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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. VI.

LONDON, CANADA, APRIL, 1887.

No. 6.

—IT IS—
BUILT THAT WAY.

"In the Ramblers' Great Century Run, nine of the fifteen riders who finished, rode Victors. Five different makes of machines were represented."—*St. Louis Spectator.*

"Not one of the nine Victor riders had even a spoke loosened in his wheel."—*St. Louis Wheel Company.*

13,498 MILES IN ONE YEAR,

Ridden by G. J. Loomis on a Victor during 1886. We believe this is the greatest distance ever covered in one year.

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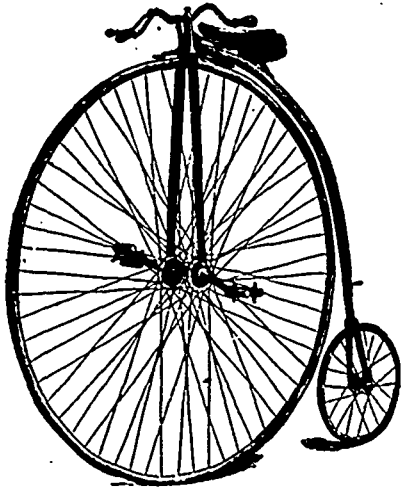
OVERMAN WHEEL CO.

182-188 COLUMBUS AVENUE, - BOSTON, MASS.

The "RUDGE" Leads the Procession.

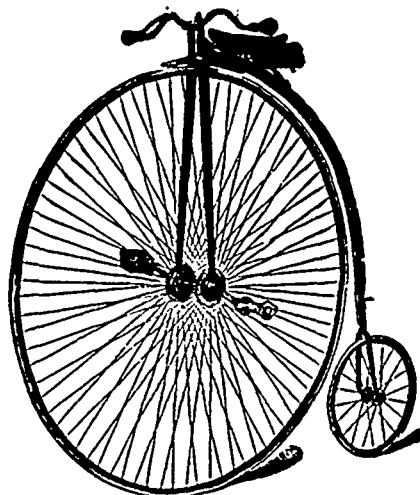
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OF 22 CHURCH ST., TORONTO.



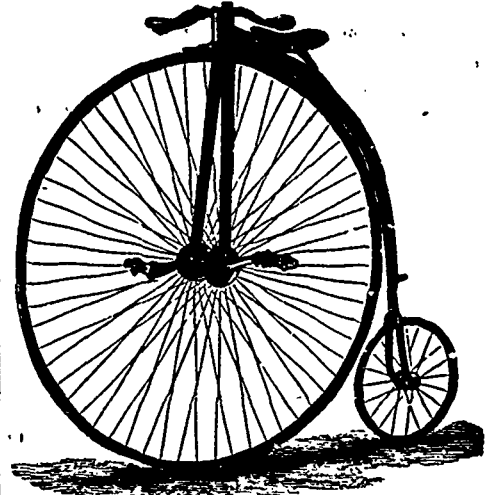
THE RUDGE No. 1.
(Light Roadster.)

This machine represents the acme of excellence in bicycling manufacture, as hundreds of Canadian wheelmen can testify. For 1887 the Standard Pattern, at \$115, will have Spade Handles (or Horn Handles if preferred); Square Pedal Rubbers; Full Front Forks; Ridges' unequalled Ball Bearings to both wheels; Single Tangent Spokes; Lillibridge Saddle & Spring combined, or English Long-distance Saddle, &c., &c., or for \$5 extra Ball-bearing Head and detachable Handle-bar will be added. The Rudge No. 1 has no superior, and we claim it to be the BEST Bicycle made.



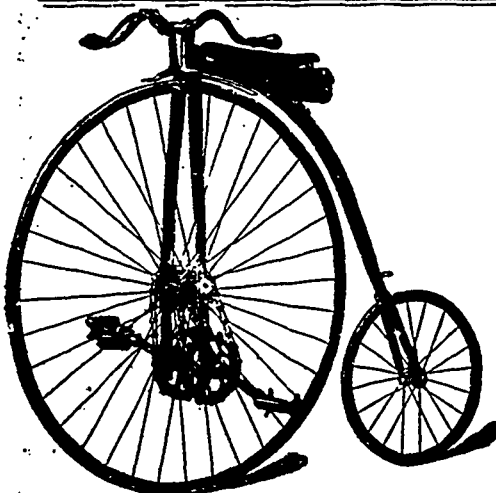
THE RUDGE No. 2.
(Canadian Rudge.)

The above wheel gives splendid value for the money; in fact, it is a high-price machine at a low price, and is guaranteed to be thoroughly reliable. Some of the oldest and most expert wheelmen in Canada are mounted on "No. 2's" and they invariably speak highly of it. The result has been that its sale has greatly increased from year to year. It has the Rudge Ball Bearings to both wheels; Nickelled Cowhorn Handle-bar; U Rim; long distance Saddle, &c. Its price is only \$85.



THE RUDGE No. 3.
(A New Wheel.)

Here is a bicycle that is sure to be very popular with those whose means will not enable them to buy one of the higher-priced grades. It is fitted with the Rudge Ball Bearings to the front wheel; Hollow front Forks and Backbone; Drop Handle-bar; English Suspension Saddle; Cradle Spring; U Rim, &c. The New York *Wheel* says in a recent issue: "It is a remarkably good wheel." We have decided to put its price at the low sum of \$60. Orders should be placed at once for early Spring delivery.



THE RUDGE SAFETY.

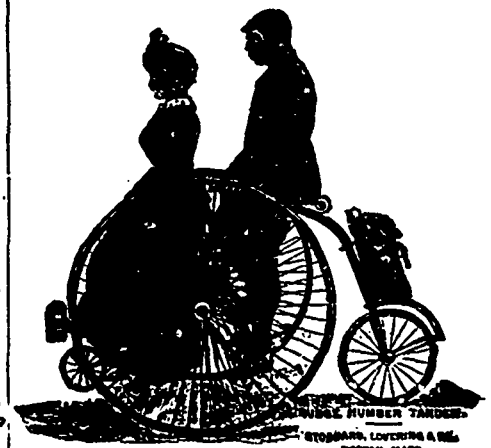
We have sold a large number of this popular machine, and anticipate a much larger sale in '87. It has been still further improved and perfected by New Double Bearings at the foot of the crank extension, and by the Abingdon Chain, which is noiseless and stretchless. The Rudge Safety is a wheel for everyday practical use. Price \$115.

SEASON 1887.



THE RUDGE BICYCLETTE.

Rudge & Co. have added a number of important improvements to this make for the coming season, so that, according to an English writer, "It has now reached a high state of perfection." We claim that it is the best of its type, and is perfectly safe, easily mounted and *very fast*. Howell, the champion, will use one in his races. Price reduced from \$120 to \$115.



THE RUDGE HUMBER TANDEM.

The Rudge Humber Tandem is the best Tricycle made, price \$200.

We also handle the Rudge Royal Crescent Tricycle at \$150.

The Boy's Ideal Bicycle at from \$32 to \$46.
Boy's Velocipedes, \$6, \$8 and \$10.

SEND 3 CENT STAMP FOR OUR NEW ILLUSTRATED CATALOGUE.

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.

Advertisements and communications, to insure insertion, must be received by the 26th of each month.

LONDON, APRIL, 1887.

BRANTFORD AND THE MEET.

The decision of the Board of Officers of the C.W.A. to accept the invitation of the Brantford Bicycle Club to hold the fifth annual meet of the Association in Brantford will be very generally considered a wise one. Brantford has always been a good cycling city, in that it has always possessed an active club, the members of which will certainly do all that is in their power to make the meet a great success. One fact of very considerable importance is that Brantford is within "striking distance" of so many wheel centres—Hamilton, Toronto and Woodstock are all within a few hours' journey, and may be depended upon to send large contingents to the meet. Brantford, in fact, is situated in the centre of that portion of Ontario in which cycling has attained the greatest growth, and if all goes well that city should see the largest gathering of wheelmen in July that has yet taken place in Canada.

RENEWALS.

"Rover" rather forestalls us this issue with a vigorous demand for new members of the C.W.A., and his words should be pondered and acted upon by every non-member who sees them. Every member, also, should second "Rover's" appeal by urging his wheeling friends to join immediately, now that the season is opening, and that the full benefit of membership may be obtained. But it is not alone to non-members that appeal should be made. Members must remember that the duty devolves upon them of renewing their membership at once. It will not do to wait until the first of July, when the Secretary is overburdened with work, and other matters interest all active wheelmen. If renewals are not made in large numbers during April and May it becomes difficult to secure many riders afterwards, and therefore all good and true upholders of the Association will see to it that they and their friends send in their applications to Mr. Donly at once. Let us boom the C.W.A. this year. Everything promises fair, and there is no reason why 1887 should not see the Association larger numerically and more powerful for good than ever before.

THE L. A. W.

It is a matter for regret to Canadian wheelmen that the great association of wheelmen to the south should now be passing through a period of disturbance of which it is difficult to see the end. The wonderful prosperity of last year appears to have received a check, which all lovers of the sport will hope is more apparent than real. The centre of the disturbance is the office of the Secretary-Editor, which became inextricably muddled under the management of Mr. Aaron, who was deposed, and a new king exalted in the person of Mr. Abbott Bassett. This deposition and appointment have apparently divided the League into two hostile camps, and an organization for the purposes of goodfellowship presents the anomalous spectacle of brother arrayed against brother, and criminations and recriminations flying through the air between the parties. The League *Bulletin* is now published in Boston instead of Philadelphia, and the new cycling paper issued from the latter city is evidently inspired by Mr. Aaron, and is being used by him to carry his side of the story to the wheelmen of America. He makes in its latest issue a violent attack upon Mr. T. J. Kirkpatrick, of Ohio, a past and present candidate for the presidency, and is evidently doing his best to destroy that gentleman's chance in the presidential line. In Springfield Mr. Ducker is threatened with a libel suit by President Beckwith for insinuating that the latter received a commission of \$2 on every League uniform. In Chicago, Burley B. Ayers has retired from the office of Tourmaster, and altogether the L. A. W. appears to be in trouble all along the line. That it may have a happy issue out of all its afflictions will be the earnest hope of all true friends of wheeling.

THE USE OF THE REVOLVER.

Talk of Canada and the States being wild! What do our peace-loving readers think of the following, which appeared under the above heading in our English contemporary, *Wheeling*, the other day:

To the Editors:

DEAR SIRS,—I am inclined to think your kind consideration would be entirely thrown away upon the average British rough. He is generally a bloodthirsty savage, and seldom attacks singly or openly. After getting your last shekel, your *poor devil* (as you call him) and his companions would most likely amuse themselves by smashing your skull and dancing devil's tattoo on your mangled remains, like they did a short time ago upon a gentleman at Holborn. We constantly hear of brutal attacks upon travelling cyclists. Why study the feelings of savages? Much better to be prepared for attacks than to run the risk of being killed, or maimed for the rest of our days. No use to carry a horse-pistol, a yard long, that would be no use in a scrimmage. Have a handy little tool that will go in the waistcoat pocket—breach-loader, with folding trigger.—I remain, dear sirs, yours faithfully,

LEOPOLD PIERSON.

EDITORIAL NOTES.

The address of Mr. Charles Langley, the energetic Chief Consul of District No. 3, is 12 Front street west, Toronto, not 11 Front street, as has been erroneously stated.

Lane, Fane, Payne. We have not so many cycle dealers in Canada but that they might have got further apart in their names.

The American Athlete is published in the city of Brotherly Love as a successor to the departed *Bulletin*. Its chief mission appears to be "to crusade" against Bassett.

Mr. Harry Ryrle, of the Torontoes, gave a lecture the other night on "A Bicycle Tour in Europe." Harry is as good a talker as he is a rider, and withal as venturesome.

During the present month the majority of clubs will be holding their annual meetings and electing officers for the year. Club secretaries will oblige by sending in reports as soon and as fully as possible.

The L. A. W. members are complaining very much at the price they are compelled to pay for uniforms,—which have to be purchased through one firm. Canadians have not much to complain of in the same line, their uniforms being remarkably cheap, and they having the privilege of getting them made up where their fancy wills.

Mr. W. P. Way is of course to the fore with a new scheme—a tour to the Meet. It would not be Way were he not energetic and progressive. Our genial friend is to the Bellevillians what Ducker is to the Springfielders—in his capacity for work and enthusiasm in matters bicyclicular—not in many other characteristics, we are happy to say.

Wheelman Centres.**BRANTFORD**

The all-pervading topic at the Telephone City at present is the coming meet of the C.W.A., which is to be held here. It is, of course, a very great undertaking for a small city like Brantford, but we have taken hold of the matter in earnest and intend that it shall be a success. We may not do as well as Montreal last year, but we are going to try pretty hard to do so, and if money and work can get us there, we shall be on hand. We are already at work on the track, and expect on the 1st of July to be able to show visiting wheelmen a track as fast as any in Canada. We shall also erect an additional grand stand capable of accommodating at least 500 people, and this, with our present covered stand, will afford seating capacity for 750 to 800 spectators. We are also at present negotiating with the Railway Company for a special train from London and intermediate stations on the 1st, arriving early in the morning and returning after the entertainment at night. All we want now is to have the wheelmen turn out in large numbers. Hamilton promises us 40, Montreal and Stratford 50 or 60 each, and if the other clubs turn out as well we shall have 800 wheelmen present. We expect, and are making arrangements for, at least 500 or 600.

Bicycling is booming here as it has never done before. The wheelmen have awakened at last to the fact that we have the material wherewith to organize a good live club instead of the dead, drowsy organization which we have hitherto possessed; and we hope and believe that the meet of '87 will leave a well-organized and efficiently-equipped club as one of its lasting results as far as Brantford is concerned.

We would like all wheelmen who can to come on Thursday and stay a couple of days at least. We shall try and make the stay of every one pleasant, and two or three days can very easily be spent seeing the sights of this pretty little city. Our programme is not yet decided on, but we expect it to be attractive enough to draw racing men not only from Canada but also quite a number from the States.

BRANTFORD, March 19th, 1887.

MONTREAL.

One might as well make up his mind to have an ice-cream treat at the equator as to commence thinking or talking bicycle here in Montreal at the present season. Carnival talk would be more to the point. During the past two weeks we have had as severe weather and storms as during January. The M.R.C. lies still about eight feet under the snow awaiting the warm sun of a new staff of officers and committee men to resurrect us in time to prepare for the coming meet in Brantford.

Our annual meeting and election of officers will take place on the second Thursday in April.

To Brantford I offer, in the view of all the boys here, our most hearty good wishes for a grand success in the coming meet. I am only sorry that there is such a great distance between us, which will naturally keep a good number of our members from attending. Any time that the meet comes out side of Toronto, I am sure that at least one hundred riders will attend from our province.

The snow and ice have frozen me up like our club, the ink will not even flow from my pen, so kindly reserve my column till summer arrives.

Montreal, March 29, 1887. MONTREAL.

TOUR IN PROSPECT.

DEAR WHEELMAN,—The annual meet of 1887 is to be in Brantford, and it behooves the membership to arrange to be there in overwhelming numbers, from the far East, Montreal and Eastern Townships, and the far West, Manitoba. Let every member make up his mind to "get there." To show that the Midland Division mean business, and intends to be more numerously represented than at Montreal, ten of the Ramblers of Belleville intend to go to this particular meet by wheel—and that bicycle, not railway. The scheme is young yet, and they hope to swell it into a district tour, and when the matter is fully arranged and laid before the other clubs in the division it will probably assume the latter dimensions.

The plan is to leave Belleville Monday, June 27th, in A.M., reaching Port Hope, being June route by Trenton, Colborne and Cobourg Tuesday, June 28th, on being joined by Port Hope and Peterborough, wheel to Toronto picking up Newcastle on the run. Wednesday, June 29th, visit Toronto in forenoon, and await members of tour who had fallen out through accident or inability to leave home; afternoon steamer to Hamilton, as roads are unrideable. Thursday, June 30th, Hamilton to Brantford, short ride. Friday, July 1st, meet at Brantford, where has been promised the biggest kind of a race. Saturday, by rail home.

What is to hinder the above programme being carried out? Even Kingston and Napanee could join in the tour by either coming to Belleville Monday morning by early train, or a Sunday wheel to the same point would not be amiss, although some are averse to Sunday riding, such would, of course, take the early train.

What is to hinder the above plan being adopted by the entire Midland Division? Think of it! One week's holidays will cover the entire trip, and about ten or twelve dollars, the expense. Come and join the following: Dean, Clarke, Bonar, Wilson, Cooper, Lingham, Pettit, Gibson, Foster and Way, who all mean "go," and you will have one of the finest times on record. Write to the undersigned and say you will join us on our tripartite march, and make the tour a Midland instead of a Rambler one and make the District that was represented by three Jonesome wheels in Montreal fairly beat in numbers the District in which the meet is held.

Almost everyone can get away for the last week in June, and there is nothing to hinder us going into Brantford at least forty strong and taking the place by storm. Make up your minds at once that you would not miss this trip for the world. Send a post-card as soon as possible to W. P. Way, Box 963, Belleville, that you are going, and where you will join party, so that the exact number will be known and suitable hotel arrange-

ments be made, in order that there may be no hitch to mar the pleasure of the outing. This is not a money-making scheme, like some conducted tours, but is run on the Jersey plan—each man making his own bill and paying it.

Yours fraternally,
W. P. WAY.

Belleville, March 18, 1887.

HISTORY OF THE C.W.A.

In a letter to the *L.A.W. Bulletin* of Dec. 31, Karl Kron took pains to correct a previous misstatement of its editor, in order to accredit the C.W.A. with "the honor of putting forth the earliest official road-book known to any part of the world (April, 1884)." He also added a few words of recommendation for the '87 edition, to such League members as might intend to do any touring in Canada. We reprint from the advance sheets of his forthcoming "X.M. Miles on a Bi." the following history of the association, which gives in condensed form most of the important facts and rules contained in the introduction to the C.W.A. hand book.

The Canadian contingent of League membership when the first year ended (1854, May 31, 1881) was greater than at any time since, for Ontario then supplied 24 members and the Province of Quebec 19. A pair of these, one from each province, were included among the following eight enthusiasts who met at Toronto, Sept. 11, 1882, and founded the "Canadian Wheelmen's Association": H. S. Tibbs, Montreal; R. H. McBride, Toronto; J. S. Brierley, St. Thomas; P. Doolittle Aylmer; F. Westbrook, Brantford; J. H. Eager, Hamilton; W. Payne, London; and J. K. Johnston, St. Catharines. All except the first-named were residents of Ontario, and that province supplies four-fifths of the present membership. Arguments were offered in favor of organizing as an Ontario Association, and as a Canadian Division of the L.A.W. (not of the English C.T.C.), as might have seemed probable, but the plan of an independent national body, to represent the entire Dominion, finally prevailed, and a committee of four were appointed to draft a constitution and by-laws, and submit the same to the ratification of the clubs. About a dozen of these were represented in a meeting of some 50 wheelmen, at St. Thomas, Sept. 11, when the committee's work was adopted and a provisional government was formed to serve until the first regular annual meet and election, at London, July 2, 1883. The parade, then, attracted 250 riders; a year later, at Toronto, there were 350; the third meet in 1885, at Woodstock, had nearly 400,—the most representative gathering of cyclists and the largest crowd of spectators ever seen at a wheeling event in Canada; and the fourth, in 1886, at Montreal, was the greatest social success of the series,—though there were only 165 paraders, of whom the local club supplied 53, because the meeting place was more distant from most members' homes than had been the case in previous years. The provisional president of the C.W.A. was J. B. Boustea, president of the Toronto B.C., and the secretary-treasurer was J. S. Brierley. As he declined to serve longer, the first regular election made by the officers conferred the office upon H. B. Donly (b. Jan. 1, '61), of Simcoe, editor and proprietor of the weekly *No-tick Reformer* and the subsequent boards have unanimously re-elected him each year. In 1886, an annual salary of \$200 payable monthly, was attached to the office, and an allowance of \$150 for the past year's services was also granted. The president and vice-president are chosen at and by the annual meetings of July 1 (Dominion Day), and are ineligible for second terms. The four elections have rested as follows: 1883, R. H. McBride of Toronto, and P. Doolittle (b. March 22, 1861), of Aylmer; 1884, H. S. Tibbs, of Montreal, and J. S. Brierley (b. March 4, '58), of St. Thomas; 1885, J. S. Brierley, of St. Thomas, and W. G. Eakins, of Toronto; 1886, W. A. Karn (b. June 27, 1857), of Woodstock, and J. D. Miller, of Montreal.

THE WANDERERS' ANNUAL MEETING AND NEW CLUB HOUSE.

The sixth annual meeting of this well-known club was held in the club-rooms, on Thursday, March 3rd, the large room being filled to its utmost with between 50 and 60 members. The club decided to "go one more back to its old grey and black uniform, with additional peak cap. The Secretary's report showed the membership to have increased from 45 in March, '86, to 90 at the present date. Twelve new members were also put through at this meeting. There being some 10 or 15 "Safetyies" in the club, a Safety division was also formed, and two officers were appointed in connection therewith. The by-laws were altered, and hereafter no associate members will be allowed to join.

The election of officers, which came off, showed some closeness in some cases. The following were elected: Hon. President, Dr. McDonald; President, C. H. Riggs; Vice-President, Charles Robinson; Captain, G. H. Orr; 1st Lieut., A. Daniel; 2nd do., H. G. Ensel; Sec.-Treas., F. J. Morphy; Capt. Safety Division, T. Lator; Lieut. of do., C. P. Sparling; Colors, Norman Smith; Bugler, Bert Brown.

Any amount of enthusiasm was displayed at this meeting, and promise is given that the club will have this season the best it ever had, which is saying a good deal after looking over the success which has attended the Wanderers the past six years. The drill eight will be revived, and as there are now lots of good riders in the club, a crack corps is looked for. The most important event in the history of the club is the first bicycle club-house in Canada. The Wanderers have secured at a very large expense that most desirable property and house centrally located on the corner of Wilton avenue and Victoria street, where they are fitting up, at the cost of \$2,000 extra for furniture, etc., the most handsome club-house of any description in the city. They claim it to be the first pure bicycle club-house in Canada. The house is brand new, with nearly 30 ft. frontage and a depth of 35 ft. It is finished throughout with expensive improvements, and is a handsome sample of modern architecture in style and finish. On the ground floor will be a furnace-room, gymnasium and locker-room. On first floor is a parlor, reception-room, dining-room, steward and secretary's office, refreshment-room and kitchen; on second floor, two billiard-rooms, reading-room, bath-room and card-room; on top flat, two sitting-rooms and a steward's bed-room. The house is fitted throughout with electric bells and speaking-tubes. In the parlor and dining-room each have a magnificent walnut plate-glass mirror and tile fireplace, worth \$300 each, while all the windows are of the most expensive plate and stained glass. A wheel-house is being built in the rear. The Wanderers feel proud of their house, and will take pride in showing strangers through it at any time. It will probably be finished and ready for occupation on the 1st of April. "WANDER'OR."

Toronto, March 15, 1887.

A REVIEW OF TROOPS ON BICYCLES

Gen. Boulanger has just been holding a cavalry review of a novel kind. A score of corporals, from the Joinville training school, went through their evolutions before him a day or two ago, mounted on magnificent velocipedes. The composition of the little troop resembled that of the regular mounted force of the country; the bicyclists representing the light, the tricyclists the heavy cavalry. The Minister has decided to have a certain proportion of the men in the infantry regiments trained to the use of the velocipede, the utility the advantages for the transmission of orders and the interchange of communications between the different divisions of an army having been satisfactorily established in practice. Their employment will, for nothing, leave all the horses of the force available for the work in which their services are indispensable. The bicycle has been found to give better results on the whole than the bicycle, and it is probable that some form of the two-wheeled machine will be definitely adopted for general use.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association.

ORGANIZED SEPTEMBER, 1882.

President—Mr. W. A. KARN, Woodstock, Ont.
 Vice-Pres—Mr. J. D. MILLER, Montreal, P.Q.
 Sec.-Treas.—Mr. HAL. B. DONLY, Simcoe, Ont.

NO. 4 APPOINTMENTS.

The members of the Midland District No. 4, C.W.A., are hereby advised that the following appointments have been made in the District with the sanction of the Board of Officers, viz.:

Official Tailors. Brignall & Thompson Belleville.
 " Repairers J. M. Walker & Co. "

The C.W.A. cloth can now be obtained from the above, while any repairs except rubber work can be satisfactorily performed.

Yours fraternally,

W. P. WAY,

Belleville, March 14, 1887. C.C. No. 4.

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the current Association year.

W. E. TISDALE, C.C.

Place.	Consul.	Hotel.
Simcoe	W S Perry ..	Battersby
Woodstock ..	S Woodroffe ..	O'Neil
Berlin	F W Doll	American
Brantford ..	W J Knowles ..	Kerby
Norwich	W H Miller
Waterloo	Chas E Fice ..	Huethers
Paris	W W Patter-on	Windson
Tilsonburg ..	R H C Wood ..	Matheson
Grimsby	W D Forbes
Waterford ..	W C Lundy
Jarvis	None	Commercial
Linwood	J W Bundy	Linwood House
Hamilton	S G Dunn	Royal
St. Catharines	A N Lindsay ..	Grand Central
Niagara-on-the-Lake	W Bailey
Niagara Falls	J H Robinson ..	(Clifton)Winds' International
Welland	H A Willet	Fraser House
Caledonia	E S Munroe
Hagarville ..	None	Lawson House
Thorold	John Dobbie

OTTAWA DISTRICT, NO. 5.

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

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

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

The son of the London editor of *The Cyclist*, who is in America, speaks in glowing terms of the Boston Cycling Club-house, which, he says, is fitted with reading rooms, card and dining rooms, and several bedrooms, and excellent servants and appointments. Great Britain has twenty times as many cyclists as America, but all our clubs put together could not show such a complete establishment.—*Bicycling News*.

JOIN NOW!

Now is the time—and the very best time—to join the C.W.A., but you say, Why join the C.W.A. at all? What does it amount to, anyway?

My dear friend, it is the Eureka of wheeling in Canada. Again you say, Why? Beelieve—

1st—The Association will give you its support in any difficulty wherein your rights and privileges as the owner of a vehicle on the Queen's highway are interferred with.

2nd—The new Road Book just issued, and placed free in the hands of every member, is invaluable as a tourist's companion, treating as it does in a voluminous manner on the roads from Windsor, Ontario, to Windsor, Nova Scotia, besides giving list of recommended hotels in addition to hotels that have been contracted with to give discount to wheelmen on pre-entation of certificate.

3rd—The WHEELMAN, the monthly organ of both the C.W.A. and C.T.C. (being the most spicy sporting paper published in Canada, and that, too, at no cost to the C.W.A., as it is self-sustaining, owing to its very capable management), is also given free to every member.

4th Join now, because the fee paid now covers and insures membership in good standing until July, 1888. Think of that—1888! Every wheelman should join now.

Try it, and you will all join again and bring your "friend with you." ROVER.

PETE'S PORTION.

TORONTO AS A WHEELING CENTRE.

The absorption of populating a great city from surrounding points is hardly realized until a census is taken, but I have met scores of wheelmen recently who have made Toronto their home. Mr. Dignam has left London, and brings his wheel here; Theo. Coleman, of Seaforth, is enrolled on the list of university students; F. W. Armistage, also of Seaforth, has been in business here during the winter; four or five of the Newmarket B.C. have removed to the metropolis; George Leslie, of Nanapan, is installed in a hotel on Adelaide street east; while Montreal has lost some of her best cyclists. It is to be hoped all these newcomers will keep in the ranks of the noble army of pedal-pushers by joining one of the Toronto clubs.

DAN RUDGE RESURRECTED.

A good thing happened in Montreal the other day. An agent from western Ontario, in the course of his conversation with a member of the M.B.C., mentioned that he had visited Coventry last summer, and had met Dan Rudge, and then proceeded to belittle his wheels and his factory. "Dan Rudge?" asked the Montrealer in astonishment. "Yes. He showed me through his factory and showed me how he made his ball-bearings," etc. "Why, Dan Rudge has been dead for ten years!" exclaimed the man from the east.

THE INTELLIGENT WESTERNER

at this juncture hailed a street-car, and had not sufficient time left to explain whether the old and only Dan had been resurrected for the express purpose of doing honor to his visitor or whether he (the agent) was really ten years behind in his reading.

THE TORONTO'S NEW PRESIDENT.

Mr. Harry Ryrie was elected president of the Toronto Bicycle Club the other evening, "in the room and stead of A. F. Webster, resigned," as the official document reads. Mr. Ryrie, although more youthful than his predecessors (what is his age, anyhow?), is as fine a gentleman and as enthusiastic a cyclist as any of them, and has the necessary good qualities to make him a successful officer. I congratulate him on his election.

THE BOYS ENJOY A SOCIAL MEETING.

It was a jolly crowd that filled the parlor of the Toronto Bicycle Club on the evening of the

28th ult., when a number of the Wanderers accepted the invitation of the Torontos to an "At Home." The utmost good and fraternal feeling existed between the two clubs, and the sociability engendered by the meeting will further enhance it. A really excellent programme was provided in which Messrs. Lalor, Doherty and Brown, of the Wanderers, and Messrs. Pease, Willowson, Robinson and West, of the Torontos, took part. Dr. Doherty gave an interesting account of the loss of his medals, (which, at the time of writing he was in hopes of recovering); Pre-ident Ryrie of the Torontos, presented the medals won by Messrs. Brimet, Bowers and West in the feud races held last summer; and Capt. Cox, in one of his neat speeches, proposed the toast of the Wanderers, which was felicitously responded to by Mr. Chas. Robinson, Vice-President of the Wanderers. The demolition of several courses of choice refreshments brought a very pleasant evening to a close. I had almost forgotten the Glee Club of the Torontos, composed of some twelve or fifteen voices, which rendered some lively pieces in a highly creditable manner.

UNION CLUB RUNS.

One of the speakers made what appears to me to be an excellent proposition, viz: that the two clubs join in an occasional club run during the coming season, say to the Half-way House, where supper could be had. Every member to whom I spoke on the subject was heartily in favor of the idea. There is ample room in Toronto for two large and flourishing clubs, such as we now have. Long may they live to the honor of our noble sport!

THE WANDERERS' CLUB ROOMS.

I had my first peep at the Eldorado of the Wanderers last evening, and when I say that it is probably one of the handsomest, best-furnished, and most fully-equipped club rooms in the States or Canada, I will give you the best idea of its cosiness, richness and general magnificence. I congratulate them heartily on the spirit of enterprise in them, which has led to the acquisition of their new home. With Mr. Orr as Captain things must move along at a lively rate. The Newmarket Club have annexed themselves to the Wanderers. The latter club will shortly hold their house warming, to which we are all looking with pleasurable anticipations.

THE BRANTFORD MEET.

The Brantford boys have at last an opportunity to show of what genuine stuff wheelmen are made. You have a fine new park, a commodious grand stand, and a coterie of enthusiastic and old-time cyclists, and with the further adornment of a well made track, on which our Canadian records will be lowered. The 1887 C. W. A. meet will be a great success.

THE C. W. A. GLOTTING.

Mr. Chas. Langley, the C. W. A. Consul, is prepared to supply individual wheelmen and clubs with the C. W. A. uniform cloth at 40 cents per yard. It makes a handsome, serviceable suit, and the many new clubs which have been recently formed would do well to choose that material, and thus be in the swim.

BERT, THE ROGUE.

Bert Brown, one of the Wanderers, won the club hat by being the first to reach the Half-way House, although he had to push his Star through an occasional snowbank. The next question to be decided is, Will it be a plug or a Christie?

ENGLISH AS SHE IS WRITTEN.

I have usually looked upon the *Bicycling World*, of Boston, as the most carefully-edited cycling paper on the other side of the Suspension Bridge; but its account of the annual meeting of the Wanderers' Bicycle Club is a specimen of its usual accuracy, I will be compelled to change my opinion. It first reports the club as of Philadelphia! "C. H. Briggs" as President, instead of our oldest friend Mr. Riggs, and Captain Geo. H. Orr is described as "Chaplain." While the editor of the Safety Division, Mr. Lalor, is rendered famous as "Tabor!" Go ye, ye Boston editor, and hire a new proof-reader.

PROSPECTS OF K.K.'S BOOK.

Editor CANADIAN WHEELMAN:

During the past year I've been so desperately anxious to "get the thing done" that I've written very little in the shape of "reports of progress" to my 3000 subscribers, beyond a monthly letter to the *Wheelmen's Gazette*, of Springfield, where "Ten Thousand Miles on a Bicycle" is being printed. Let me refer those of your readers who wish "full d tails" to consult the March and April issues of that journal.

Meantime, I should like to say to them directly, through your columns, that I feel fairly confident of publishing the volume about the close of April. Owing to the great lapse of time since names were pledged, and the great increase in size and expense of book, I shall not mail it to my subscribers in Canadian towns, unless they pay me in advance; and I wish none of them to pay until they read in THE WHEELMAN my notice as to actual issue of the book and the cost of mailing it.

The "promised dollar," plus postage, may then be sent me, by subscribers only, if they care to order the volume; but its price to new purchasers in Canada, and in all other places, will be two dollars. If anyone chooses to send me \$1.50 before April 19, however, I will mail to him a "paid" copy of the "autograph edition."

The main text has already been printed, and covers 800 pages, of 585,400 words. The indexes to this will cover 80 pages, of about 72,000 words,—making a total of 657,400 words. The significance of these figures may be shown by a comparison with "Gen. Grant's Memoirs" (1232 pp., price \$7) containing only 300,000 words.

If only 1000 copies of my book had been printed, each copy which I put in hands of a "dollar subscriber" would have cost me \$2.30; if only 3000 had been printed, the cost of each would have been \$1.70. By printing 6000 I bring the average cost down to 85 cents. Hence, my profit on 3000 "dollar subscriptions," after three years' work, at the outlay of \$5000 in money, will be just \$420.

KARL KRON.

Washington Square, N.Y. City,
March 7, 1887.

P.S., March 22.—Since the above was put in type, I have learned that a duty of 15 per cent. is charged on books sent into Canada. Hence, I shall probably not try to keep it on sale there, except at Montreal.

With the Clubs.

WOODSTOCK BICYCLE CLUB.

The annual meeting of the Woodstock Bicycle Club was held in the W.A.A. Rooms on Thursday evening, March 24 for the purpose of electing officers for the ensuing year. After the ballots were counted, the result was as follows: President, W. A. Karn; Vice Pres., W. H. Martin; Secretary, H. Woodroffe; Captain, W. S. Hurst; 1st Lieut., S. L. McKay; 2nd do., Jas. Luckwell; 3rd do., A. Stone; Standard-bearers, J. C. Scofield and And. Laidlaw; Bugler, A. Bean; Committee, S. Woodroffe and Geo. McDonald. Never before has the prospect been so fair as this year, all the officers being good live wheelmen, and every member seems to take great interest in the welfare of the club, and if everything turns out as well as it looks at present, we will see the Woodstock Club more to the front than ever before.

SAFETY.

OTTAWA BICYCLE CLUB.

The Ottawa Bicycle Club held its annual meeting on Wednesday, 9th March. After the reading and adoption of the Secretary's report, the following officers were elected: President, Major Walsh (re-elected); Captain, F. M. S. Jenkins (re-elected); Sec.-Treasurer, C. M. Wiggins; 1st Lieut., W. Blythe; 2nd do., W. Sproule. The coming season promises to be the most prosperous of its history, both as to equipments and the number of members.

ORILLIA BICYCLE CLUB.

The Couchiching Bicycle Club, of Orillia, has been reorganized for 1887 with the following officers: Hon. President, Mayor Robinson; President, Wm. Thomson; Sec.-Treas., W. Scott; Captain, C. L. McNabb; Lieut., S. E. Carrs; Bugler, H. C. Taylor. As this is only the second year for the club, and they have now about twenty wheels, the coming season promises to be very successful.

STRATFORD BICYCLE CLUB.

The Stratford Bicycle Club will be officered this year by the following: President, M. Wade; Vice-President, W. Maynard, jr.; Sec.-Treasurer, W. Lawrence; Captain, C. E. Nasmyth; 1st Lieut., C. E. Mayberry; 2nd Lieut., A. T. Macdonald; 3rd Lieut., J. A. McFadden; 4th Lieut., A. J. Watson; Bugler, Chas. P. Smith; Standard-Bearer, C. J. Wade; Committee, J. S. Benedict and W. Jeffrey.

TRADE NOTES

The Overman Wheel Company have issued a beautifully-printed catalogue of their wheels for 1887, which will be sent to any applicants.

H. G. Ross, of Montreal, is going to ride a new Warwick Bicycle this season. He says it is simply perfection; in fact, his ideal of a machine.

We have received the 1887 Catalogue of Messrs. Charles Robinson & Co., 22 Church street, Toronto. Typographically, it is handsomely gotten up, and its pages certainly present a choice line of wheels, such as the Rudge No. 1, Nos. 2 and 3, the Bicycleette, the Safety, Boys' Machines, Tricycles, and a long list of cycling sundries. Send a three-cent stamp and get a copy with a view to studying the merits of their machines before buying. Messrs. Robinson & Co. are a very enterprising firm, and have done not a little to spread the use of the bicycle in Canada. We wish them a prosperous season.

We have been informed that the New Warwick Bicycles are having a tremendous sale in Montreal as well as all over the west. We are very glad to hear of it, for we consider them the strongest, lightest and most beautiful wheel made to-day, and much credit is due to the enterprising firm of Goold & Knowles for presenting the cyclists of Canada with such a mount.

Wm. Payne reports trade good this spring, considerably in advance of last season for the month of March. Cycling in and around London from the 13th to the 27th of March was good. The "Xtra," King of Safeties, could be seen every day on our streets while the riders of the ordinary wheel thought it rather too premature for a spin. Mr. Payne intends to have an exhibition at the meet one of those beautiful S.S. Tandems for two lady riders, and one S.S.S. Single Tricycle, all fitted with one of the most desirable improvements of the day—the celebrated "Otto" corrugated wire tyres.

We hear that J. Robertson, of Montreal, future flyer, has ordered a New Warwick Bicycle, 26in. With a mount like that he should accomplish wonders. He will ride in Brantford on the 1st of July.

T. Fane & Co.'s spring catalogue is out, and is a very handsomely gotten up edition, fully describing the wheels they represent. The "New Rapid" is a handsome machine, and with its many improvements, notably the ball-bearing head, the true tangent wheel, which is the only bicycle fitted with this wheel, and adjustable handle-bars, cannot but convince all wheelmen that it has advantages which cannot be claimed by any other wheel. They are also importing this year the "New Rapid" and "Swift" safeties, which, if we predict aright, will, before the season has far advanced, have gained an enviable reputation.

A FORTNIGHT IN ONTARIO.

The chapter having the above title in Karl Kron's forthcoming book has been greatly amplified from the sketch which he wrote of his own tour through the province (635 miles, in Oct., 1883), for the first edition of the C.W.A. Guide Book. It now covers 23 pages of fine type, amounting to 19,000 words; and the range of contents may be shown by the following list of sub-titles: Chance for 100 m. of swift riding, from Windsor or Tecumseh to Clearville, 310'11. Crying need of a change in Canada's cumbersome custom regulations against bicycling, 311-12. My 100 mile run in 20 hours—London, Goderich and Mitchell, 312-14. Pres. Bates' report in '83 of bad roads near Clearville and Hamilton, 314. C. H. Hepinstall's 100 miles straightaway, 314. Various tourists' reports of roads in Western Ontario, 315-16. Summary of my fortnight's mileage, 317. An 80 mile run to Toronto, ending in the frosty moonlight of early morn, 317-18. Records of Toronto road-riders, 318-19. Concluding reports from the two Chicago touring parties, '84 and '85, as to roads and scenery between Toronto and Kingston, 320. Details of first American straightaway road-race, Cobourg to Kingston, 321-2. Biography of the winner, Cola E. Stone, 322-3. Clerical wheelmen's Canadian tour of August, '85, 323-4. Other reports from Kingston, 324-5. Rough riding from Kingston to Prescott, to complete the run of 635 miles,—the longest ever made by me in fourteen days, 325-6. Routes to Montreal and to Ottawa, and the environs of Ottawa, 326-7. Tour of F. M. S. Jenkins, Ottawa to Montreal and Sorel 327-8. Quebec to Metane, 329. Excursions from Quebec, 330. The first bicycle trail in the western world made at Montreal on "Dominion Day" of 1874, 330. Description of the "C.W.A. Guide-Book" and summary of its routes, 330-32. Maps, 331.

N.B.—Page's tour of Sept., 1886, from Quebec to Montreal, is given in a later part of the book; while the chapter on Nova Scotia and Prince Edward Island covers 13 pages of 8000 words.

A TALK ABOUT BICYCLING.

Dr. Geo. E. Blackham, of Dunkirk, spoke before the Academy of Science, Rochester, N.Y., one evening lately, on "The Bicycle and Tricycle as Factors in our Civilization." Dr. Blackham is an enthusiastic bicyclist. He opened his address with the statement that the amusements of a people are at once an index of their rise and fall. He continued with a review of the history of the bicycle and the improvements which have been gradually added to the machine, changing it from the heavy, cumbersome one as first used to the light and rapid ones now in general use. He described the gradual introduction of the wheel into this country, and then spoke of the physical effects of cycling. He said:

"Bicycles afford incomparably the best and most agreeable form of exercise yet devised—better than gymnasia, health lifts, etc., in that they take the cyclist out of doors into the pure, fresh air and sunshine; better than walking, rowing, or horseback riding, in that they exercise more muscles more evenly and gently. With their hollow backbone forks and fellows and delicate wire spokes, their weight is reduced to a minimum without sacrifice of strength; with their exquisite anti-friction bearings, friction is almost abolished, and with their spider wheels, rubber tires and spring supported saddles, the jar of riding over the inequalities of the roadway is neutralized, and the happy possessor of a good, modern bicycle may speed along over a fair road at his ease, making about three times the speed of walking with less than half the exertion. The idea that the muscles of the legs only are developed by cycling is a very common and exceedingly erroneous one. In point of fact, nearly every muscle in the body is brought into gentle use. The lung: draw in deeper inspirations of pure air; the heart beats fuller, quicker, and more freely, and sends the blood more rapidly

to be aerated and thence onward to the remotest capillaries, renewing and recreating every nerve and muscle-cell; the tired brain is relieved of its weary load of surplus blood, and the happy cyclist returns from his run of five, ten or twenty miles refreshed and rested, with an appetite and digestion like a wood-chopper, and a capability for sweet and restful sleep that goes only with a clear conscience and a healthy body.

"The Pharmacopœia contains no tonic, blood purifier, and hypnotic at all comparable for agreeableness and efficiency to the combination of steel and rubber in a good bicycle. I know whereof I speak, for I rode my wheel out of the valley of the shadow of cerebral exhaustion and insomnia into excellent health.

"The tricycle, though neither so graceful nor so swift as the bicycle, is equally excellent in its effects upon the physical health, and is, I am satisfied, the form of exercise for delicate women, being extremely beneficial to many to whom the jar of walking is unenlurable torture. I know of cases of spinal irritation, so-called, that could not bear even short walks and so failed of needed exercise, that improved so much through riding the tricycle that their health is now perfect, and they have made long tricycle runs—50 miles in a single day in one case—and are able to walk five or ten miles at a time without undue fatigue. Of course, like all other human devices, the wheel is capable of abuse. Foolish boys, who will persist in riding wheels too large for them, may suffer strains in consequence. Young enthusiasts who indulge in racing—that bane of athletics, that intemperance of exercise—may, and often do, suffer heart-strain in reward for their foolishness; but the number thus injured is utterly insignificant in comparison to those who are benefited. In a strictly moral sense, the wheel has a good influence. It insists upon sobriety upon the part of the rider; its races, foolish as they are, are at least free from the curse of the bookmaker and the pool-seller.

"Here in Rochester, where wheelmen have always been freely given the rights they have had to struggle for in many other places; where many of the most graceful and skillful riders in the country are grouped in the Rochester and Genesee Bicycle Clubs; where Messrs. Kaufman and Barber have made Breitman's ironical dream of a one-wheeled velocipede a practical reality—here, where the wheel has long been in use and its excellences are well known, there is but little need of an advocate of cycling. Yet I may hope to have shown to some who may not have given the matter much thought, that the bicycle and tricycle are of use for business and for pleasure, for health and for morals in social and political life, and thus are factors, and benevolent factors, in our civilization."

Wheel Tracks.

New York city has over 1200 riders.

A bicycling club has been formed in Port Hope.

The Springfield Bicycle Club has adopted a uniform of black.

It's a curious fact that when the going is the softest it is the hardest.

Thomas Stevens has been elected an honorary member of the Massachusetts Club.

Abbott Bassett will retain the chairmanship of the racing board until after the May election.

The "Central Wheelmen" is the title of a new cycling club organized at Cincinnati, Feb. 15.

Burley B. Ayers has resigned as tourmaster of the League, which means no League tours this year.

The steel cruisers of ancient days were the pirates. The steel cruisers of to-day are bicycles.

The Rear driving Facile, brought out in England this season, is wonderfully like the American Star.

The "Vendome" is no longer a League hotel in Boston. The Tremont House will take its place.

Richard M. Campbell, the wheelman, who is touring in Ireland, will leave for America on 1st of April.

The citizens of Clarksville and vicinity will subscribe \$300 to pay for the world's championship cup.

At their last meeting the Chicagos voted to incorporate the club, and immediate steps are to be taken.

The Montreal *Gazette* says: "It is a fact that cycling has more newspapers than any sport in the world."

Although the Ghent (Belgium) club was only founded a year ago, it counts already 49 members, and they are always increasing.

Up to last advices it was found that Massachusetts had fallen off in League membership about one-half from what it was last year.

There are one hundred and fifty wheelmen in Oregon and Washington Territory, and there will be twice that number in two years.

Thomas Stevens says he has suffered much from the heat in India, and never expects to see much cycling done there, unless by natives.

Doesn't being jerked into the air off a bicycle by an obstreperous spring remind the soaring enthusiast that "spring-time's come again"?

England and the continent seem to be the El Dorado of fancy riders of the cycle. The last exportation was that of Wilmot and Lester.

At Stonebridge, England, over 800 riders put in an appearance in one day, 27th Feb. The roads and the weather were reported as "grand."

J. F. Ives writes Percy Stone, and says he is going into the professional ranks this season, and he feels he was a "damned fool" not to have gone in last year.

In June a Napanee bicyclist will try a course from Napanee to Kingston, Kingston to Belleville, and Belleville to Napanee. He will make the best time he can on a wager.

The New Orleans lantern parade was a great success. There were not more than fifty men in line on cycles, but they made up in quality what they lacked in numbers. The costumes were elegant.

Mr. E. P. Baird, late of New York, now resident in Montreal, was on a trip west a couple of weeks ago. The 1st of July will find him at Brantford to get better acquainted with the Canadian fraternity.

The Springfield Bicycle Club decided by a vote of 15 to 11 not to hold a tournament this fall. Mr. Ducker says there will be one nevertheless.

The Pennsylvania Bicycle Club, of Philadelphia, now has over a hundred members. It has purchased ground, and, it is said, will soon build.

We are told that the recent earthquake travelled at the rate of 500 miles an hour, but the dispatches fail to state what make of wheel it rode.

Holyoke, Mass., has a new club that proposes to step into the shoes of the Springfield Club and give a big tournament, if the latter-named organization decides not to give a meeting.

The Detroit Bicycle Track Association will expend several hundred dollars on the track in the spring, and it is expected that some good time will be made on it this summer.

The annual tour and sports of the Illinois Division will be held July 2, 3 and 4. The route is from Chicago to Aurora, thence to Princeton, Senachwine Lake, and down the Illinois River bank to Peoria.

Mr. E. H. Draper, one of Drayton's enthusiastic wheelmen, was in London on March 8th and 9th, and reports that cycling is booming in a small way in Drayton. Their club will be in Brantford on the 1st of July.

A verdict for \$82 and costs has been given in favor of Arthur J. Hance against the town of Guildford, Ct. He fell off a bridge, the sides of which were improperly guarded, and over which he was riding his bicycle.

Mr. Geo. H. Hill, lately in the employ of M. Lane, of Montreal, has accepted a position with W. B. Everett & Co., as travelling salesman. He will take to the road shortly, and push the Singer machines with energy.

In England it is held that a man hiring a machine may collect damages, direct and indirect, in case the machine breaks through any defect in the make or mechanism of the wheel. This is an important precedent established.

We learn from the Lynn (Mass.) *Bee* of the 5th ult. that Wm. A. Rowe has signed with the Pope Mfg. Co. to ride their machines next season. So the often-asked question, "Will Rowe race this season?" is at last settled.

A new bicycle club has been organized in Detroit, called "The Star Bicycle Club of Detroit." It has about fifteen members for a start, and as only Star riders are allowed to join, will not at present overreach the Detroit Club.

The L.A.W. *Bulletin* will, in future, be issued from 22 School st., Boston. A Mudge & Sons have secured the contract for printing. The *Bulletin* has also coincided with removal wisely decided to advance its advertising rates.

The Springfield Bicycle Club has limited its membership to 100, and the age of membership at 21. The initiation fee has been reduced from \$15 to \$7, and the possession of a wheel as a requisite for membership has been done away with.

John A. Wells has attached all the effects of the L.A.W. in Philadelphia, preliminary to a suit against the L.A.W. business committee, as publishers of the *Bulletin*, for an alleged debt of \$572.52 due to commission on advertising contracts.

Says *The Wheel*: "Kennedy Child has an article in the Boston *Globe* on tricycling for ladies. Mr. Child thinks that tricycling would be detrimental to but three out of every 1,000,000 women. We ask our readers to try and conjure up the spectacle of only 1,000,000 women!"

At a meeting of the active members of the Boston Bicycle Club it was the unanimous sentiment not to make it obligatory upon the members to join the League. Everyone thought they ought to join as individuals, but not as a club. Men don't like to be compelled to do even what they believe in.

In Servia, Thomas Stevens found to his surprise that a bicycle club of 20 members existed. There, each owner of a bicycle is proud of the name which his bicycle bears, such as "Joy of the Road" and "Oriental Beauty."

Chicago is all on an end preparing for the handicap road race to be given next Decoration Day in that city over the Pullman road. The "toughs" are working the home-trainers and the gymnasiums, getting up muscle and wind.

Manufacturers report that the demand for bicycles and tricycles is already greater this year than ever. They attribute this fact largely to the notoriety given to Mr. Thos. Stevens' tour around the world. Many orders have been received from abroad.

Mr. Stevens seems to think that Japan affords a magnificent field for the bicycle in the near future. The "Japs" are progressive, and know a good thing when they see it. Who will be the first enterprising firm to establish an agency in Japan?

Paris boasts of a parrot that rides a bicycle. The bird may be seen nightly at the Folies Bergères. The other night the bird shrieked out, "Oh, I know I shall"—"Shall what, Polly?" said the owner. "Fall off and break my hally neck," said the bird, in agonizing tones—and then the curtain fell. This is a fact from *Wheeling*.

J. F. Ives is going into the professional ranks this season.

The Buffalo Club now numbers over a hundred active members.

Dr. Beckwith has accepted the position as one of the governors of the N.Y. Athletic Club.

It is claimed by the "Boston Herald" that a mile under two minutes is possible for the bicycle on a straight-away path and wind on the back.

The Citizens' Bicycle Club, of New York, has voted to present to the L.A.W. the sum of \$50 to help it out of its present financial embarrassment. The check for this amount is now in Treasurer Lawton's hands.

The Brooklyn Park Commissioners have barred all riders of bicycles and tricycles from the paths and drives of Prospect Park, except from the West Side Drive and the Methermece Circuit.

The Gormully & Jeffery Manufacturing Company have commenced suit against the Pope Manufacturing Company for infringements of the Smith ball-bearing and the Lillibridge Saddle patents.

The annual meeting of the Hamilton Bicycle Club will be held April 6, when officers will be elected. The Hamiltons expect to send about forty cyclists to represent them at the C.W.A. meet.

Rowe, in response to the recently-published challenge of Fred Wood, now in Australia, says if Wood means business he should deposit a forfeit, which he (Rowe) will quickly cover if the race is to be run in Lynn.

Mr. Bassett, in the *Bulletin*, takes a decidedly pessimistic view of matters connected with League financial affairs, and urges on the advertising patrons of the *Bulletin* the necessity of a large increase over the present rates charged.

The League racing board has decided not to hold a race meeting in connection with the annual meet of the L.A.W. for 1887 at St. Louis, Mo. The one mile championships will be allotted to such club or clubs as the racing board may select later in the year.

Mr. Harry Ryrie was elected president of the Toronto B.C. at the regular monthly meeting of the club, and Mr. Frank Yeigh was elected as club reporter. Mr. A. J. Carden was authorized to represent the club at any jubilee cycling exhibition to be held in England.

There is a certain hill called Weatheroak, near Blank, Blankshire, England, that has heretofore baffled all attempts of cyclists to ride up same. On 26th Feb. Mr. Al red Bird, of the Speedwell Bicycle Club, rode up the hill on a Quadrant tricycle, in the presence of witnesses.

Mr. Thomas Stevens, after successfully completing his famous journey around the world on a bicycle, has quietly settled down to his editorial duties as manager of the cycling department of *Outing*. He has also become a shareholder and one of the directors of the company.

How are the mighty fallen! In the renewal season last year, January, February and March, the increase in League membership was 22½ per cent. This year the increase was—well, about 32½ per cent. the other way, or a difference of 55 per cent. as compared with last year.—*Wheelmen's Gazette*.

At a late meeting of the Woodstock A.A.A., the stock-books of the proposed new Opera House were opened to subscription. It was also decided to purchase the grounds which the association has hitherto been renting, comprising a little over eight acres, and the executive committee was instructed to effect the purchase.

The following advertisement appeared in a London (Eng.) paper recently:

TO CYCLISTS—The DRIVER of the TRAP who threatened on Saturday evening to drive into two gentlemen, twelve miles from town (S.W.) EXCEPT-INGLY BEING HAVING LOST his MEMBER, and would like to COMMUNICATE with those gentlemen, as he now considers the apology should have been mutual. They will greatly oblige by addressing "A. Z." care of Ryneill & Son, advertising agents, Chancery Lane, London, mentioning time and place for verification.

Mr. Charles Dickens, the eldest son of the celebrated author of "Pickwick," has become an honorary member of the Pickwick Bicycle Club. Mr. Dickens sen., himself was a cyclist, having learned to ride at Snoxell & Spencer's gymnasium in Old Street Road, many years ago, at the same time that Mr. J. C. Johnson, who wrote that pleasant article "Health upon Wheels" in *All the Year Round*, acquired the art.

Mr. Thomas Stevens will make his debut on the lecture platform at Scranton, Pa., on the 12th of April, and on Saturday evening, the 16th, he will lecture in Brooklyn, N.Y. This lecture will be given in the Brooklyn Academy of Music, and will be under the auspices of the Young Men's League. It is not at all unlikely that Mr. Stevens may be prevailed on to take to the lecture platform for an indefinite period.

Mr. Jo Pennell rather knocks the glamour off England's roads, and we will try to push along over our own a while longer before going over. It doesn't seem possible that they can have as fine cobble-paved cities as Philadelphia, but we will take Jo's word for it. We need o' hanker for a run in Canada, if we are successful in making collections,—but hasten to us that we are not a tri-d and trusted public servant!—*L. A. W. Bulletin*.

Dr. Richardson, in speaking at the dinner of the London Tricycle Club recently, said that tricycling, rationally carried out, prevented consumption and other diseases lurking in the system from developing. Man came unconsciously into the world, and should go out of it in the same way, not by pain, and in agony and grief. Cycling should tend to alleviate or prevent the latter by assisting the circulation of the blood, expanding the lungs, etc.

Pending the satisfactory settlement of the cod-fish row between the United States and Canada, it will not be safe for Yankees to cross the border. We believe in "retaliatory measures" (with a big R), and we only wish we could catch some good Canadian, say Tommy Lane, of Montreal, for instance, to "retaliate" on, we would fill him so chock full of Boston Club punch that he would not know himself from a codfish ball or a bean pod.—*Bicycling World*.

The Woodstock Bicycle Club have suffered a temporary loss in their racing strength by the removal to Toronto of the champion, Mr. H. W. Clarke, who is at present prosecuting his studies at the College of Pharmacy there. It is hardly likely that he will do any racing before the fall meets, which will detract considerably from the interest in the earlier ones, as a meeting between him and his old-time antagonists, Foster and Davis, is looked forward to with much interest.

It is announced that the series of amateur-professional bicycle races—one mile, three miles and ten miles—run at Sydney, N.S.W., between Fred Wood and a number of local amateurs, resulted in a victory for Wood. He won the one mile and three miles, but came to grief in the ten miles, owing to an accident to his machine. Wood, however, won the chief prize by winning two out of the three events. R. James, of Birmingham, competed in the race, and the amateurs included Con Dwyer, C. R. Wood and Bennett.

Richard Howell, England's great cycle racer, recently met with a very painful injury. It appears that he was in the act of firing a pistol to start a professional sprinter when, owing to the weapon being foul, the charge split the handle with considerable force, making an ugly open wound between the thumb and forefinger of his left hand, whilst the lower bone of the thumb is also broken, and the wrist very much sprained. Medical aid was soon obtained, and the injured limb placed between boards. The accident will cause an interference of several weeks in his training.

Cyclists are much interested in a case tried at Mr. Holt, N.J., March 5th, in which the rights of wheelmen were involved. A suit was brought by D. M. Haines, a Moorestown farmer, against James L. Moore for \$100 damages. Haines was

driving a four-mule team along, the road near Moorestown, and met the defendant riding a bicycle. Haines held up his hand to warn the cyclist, and finally called out that the mules were frightened. It was alleged that Moore disregarded the warning, and the result was that the mules broke the wagon and the damages were claimed. The case was not concluded.

The American cycling team, Woodside, Morgan and Temple, were at last advised sojourning at the residence of Woodside's father, Dunlavin House, near Coleraine, Ireland. They had been warmly welcomed, and the sporting press of Dublin gave much space to a notice of their arrival, past records and plans for the future.

And still they add to it. A six-in-hand, made by Singer lately, was voted a success. Now we have to announce the successful trial of an eight-in-hand. Great pace was got out of it, and the crew, consisting of Mrs. Lea, occupying the front seat, Mr. H. Lea (steering), and Messrs. H. Sturmev, J. H. Ball, S. Golder, C. Smith, E. Flynn, and George Singer, in the order named. The machine measured fifteen feet, seven inches in length, and the return trip was made at the rate of eleven miles an hour. The possibilities opened out by these successful experiments are bewildering. Where will it end.

The Chicagoans are still talking about a club-house, and now that they have secured a man for president who possesses energy and business tact, it is possible that they may get it. The principal capitalist interested is Mr. Gormully, whose place of business is on North Franklin street. I understand he has intimated that he will invest \$10,000, provided the north side be chosen as the location. Many members are strongly opposed to this, hence considerable delay, and probably trouble will ensue. It does seem strange that a club which cannot average a fourth-rate race meeting should become so very important that it cannot transact its business outside of a \$20,000 club-house.—*American Wheelman*.

Harry Etherington, proprietor of *Wheeling*, did not relish the fact of the American Star wheel carrying off the honors at the Stanley Show, and as he passed the hat around and secured \$50 to pay Hurst to give exhibitions on the ordinary. *Wheeling* says: "It occurred—as things will—to our Mr. Harry Etherington last week, that the trick-riders Wilson and Allen had secured for the Star Safety the best position and greatest and cheapest space in the Stanley Show, and that the British wheel was being shelved, whereupon he straightway engaged Hurst to ride an ordinary and show what could he done with it."

A writer in the *American Wheelman* says: "A few days since I asked Chief Consul Hayes what he thought of the prospects of the L.A.W. in Massachusetts the coming year. He naturally said that they were very good, but it is my private opinion that the Chief Consul is not over-optimist. There has been a tremendous falling off in the Massachusetts division membership. Last year we had nearly fifteen hundred members, but I doubt if we will have half that number this season. At the present time there has not been more than five hundred renewals, and there is but one more week allowed the delinquents in which to send in their little dollar."

A curious story comes as to how Burley B. Ayers stepped out and Van Sicken stepped in to the Chief Consulship of Illinois. It seems for some time a number of Van's friends have been busy securing promises to vote for him, and in the course of this came to the ears of Burley Ayers, who then held office. On inquiry he found that defeat awaited him if the contest ever occurred, and he took a step on which his opponents had not reckoned. His work was quietly done, and when he announced to the meeting that his resignation had been tendered and accepted by the President of the League, and Van Sicken appointed in his place, his hearers were thunder-struck. So the matter stands, however, and Van Sicken is Chief Consul of Illinois.

How is this for a line of Wheels, Gentlemen?

WE THINK IT ABOUT FILLS THE BILL, AND OUR PRICES, MIND YOU, ARE REASONABLE.

The American Champion, with many improvements, such as a superior crank fastening, which dispenses with use of a hammer, new bearings that are adjustable without loosening a screw even. Price, for 48-inch, \$100.00.

The American Light Champion, a light roadster of highest possible grade, with a ball-bearing head, true tangent wheel's, and embodying many novel and peculiarly useful inventions. Price, for 48-inch, \$115.00.

The American Challenge, much improved and fitted with cow-horn bars, as formerly the best machine on the market for the money. Price, for 48-inch, \$70.00.

The American Safety, sold last year under our positive guarantee that it was the easiest-running bicycle in the world, improved wherever possible. Price, for 40-inch, \$74.00.

The American Light Safety, after the lines of the regular Safety, but made hollow wherever possible, and will be sold under a guaranty as to its superiority over all other bicycles in easy running. Price, for 40-inch, \$115.00.

The American Ideal, as heretofore, the only high grade and honestly constructed boys' bicycle in the world. Finished in black, with artistic real gold stripes. Price, from \$25.00 to \$60.00.

The American Ideal Tricycle, two-track, the young ladies' companion to the bicycle of same name, a really beautiful little three-wheeler, in two sizes, 30 and 34 inches. Prices, \$40.00 and \$50.00.

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The American Ideal Tandem, a convertible two-track for boys and girls, in two sizes, 30 and 34 inches. Price, \$60.00 and \$75.00.

The American Challenge Tandem, a convertible two-track for ladies and gentlemen, in two sizes, 42 and 46 inches. Price, \$120.00 and \$135.00.

1887 Catalogue, containing detailed description of the foregoing Cycles, will be ready early in March, and will be mailed on application.

Respectfully submitted,

GORMULLY & JEFFERY MFG CO., Chicago, Ill.

The other day a blushing Boston damsel entered the store of George Bidwell, and going to the sundry counter made known her wants to the attentive proprietor as follows: "It is my desire to obtain a pair of circular elastic appendages, capable of being contracted or expanded by means of oscillated burnished steel appliances that sparkle like particles of gold-leaf set with diamonds, and which are utilized for retaining in proper position the habitments of the lower extremities while tricycling, which my innate delicacy forbids me to mention." Though a married man, the language and subject were too much for George, and no sooner had the fair rider finished than he fainted, and now the clerk waits on lady customers.

It has often been alleged that the line of profit on wheels was too large, and that it should be diminished, so as to bring a good wheel down to a price that would put it at the command of those who were kept from purchasing at present prices through not being blessed with a sufficiency of the "root of all evil" to warrant them investing. This may or may not be true. At any rate, one of our most prominent dealers will shortly present a plan that will admit of wheelmen making their own prices on wheels, and we will then see what the rider considers a fair price for a good wheel. The way it is proposed to do this is to insert in the *Bulletin* a complete description of nearly 200 wheels, all new, with the regular price opposite each one. A bidding-blank will accompany the description, which each intending purchaser will fill out with the price he is willing to give for the wheel he desires to purchase. At the end of a certain period all bids will be opened, and each machine will be sent to whoever has bidden the highest price for it. This seems to me to be an extremely fair way of dealing, and when my

readers see the name of the firm who will introduce it to them, it will carry sufficient reputation to warrant them in having perfect confidence in the fairness of the dealing they will receive.—*L.A.W. Bulletin.*

C. W. A. SUITS.

ORDERS for Cloth for Association Suits must hereafter be sent to

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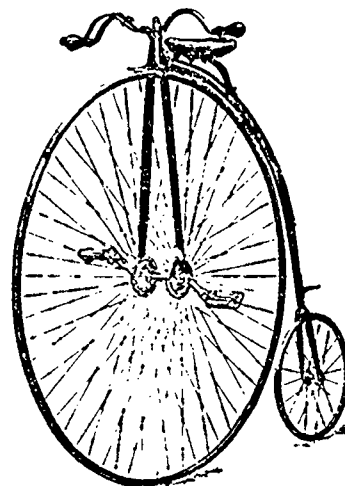
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60 INCH BICYCLE FOR SALE. Half nickelled, balls to both wheels, and in good condition. Will sell cheap.—Address

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Address—A. C. AMES, Ontario Bank, Peterborough, Ont.



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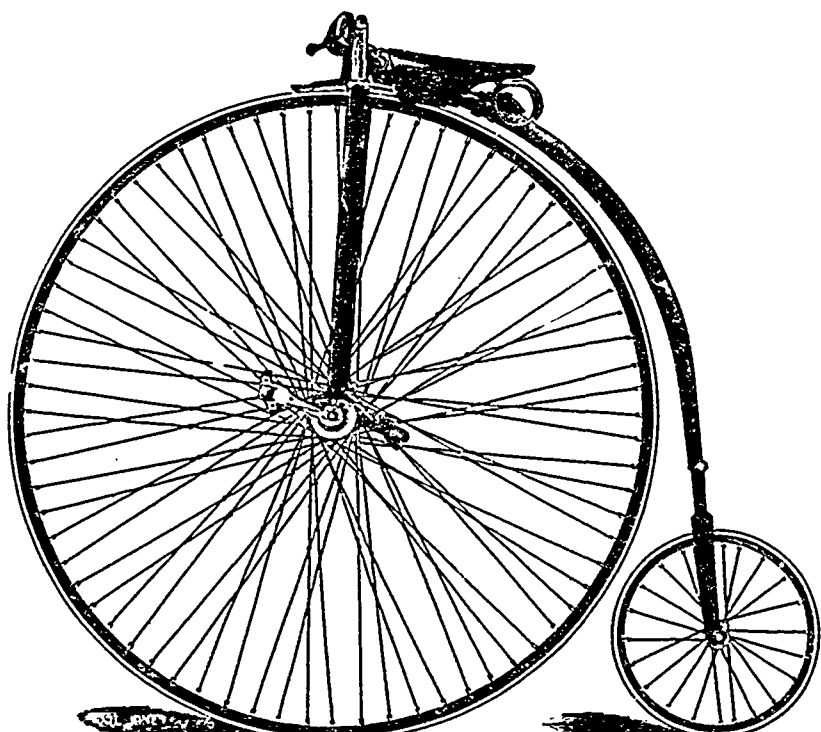
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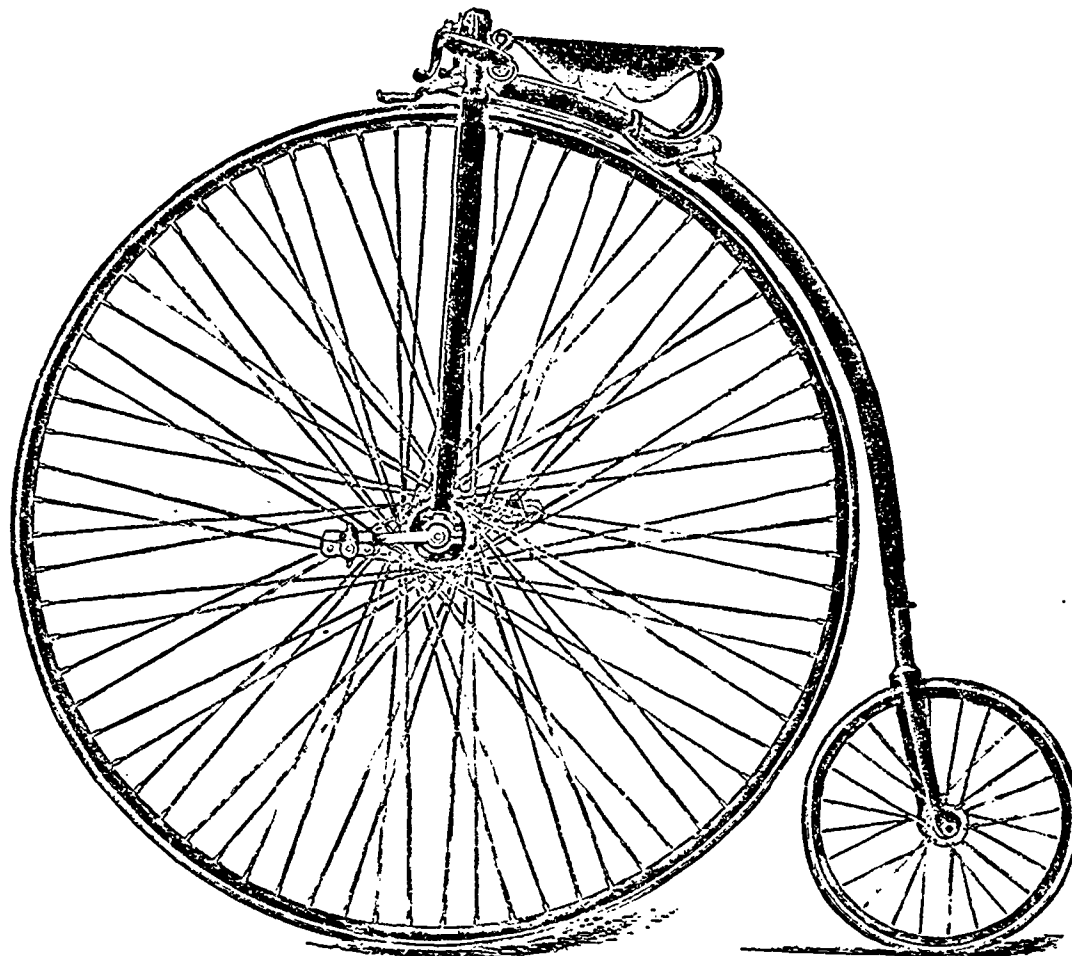
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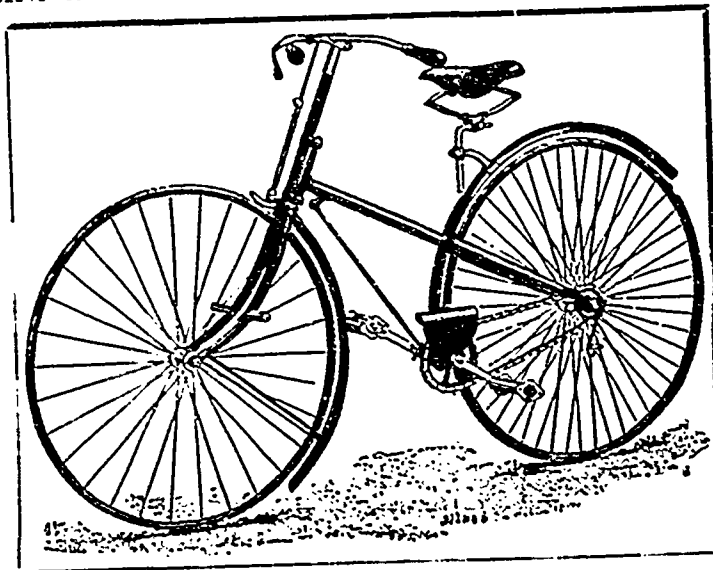
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