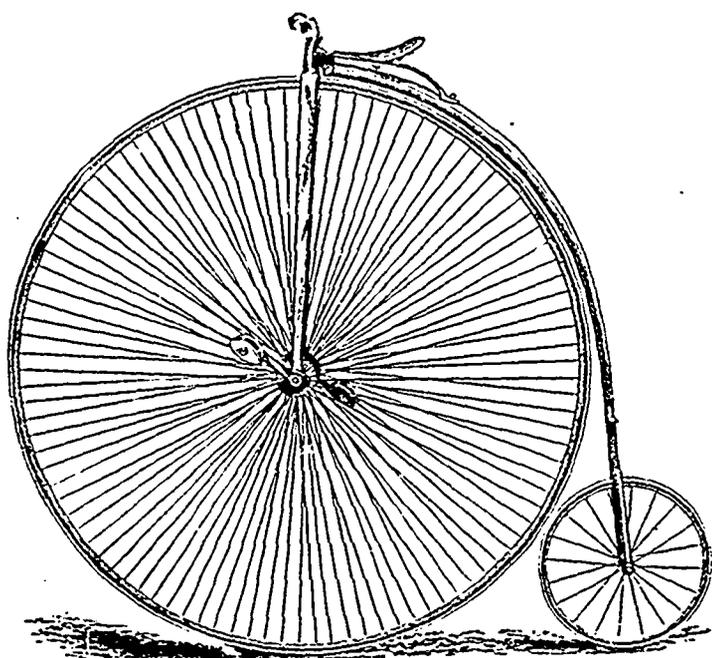
The most perfectly constructed Convertible made.

Fittings - of - every - Description!

REPAIRS A SPECIALTY.

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

Note the address, and send for particulars to



75 Richmond St. West,

TORONTO.

Anything and Everything.

Harvard, Mass., is to have a large tournament at Beacon Park, May 16th.

A game of polo, on bicycles, was lately played in New York, between Rex Smith and Will Robertson, being won by Robertson.

The Newcastle Bicycle Club have signified their intention of holding a grand race-meet on May 24th, when they will offer a large amount of money in medals for prizes.

Cincinnati has four first-class cornet players in its Bicycle Club, and at the races in Power Hall, in that city on March 29th, they played some pleasing selections while mounted on their wheels, and were loudly applauded.

A rider on his bicycle
Went touring while 'twas hot,
And strange, the wheel returned at eve
With but a large grease spot,
The truth at once apparent was,
Of course too late to save,
But the rider must have melted
On striking some hot wave.

The race-meet and promenade concert under the auspices of the Brantford Bicycle Club, on Friday evening, May 2nd, promises to be a very enjoyable affair. No pains have been spared to make everything tend towards the enjoyment of the wheelman. A cordial invitation is extended to all bicycle riders and their friends to help to make this meet a success. The programme, besides fancy bicycle riding includes club swinging, bar-performing and tumbling; also a club-drill by the Wanderers, of Toronto.

TRADE NOTICES.

The advertisement of the Cunningham Co'y. that occupies the half of the right hand centre page of this issue, contains a good offer for those who want to buy from this company. Their machines are acknowledged to be of a first-class make and give unbounded satisfaction.

The Pope Manufacturing Co., 597 Washington St., Boston, have just issued their spring catalogue of the Columbia bicycles and tricycles. It is a finely printed and illustrated pamphlet of 36 pages, with a handsome and artistic cover, designed by Mr. L. S. Ipsen, the eminent artist.

Messrs. T. Fane & Co., the new firm who have lately started at 73 Richmond St. West, Toronto, have been in the trade and have been riders since the infancy of bicycling in England, and therefore have had thorough experience as to what bicycles and tricycles are most suitable and adapted for this country. They claim that the machines mentioned in their advertisement will give better satisfaction than any other make. They also promise to give their undivided attention to the wants and requirements of cyclists. Give them a trial before purchasing.

The *Wheel*, the organ of the L.A.W., commences its sixth volume, enlarged and improved, the pages being larger but fewer in number. At the present price of subscription no American wheelman should be without it.

NEW POLISH

FOR BICYCLES!

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

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

By Mail, 15c. and 30c.

WM. SAUNDERS & CO., London.

For Sale.

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

FOR SALE—A 60-INCH SPECIAL CLUB, ALL plated including felloes. Ball bearings, all round, pedals included, in first-class condition, \$125. Address—Wm. Payne, London.

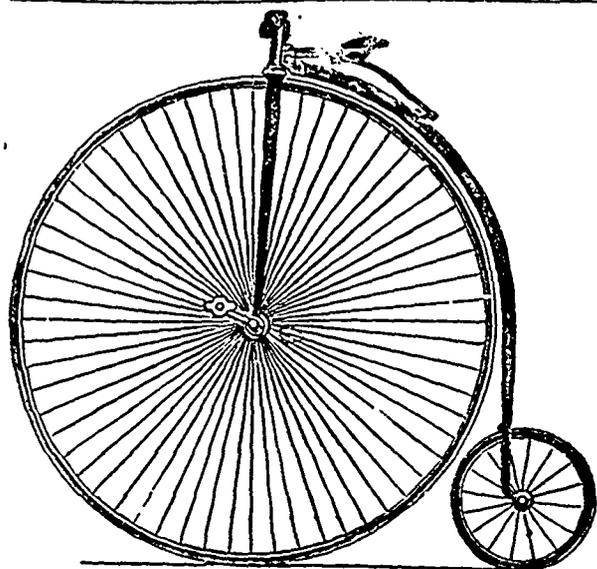
A NEW 52-INCH BICYCLE FOR SALE—Ball-bearing Pedals; Balls to both wheels, Chime Bell and Saddle Bag; Tools and "King of the Road" Lamp. Address—Box 52, this office.

FOR SALE—FULL NICKEL PLATED CHEY-temore Tricycle, all improvements M. I. P. bag &c. two 4 inch lamps, complete in splendid order. Price \$125. Address A. G. Chisholm, London, Ontario.

FOR SALE—A 54-INCH BICYCLE, MANUFACTURED by The Birmingham Small Arms Co'y. with double ball bearing to both wheels, cost last season \$115, will sell for \$75 cash, good as new. Address "The Canadian Wheelman," box 52.

FOR SALE—A 53-INCH IRON BICYCLE, IN good repair, just the thing to learn on. Cheap for cash. Address, W. D. M., box 52, London, Ont.

WANTED—A 54-INCH BICYCLE, MUST BE in good order and cheap. Address, "Canadian Wheelman," box 52, London.



BICYCLES TRICYCLES!

W. C. TROTTER & BRO.,

Have in Stock, and Import to Order,

Bicycles and Tricycles of Best English
Makes,

At prices ranging from \$40 to \$125, of which they
would highly recommend the following:

"PILOT" ROADSTER.
"PILOT" LIGHT ROADSTER,
"LONDON SAFETY."
"BERKSHIRE."

"TIMBERLAKE."
"SANSPAREIL." (Andrews.)
"SPEEDWELL."
"MONTREAL."

Boys' Bicycles and Boys' and Children's Tricycles all sizes.

WALLACE C. TROTTER & BRO.,

30 ST. NICHOLAS ST., MONTREAL.

"Sanspareil Bicycle Lamp Oil,"—a pure burning oil especially adapted to Bicycle and Hand Lamps, where a BRILLIANT and SMOKELESS flame is required. This Oil is specially manufactured with a view to preventing smoking of glasses and reflectors. It BURNS LONGER AND GIVES MORE LIGHT than any oil previously put before the public. Agents wanted in every Club.

W. C. TROTTER & BRO.

Grand Bicycle Tournament!

—AT—

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—ON—

1884.

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1884.

UNDER THE AUSPICES OF THE

FOREST CITY BICYCLE CLUB.

Geo. F. BURNS, President.

H. O. BRUNTON, Secretary.

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



SMOKELESS

Star - Rider's Manual,

By the Wheelmen who Coasted Mt. Washington on a Star.

Now ready. Buy it, and learn the history of the Star. It contains engravings of the author and the inventor of the Star. It tells how to become a perfect master of the Star; how to do all of Bert Pressey's trick-riding; all about touring, care of the Star, rights of wheelmen, and a lot of other valuable information. Equally valuable for the crank rider. PRICE, POSTPAID, FIFTY CENTS.

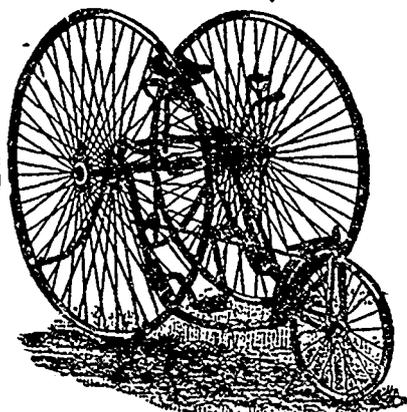
Address the Author,

E. H. CORSON, East Rochester, N. H.

Selling Agent for the Newly Improved American Star Bicycle, "Victor" Tricycle, and dealer in Second-Hand Crank Bicycles (to be sold very cheap) and Bicycle Supplies of all kinds. Also inventor and manufacturer of the "Tenzler's Dynamo," a filtering drinking tube. Price, 50 cents. Write for anything wanted, enclosing stamp, and you will receive an answer to your advantage.

COLUMBIA TRICYCLE!

FOR
GENERAL USE
BY
Ladies and Gentlemen.



Confidently Presented.

As the Finest Made
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MOST PRACTICAL

Tricycle Manufactured.

Expert Columbia.

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

Standard Columbia.

The "OLD RELIABLE STEED" for general use.

Every Variety of Accessories Constantly on Hand.

Send 3-cent Stamp for Illustrated 36 page Catalogue.

THE POPE MANUFACTURING CO.,

597 WASHINGTON ST.,

BOSTON, MASS.

Agent for Pope Manufacturing Co.



! BICYCLES !

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

Bicycles, from \$40 up.

—A SPLENDID LINE OF—

FITTINGS

—IN STOCK.—

Send for List of New and Second Hand Machines, just published.

Montreal, 8th March, 1884

A. T. LANE Esq. Montreal.

Dear Sir,—With regard to the Special Royal Canadian Bicycle purchased from you, I can but say that I am quite satisfied. It has met all the requirements of a first-class machine. It has been run over the very roughest of Canadian roads and has stood as severe a test as over a machine could on both road and track.

Yours truly, J. A. MUIRHEAD,
Capt. Montreal Bicycle Club.
(Now Capt. Ariel Bicycle Club, London.)

A. T. LANE, Esq., Montreal.

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

Yours sincerely, HORACE S. TIBBS,
Pres. Montreal Bicycle Club.

A number of Second-Hand Bicycles for Sale Cheap. Send 3-cent stamp for Catalogue.

A. T. LANE,

MONTREAL.

—THE—
**CITIZENS' ACCIDENT
INSURANCE COMP'Y,**

Represented in LONDON by

J. B. DIGNAM.

Special Rates given to Bicyclists.

Bicycle Repairing

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

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—OF—
W. A. Brock

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Clarence St., London.