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# 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.

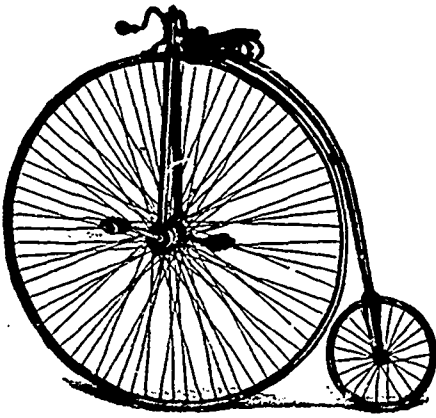
LONDON, CANADA, NOVEMBER, 1885.

No. 1.

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# THE RUDGE!

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## CANADIAN.]

### QUEEN'S BIRTHDAY.

- 1.—Clarke, the champion, at Woodstock, beating Laverder in the one-mile championship race.
- 2.—Clarke, also at Woodstock, winning the Ontario five-mile championship race.
- 3.—Biette, at Woodstock, winning the three-mile record race.
- 4.—Biette, winning the four-mile handicap.
- 5, 6.—Kent, at Newcastle, won the one-mile handicap and hurdle race.
- 7.—June 15th, at Napanee, one-mile club championship race, won by A. R. Boyce on a Rudge Light Roadster.

### DOMINION DAY MEET.

- 8.—One-mile championship of Canada, won by Clarke, the champion.
- 9.—Five-mile championship of Canada, won by Clarke, the champion.
- 10.—Half-mile without hands, won by Herbert Williams, of Woodstock.

### SEAFORTH, AUG. 26.

- 11.—Club race, F. W. Armitage, on a Rudge.
- 12.—Half-mile without hands, Herb. Williams, on a Rudge.
- 13.—Five-mile race, Clarke.
- 14.—Two-mile green race, A. B. Parmenter, on a Rudge.
- 15.—Ten-mile race, won by H. Biette, on a Rudge.

16.—One-mile race, Clarke.

### MONTREAL, AUG. 29.

17, 19.—G. S. Low won the half-mile, the one-mile and the three-mile race on a Rudge.

### AT TORONTO.

20.—Clarke won two-mile Industrial Exhibition race.  
21.—One-mile open at Toronto, races won by Clarke.

## A M E R I C A N .

22, 29.—At St. Louis, Missouri, May 23rd, 1935, SEVEN out of TEN races were won on the Rudge.

30.—At Springfield, Mass., May 30th, on the Rudge Safety, a mile was made in 3.06 2-5.

31.—At Boston, in August last, Corey rode 203½ miles in 24 hours on a Rudge Safety, beating the record for Safety machines.

### AT HARTFORD, SEPT. 2, 3.

32.—Howell won five mile professional championship.  
33.—Howell won ten-mile professional race.  
34.—Chambers won one-mile Safety race on a Rudge.

### AT SPRINGFIELD, SEPT. 8, 10.

35.—Howell won five-mile professional Safety race.  
36.—Howell won one-mile professional race.  
37.—Howell won one-mile professional Safety race, in 2.53 4-5.  
38.—Howell won three-mile professional race.

39.—Sept. 25, Howell broke Safety record. Time, 2.43.

40.—Sept. 28, Howell broke world's one-mile record. Time, 2.31 2-5.

41.—Sept. 28, Howell broke world's half-mile record. Time, 1.13 3-5.

## E N G L I S H .

42.—April 4th, fifty miles professional championship of the world, at Leicester, won on a 55-inch Rudge Bicycle, beating F. Wood and all the best men of the day.

43.—April 8th, one-mile professional championship of the world, at Wolverhampton. The Rudge Bicycle was placed 1st, 2nd and 3rd.

44.—April 8th, two miles "Safety" Bicycle handicap, open to the world, at Wolverhampton. The Rudge Safety was placed 1st, 2nd and 3rd.

45.—April 8th, one mile "Safety" race, won on a Rudge machine, at Liverpool, beating all other from scratch.

46.—April 18th, ten mile professional championship of the world, at Leicester. The Rudge first.

47.—One-mile amateur championship of the world, won by Saunders Sellers, at Birmingham, on June 13th.

48.—July 1, Duncan won 50 miles professional championship, at Leicester, on a Rudge.

49.—May 2, Howell, at Leicester, covered 20 miles in 1h. 3m. on a Rudge Safety.

50.—Sept. —, Adams made 232½ miles in 24 hours, on a Rudge Rotary.

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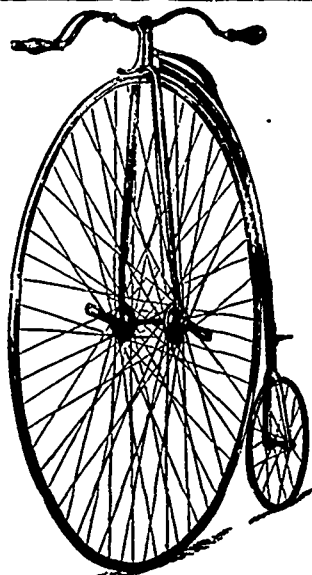
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Handsome New Revised Catalogues just from the press.

**W. M. PAYNE,**  
LONDON, ONT.

## PHOTOGRAPHIC VIEWS

OF THE

## BIG FOUR TOURISTS,

ON THEIR ARRIVAL AT

Round Island, St. Lawrence River, July 11, '85.

No. 1.—The Big Four Group, "Shady Ledge Cottage," on Round Island, owned by Frank H. Taylor, Commodore, of New York. Size, 14x17. Price per copy, \$2.00.

No. 2.—The Big Four Staff in front of their camp at Shady Ledge, Round Island. Size, 14x17. Price per copy, \$2.00.

No. 3.—Group on Rocks in front of "Shady Ledge Cottage," facing river. Size, 8x10. Price per copy, 50 cents.

No. 4.—Big Four embarking on steamer *John Thorn* at Alexandria Bay to connect with Utica and Black River R.R. Size, 8x10. Price per copy, \$2.00.

No. 5.—The Big Four, Michigan Camp.—Size, 8x10. Price per copy, 50 cents.

Parties wishing to secure one or more copies of the above can do so by sending their orders to my address. I will furnish the whole set of six, mounted, at \$5.00; unmounted, at \$4.00.—Securely packed.

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**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, NOVEMBER, 1885.

## THE WHEELMAN.

As intimated in the last issue of THE WHEELMAN, the connection between the paper and the Wheelman Company, which had existed for a year, ceased with that number. At the annual meeting of the Association, on July 1, in Woodstock, a Committee was appointed to examine into the matter, and to report on the most advisable course to be pursued by the Association in regard to an official organ. The following is the report made by the Committee:

To the Board of Officers of the Canadian Wheelmen's Association:

GENTLEMEN,—Your Committee appointed to prepare and submit to your consideration a scheme for the publication of THE CANADIAN WHEELMAN for the ensuing year beg leave to report as follows:

We met in the town of Simcoe, and went carefully over the Financial Statement of the present Manager for the year now closing. We found that the cost of producing the paper had been about \$600. We find that the assets, if fully realized on, will about cover the liabilities, though there is little hope that any moneys advanced by the Guarantee Company will be refunded.

We find that there was taken on subscription account \$100; grant from Canadian Wheelmen's Association, \$96; from advertisements, \$250; leaving the balance to be made up out of the contributions of the Company.

We also went over the books of the Treasurer of the Association, and we find that there would be on hand about \$400 after allowing for all outstanding claims.

Our proposal, therefore, is briefly this: That the Association assume entire control of THE CANADIAN WHEELMAN, publish it once a month, and send it free to every member of the Association. At the last meeting of the Board it was decided to grant the publishers aid to the amount of \$200. But as the present editor wishes to sever his connection with the paper, it would not be possible to issue it longer with even this help; and we are of the opinion that the Guarantee Company will not be likely to continue the publication of the paper. By dropping the four extra issues of midsummer, the expense of publication can be brought to less than \$500; and we think that fully one-half, if not more, of this amount can be secured from advertising, which would leave but a small portion more than the present grant to come from the Association; while we think the gain of having an official organ placed regularly each month in the hands of the members would be of invaluable benefit to us.

Providing that this plan meets with the approval of your honorable body, the paper will be published and printed as heretofore in London by the "Wheelmen Company for the C.W.A.," the editing being assumed either by the President or Secretary of the Association, or possibly by the two conjointly.

All of which is respectfully submitted.

JAMES S. BRIERLEY, }  
W. KINGSLEY EVANS, } Con.

With this report, when forwarded to the members of the Board, was included a voting paper. The result of the vote was an acquiescence in the proposal of the Committee, and therefore the present issue of THE WHEELMAN is published by the Canadian Wheelmen's Association, and furnished to every member of the Association. The place of publication will, as heretofore, be London, and communications, of whatsoever nature, should be addressed to "THE CANADIAN WHEELMAN, 420 Talbot street, London." The date of publication will be the first of each month, and it is requested that all changes of advertisements, news items and letters be in the hands of the editor not later than the 25th of the month.

THE WHEELMAN now, therefore, drops the semi-private character it has in the past possessed, and becomes the "official gazette," in fact as in name, of an Association numbering close upon one thousand members. Going into the hands of these thousand riders and readers, it ought to become a most valuable instrument for advancing the interests and maintaining the status of the C.W.A. To those isolated riders who may have sometimes felt that, in joining the C.W.A., they have not been receiving a *quid pro quo*, the paper will be a very tangible, and, we trust, valuable and esteemed benefit, flowing directly from membership in the Association. To club members, racing men, and to tourists, it ought to furnish much information of interest. To the latter class, especially, THE WHEELMAN should prove of great value, if they will only communicate to each other, through its columns, their experiences of the various roads throughout the country. To the advertiser, the guarantee that the paper goes into the hands of every member of the Association should show that THE WHEELMAN is undoubtedly the best medium in Canada whereby he may reach the cycling fraternity.

If the individual members of the Association do their duty towards THE WHEELMAN, it will do its duty towards them.

## AN UNNECESSARY SNEER.

In noticing the proposed change in the mode of publishing THE WHEELMAN, that excellent authority on sporting matters, the *Mail*, goes somewhat out of its way to remark: "If this plan is adopted, the members of the C. W. A. will be compelled to support a paper they have hitherto neglected, and still lie under the pleasing supposition that they are receiving it free."

The *Mail* is unjust. If in the past THE WHEELMAN did not receive a very hearty support from the C. W. A., it was because many members of the latter did not see their way to subscribing for it in addition to their subscription to the Association. Its publication by the C. W. A. has been determined upon because of the necessity for some medium of communication between members of the Association, not one of whom is silly enough, as the *Mail* would suggest, to believe that it costs him nothing. If our contemporary has any objections to the Association publishing an official gazette, let it advance them manfully; let it cease its sneers, and present its ideas—if it have any.

## BRANTFORD WANTS THE MEET.

We are glad to see another claimant in the field for the meet of '86. The following letter, claiming the honor for Brantford, will be read with interest. It shows that the boys by the Grand River are wide awake, and will make a strong push for the meet. Belleville and Montreal will also be likely to present their claims, and there is therefore no probability for the meet going a-begging:

Brantford, Oct. 20, 1885.

Editor CANADIAN WHEELMAN:

SIR,—The Brantford Recreation Park Company have at last decided to lay a quarter mile cinder path on their grounds here. It will be laid immediately, or at least all but the final coating of fine cinders. The present intention of the Company is to have the track hollowed out V shape, and filled up with cobble-stones, bricks, etc., then an eight-inch coating of coarse cinders will be laid down and rolled smooth. It will then be allowed to stand till next spring, when the final coat of fine sifted cinders, mixed with clay, will be rolled on. When finished, it is expected to furnish the club with the fastest track in Canada. There will be none of the sharp corners on it that are in some other Canadian tracks. The track will not, in all likelihood, be opened until next spring; but the opening may even be deferred until the first of July, if we get the meet of the C.W.A. here. The bicycle club here expect a great boon next year, and if the track turns out as fast as they expect it will, they intend to make a big effort to get the Canadian Wheelmen's meet here for 1886.

Brantford is, we think, entitled to the meet, not only as it is the largest city that has not had the C.W.A. meet, except Hamilton (and they have not a track suitable for it), but also by its position, being central, and easily reached by several railroads. It has also good hotel accommodation, and if the meet is fixed for here, the bicyclists may look forward to having as good a time as they have had at any meet yet, if not better. It would be very successful in a financial point of view, as this city has not been drained by cycling meets, and one good race-meet would draw an immense crowd. The club have managed to get the track down on the expectation of getting the meet here, and will therefore offer greater inducements for the same than perhaps any other club can afford to do.

Yours, etc.,

D. H. F. P.

The manufacturers of bicycles are said to be contemplating a large reduction in the price of machines to retailers, as trade is falling off perceptibly, and the large profits accruing the past few years can be easily cut and yet make handsome dividends to stockholders.

If you love a man very much, and you wouldn't hurt him for worlds, don't you stick a layer of cobbler's wax on the saddle of his bi. in the dark, because then when he dismounts he won't fall off or tear his trousers, or—do anything else which might befall an unlucky wight. Mem.—Make a note never to do it to a friend, but if a fellow—well—*Wheeling*.

## EDITORIAL NOTES.

The Woodstock Clarke has too much wind for the Toronto riders, and the Woodstock track has too much wind for Clarke.

The small cities—Belleville, Woodstock, Brantford—will soon have a monopoly of the best racing tracks in the country. See Woodstock smile!

Wake up! some of you riders and writers, and let THE WHEELMAN hear how you, your club and your town are getting along. Blow your own bugle. Nobody else will!

The *World* is content to accept McCurdy's 233 1-16 miles in 23 hours and 51 minutes as the record for America, but warns all would-be record-smashers that in future it will require better authenticated records. Good thing for Mac this rule wasn't adopted before he made his famous ride.

The *Cyclist* doesn't approve of the sensational way in which the Springfield meet was advertised. Hear it: "In short, the announcements scarcely read like those of an amateur race meeting, but suggest piebald nags, curly wigs, slouch hats, and spangles. Verily, this thing reeks of the sawdust circle."

The CANADIAN WHEELMAN states that Fred Westbrook will in future race as a professional. We suppose Freddy, like all other aspirants for honor in this direction, has an idea that he is the man to lower the colors of Howell, Wood, and other celebrities. *Wheeler*.

No, friend *Wheeler*, we think not. Fred isn't aspiring so much for honor as he is for dollars and cents.

Unlike the majority of papers, THE WHEELMAN was really established to fill a long-felt want. So far it has failed in filling it, and the want is larger and more open now than ever. With that indomitable perseverance characteristic of every true wheelman, THE WHEELMAN is going, for a twelvemonth longer, to keep on trying to fill this cavernous want. Will all friends of the C.W.A. do their share in helping it, and thereby help themselves, and become the recipients of THE WHEELMAN'S most distinguished gratitude.

Our Woodstock correspondent, in this issue, makes a very pertinent inquiry when he asks us why the devotees of the sport in other towns and cities throughout the Dominion do not write oftener to THE WHEELMAN, and thus let their fellow-cyclers know how runs the wheeling world away in their districts. We are like unto the Israelites in that we object to be compelled to make bricks without straw; but if our Egyptian taskmasters will only furnish us with a bundle of cycle straws from each cycling centre we will guarantee to give them a "brick of a paper."

Mr. Smith of the Brooklyn Park Commission, in discussing the question of park regulations, said he thought any man who was near to years of discretion and rode a bicycle, was close to being an ass; but there were such, and it was a serious question whether they would have to be examined as to their skill before admission to the park. A correspondent asks us to publish and answer the remark. To our mind no answer is needed, for an appropriate answer will arise in every man's mind as he reads it.—*Bicycling World*.

The *World* is not fair to its readers nor just to Mr. Smith. Some of them might, on the

principle of answering a fool according to his folly, rise up and remark that Mr. Smith himself must be "close to being an ass." Now, that would not be doing Mr. Smith justice. He is not close to being an ass. He is the veritable Simon Pure article himself.

Mr. S. M. Daly, a member of the Belleville Ont., B.C., served as a private in a Canadian regiment during the recent uprising of half breeds in the northern part of the province.—*The Wheeler*. We did not know before that Canada was a province, but we have been credibly informed of the existence of some people south of the line who believe Canada's only province is to keep the north pole from freezing up the States.

:o:

## HERB CLARKE WINS AT CHICAGO.

The tournament of the Illinois Bicycle Club was held at Chicago on Friday and Saturday, 16th and 17th October. The well-known riders, Knapp, of Cleveland; Weber, of New Jersey; Van Sicklen, of Chicago; Munger, of Detroit, and others took part in the races. W. A. Rowe, of Lynn, Mass., who on Saturday beat the world's amateur one mile record at Springfield, and on Monday the twenty mile record at the same place, trained at Chicago, but left a few days before the tournament for Springfield, to endeavor to break the records. It may be mentioned that the Springfield track is the best in the world, as a proof of which every record up to one hour, with the exception of four, has been made on it. The Chicago track is a good one, the only fault being a somewhat sharp turn on the home stretch. The only Canadian who took part in the tournament was Herb Clarke, of Woodstock, amateur champion of Canada.—R. A. Neilsen, formerly resident in Canada, but now of Boston, secured first place in all the professional races of both days. Neilsen is the fastest professional racer in America. At Springfield, last month, he did a mile in 2:36 2-5. W. F. Knapp secured first place in the one and three mile amateur races on Friday, doing the mile in 2:49; Weber was second. Clarke started in both races, using his 58-inch Rudge. It was too large for him, and he did not finish in either, being unable to make a big spurt owing to the size of the machine. Clarke, Knapp, Weber and others started in the five mile race on Saturday. Knapp won, Weber 2nd; Clarke dropped out after doing two or three laps. The last amateur race of the meeting was the one mile open, the starters being Munger, Knapp, Weber and Clarke. A few minutes before the race was called, Clarke obtained the loan of a smaller racer of the Columbia make. This suited him much better than his large one. The first three laps of the mile were done in very slow time, all being a raid of leading out, preferring to ride a waiting race, Munger leading slightly, the others riding abreast. On starting the last lap, Weber, who was on the outside, spurred and gained an advantage of several yards, Clarke followed him closely, Knapp lying at his wheel. Weber endeavored to turn and gain the inside of the course, but doing so too sharply fell. Clarke ran on the grass to escape a collision, and Knapp followed him. This was at the beginning of the last lap.—Clarke and Knapp then made a driving race to

the finish, the Woodstock man getting there by ten yards. The pace was something remarkable, as proved by the fact that the last lap or quarter of a mile was covered in between 36 and 37 seconds, or at the rate of from 2.24 to 2.28. The time of the race was 3.11. The Canadian's win was a surprise to almost everyone present. He had started in three previous races, in none of which he had been placed, owing to being unable to do his best on the large machine. His feat in defeating Knapp was a great one. Weber has beaten Burnham, who rode at Woodstock on the 1st July, in all the principal races in which they have competed. At Chicago, Knapp defeated Weber in every race, winning every thing he started for except the race in which Clarke beat him. Knapp's record for a mile is 2.41 3-5. Weber has a record of 14.39 or five miles. The prize won by Clarke was the most valuable one given at the tournament. The Woodstock Club may well feel proud of Herb, who ranks among the very fastest amateurs in America. None of them can ease themselves and win in a race in which he starts.—*Woodstock Sentinel-Review*.

:o:

## COLA E. STONE'S DEATH.

The facts regarding the death of Cola Stone are now public property. It had been a matter of wonder that such a large, powerful man as Stone should die so suddenly. Accordingly, an inquest was ordered, which took place just before the funeral. Dr. J. Martine Kershaw testified that Saturday evening he was called to attend Cola Stone. On entering the room, Stone motioned to his grandmother and father to leave the room, then said: "Well, doctor, I have taken arsenic." When asked why, he simply shrugged his shoulders, and said he wanted to "shuffle off." The doctor at once proceeded with the usual antidotes. His pulse was then 168, and he was tossing around in great agony. He was asked by the doctor if he wanted to take any medicine to counteract the poison, and said: "Yes, I am disgusted with the arsenic route." This, the doctor thinks, was not meant as a desire to return to life, but simply as the expression of a wish to be relieved of the terrible pain that was sapping his life. He was at this time in the greatest agony, vomiting every minute. When the doctor called later, at ten o'clock, Stone was in an unconscious condition, and never rallied.

The cause of the suicide is found in his friendship with a young lady named Laura Browning, who gained some little notoriety by sitting to the artist, John H. Fry, for Delilah, in his painting called "Samson." She is a handsome young woman, with a Grecian type of beauty, and had captivated Cola, who continued his addresses with ardent persistency that would brook no coolness, or take notice of any disfavor that was shown regarding his attention. When at last she rejected him, his determined spirit could not endure the pain, and, setting his jaws, he went to his death. He was as firm and decided in his love-making as he was in everything else he undertook, and was constantly in the young lady's company, and was worried beyond all measure when anything was said that led him to believe his suit was not looked upon with favor.

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

*President*—Mr. JAS. S. BRIERLEY, *Journal*, St. Thomas, Ont.  
*Vice-President*—Mr. W. G. EAKINS, *Mail*, Toronto, Ont.  
*Secretary-Treasurer*—Mr. HAI. B. DONLY, *Reformer*, Simcoe, Ont.

**RECORD BREAKING**

The route of the late 100 mile road race won by the Star man, Weber, has been measured, and found to be two and three-fourths miles short. Weber, therefore, loses the 100 mile record, but gets one of 6.57 for 97 miles, which is far better proportionally than the English 100 mile record of 7.11. The previous best American record for 100 miles was 8h. 28m., made by Cola E. Stone, from Cobourg to Kingston, July 10, 1885. The English 100 mile record is 7h. 11m. 08s., made by Geo. Smith, Sept. 27, 1884, on a Kangaroo.

On Oct. 10, Richard Howell made a 2 miles' world professional record in 6m. 12 2-5s. The mile was covered in 3m. 1 2-5s. Both of these times supplant F. Lees' English record of 3m. 20s. for the mile and 6m. 35s. for the 2 miles, made at Leicester, May 20, 1884. also H. W. Higham's American, 3.22 for the mile, made at Washington, August 24, 1885. Howell's times, however, fall way to the rear of the world's amateur records of 2.53 4-5 and 6.03 4-5 made by R. Cripps and P. Furnivall respectively at Springfield.

October 17 was a fine, still day at Springfield, Mass., and the wheelmen took advantage of it to break several records. McGarrett, of that city, rode two miles without hands. His time was: Quarter, 43 3/4; half, 1.25 3-5; three-quarters, 2.10 2-5; mile, 2.58 4-5; two miles, 6 09 3-5. These are all world records. Fred. Brown, of Springfield, made a quarter-mile in 36 2-6; Rowe, of Lynn, made a mile in 2.36 3-5, breaking the amateur record for that distance, and also on a half-mile trial he made the distance in 1.12 4-5, breaking all world records, both professional and amateur. He made the quarter in 36 3-5 seconds. If these records stand, the American amateur records will be as follows; George M. Hendee, 1/4, 36 1-5; W. A. Rowe, 1/2, 1.12 7-5; mile, 2.36 3-5.

At Springfield, Mass., on Oct. 19, W. A. Rowe, of Lynn, lowered the world's 20 mile bicycle record at Hampden Park. Time, 58 20. The following table shows the times of the intermediate miles made and the previous best of record. Above two miles all the previous best amateur records were held by M. V. J. Webber, of England, who scored them on the Springfield track, Sept. 10, 1885:

MILES.	Present Record.		Previous Record.	
	M.	S.	M.	S.
1	2	44 4-5	2	36 1-5
2	5	33 1-5	5	34 2-5
5	14	07 2-5	14	08 4-5
10	28	37 4-5	28	44 2-5
15	43	26 1-5	43	36
20	58	20	58	56 1-5

At Springfield, on Oct. 23, W. A. Rowe, of Lynn, lowered the mile amateur bicycle record

to 2 35 2-5. He went two miles in 5.21 3-5, and three miles in 8.07 2-5. The last two are the world's record.

Richard Howell, the record smashing professional, now holds the world's records for half-mile flying start 1.11 1-5; half-mile in 1.12 1-5; one mile, 2.31 2-5; one mile safety in 2.43. The mile 2-31 2-5 was accomplished on Sept. 29, at Hampden Park, Springfield, Mass. He rides a 58-inch Rudge, is six feet in height, and weighs 200 pounds.

Clarke's 50 mile record of 3.07 22, made in Toronto on September 17th, at the time beat the American record, which was then 3.09 45 1/4. On October 10, however, at Springfield, F. F. Ives, of Meriden, cut the record from 26 miles up to 100. He registered the 50 miles in 3h. 3m. 30s., without a dismount, and the 100 miles in 6h. 25m. 30s.

Last month, at Springfield, Ives and Rhodes attempted to make a 25 mile track record. Ives made the distance in 1h. 19m. 6 3-5s., beating the best American record made last August by V. H. Van Sicklen at Chicago, by 2m. 7 13-20s., and 2m. 25s. slower than the English record of H. L. Curtis at Surbiton, in September, 1880. Rhodes' time was 1h. 24m. 30 1/2s.

In the 24 hour tricycle race between riders of the Rudge Rotary tricycle, Mr. J. H. Adams covered 233 1/2 miles, beating the record

Wm. Woodside, in a ten mile ride at Hampden Park, Springfield, October 26, lowered the world's bicycle records from six to ten miles inclusive, making the ten miles in 29.12 2 5. This lowers the record by 7 3-5 seconds. Wm. Rowe also lowered the three-quarter mile record of 1-20 of a second, his time being 1.5; 1-5.

At the annual meeting of the Chicago Bicycle Association the American ten mile record was broken by R. A. Neilson, of Boston, in 30.02 1/4.

At Boston, October 26th, A. A. McCurdy who started to break the 24-hour bicycle record, on the following night finished 255 1/8 miles in 23h. 59m. 30s., thus beating Ives and Rhodes' record of 241 9-32 miles.

Wm. Rowe, in an attempt, at Springfield, Oct. 27, to lower Hendee's one-quarter mile record of 36 1-5 seconds on the Hampden Park to-day, made the distance in exactly the same time.

Wm. Woodside, in a 50-mile run at Springfield, Oct. 27, lowered all American records from 5 to 46 miles, inclusive, except his own of the day previous, and all English records from 6 to 9 miles, inclusive, but failed to break either American or English 50-mile record. His time for 5 miles was 14.33; 6 miles, 17.29 1-5; 9 miles, 26.23 4-5, and for 46 miles, 2.38.48 3-5. The best previous American time was 2.39 21. He also established an American record for one hour, covering 20 miles and 285 yards. The English distance is 20 miles and 509 yards.

It is said that John Wesley was once walking with a brother, who related to him his troubles, saying he did not know what he should do. They were at that moment passing a stone fence to a meadow over which a cow was looking. "Do you know," asked Wesley, "why the cow looks over that wall?" "No," replied the one in trouble. "I will tell you," said Wesley; "because she can't look through it; and that is what you must do with your troubles, look over and above them."

**THE MILE RECORD.**

On Saturday, the 10th Oct., at the Grounds of the Woodstock Amateur Athletic Association, Herb. Clarke made a successful attempt to lower the mile record for Canada made by himself at Toronto last fall. It had been fully expected that he would have broken the record at the tournament held the day before, but the wind blew such a gale as to make fast riding impossible, and on the morning of the 10th, when the last attempt was made, the wind was very strong, which will account for the cut on the record being so small, for of course it is well known that Clarke can get many seconds under anything that has yet been credited to him in public. The officials were: Referee, H. B. Donly, Sec. C.W.A.; Judges, J. W. Rippon, C. Wilson, H. Beitte; Timers, W. A. Karn, J. Hall, J. H. McLeod; Starter, A. B. Hay; Scorer, G. H. Nesbitt. The first quarter was made in 42 secs., the half-mile in 1.26, the three-quarters in 2.13, and the full mile in 2.58 3-5, which is now the record for Canada.

**WOMEN ON WHEELS.**

An Englishman—an enthusiastic tricyclist—declares that "the woman who has never been on wheels has not tasted half the innocent joys of life. Your tricycle is at the door; you mount the saddle and press the pedals with feet which seem as languid and spiritless as the heart within you. A few turns, and the quickened circulation begins to act upon you. Your sad eye brightens; the color mounts to your pale cheek; you draw a long breath, and settle down, no longer languidly, to your work. A few minutes, and the dreary town surroundings are left behind. You ride and ride, till the calm, fair beauty of wood and stream sinks deep, into your weary heart, and you feel young, and strong, and happy again all on a sudden, and you reach home refreshed and invigorated in body and mind, feeling as you alight as if you were treading on air and could scarcely keep from bursting out into singing as blithe as that of the lark you left behind you an hour ago. That night you sleep the sleep of tired childhood, and you wake to feel the world a very good place, after all, and duties not so irksome by half as you thought them yesterday."

**THE IDEA IN MAINE.**

Tricycling Tourist.—"What's up here, anyway?"  
Honest Native.—"Ain't naathin' up."  
Tourist.—"But the stores are closed, and you fellows look as if you were got up for a holiday. Any fun going on?"  
Native.—"Wall, d'no 's ye c'd call it jest fun. Sheriff's 's comin' daown f'm Squedunk—that's our caounty taown—after a man thet's b'en sellin' liquor."  
Tourist.—"Well?"  
Native.—"Wall—we d'no jest who 'tis he wants, so we've all a sorter got ready for him. Thet's all."—*Puck.*

We have heard it said by "one who knows," that a bicycle can be made on the lever principle, which would cover a mile in 2.08. But if the rider ever fell off! The detachable handle-bar would be useful, if the man was a good acrobat.

## Correspondence.

## WHISPERS FROM WOODSTOCK.

FROM THE CANADIAN WHEELMAN

SIR, When I sent you my last letter, which you received too late for publication, I *threatened* you with another, which, luckily for you, has been averted till now.

Thinking, however, that you might like a few items from the bicycling "Hub," will try and give you some. By the way, am sorry to see that a matter, of which I spoke in my last, has not as yet improved, and it is, that letters to your paper from towns where there are bicycle clubs are still so scarce.

Why, every number of your paper should be full of interesting letters from correspondents in every town where there is a club. Where are Brantford, Stratford, Simcoe, London, Seaforth, Hamilton, Toronto, and dozens of other places, that their voices are not heard in the land, telling us what is going on among them? Now that the season has come when bicyclists will not be seeing each other almost weekly, as in the touring and racing season, why can we not exchange friendly greetings through THE WHEELMAN?

Wake up, boys! As you cannot now indulge in "giddy flights" on the wheel, straddle your good quill pens, and ride abroad in the columns of our Association's paper.

I have strayed somewhat from my original subject, but trust you will excuse it, as the object is, I think, a good one.

Much of interest has occurred during this season in wheeling matters, and I only regret time will not permit going into them fully. For instance, we had the visit of the clerical wheelmen, and if the brethren can give their flocks as good a lead through the rough places of life as they gave our good captain and myself, over some tough road between here and Princeton, they will carry them along in fine style.

Touring generally seemed to be very popular. We had visits from many tourists, both native and foreign.

Then, we had the opening of the Seaforth racing track, and the boys there are certainly to be congratulated on the success attending their efforts. Our boys still heave a sigh occasionally, when they think of how we had to hurry away from the elegant lunch and kind attentions provided by the ladies of that live little town. Owing to unfortunate circumstances, the time in the races was not good, and in fact the meetings through the year have been a disappointment, in so far as placing the Canadian record where it should be goes. We have the tracks and the men, but the "clerk of the weather" has not done his duty. Our late effort here to have the records lowered by Clarke failed for the same reason, for, although the mile was brought down a notch, had the attempt been made earlier in the season, under favorable conditions, more could have been done. As you are aware, Clarke "took in" the recent meeting in Chicago, and landed winner of the mile race on the last day. The time was slow for the mile, all the racers holding back for a big effort in the last lap, the time for which was very fast. Clarke got there nicely, proving that

the high opinion of him which we have here is not misplaced. I need not give you any lengthy account of the race, as all your readers have no doubt seen reports of it, and your paper will contain one.

Our club runs were fairly attended this year, and everything points to bicycling matter still flourishing here. We are looking forward to a pleasant winter season, through the medium of our Association rooms, toboggan slide, etc. Several interesting occurrences have taken place among our members, and for the future, perhaps, our portly captain and wiry lieutenant will not be able to respond to club calls, as they have done in the past. One has married a wife, and the other gotten a daughter, and, like the men of old, will not be able to "come" as freely as of old. "But for goodness' sake *don't* say I told you."

Well, I must conclude in haste, as mail time is approaching. Will write you again at some future time, and, in the meantime, hope you will hear from other clubs.

Yours truly,

BICYCLE.

Woodstock, Oct. 24.

:o:

## THE LAST MEET OF THE W.A.A. FOR 1885.

The programme for the last meet of the W.A.A., although a very attractive one, drew the smallest crowd that ever appeared at a meet on the grounds. There was a high wind nearly all day, which no doubt kept a good many away, and made the races very slow. H. B. Donly, of Simcoe, and Fred. J. Campbell, of Toronto, officiated as referee and timekeeper.

The following is a condensed report of the bicycle races:

The one mile green handicap brought out Revell, Barr, Chesnut and Codville, who finished in the order named. Time, 3:37 1-5. Chesnut gave the others ten seconds start.

One mile open - Clarke started from the scratch; Johnson, of Toronto, and McKay were each given 40 yards. In the third lap McKay dropped out, and Johnson and Clarke made a beautiful race for the first place, but Clarke, on making a spurt up the hill, won easily in 3:06 3-5.

Five miles. - Clarke and Johnson started. In this race Clarke endeavored to break the record, but the wind being so strong it was found impossible. He, however, rode the race out in 16:30 4-5.

One mile bicycle ride and run. - Johnson, Hurst and Stone started. Johnson won easily, with Stone second.

During the afternoon, Wm. Boyd ran an exhibition 150 yard race, covering the distance in 14 3/4 seconds, breaking all previous records by 1/4 second.

The wind having gone down a little, Clarke was again brought out to try to break the mile record, but after riding two laps, he found the wind too much for him and retired.

:o:

Col. Albert A. Pope has, after a four weeks' confinement to the house, sufficiently recovered from his accident to be able to attend to business. He is, however, still forced to support his arm in a sling.

## Poetry.

## A SUNDAY MORNING RIDE.

When fields are free from snowy robes,  
When spring's warm breath the flower unfolds,  
The Cyclers who by winter's reign  
Have banished been from hill and plain  
Bring out their wheels once more to try  
A pleasant ride 'neath sunny sky.  
Though in the air there lingers still  
Faint traces of the winter's chill,  
The blood leaps lightly through their veins,  
As on the leaf falls April rains.  
The wild flowers through the tender grass  
Peep shyly on them as they pass;  
The bluebird, earliest of the train,  
From warmer climes hath come again,  
And, sitting on from tree to tree,  
Pours out his heart in melody.  
This day, released from toil and care,  
With one or two his joys to share,  
Upon a cloudless Sabbath morn,  
Like fleecy clouds on air upborne,  
The cyclist on his shining wheel  
New life within his pulse doth feel;  
A rapture in his bosom glows,  
Which no one but the rider knows;  
The bursting buds on forest trees  
Faintly perfume the passing breeze;  
Or later on, in summer's prime,  
When bees go humming through the thyme,  
The fragrant smell of new-mown hay  
Regales us as we wheel our way  
Past lowland meadows, where the stream  
Dances beneath the morning beam;  
Where blackbirds whistle and the thrush  
Makes music through the Sabbath hush,  
The lowing kine in farm-yards seen,  
Or roaming pensive on the green,  
Seem almost conscious of the day.  
The steeds, released from toil, may play  
And gambol at their heart's delight  
From early morn till dewy night.  
All nature rests. Our Maker knows  
The peace from which the Sabbath flows,  
Nor carking Care may close her wings,  
Nor mar the joy which this day brings,  
While sweet-toned bells through balmy air  
Call grateful hearts to praise and prayer.  
The churchward people whom we pass  
(Each stalwart man and blooming lass)  
Look on us with a wondering eye,  
As we, all noiseless, pass them by.  
They think, perchance, we're sinners bold,  
Whose fearful doom has oft been told  
By preachers' voice from pulpit desk,  
Whose words may oft pervert the text;  
But He who on a Sabbath morn  
In Jewish field plucked ears of corn  
Proclaimed the day was made for man.  
This is our Father's loving plan:  
The pure in heart through fields may stray,  
Nor desecrate the holy day;  
May rest beside the murmuring rill,  
And feel their heart's responsive thrill  
With nature's heart, or on a bike  
May wheel along the lengthening pike;  
And he who in the chancel kneels  
May feel no more than they on wheels!

-JAS. D. DOWLING, in *Cycling Record*.



## Wheel Tracks.

St. Louis asks for the L.A.W. meet of 1887.

"I pride myself on my descent," said the cyclist, as he took a header.

Lynn boasts of a lady tricyclist who has cycled upwards of 500 miles this season.

M. V. J. Webber attributes the success of the Englishmen while in America to the atmosphere.

Karl Kron is looking for the birthdays of the cycling editors and prominent writers, for insertion in his book—that is to be.

It is possible to do one mile on a wheel in 2.26, and that is where it will be next year. We have seen a half-mile done in 1.11.

Boston wheelmen are wondering why Munger does not come on from Detroit and smash the 24-hour record, as he claimed he would.

Hendee has finally decided to give up bicycling. He should have done so at the end of 1884. This season has given him no glory.

Prof. N. E. Kaufman is travelling with a combination, consisting of Kaufman, bicyclist; Higgins, skater; and Lintner Bros., contortionists.

There are five bicycles in Exeter, and the *Reflector* observes that the bicycle fever is raging high there. It is proposed to organize a club shortly.

Another fancy rider has developed—Will Norton, of Chicago. He is represented as a daring rider, and fully the equal of all the others on one wheel.

Burley B. Ayers is already at work on a number of "Chicago" tours, which are designed to take in choice bits of country at the least possible expense.

Mr. and Mrs. J. S. Smith, of the South London (Eng.) T.C., recently rode ten miles on their "Invincible Tandem" in 38m. 18s.—an average of 3.31½ for each mile.

Mr. Joe Dean says that the club uniform is now considered bad form on the other side. English gentlemen have adopted the wise custom of wearing very quiet costumes.

The Chicago B. C. is in a sad fix. The members have failed to pay their dues or aid the club financially, and the secretary announces that he has lost all zest for footing the bill's.

George Bates and F. Trussell, who ran down a tricyclist named Robinson, in England, some time since, were fined £7 and costs, on the matter being brought up at the Hampton petty sessions.

An English writer suggests that it would not be a bad idea for tandem riders, when they are touring, to pin a map on the back of the leading rider. The rear man would then have something to look at.

C. H. Veeder, in the *World*, calculates that in making a mile in 2.35, the power exerted by the rider is 32,640 foot-power per minute, or almost a horse-power, and that Hendee, in making the quarter in 32 seconds, as credited to him by Mr. Furnivall, exerted something like 1¾ horse-power.

The 100 mile road race for Kangaroo bicycles, which took place in England, Saturday, Oct. 17, was won in 6h. 39m. 5s. This is a world's record, and displaces that of 7h. 5m. 10s. made by Geo. Smith in the Rover Safety Race, Sept. 26.

Already Canary is being worked in the English papers, and no doubt he will receive a cordial reception and reap abundant shekels from his trip. It is said that Kauffman, of Rochester, will also visit England next spring.

Rowe now certainly deserves to be acknowledged as the amateur champion of America. If He idee thinks that he has a better right to that title, a race can easily be arranged between the two men. It would be a fine contest, and one worth going a long way to see.

H. W. Van Baden, a student of the Hague University, Netherlands, spending his vacation in England, recently rode from Broadgate, Coventry, to London and back on a Safety bicycle, in 18 hours 47 minutes. The distance covered was 180 minutes. Machine ridden, 38-inch Harvard Safety.

F. F. Ives, of Meriden, Conn., and W. A. Rhodes, of Dorchester, Mass., in an attempt to lower the twenty-five mile amateur bicycle record at Springfield, Mass., Friday, 7th Oct., made the following records: Ives, 1h. 16m. 6 3/5s.; Rhodes, 1h. 24m. 30½s. Ives thus lowers the American record by 2m. 7 13/20s.

A novel railway bicycle has recently been invented in England. It has four seats with springs, etc., like an ordinary tricycle, so as to allow four drivers to work with their feet the two large driving wheels. It is estimated to attain a speed of twenty miles an hour, and being fitted with a handy brake is kept under easy control.

The Amateur Bicycle Association of North Shields, England, intends to offer exceedingly handsome prizes at a tournament next year, with the special object of inducing American amateurs to meet the great rider, English, at his home. The sporting press across the water already assures visitors from this country of a hearty welcome.

Some remarkably good road rides have recently been made in England. Mr. P. A. Nix rode 231 miles in 24 hours on a Facile; Mr. R. Tingley rode 231 miles on the same style of machine in the same time; Mr. H. R. Goodwin, also on a Facile, rode 212 miles; and finally, Messrs. Renouf and Barmore rode 200 miles on a tandem tricycle within the day.

A Kansas city wheelman, passing through Topeka, Kansas, had occasion to wheel over the bridge at that place, and was promptly arrested by an over-zealous officer on attempting to do so. The *Topeka Lance*, in commenting on the case, says: "The bridge is a public thoroughfare, and the wheelmen have a right to use it. The action of the officers is little short of blackmail."

Mr. Price Howell, an engineer, of Barrow-in-Furness, has just patented two cycle rims into which spokes can be inserted without interfering with the india-rubber tyres. To facilitate the removal of spokes at both ends, Mr. Howell also arranges for a small beveled flange to be fitted around the hub, into which spokes can be

inserted and nipped on the outside. Both the web and the rim and the double flange can be fitted to any machine. No doubt go-ahead makers will be glad to have Mr. Howell's plans explained to them.—*The Cyclist*.

The start in the 100 mile road race of the Boston Bicycle Club was made on October 5th by five riders, whose time on the completion of 50 miles was as follows: George Weber, New Jersey, 3h. 10m. 30s.; F. T. Ives, Meriden, 3h. 11m. 15s.; D. A. McCurdy, Lynn, 3h. 15m.; W. A. Rhodes, Dorchester, 3h. 36m.; T. Rothe, Cambridge, 3h. 41m. The race was won by G. Weber in 6h. 57m., beating the world's record by 24m., and the best American record by 1h. 29m. Ives came in second in 7h. 5m. 10sec. McCurdy was third, 5s. later.

A young son of Wm. Hawthorne, residing in Malden, Mass., was run over by a bicyclist one day last month, and died an hour after from internal injuries. The rider was an employe of the Boston Rubber Works, and was on his way home to dinner, when he saw the little fellow ahead of him. He steered to the right, supposing that the lad would turn in the opposite direction, but the boy also turned to the right, and was struck in the back by the wheel, and was knocked down. The accident is to be regretted, as it but adds another to the long list of similar ones that have preceded it.

The second series of articles describing the journey of Mr. Thomas Stevens westward from New York, in his remarkable tour around the world, opens with a striking paper in *Outing* for October, entitled "From America to the German Frontier." It is illustrated with an excellent portrait of Mr. Stevens, engraved on wood, and five drawings by W. A. Rogers. At last accounts Stevens had just left Angora, Asia Minor, where the crowds that flocked to see him were so great that the proprietor of the house was obliged to charge an audience fee, by which considerable money was taken in.

Mr. T. R. Marriott, captain of the Nottingham Tricycle Club, has just completed an extraordinary ride on his Humber tricycle. He left the Land's End Hotel, Cornwall, on the 20th Sept., and reached John O'Groat's House, Caithness, Scotland, in six days, 15 hours, 25 minutes, after being delayed no less than ten hours by a snowstorm in the Highlands. The distance was 950 miles, and the rider finished in sound health and condition, and none the worse for his tremendous exertions. The performance (says the *Daily Telegraph*) entirely eclipses all previous rides taken on either tricycles or bicycles between these two points.

Mr. H. M. Farr, of the Farr Alpaca Co., Holyoke, Mass., formerly of Randall, Farr & Co., Hespeler, accompanied by a friend of his, was in Hespeler on Thursday, says the *Nexus* of that town of Oct. 1. Mr. Farr and companion left Holyoke some two weeks ago on bicycles, and wheeled all the way to Rochester, N.Y., and then rode their two-wheeled perambulators the entire distance from there to London, Ont., and thence to Berlin, often making as much as 75 miles a day on good roads. They left "on bicycle back" for Toronto, going to Holyoke by way of Kingston and Alexandria Bay, and in-



tending to wheel it all the way home, making a journey of over 1100 miles by means of their own motive power.

Races under the auspices of the Kingston Club on Oct. 1:  $\frac{1}{2}$  mile, in heats—1st heat, J. Minnes (1); M. F. Johnston (2). 2nd heat, Minnes (1); Skinner (2). 3rd heat, Minnes (1); Johnston (2). 1 mile—M. T. Johnston (1); L. B. Cooper (2); W. Skinner (3). 2 mile—L. B. Cooper (1); M. F. Johnston (2); W. Skinner (3).

How little clothing a biped without feathers may wear while publicly riding on a bicycle is now a matter of inquiry before the Pennsylvania courts. Ex-Senator Roscoe Conkling has been retained to defend a Pittsburg editor who wrote that a certain rider came on a track indecently nude. The bicycle associations themselves should regulate this matter. They know just how far clothing may handicap a wheelman. There is no use in going beyond that limit, and, furthermore, such laxity would surely destroy the growin interest of the best classes in bicycle meetings and races.

At a business meeting of the Chicago Bicycle Club, held at their club-house, Tuesday evening, Oct. 13th, the reorganization scheme, which had been agitated by several of the members for two weeks past, was carried into effect. Believing it would further the best interests of the club, all the officers present handed in their resignations, and their successors were immediately elected as follows: J. O. Blake, president; Wm. M. Durell, vice-president; Wm. C. Thorne, secretary and treasurer; N. H. Van Sicklen, captain; W. G. E. Peirce, lieutenant, south; T. S. Miller, lieutenant, west.

The bicyclists are rapidly closing up the gap between themselves and trotting horses in point of speed. Last year the best mile record was 2.39 for a bicycle, with a standing start, and 2.09 $\frac{1}{4}$  for a trotter, with a flying start. This year the trotting record has come down only half a second to 2.08 $\frac{3}{4}$ , while the bicycle record is now 2.31 2-5, a gain of 7 2-5 seconds. It begins to look very much as if the man on his wheel was to catch the trotting horse before long, for a quarter mile has already been covered on a bicycle, with a flying start such as horses have the benefit of, in 31 $\frac{1}{2}$  seconds, a rate equal to 2.06 for a mile, and it is probably only a question of time when there will be athletes capable of holding such a pace for a mile.

In the Chicago races, on Friday, 16th Oct., the first event was the 20 mile race for the Columbia cup. This was won by Van Sicklen, who had a walk over in 1h. 4m. 9 $\frac{1}{4}$ s. The next race was the 2 mile professional race, which proved the most exciting event of the day.—Woodside and Brooks alternated as leaders until the last lap was reached, when Neilson, spurring, came to the front at a terrific pace, and won by a wheel, Woodside being 2nd and Prince 3rd. Time, 5.54 $\frac{3}{4}$ . In the 4 mile professional race, Woodside, Neilson, Prince and Brooks were contestants. When the last half of the last lap was reached Neilson and Prince had the field to themselves, the Bostonian winning by a wheel in 14.48 $\frac{1}{2}$ . The time at the end of each mile was as follows: One mile, 2.53 $\frac{1}{4}$ ; two miles, 5.50 $\frac{1}{4}$ ; three miles, 8.50 $\frac{1}{2}$ ; four miles, 11.50 $\frac{1}{4}$ ; five miles, 14.48 $\frac{1}{2}$ .

## FIFTEEN HUNDRED MILES ON A BICYCLE.

A TRIP FROM ST. LOUIS TO BOSTON—NINETEEN AND ONE-HALF DAYS ON THE ROAD.

Mr. Geo. W. Baker, of St. Louis, who has been stopping with relatives in Boston for a few days, is the only amateur who has ridden from St. Louis to Boston on a bicycle. He gave an account of his trip to the *Post*. The distance ridden was 1,500 miles. His actual time on the road was nineteen and one-half days—nearly 79 miles a day. How does this compare with the early settlers' tedious weeks of travel from New England to the Ohio? Or how would it compare if only Karl Kron were here to write it?

Mr. Baker started from St. Louis at 9 o'clock on the morning of July 1 with a brand-new Victor made by the Overman Co., of Chicopee, Mass., to which he had attached ten pounds of baggage. He went bowling along the national road to Columbus and thence to Cleveland and Buffalo. Then he struck across New York State to Albany, and from Albany went by the most direct route he could find to Boston, where he arrived on the afternoon of July 28. All these roads he selected upon the advice of wheelmen of the various localities. They were excellent up to Buffalo, but from there on were very heavy and rough. He kept ploughing along, rain or shine, stopping for his meals and sleeping nights at the best hotels. He suffered neither in his table nor bed, for he was on a route along which at convenient distances were big towns where the sheets were well aired and the cuisine very inviting.

Although he never took a header of moment on level ground, he experienced six falls on Ash-tabula (Ohio) hill while coasting down it. The only other machine that has made the descent is a Star, which has, the general public may not know, the small wheel in front. The hill is rough and steep and the path very winding. The ruts and water-bars are numerous. Mr. Baker laid over eight and a half days for purposes of visiting.

"I broke the record between Terre Haute and Indianapolis," said Mr. Baker, "a distance of eighty miles. I made it in eight hours. I also made ninety miles in twelve hours—that was my next best. Forty miles of the Terre Haute road were very bad, too. As to my general practice, I found my best hours for running to be from 4 A.M. to 12. In the afternoon I generally took my ease—running as the whim seized me. I managed to get my meals regularly, for if I were not at the proper hostility just on the dot, a run of ten to fifteen miles to one consumed comparatively little time. I never ran after dark except from Batavia to Leroy, N.Y., a distance of ten miles. I was sick but one day, from the change of water, I presume, soon after starting out. Notwithstanding that in the morning I couldn't stand, I made twenty miles that day. Rain did not deter me from running, and I never caught cold. The scenery from Cleveland to Buffalo, and from thence to Boston, was grand; the land rich and rolling, and the vistas of trees and hills unprecedented.

To all well-wishers of the L.A.W. it will be welcome news to learn that the Boston Bicycle Club has decided to return to the League.

## MILITARY BICYCLES.

Toronto, Sept. 28, 1885.

Editor CANADIAN WHEELMAN:

SIR,—Old friend *Punch* does occasionally get off something good, such as the enclosed clipping, which I take the liberty of sending you.

Yours truly,  
FRANK YEIGH.

"1100 P.M.!"

In consequence of the possibility of bicycles being used for scouting purposes in warfare, the following set of questions has already been drawn up by the military authorities, for use at the next Sandhurst Examination:

1. What course would you be inclined to recommend for practical adoption, if, when the enemy's cavalry is charging down on you, you find yourself suddenly and violently precipitated over the handle of your machine, owing to the front wheel coming off?

2. State your method of tightening your cranks under a hot fire.

3. Do you consider yourself qualified to guide a machine with a revolver in one hand and a sword in the other? Mention how, under such circumstances, you propose making practical use of your field-glass?

4. What's your way of treating an enemy that shouts "Yah! your back-wheel's going round!"

5. On arriving at the summit of a steep hill, and finding the enemy in full possession of the ditch half-way down, what sort of patent brake would you prefer to have attached to your bicycle? Which would be best—to shoot the hill, or shoot the enemy?

6. At what precise moment in the decisive Battle of Coventry did the British Commander flash the thrilling signal (by heliograph) to all parts of the field—"England expects every man to oil his machine?"

7. Supposing that fifty howling savages are hanging on to your coat-tails, and jabbing you with spears, would you feel a glow of pleasure at remembering that an economical government had failed to supply your machine with one of the Patent Galvanic Death-dealing Backbones?

8. Do you think the new Torpedo Tricycle likely to be most perilous to the enemy or to its rider?

9. In riding through a dangerous country, where there's every reason to fear ambushes, which do you think the safest seat on a "Tandem"—in front or behind? Which would you offer to your commander-in-chief if he requested a mount?

10. In those numerous cases where good macadamised roads would require to be made through dense jungle and over perpendicular mountains before cycling scouts could begin to operate, what particular advantage do you think would result from their employment in preference to a few light-mounted skirmishers on horseback?

Prince Wells, the fancy rider, was born in Louisville, in January, 1866. He stands five feet and nine inches, weighs one hundred and thirty-six pounds, and is a thorough athlete. At Columbus, Indiana, on July 4th, he made world's record for one wheel, doing a mile from pistol shot in 6.45 $\frac{1}{2}$ , which is the first record of the kind ever made.

TRAINING.

Training is a splendid thing for the muscles: no one denies that. In a month of correct and proper training a man can develop himself from a dissolute and unhealthy society fiend to a robust, muscular, nervy, fighting man, or a tough, wiry, lean and enduring racing man. I have read much literature in regard to the proper course to pursue when training, and after trying many different ways upon myself, with varying results, have selected the best points from each system, and, putting them together, have a course that will make a Hercules of a man (or kill him in the endeavor) inside of two months. Here it is:

First.—Take a currycomb, curry all the hide off your body, and then rub alcohol and harts-horn liniment on it.

Note.—Some trainers prefer a coarse towel and a pint of blue vitriol, but I prefer the currycomb.

Second.—Don't eat anything that is nice or is good. If you do, it will work irreparable injury. Especially do not eat any sugar, potatoes, bacon, or the common necessities of life. Do not smoke or drink, or sit up late, or eat ice cream, or do anything you were wont to do in happier times. Water is prohibited. If you must drink, drink tea, and if you don't like tea don't drink at all.

Third.—Get up in the morning (before breakfast) and trot out in the country for a couple of miles. When you come back get hold of your trainer and give him the all-firedest thrashing he ever had. Then make him rub you down with "ellikcholl." When this is over you will feel like the furnace of a steamboat under high pressure. Then you get your Indian clubs, and club yourself for three-quarters of an hour, after which you may club the trainer at discretion for the rest of the day.

Only eat once a day, and confine yourself to the following delicacies: Roast beef, one-quarter pound, cooked rare; stale bread, steen ounces; tea, without sugar, half-pint. About once a week you can have a fricassee of board nails and barb-wire fence to make you tough and wiry. Every evening your trainer must turn the hose on you, and when you get tired of this, make a rush and turn it on him. The harder the time your trainer has, the better condition you will be in. If you feel weak in the morning it is on account of having had too much to eat. Discontinue eating for a few days, and kill your trainer. He will be found to have been partly the cause of your weakness, and you will immediately feel stronger.

The best and most approved system of hardening the muscles is to bathe them in a decoction of jimson weed juice and ammonia, though I generally go down to the drug store and get a little of every liquid in the shop, with the Latin names thrown in, and after mixing them rub the result on my muscles. The Latin names are so hard that they will make you as tough as gristle.

These points are known to very few of the profession, and have been kept a profound secret. I believe I will have this recipe copyrighted, but take this opportunity of saying that when next I start to train, I will first take a double-action 38-calibre revolver, press it to my fevered brow, gently agitate the mechanism called

the trigger, and waft my soul to realms of eternal bliss, where they race not, neither do they spin, and where they have plenty of water, no tea, and a square meal three times a day.—NORB, in *The Wheel*.

THE COMING KNICKERBOCKER.

In the manner of costume innovation, knee breeches will come next. Oh, I have studied the signs, consulted the authorities, and am not mistaken! Five years ago the Prince of Wales, who sets the masculine fashions even for Paris, could have brought about such a revolution; but now nothing more than the example of a dozen New Yorkers is necessary to effect it. Already short trousers are so common at the watering-places that they attract no especial attention. Bicycling pedestrianism and field-sporting have hitherto been the excuses for them, but this year many equestrians wear them, and they are not taken off when no longer required for these purposes, but are lounged in for hours before and after. The fellow whose dandyism is bigger than his purse suddenly finds a value in articles which, he now thanks his stars, were not disdainfully tossed to the second-hand dealer. The bicyclists started the movement, and made their stocking-legs familiar throughout the country. The advantages of the costume are apparent. They are just the thing for dusty walking, for boating, for all sorts of field sports, and for undress wear all day long in the country. That is as far as the fashion has gone to-day, but it is bound to come into town from the seashore and the mountains, for only a fear of being guyed keeps men from appearing in them here. Let ten valorous young dandies step out in knee-breeches and stockings, and the thing is done. Already the sight is common at Long Branch, and that is next door to New York. Moreover, the tightly-encased legs have been there concerned in the revolution of the waltz as well as the wheel.—*Long Branch Letter*.

A STEAM BICYCLE.

A steam bicycle is the latest novelty, invented by L. D. Copeland, of Arizona. It is of the star pattern, with a small wheel in front, and attached to the front bar is a vertical brass boiler heated with gasoline. A dainty engine mounted on the bar above the boiler has a stroke of three inches, with a cylinder 1 1/16 inches in diameter. Below the engine is a spherical reservoir holding a quart of water, and above it a cylinder holding as much gasoline. A round belt communicates the power of the engine to a 30-inch wheel attached to the wheel of the bicycle. The engine, in an exhibition at Newark on Friday, made 180 revolutions of the 1 1/2-inch crank in a minute, and nine of these revolutions turned the large wheel once. A little steam-gauge showed 60 pounds pressure a few minutes after the fire had been started, and, leaping into the saddle, Mr. Copeland rode swiftly around the rink for twenty minutes. The inventor said the engine would run for an hour without renewal of water or gasoline, and that engine, boiler and fuel did not add more than 20 lbs. to the weight of the bicycle. He has retained the pedals on the machine, and he used them as an auxiliary to the engine when he pleased.

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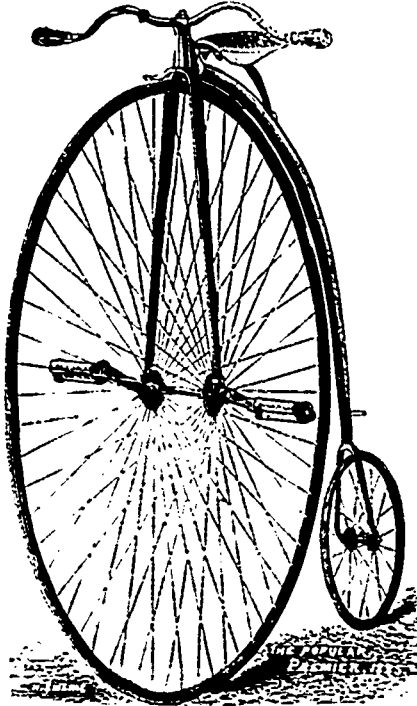
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— A T T H E —

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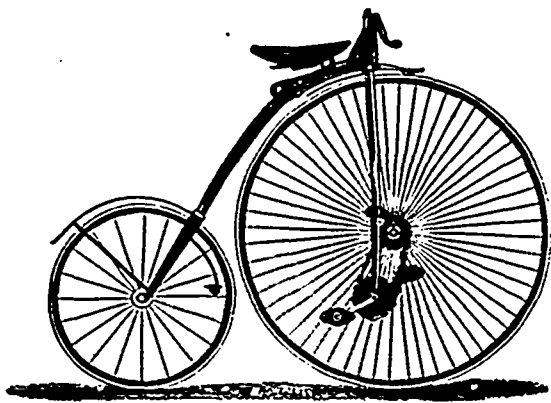
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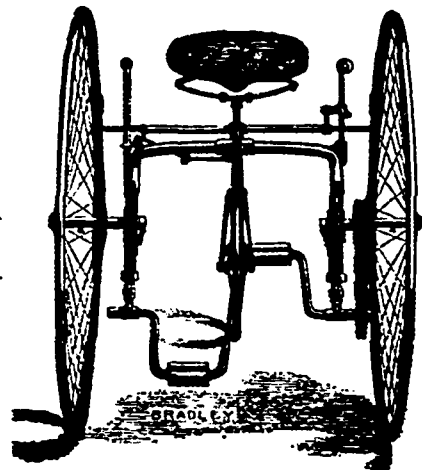
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