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*Jas. P. Brewster
A. Thomas
Pub*

The Canadian Wheelman

A JOURNAL OF CYCLING.

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

VOL. IV.

LONDON, CANADA, NOVEMBER, 1886.

No. 1.

-- THE VICTOR --

1886 — LIGHT ROADSTER — 1886

SHOWS ALL THE IMPROVEMENTS WHICH A YEAR'S EXPERIENCE CAN SUGGEST.

LIGHTER, WITHOUT SACRIFICE OF
STRENGTH.

NARROWER TREAD.

*Compressed Tires much
Improved,*

Doing away with the dead rubber
down in the rim.

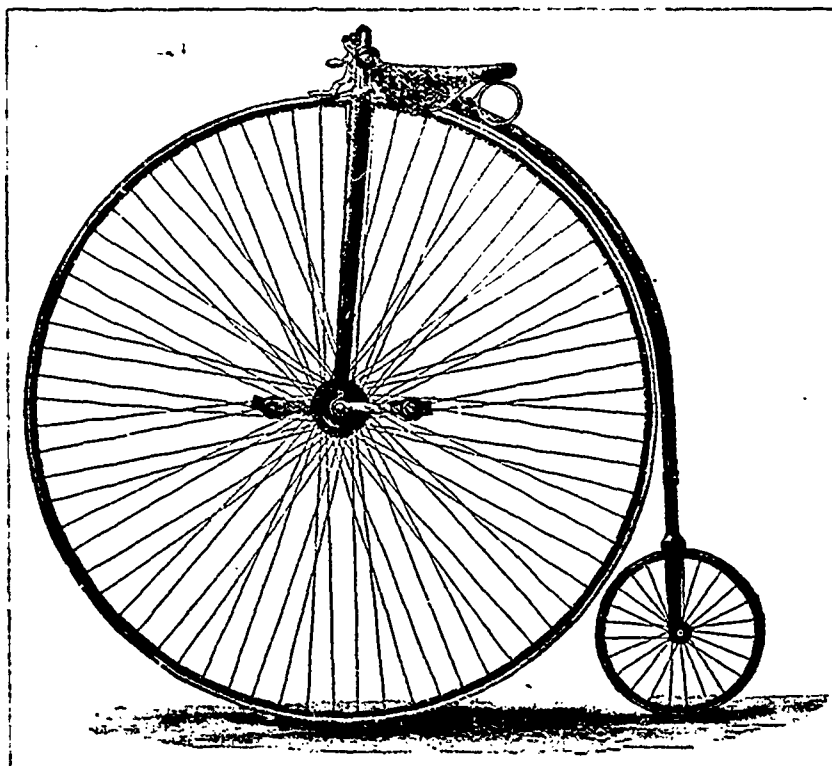
NEW DEVICE

FOR LOCKING THE HEAD,

Avoiding the constant annoyance
of its coming loose.

HANDLE BAR

*Entirely changed and
improved, past a reasonable
chance of breakage.*



Saddle much Improved,

longer and narrower,
with wrench strapped on
underneath.

We cannot enumerate its many
good points here, but will claim the

Handsomest and Easiest-Running

LIGHT ROADSTER

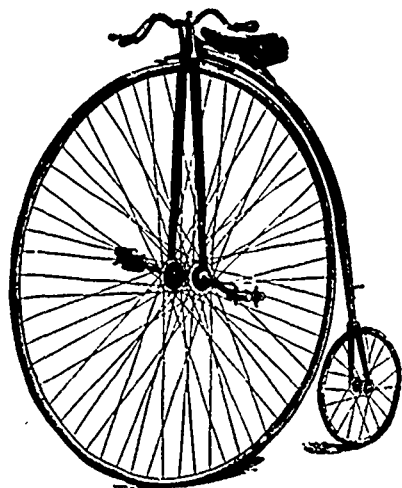
EVER OFFERED IN THE MARKET.

You will make a mistake if you
buy without investigating.

WILL BE READY FOR DELIVERY VERY
SOON.

OVERMAN WHEEL COMPANY,

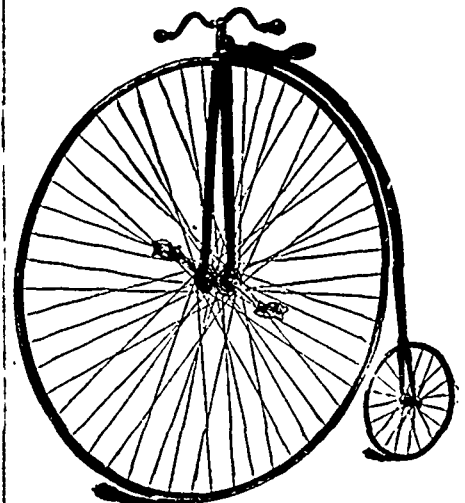
182 COLUMBUS AVE., BOSTON, MASS., U.S.A.



THE RUDGE LIGHT ROADSTER

Chas. Robinson & Co.'s
APHORISMS.

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



THE CANADIAN RUDGE

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

CHAS. ROBINSON & CO.

22 CHURCH STREET, TORONTO.

PHILADELPHIA
SINGER AND
CO. COUNTRY

BUY THE BEST

RACERS.	ROADSTERS
SAFETIES.	TANDEMS.
MINIATURES.	CARRIERS
RUBBER CUSHIONED CYCLES	
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EXTRAORDINARY

KING OF
SAFETIES !

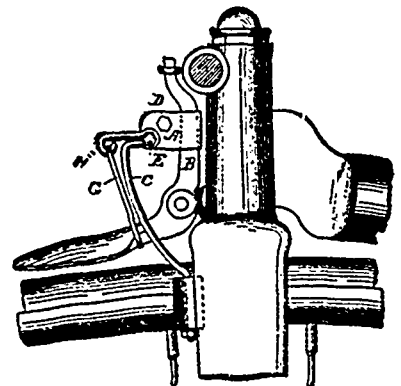
My \$90 wheel the best value ever
offered. Balls all over. Ball Pedals.

Few good second-hand and new
wheels to be sold on TIME
THIS FALL.

Be sure and see my stock and prices
before purchasing.

WM. PAYNE,
London, - Ontario.

Foote's Anti-Header !



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

\$1.50 Post Paid.

OVERMAN WHEEL COMPANY,
BOSTON.

GOLD fields are scarce, but those who write to
Silson & Co., Portland, Maine, will receive
free, full information about work which
they can do, and live at home, that will pay
them from \$5 to \$25 per day. Some have
earned over \$50 in a day. Either sex, young or old. Capital
not required. You are started free. Those who start at once
are absolutely sure of snug little fortunes. All is now.

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, 1886.

EDITORIAL NOTES.

The C. W. A. meet for 1887—where shall it be held? Don't all speak at once.

The Association's share of the net receipts of the Montreal meet was eighty-five dollars.

The decision of the officers of the Association to withhold the publication of the Guide Book until the spring will be generally approved. Mr. Way, who is one of the most energetic of officers, deserves thanks for his forethought in urging the idea upon his fellow-members. To publish the book now would be practically to bury it beneath the snows of winter. Let it arrive with the flowers that bloom in the spring, and it will appeal to every cyclist as an opportune publication, giving him also a very tangible evidence of the benefit of membership in the Association.

The letter from "D 322" we commend to the earnest consideration of the members of the Association. The writer is a gentleman who has taken an active and deep interest in the welfare of the C. W. A., and any suggestions he may make are certain to be dictated by a desire for the Association's advancement, and will be well worthy of discussion in club rooms and through these columns. A constant tinkering with the Constitution would have a most injurious effect, but fear of that contingency should not deter us from acknowledging defects when they are patent, and for casting about for a remedy. That the present system is defective in so far as the times of appointment of consuls and chief consuls are concerned, must be acknowledged. The reasons why are clearly and forcibly pointed out by our correspondent, and need not be repeated, and his proposition that the consular year should begin January 1 has many points to recommend it. It would be well if some of the members would ventilate their opinions on this important subject in the next few numbers of THE WHEELMAN, in order that action might be taken, if considered advisable, to place the subject before the next annual meeting.

Truly the tricycle seems the machine of the day. I hear the Salvation Army band have purchased three Marlborough Club tandems, with sockets especially fitted for carrying banners. This is, doubtless, a good move, and will add many more to their list, if it be only for the chance of an occasional ride.—*Exchange.*

A CHANGE WANTED.

Editor CANADIAN WHEELMAN :

SIR—While the founders of our Canadian Wheelmen's Association had hard and thankless duties to perform at the institution of this great Association (which now extends from the Atlantic to the Pacific), and should have the everlasting esteem and respect of all wheelmen, still the good work so ably instituted, should not be allowed to languish in the groove in which it was founded, if on a fair trial the Code of Laws adopted at the inception are found not to be in the best interests of the community.

One matter that strikes the writer is the elections and year endings. The great fault with our present system is, 1st : The Association year ends with June 30th, when Dec. might be preferable. However, the membership being the most largely represented at the annual race meeting held at the close of the financial year, July 1st, it may not be advisable to suggest any change, although racing men might be in better training three months later in the season, and be able to lower those Alpine figures called Canadian records.

This article, however, is aimed more particularly at the consular and chief consular year. The present system is : vote for chief, April 10th ; election declared May 30th (that being date of issue of THE WHEELMAN) ; sworn in at annual meeting July 1st. Then, and not until then, can he do anything with his district. He then, if a new man, gropes around the various centres for local consuls, and gets them partially filled by the time they expire, December 31st. He is forced to feel that his labor has been in vain. As he may not be re-elected in the following April, it would be very unfair to foist a batch of local consuls on his successor, so the district is a blank until the new chief is sworn in again.

A case in point : The recent gerrymander of districts made new chiefs and new divisions. The chief for my district (Midland, No. 4) was elected even later than the time appointed (owing to a protest), and has, since July 1st, to my knowledge written not less than fifty letters, besides innumerable circulars, to the various towns in his district, with the following result :

Secured—14 Hotels - - 27 Local Consuls
Yet to obtain—23 " - - 10 "

and is now met with the close of the wheeling season, and an apathy on the part of wheelmen to even answer correspondence—an apathy which will only wear off with the balmy air of April next, when the present chief consul may find his light extinguished by the free and independent of the district.

How much more business-like would be the system that would make the voting for chief consul and representatives occur about December 10th, and have the chief take office immediately on election being announced in official journal. Then he might have all appointments filled by the time the season opened, and be able to attend the annual meet at the head of a tour from the district composed of enthusiastic wheelmen who had been brought together by the pen of the same chief, having with them their known racing men, and having their ideas enlarged beyond the narrow limit of a club to the size of a district and the Association in general.

To make the scheme an entire success would

require that membership should commence with January 1st and terminate December 31st, and that renewals should be allowable until May 1st. This would bring the bulk of the revenue of the Association into the hands of the Secretary-Treasurer before the annual meeting in July, and any members joining after Oct. 15th might be counted as members for the ensuing year, the same as the present April limit. The simple matter of the issuing of certificates in winter, when the members would be more lenient with the Sec.-Treasurer on the score of promptness, should insure that capable officer's support of this scheme.

Hoping that the members will give this their earnest thought and ventilate the scheme fully in THE WHEELMAN, and thanking the editor for allowing me to occupy so much space simply with my ideas, I am, etc., D 322.

THE GUIDE BOOK.

The following letter, lately sent to the officers of the Association, explains itself :

DEAR SIR,—The long-delayed Guide Book is about printed and ready to go to the binders. It contains 13 pages Revised Constitution and By-Laws ; 10 pages of Racing Rules ; 3 pages Sketch of the Association and its work ; 85 pages of solid Road Reports ; 8 pages Index to Towns and Roads ; 3 or 4 pages of Hotels ; 18 pages of Advertisements. The first form, to contain the Preface, List of Officers and List of Local Consuls, is not yet printed.

Our proposition was to print it at once and have the book in members' hands about close of this month. This morning we are in receipt of a communication from C. C. Way, of Belleville, and countersigned by Representatives Fenwick and Foster, proposing that sheets now printed be kept unbound until next March, when the last—or rather first—form can be printed with the latest revised list of Consuls and Officers, and the book bound and sent out. Their argument is, that if issued now the book will do little or no good towards increasing the membership, while for six months the present members will have no use for it whatever. If published as new early next spring, it will, instead of being an object of ridicule (as an unseasonable article), add prestige to the Association by its timeliness, and be a powerful lever with which old members can secure recruits.

Let us hear your ideas on the subject AT ONCE by post-card, letter or telegram. We must decide one way or another in a few days, so answer without delay and very much oblige

Your obedient servants,

W. E. TISDALE, }
HAL B. DONLY, } Editors.

Simcoe, Oct. 14th, 1886.

The result of the vote of the Board of Officers on the proposition of Chief Consul Way to delay the publication of the Guide Book until March 13th, 1887, is as follows :

IN FAVOR OF DELAY—President Karn ; Vice-President Miller ; Chief Consuls Begg, Tisdale, Langley, Way, Knadinger and Coster ; Representatives Brierley, Goodman, Rylie, Fenwick, Fletcher, Ross and Barnes—15.

FOR IMMEDIATE PUBLICATION—Chief Consul Jennings ; Representatives Orr and Blythe—3.

THE ROSEVILLE TOURNEY.

The three days' tournament on the new grounds of the New Jersey Cycling and Athletic Association at Roseville, Sept. 31 and Oct. 1 and 2, was largely attended, and some very interesting races resulted.

One mile promateur—Geo. M. Hendee, Springfield, Mass., first, in 2m. 55s.; F. F. Ives, Meriden, Conn., second, in 2m. 56s. E. P. Burnham, Newton, Mass., and Charles P. Adams, Springfield, Mass., also started.

Two mile amateur six-minute class—E. A. De Blois, Hartford, Conn., first, in 5m. 45 2-5s.; W. J. Wilhelm, Reading, Pa., second, in 5m. 46s. P. S. Brown, Washington; S. H. Rich, New Brighton, S.I.; C. R. Hoag, Newark; J. W. Powers, jr., N.Y., and Charles H. Chickering, Smithville, N.J., also started.

Three mile professional lap race—Fred Wood, Leicester, England, first, 67 points; time, 8m. 43s.; W. M. Woodside, Minneapolis, second, 57 points; H. C. Crocker, Newton, Mass., third, 52 points; and C. H. Frazier, Smithville, fourth, 34 points.

Three mile promateur lap race—G. M. Hendee, first, 27 points; time, 9m. 6 1-5s.; F. F. Ives, second, 18 points; C. P. Adams, third, 7 points.

One mile amateur handicap—S. H. Rich, first, in 2m. 40 3-5s.; E. A. De Blois, second, in 2m. 40 4-5s. J. W. Powers, jr., and W. E. Crist, Washington, also started.

Ten mile professional—C. H. Frazier, Smithville, N.J., first, in 30m. 22 1-5s.; Fred Wood, second, in 30m. 23 1-5s. W. M. Woodside; W. J. Morgan, Chicago; John S. Prince, Washington; R. C. Nelson, Boston, Mass., and R. James, Birmingham, England, also started.

Three mile amateur handicap—Fred. Foster, Toronto, first, in 8m. 37 2-5s.; E. A. De Blois, second, in 8m. 37 3-5s. W. E. Crist and W. J. Wilhelm also started.

One mile amateur lap race—W. E. Crist, first, 24 points; time, 2m. 53 2-5s.; A. B. Rich, New Brighton, second, 20 points; E. A. De Blois, third, 16 points.

Three mile promateur handicap—G. M. Hendee, scratch, first, in 8m. 54 1-5s.; W. A. Rowe, Lynn, Mass., scratch, second, in 8m. 54 2-5s.; F. F. Ives, 100 yards start, third. Charles F. Adams and E. P. Burnham also started.

One mile professional handicap—H. C. Crocker, 30 yards start, first, in 2m. 44 1-5s.; Charles H. Frazier, 25 yards start, second, and Robt. James, third.

Ten mile promateur—G. M. Hendee, first, in 31m. 4 2-5s.; F. F. Ives, second, in 31m. 4 3-5s.; Chas. F. Adams, third.

Three mile amateur—W. E. Crist, first in 9m. 10 3-5s.; H. W. Gaskell, Boston, second, in 9m. 10 4-5s.; Rich, third. Fred. Foster, Toronto; P. S. Brown, Washington; E. A. De Blois; W. J. Wilhelm, Reading; and H. S. Kavanaugh, Cohoes, N.Y., also started.

Two mile amateur tricycle tandem—W. E. Crist and F. Foster contested with Rich and Gaskell, and won in 5m. 59 4-5s.; second time, 6m. 3 5s.

One mile professional—C. H. Frazier, first, in 2m. 53 2-5s.; H. C. Crocker, second; F. Wood, third.

One mile promateur handicap—G. M. Hendee, first, in 2m. 48 1-5s.; W. A. Rowe, second; F. F. Ives, third. All started at the scratch.

Five mile amateur—W. E. Crist, first, in 16m. 27 4-5s.; Rich, second, in 16m. 28 1-5s.

Five mile professional handicap—Fred Wood, scratch, first, in 14m. 42 3-5s.; H. C. Crocker, 45 yards, second, and W. M. Woodside, scratch, third.

Five mile promateur—G. M. Hendee, first, in 14m. 41 1-5s.; F. F. Ives, second.

:o:

294½ MILES IN A DAY.

At midnight on Monday last, Oct. 4, Mr. G. P. Mills, of the Anfield Bicycle Club, left Biggleswade in order to attempt to break the twenty-four hour bicycle record. Favored by fine weather he kept at his task all day, and eventually achieved the remarkable world's record of 294½ miles, the previous record having been made by Hollingsworth, an American, who rode backwards and forwards over 13 miles of road, and covered 281 miles. The first 100 miles took seven hours and a half, and at noon Mills had reached Kingsley, and had covered therefore 150 miles in twelve hours. For the first part of the journey the fog-giness of the atmosphere hindered him somewhat, and he collided with a horse, but did not, fortunately, sustain any damage. That well-known enthusiast, Mr. A. J. Hills, timed, and sent us the following telegram: "Another marvellous performance—record! Mills, of the Anfield Bicycle Club, Liverpool (of Land's End to John-o'-Groat's fame) rode, on Tuesday last, 294½ miles in 24 hours, on the North Road. Principal places passed:—Biggleswade, Hitchin, Peterborough, Wisbech, Cambridge and Bedford. He is really a marvel and a road demon, finishing as fresh and strong as when started. The machine ridden was one of Dan Albone's 'Ivel' rear-driving safety bicycles."—*Nevos*.

:o:

A MARVELLOUS RIDE.

On Saturday, the 2nd Oct., G. P. Mills, of the Anfield, started for a shot at the 50 miles road record. The start was effected from the 30th milestone out of London on the G.N. Road (Hitchin route). A tandem was to have made pace through Hitchin, but Mills simply flew away from it. At Hitchin (four miles from the start) Mr. Carling was, as he has been so frequently of late, kindly waiting to pilot and clear the ground through Hitchin, and away flew Mills, doing 19 miles in the first hour. At Henlow, Cooper and Carter, of the Biggleswade Club, met and pulled Mills along at a rare bat for a few miles. At Tempsford Dan Albone was in waiting, and led Mills to the finish at a rattling pace. Eighteen and a-half miles was done in the 2nd hour. Meantime Mr. Mills had ridden across to Hitchin Station, and caught the express to Peterborough, and proceeded out to the 80th milestone. Mills finished at a pace of more than 20 miles to the hour, in 2h. 47m. 35 3-5s., thus lifting the present record by very nearly 19 minutes.—*Cycle*.

:o:

It is worthy of note that Mr. F. Strange, for the second time, won the Toronto Wanderers' B.C. Challenge Cup. Taking his weight and age into consideration, he is a marvel. He bestrode his "Club Safety" on both occasions.

WHITTAKER'S NEW RECORDS.

On Sunday, October 17, after a run to the little town of Lodoga—12 miles away—and return, Whittaker noticed the wind, which had been blowing very hard during the morning, had fallen, and that everything was getting into shape for fast time on the road. Seeing things "coming his way," he began preparations after 3 p.m. to take advantage of the situation. What was put to bed at 6 p.m., called at 3 a.m., and instead of starting off with a stomach which was making inquiries as to whether his throat was cut or not, was made to eat a hearty breakfast. A fear was entertained that he would not ride 300 miles in the 24 hours, on account of his having to ride so hard to break the 100 mile record. It was thought it would break him down. Efforts were accordingly made to dissuade him from trying for the 100 mile, and to try only to put the 300 into 24 hours. They might as well have argued with a bull charging a vermilion-hued blanket. "The 100 mile must go, if it is in me to make it." At 4 o'clock he was given the word, and away he went up the incline, and in 20 seconds was out of sight. It was a perfect morning, the moon shining brightly; scarce a leaf stirred, so quiet was the wind. He covered 25 miles in 1.28.10, the trip, 50 miles, in 2.59 50.2-5, slower by about four minutes than the first 50 at the former trial; rested 2.49.3-5; was off again on the other 25 mile stretch; finished 75 miles in 4.36, and 100 miles in 6.01.15.

After riding the fastest 100 miles ever ridden on the road, he sprang off his wheel and ran unaided to the tent, where he was well rubbed down and given plenty of nourishment. He rested 42.45, and started to break the 24 hour record. Finished 125 miles in 8.23.35, and 150 miles in 10.28.52. Sprang off wheel alone and ran to his tent, where the rubbing and feeding act was repeated. After resting 40.38 he started as fresh as ever, 175 miles being covered in 12.59.20; 200 miles in 15.13.34 1-5, when he received his third rub down and food. Rested but 20.55 4-5; made 225 miles in 17.18.06; 250 miles in 19.20.50, and again ran unaided to his tent, where he was rubbed down and given what he wished to eat and allowed to rest 27.50. Again he started, finishing 275 miles in 21.37.27, and the 300 miles amid the wildest kind of cheering, in 23.46.16 3-5, thus discounting every effort ever made on so long a course, and beating the American record 40½ miles.—*L.A.W. Bulletin*.

:o:

THE L.A.W. AND THE C.W.A.

Referring to the action of the A.C.U. in claiming jurisdiction over Canadian wheelmen, the *L.A.W. Bulletin* says: The League of American Wheelmen has always refrained from any attempt to encroach upon Canadian soil. While it has always gladly received accessions to its membership from Canada, it has been the opinion from the first that the Canadian Wheelmen's Association was not only well able to look after the interests of wheelmen in the Dominion, but also did look after their interests in a most effective manner, and it has been held that any attempt to encroach upon their domain would be an act of discourtesy meriting the condemnation of all wheelmen. But as the C.W.A. does not legislate for professionals, we suppose that the A.C.U. felt that they were entitled to encroach upon that territory with their form of racing legislation and control.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association.

ORGANIZED SEPTEMBER, 1882.

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

APPLICATIONS FOR MEMBERSHIP.

Kingston Club, add 8:

D 0577, Wm Nicol D 0581, H Bibby
 D 0578, J Sutherland D 0582, T H McGuire
 D 0579, W Fair D 0583, J Greenwood
 D 0580, C Greaza D 0584, W J Byrnes

Echo Club, add 11 (Berlin and Waterloo):

D 0585, Wm Stalz D 0591, O H Bricker
 D 0586, H H Allennang D 0592, N Hunsburger
 D 0587, F W Doll D 0593, J M Barber
 D 0588, R Simpson D 0594, J J Hendricks
 D 0589, J S Bengeman D 0595, F H Kling
 D 0590, G A Bruce

Woodstock Club, add 1:

D 0597, George Westlake

Victoria Club, Montreal, add 1:

D 0603, E C Mount

Unattached:

D 0596, F. F. Peake, Vancouver, B.C.
 D 0600, W Noble Campbell, Quebec, P.Q.
 D 0601, Colin Hetherington, "
 D 0602, W. Geo. R. Bond, Cobourg.
 D 0604, R. Tyson, Toronto.
 D 0605, Henry E. Ducker, Springfield, Mass.

Ottawa Club, and 1:

D 0611, C W Tabor

Paris Club, add 1:

D 0612, J McL Hall

Forest City Club, London, add 3:

D 0598, J E Crawford D 0599, J B Dignam
 D 0613, William Clarke

APPOINTMENTS.

HURON DISTRICT, NO. 1.

The following are my appointments for the current Association year:

W. M. BEGG, C.C.

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

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the current Association year.

W. E. TISDALE, C.C.

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

TORONTO DISTRICT, NO. 3.

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

CHAS. LANGLEY, C.C.

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

MIDLAND DISTRICT, NO. 4.

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

W. P. WAY, C.C.

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

* Proprietor has signed contract and gives discount of 25% to members of C.W.A.

OTTAWA DISTRICT, NO. 5.

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

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

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

MONTREAL DISTRICT, NO. 6.

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

F. G. GNÆDINGER, C.C.

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

Woodstock, Oct. 12, 1886.

Editor CANADIAN WHEELMAN:

DEAR SIR,—I beg to advise having appointed Mr. F. M. S. Jenkins as Chief Consul and Mr. W. Blythe as Representative of Ottawa District, No. 5.

Fraternally yours,

W. A. KARN,
 President.

Woodstock, Oct. 26, 1886.

Editor CANADIAN WHEELMAN.

DEAR SIR,—I beg to report having appointed Mr. A. T. Lane, of Montreal, as Representative of Quebec District, No. 6.

Yours fraternally,

W. A. KARN,
 President.

TRANSPORTATION.

Belleville, Oct. 12, 1886.

Editor CANADIAN WHEELMAN:

DEAR SIR,—The following Railways doing business in Canada will carry bicycles free when in the possession of a passenger holding a first-class ticket. It is, however, distinctly understood that the wheels shall be at owner's risk. Those lines marked with a star (*) will demand the production of a membership ticket in either the C.W.A. or L.A.W. from all wheelmen seeking to avail themselves of this privilege:

Grand Trunk	Canada Pacific, East & Western
Northern & N. Western	West.
Intercolonial	Central Vermont.
Michigan Central	Canada Atlantic.
*Kingston & Pembroke	*Napanee & Tamworth
*Central Ontario	*New Brunswick
*Quebec Central	*South Eastern

I would suggest that wheelmen at all times volunteer to put wheel into baggage car.

Respectfully yours,

W. P. WAY,
 Chairman Transportation Com.

Foot's anti-header is becoming very popular, and is found to do what its makers claim for it—prevents the great majority of headers.

Wheelman Centres.

TORONTO

The melancholy days have come,
The saddest of the year,
When I stow away my faithful wheel
On the top of a wooden bier
In the coal shed.

But in the glad spring time, old wheel,
When the frog from his lair doth hop,
When the birds sing their opening song
From the summit of the highest tree top,
I'll yank you down.

I'll polish again the handle-bar,
I'll clean up the spokes so bright,
That they'll glisten like the polar star
On a wint'ry, frosty night,
And proceed to take my first header.

CLUB ROOMS.—Committees of both our Toronto clubs have been house and room-hunting with the assiduity of a young married couple. The Wanderers have secured a fine room in the Arcade, and have furnished it with a poker, an oil painting of George Orr's poodle, a billiard table and a piano. There is an alarming rumor to the effect that a professional quartette has been formed, with Capt. Riggs as bass; Tom Lahr as tenor; Daniels as baritone, and Fred Foster as time-beater. I have received formal instructions to deny it. The Victoria street policeman says that a revolution of the surrounding inhabitants has been averted thereby. The Toronto Club, as I have said, are also looking for winter quarters. They have a big nest-egg in their cash-box, and it is wise to expend some of it in furnishing a suite of rooms.

THE WANDERERS' CUP.—The five mile handicap race last Saturday, for the Wanderers' handsome silver cup, resulted in F. Strange winning it for the second time. The starters and their distances were: Foster, scratch; Fane, 440yds.; Daniels, 1 200; Greenfield, 1,300; Strange, 1,760; Robinson, 2,100; McDowell, 2,200. The race was an exciting one, Strange running about 100 yards ahead of Foster, who finished only half a wheel ahead of Robinson. The time was about 17 minutes. Foster was severely handicapped, and the task of making up the distance was too much for even such a fast rider, as he put on his best speed the whole distance.

PETE.

RACES AGAINST TIME

The hardest thing in the world to beat when held by honest and capable men, is the watch. It is never out of condition, and it does not wait upon a horse which swerves, tumbles, or breaks. It goes steadily forward, indifferent to excuses, and without a grain of charity in its action. Just think of the courage required of Maud S. in her struggle against the watch at Cleveland! The first quarter was trotted in 32 $\frac{3}{4}$ seconds, and the second quarter in 31 $\frac{3}{4}$ seconds—a 2.07 gait—making the time at the half mile 1.04 $\frac{1}{2}$. Had she been competing with another horse, the bruising 2.07 clip would have told upon him, and he would have been eased a little to recover his wind, thus allowing the great mare to slacken her stride also. But the long hand of the watch was not tired in

the least. It did not hesitate, and Maud S. actually increased in pace, trotting the third quarter in 31 seconds—a 2.04 gait. Down the home-stretch she had to persevere, because there was no evidence of faint heart on the part of the watch. She crossed the score in 2.08 $\frac{3}{4}$, and thus beat time by a full half-second. The second half-mile was trotted faster than the first half. This effort required the utmost poise on the part of her driver, and imposed a far greater strain upon the chestnut queen than would have been done by a contest with the fleetest horses that the world has ever seen. In a race, horses are eased after a very sharp brush, and not much attention is paid to time. But when the watch is chosen for an antagonist, lagging is out of the question. It is a desperate drive from start to finish, calling for every ounce of force held in reserve. The powers of endurance are thoroughly tested in flights like the 2 14 of Goldsmith Maid, the 2.13 $\frac{1}{4}$ of Rarus, the 2.11 $\frac{1}{4}$ of St. Julian, and the 2.10 of Jay Eye-see.—*Turf, Field and Farm.*

A MICHIGAN MOSSBACK

As an example of the feeling that has to be contended against in certain quarters, the *Bulletin* clips the following from the Adrian (Mich.) *Weekly Press*:

"It is about time to agitate, by law, the propriety of forbidding the use of bicycles. They are prolific of any amount of injury, and no good to any one. We don't believe in sumptuary legislation, but the bicycle nuisance begins to make a suffering public cry aloud for some redress. Still, if people want to break their necks on a bicycle, we suppose that great American privilege should be granted, but a decent regard for the comfort of others should restrict the sport to some private park instead of the public highway."

TRADE NOTES

It is worthy of remark that both the first and second man in the Speedwell 50 miles road ride bestrode "New Rapids"

The Coventry Machinist Company's new safety will have the name of the "Club Tourist," and is likely, we hear, to take the public fancy.—*Wheeling.*

Mr. M. F. Johnston, of Toronto, has won a large number of prizes this year. He attributes it to the firmness of his "New Rapid" wheel, and claims that no other wheel would stand the test he has put that to.

Owing to the business push of Charles Robinson & Co., of Toronto, and to the merits of the machine they handle, the Rudge is now to be found in all parts of the country, and their claims that it is one of the most reliable and high-grade bicycles made, would seem to be borne out by the large business they have done during the season just closed. They now advertise their winter line of goods, such as snow-shoes, toboggans, mocassins, blanket-suits, etc. They have issued a winter catalogue, which will be sent upon application.

TWENTY-TWO MILES IN AN HOUR.

W. A. Rowe, of Lynn, Mass., made 22 miles in 59m. 46s. on a bicycle at Hampton Park, Oct. 25th. He covered 22 miles 150 yards in one hour. He began to beat his own records at four miles, and now holds everything from $\frac{1}{4}$ mile to 22 miles inclusive, besides the hour.

"THE OWL" BREAKS LOOSE.

There was once a *Singer* named Rudge, who a *Rover* and *Traveller* would be, so he took passage on one of the *Royal Mail* steamers of the *Cunard* line, and after one of those *Extraordinary Rapid* passages which *Challenge* the world to equal, he landed on *Columbia's* shores. Here he met an obliging native named *Humber*, who induced him to purchase a *Mustang* of the *Standard* type, and set out in search of *Kangaroos*, which he declared in this country were of the purest *Ideal* brand, and a hunter for them could not expect to become a *Victor* unless armed with a *Special Club* made for the purpose, which made the hunter almost *Invincible*. Thus armed, he started on his *Star* engagement as a *Premier* slaughterer— But why continue? This must have already set every chestnut bell in the club ringing, and a muttering sound like "rats" from outraged member warns one that to continue might bring serious or fatal results.—"THE OWL" in *Wheel.*

ROWE LOWERS THE MILE BICYCLE RECORD.

The one mile bicycle record for the world has again come to America, after being kept by England since August 24, when Percy Furnivall put it at 2m. 30s. Geo. M. Hendee made an American record of 2m. 31s. on the last day of the Springfield tournament a month ago. On Oct. 23 Wm. A. Rowe, of Lynn, put it down to 2m. 29 4-5s. on the Hampden Park track. Rowe and Hendee both withdrew from the promoter ranks and rode as professionals, with professionals as pacemakers that they might have better pacing than the available promoters could give. Rowe, in his mile ride, had W. M. Woodside, G. M. Hendee and H. G. Crocker for pacemakers, and they carried him around in good shape. His times were: Quarter mile, 37 2-5s.; half mile, 1m. 14 2-5s.; three-quarters mile, 1m. 50 1-5s.; mile, 2m. 29 4-5s. The last two times are world's records, and now Rowe holds the world's record for all distances from a quarter of a mile to twenty-one miles and for the hour.

ONE VIEW.

The promoters are to be confined to races among themselves, but the Pope Manufacturing Company controls Rowe, Hendee, Knapp and Burnham, undoubtedly the best men in America. These four men are not to be allowed to race against each other, but are to be scattered around at various meetings to down all comers from the ranks of rival manufacturers. It is tolerably certain that every promoter race will fall to the lot of one of these men, and their less speedy rivals will be defeated time after time. It does not stand to reason that the employers of the defeated men will stand this state of affairs long, and in consequence they will withdraw their patronage. The only hope for this class that I can see at present is that some of the second-raters of last season will develop unexpected form, good enough to down the Pope Company and its flying employes, and this seems extremely improbable, as, with the exception of the performances of Rowe, Hendee and Knapp, we have heard of no startling time this season. If things continue as they have begun, the season of 1887 will find the four fast men forming "Promoteur Class, Pope Manufacturing Company, managers and proprietors."—*Providence Journal.*

AFTER THE RECORDS.

Springfield, Oct. 13th.—W. A. Rowe against time :

	M.	S.
First mile.....	2	37 1-5
Second mile.....	5	14
Third mile.....	8	02 1-5
Fourth mile.....	10	45
Fifth mile.....	13	27 2-5

Springfield, Oct. 14th.—W. A. Rowe against time :

	M.	S.
First mile.....	2	35 2-5
Two miles.....	5	11
Three miles.....	7	48 4-5

At Coventry (Eng.), on Oct. 8, Tom Battensby, of Newcastle, lowered the professional tricycle record from two to ten miles. Howell and Bert made pace, and Henry Sturmev held the clock. The air was still and warm, but the track was rather heavy. Times :

	M.	S.
One mile.....	2	58 1-5
Two miles.....	5	47 2-5
Three miles.....	8	45
Four miles.....	11	41 1-5
Five miles.....	14	42
Six miles.....	17	40 4-5
Seven miles.....	20	41
Eight miles.....	23	45
Nine miles.....	26	47
Ten miles.....	29	41 3-5

He rode a Rudge Crescent.

Wm. A. Rhodes, of Dorchester, Mass., made a successful dash at the bicycle records on the Hampton Park track, Springfield, Mass., Oct. 9. The day was a perfect one, with no breeze, and the track was excellent. Rhodes' great feat was to ride twenty-one miles within the hour, and he is the first rider in the world to do it. He made new world's records from eleven miles up. Rhodes rode in magnificent form throughout, bending way over the handle-bars, and sitting up but once or twice. He was paced by F. F. Ives, of Meriden, Conn., the greater part of the way, Jack Illston, of Hartford, and Willie Haradon, of Springfield, alternating with him. The new records which he made, with the old ones he has broken, are as follows :

Miles	Rhodes' Time.	Rowe's former World Record.
11.....	31-11	31-37 1-5
12.....	33-57 1-5	34-32 3-5
13.....	36-52	37-24 3-5
14.....	39-38 3-5	40-25
15.....	42-29 2-5	43-26 1-5
16.....	45-14 1-5	46-29 2-5
17.....	48-03 4-5	49-25
18.....	50-53 2-5	52-25 1-5
19.....	53-38 1-5	55-22 2-5
20.....	56-28 2-5	58-20
21.....	59-12 2-5	

Greatest distance in the hour.

A full force of officials witnessed the ride against time, and the timers were C. E. Whipple, Arthur L. Atkins and H. G. Cornish.

Champion Rowe could not rest under the knowledge that his hour's record had been taken from him, and so he essayed to take back that taken from him by Rhodes. The day did not promise much as a record day, but before he had been running long the wind died out entirely. The records taken as below are all world's records from six miles to finish :

Miles	M. S.	Miles	M. S.
2.....	2-40 2-5	12.....	33-09
3.....	5-28 4-5	13.....	35-54 2-5
4.....	8-11	14.....	38-43 4-5
5.....	10-57 2-5	15.....	41-32 1-5
6.....	13-42 1-5	16.....	44-25
7.....	16-31 1-5	17.....	47-12 1-5
8.....	19-16	18.....	50
9.....	22-04 1-5	19.....	52-47 7-5
10.....	24-48	20.....	55-30
11.....	27-37 1-5	21.....	58-19 2-5
	30-22 4-5		

* World's record from this on to finish.

Within the hour, 21 miles 1149 1-3 yards. This beats Rhodes' record by about 615 yards. This brings the record 610 yards short of 22 miles. Will it be done this season? It will be observed that in the above run Rowe failed to get the two to five mile record held by Rhodes, and so Wednesday he started to cover same. Rowe's times : One mile, 2.37 1-5; two miles, 5.14; three miles, 8.2 1-5; four miles, 10.45; five miles, 13.27 2-5, cutting Rhodes' record of 13.30 two and two-fifths seconds.

A. G. Whittaker has had a try at the twenty-four hour record, and claims to have made the following times :

	M.	S.
50 miles.....	2	59 50 2-5
100 ".....	6	1 30
150 ".....	10	28 52
200 ".....	15	30 70
300 ".....	23	46 —

C. H. Frazier claims the mile Star record in 2.38 2-5.

IN THE KNICKERBOCKERS.

DEAR OLD WHEELMAN,—“Garth Grafton” is a bright, clever and entertaining lady journalist now on the staff of the *Globe*. I wrote her the following letter the other day :

MADAM,—I am a young man; ride the bicycle and wear knickerbockers whenever I mount my wheel, but the Small Boy objects to this radical change in my attire, and expresses his dislike in remarks that hurt my feelings almost as much as a “header.” Now, I would ask you, as a regulator of fashion and a dress critic, what is your opinion as to the effect upon the public mind of a pair of nickers and high-ribbed stockings? If we were to boldly march forth, arrayed to a man in these garments, would you object? Would it affect our standing in society, or has the Small Boy really the confidence of the public in his criticism?

As her reply may be of interest to the rest of the Knickerbocker Fraternity, I send it to you for insertion in THE WHEELMAN if you think well :

You ride the bicycle! Then I condole with you as one who has passed through one of earth's severest trials. It was my painful privilege to watch earth trying Theophilus after the bicycle method the other day. My respect for Theophilus has never been the same since. I hope, while riding the bicycle, you are careful to adopt an expression consistent with the festive nature of your acrobatic performance. Some bicyclists don't. I have in my mind's eye a man who trundles along Jarvis street every day with the facial cast he might reasonably be expected to assume at the funeral of his long-lost uncle. Another wears an expression of painful anxiety. Another stares fixedly before him into space as if possessed of a grim determination to solve the mystery of fate before he reaches his boarding-place. Another tilts his hat a little to the left and bows along with a pensive, far-away look—it's easy to guess what he is thinking of! Dinner? No. Herk! Now, you may say that all these expressions are adopted with intent to impress the passing acquaintance feminine with the idea that the bicyclist doesn't know she's there, that the wheel becomes so familiar as a means of transit that its rider rides as he would walk, and so forth; but I assure you if you knew how positively ridiculous you do look with any of them on, you would on no account permit yourself to appear in them. As to the knickerbockers, you have my sympathies again. Your deference to the opinions of the Small Boy is an act of tact and precaution. He may see it and be appeased. Having thus propitiated him, however, if I were you I would continue to wear the “knickers.” They are immensely becoming to the Canadian youth, the average American is a caricature in them, for obvious reasons. But the average American, under almost any circumstance, is a caricature beside the average Canadian. This is written, as the lawyers say, “without prejudice.” If you “were boldly to march forth, arrayed to a man in these garments”—no, I wouldn't object. I should applaud—and criticize. Would it affect your “standing in society”? That's just like a man! How could it, if you all did it? Anyway, I don't see why you shouldn't stand in society, or anywhere else, quite as comfortable in knickerbockers as in what you ought to call trousers, but don't usually, I am sorry to say. No, the Small Boy has not the “confidence of the public in his criticism.” The Small Boy has the confidence of the public in nothing whatever.—GARTH GRAFTON.

Toronto, Oct. 20, 1886. PETE.

Why is a colored professional cyclist like the rubber you use for erasing ink-marks? Because he is an “inky racer” (ink eraser).

YE LAST-LAP BELL.

When the trumpet sounds on the warrior's ear,
He grasps his brand, for the foe is near;
And the ardor of battle fills his breast,
As he rushes forth to its stern behest;
So flies to the front the peaceful steel,
And swiftly flashes the glittering wheel,
As the rider hears 'mid the voices' swell
The thrilling sound of the last-lap bell!

For he knows the battle is nearly done,
As the fliers close surely, one by one;
And the struggle is fierce, but hopes are high,
While gallantly moving they swiftly fly
With a desperate speed, for the goal is near,
All heedless of danger in front or rear—
No need of the shouts of the crowd to tell
Of that “One more lap,” for they hear the bell!

As the jaded steed at the spur will spring
With vigorous bound—so the warning ring,
That floats on the breeze with its music shrill,
Gives a fire and strength to resolve and will.
It speaks not to all with a voice that cheers—
The faltering waver, the faint heart fears;
Fair dreams are unreal—ah! then 'tis a knell
For a hope that is dead—a passing bell!

To the stout of heart it would seem to say,
“Courage! press on for the laurel to-day
Is yours if you battle in knightly sort,
Though rivals are strong and the distance short!”
And all craven thoughts to the winds are thrown—
Merrily, steadily holding his own,
The victor discovers a potent spell
In the echoing ring of the last-lap bell!

—F. F. S. in *Cyclist*.

“Lars Porsena,” in the *Bulletin*, says: Passing from men to times, Furnivall said that he had been able to afford a longer stay at Long Eaton he would have put the records where they ought to be. This was a strong statement for Furnivall, who, as a rule, cannot be persuaded to take a sanguine view of his own powers, and we asked him what he regarded as the bottom limit for the mile record. He replied that he could not say, but that he thought that if Dick Howell was started behind the trotter Maud S., with a couple of boards up on the car to protect him from the windage, he could get very close to the trotting records and certainly do 2.20. “For,” said the champion, “I reckon this way. So perfect are ball-bearings nowadays that their friction need not be considered—nor do I take any particular account of the friction when the wheel strikes the path. Windage is everything. Thus, as the trotter cuts through the air, the bicyclist following has only to hang on and the record *must* go—see?” We explained that we saw the *rationale*, though the “hanging on” from personal experience did not strike us as so simple. Furnivall is, however, persuaded, in his own mind, that Howell and Wood, and we think we may say Percy Furnivall, could stick to Maud S. very nearly, if not quite, through a mile. The grave young man went on to say: “No real credit is due to the record-breaker himself. It is due to the pacemakers who take him along. Better tracks and artistic, speedful pacemaking are the secrets of the great records lately accomplished.”

“Ho! stand aside!” the wheelman cried,
As down the road he went
At break-neck speed, “for I am bound
To reach the tournament.”

He struck a stone; the header came,
And o'er the wheel he went
In graceful summersets—alas!
‘T was not the turn he meant.

—Al. Spink, in *St. Louis Critic*.

Wheel Tracks.

London now boasts of a lady tricycler.

Furnivall announces that his racing days are over.

Hendee is still a minor, just having passed his 20th birthday.

Rowe and Hendee say that this is their last season on the track.

Van Sicklen, Chicago's crack rider, is to retire from the racing path.

It is claimed that over \$1000 was sunk in the Springfield tournament.

St. Louis wheelmen mourn because Percy Stone has joined the promateur ranks.

H. M. Ramsay, of Montreal, has been showing a fast pace on a Premier Safety.

Knapp, formerly of the Columbia team, is now a partner of the Denver Wheel Company.

The Springfield Club made \$400 on the minstrel show, and came out even on the tournament.

Mr. C. F. Lavender, the ex-champion, rode up Highland Hill the other day on a "Club Safety" bicycle.

The Cycle is only a year old, but in that time has made itself a leading authority on cycling matters.

Another good amateur gone into retirement for good. This time we have to write the name of A. B. Rich.

All the big clubs lost money over their tournaments. The absence of the Englishmen was badly felt, after all.

The Ripley Road Club has accepted Lacy Hillier's resignation, and elected W. McCandlish to fill the vacancy.

Canadian wheelmen have reason to be proud of their representative on the path this year. He should be fostered.—*Cycle*.

The N.C.U. lost money on its championship meetings this year, instead of netting a handsome profit, as they have in previous years.

If you have not yet tried Foote's anti-header, write to the Overman Wheel Company, Boston, for one. You will be delighted with it.

John G. Hitchcock, Nebraska's champion bicyclist, died of paralysis at St. Louis, Oct. 3. He was well known and popular in the west.

England is promised the sight of a Chinese fancy rider that can do astounding feats on a bicycle. Among other things, he rides upon an inclined wire.

Mr. A. T. Lane, of Montreal, was pulled off his wheel the other day by a big St. Bernard dog, and had to carry his leg in a sling for some time in consequence.

Adam Forepaugh proposes to lay out a bicycle track in Madison Square Garden, New York, and there nightly give races for amateurs and professionals, to be run under the auspices of the L.A.W.

The United States Treasury Department has decided that a bicycle purchased and used in Canada by a resident of the States is entitled to free entry as "personal effects."

The stupid man continues to take headers, but the wise man purchaseth a Foote's anti-header, and thus avoids the ceremony of tasting the earth and barking his nose. Be thou wise.

The National Cyclists' Union Review and Official Record is the long name of the latest addition to the English cycling press. As its name would suggest, it is the organ of the N.C.U.

It is a fact that cycling has more newspapers than any sport in the world. It is one of the only pastimes which gives regular employment and respectable remuneration to its writers.

The old definition of an amateur as held in England was that he must be a "gentleman," i.e., not a mechanic, artisan, or laborer. This arbitrary line of distinction has been abolished.

A 64-inch bicycle is the largest wheel ever turned out in this country. The Columbia people have made this wheel for a Texas gentleman, who stands six feet seven inches in his stockings.

"How did you hurt your nose?" said Mr. Munnybags to his bookkeeper. "Taking a trial balance, sir." "How in the name of all that's figurative could you be taking a trial balance?" "It was on a bicycle, sir."—*The Cycle*.

Never was a man more disappointed than was Lewis Frye, the old-time champion, when he lowered his colors to Geo. Hendee. The whirligig of time has now shown Hendee behind Rowe, and Lewis was there to see the thing done.

The haughty Britisher man gets the best of us in such things of minor importance as the fisheries, but when it comes to matters of vital consequence like yachting and bicycling we can make the British lion howl with impotent rage.—*Signal*.

G. P. Mills, the great road record-breaker, seems insatiable. He is not satisfied with the ordinary bicycle and tricycle records, but is now going for the best times on all types of machines. His next effort will be on an "Ivel" safety (Rover pattern).

The illuminated parade of wheelmen in St. Louis on the night of Oct. 1, under the auspices of the League of American Wheelmen, was a novel and attractive spectacle. About 350 riders took part in it, the procession being about a mile in length.

Geo. M. Hendee is to cycling, what Charley Courtney is to rowing. They both can beat the world in practice or in private, but when it comes to a case of man to man, they are ignominiously defeated by competitors who have grit in keeping with their speed.—*The Wheel*.

The instance of a father and son winning races in two different kinds of sports in an afternoon must be of very rare occurrence, but such was the case, if we are correctly informed, last Saturday. Dr. F. J. Furnivall was one of the winning crew in a sculling fours race on the Thames; while his son, P. Furnivall, the record-breaker, put two magnificent challenge trophies to his credit at the Surrey B.C. races on the same day.—*News*.

The ten-mile bicycle race for the Surrey Silver Challenge Cup was contended for by fourteen amateurs at Kensington Oval, London, England, Sept. 18. P. Furnivall proved the winner, covering the distance in 33m. 40 2-5s., which is the fastest record for a grass track.

When we see Crist given fifteen yards with Rich and Foster at scratch, and Crocker given twenty-five yards more than Prince, we raise our hands in wonderment and admiration at the judgment shown. Yet this is a specimen of handicapping done at Roseville.—*World*.

The English cycling press and the racing men are making a strong effort to have the amateur definition abolished entirely. Leading men are falling into line week after week, and unless there comes a sudden lull, it is quite possible that all hands will race together next season.

Burley Ayres and his assistants are at work on the route book that is to be published by the Touring Department. It will be divided into four sections, as the Touring Department divides the country, and will contain full reports of all the best general routes, with carefully-arranged maps.

By the way, the air is full of rumors of press changes. We are told that Prial will retire from the *Wheel*; that Bassett will give up the *Cycle* and devote his time to the secretaryship of the Sterling Tricycle Company; and that a new cycling monthly will soon make its appearance.—*World*.

It is stated that the Beeston-Humber firm have, in the person of young Illston, a man who can "smother" Furnivall's record of 2.30, but they don't propose to bring him out until some one else does the mile better than that. They do say that Illston can cover the mile in 2.26 1-5, and really has done it.

The Cycle says: We think Massachusetts could send on a team that would beat the world,—Rowe, Hendee, Burnham, Rhodes, Gaskell, Hunter, Adams. Match them. Also match the five men who entered the final heat in the one-mile amateur race at Lynn on the first day,—Foster, Rich, Gaskell, Hunter, Brown.

The one hundred mile road race of the Boston Bicycle Club was held on Saturday, Oct. 2. A fifty mile course was laid out, starting from and finishing at the Faneuil House, Brighton. There were six starters in the amateur class and three promateurs, the latter being sent away five minutes after the amateurs started. The race was practically a failure, as the only one to cover the full distance was W. S. Doane, Dorchester, who, however, reduced the American amateur record to 7h. 14m.

A 56-in. wheel makes three hundred and sixty revolutions per mile. Sixty revolutions per minute equal ten miles per hour. Fifty-four revolutions per minute equal nine miles an hour; or, to put it in a different way, every variation of six revolutions per minute makes a difference of one mile in the hour. On a good road it is thus very easy to calculate closely the rate at which you are going. Other wheels can, of course, be figured, but the above is easily remembered and quite exact.

This is the way the professionals live: Wood and Woodside are salaried; James has a private income; Prince and Eck have scooped lots in giving six days' races and exhibitions. Neilson has a backer who "puts up" on the genial Bob; Frazier and Crocker are paid; Morgan has a side show in the shape of an interest in a theatrical agency west; and Merrill runs a bicycle shop.

The latest novelty is the melocipede. It is derived from two Greek words, *melos*, music, and *pes*, a foot. A melocipede is, therefore, a musical bicycle, so constructed that the rider, without any extra exertion beyond that necessary to propel his machine, can pedal out sonatas, waltzes, marches, and, in fact, any music which may suit his fancy as he wheels along.—*Evening Mail*.

In the winning summing up of mounts by the several English cracks, Furnivall heads the list with 18 firsts, then comes Fenlon with 15; Hall and Lewis each with 12. Fenlon has taken the greatest number of prizes, that is, 31 in all; then Hale with 26, Lewis with 23, and Furnivall 22. The latter was second in four races, too, Allard, Wareham, Speechly and Evans, the latter a handicap race.

One of our "star" riders tells a good story. While on a run which led him past a number of sugar plantations, he stopped at one of them for water, and, as is usual in such cases, was immediately surrounded by all the darkies around the place. One old fellow inquired, "Say, boss, is yer goin' to s'vey dis here plantashun?" He took the bike for a surveyor's instrument. The cyclist wilted.

It appears, after all, that Will Robertson, of Washington, was not so idiotic as the newspaper accounts would lead one to believe. He did ride over the coping of the Cabin John Bridge at a dizzy altitude, and the latter part of the journey on the big wheel alone, *but—BUT—*there was a rope tied around the body of the sensible cyclist, the other end of which was held by friends, and another line was attached to the machine and was secured in like manner.

As an illustration of the rate of speed at which the finish of bicycle races is made, it is cited that the photographers were unable to catch the men on account of the rapidity with which they moved. Trotting horses, however, have been photographed. Some curious ones took the time of some of the riders for the last 100 yards, and Woodside was timed as doing the distance in six seconds. This would be at the rate of a mile in 1m. 45 3/5s. On looking over one of our back numbers, we find that in 1881 Jack Keen was timed over 100 yards in a practice sprint, in 5s., or a 1m. 30s. gait. Jack was at his best then.—*Cycle*.

Singer's new safety bicycle is thus described: The two wheels are of the same size—the front, of course, being the steerer, the back the driver—the handles and saddle are adjustable, a powerful brake acts on the front wheel, and a pair of foot-rests are fitted to make the rider thoroughly appreciate downhill work. Those who have ridden it pronounce it a fine machine, and three hundred orders have been booked before a machine has been got ready for the market.

American excellence in the manufacture of bicycles is making itself felt abroad. In Birmingham,

Eng., a manufacturing company is advertising itself as manufacturers of Columbia racers, roadsters and safeties. The manufacturing industries of Great Britain could not have paid a better compliment to the nicety of American manufactured machines than by choosing for a name a word which is so familiar to wheelmen all over the world, and in every respect American.—*Boston Herald*.

The great race of S. G. Whittaker, of Chicago, against time, occurred at Crawfordsville, Ind., Sept. 25. He started at 5.00 A.M., reached the twenty-five mile post at 6.31, and the fifty mile point at 7.55:46 1/2; time, 2h. 55m. 46 1/2s. This beats the record of Golden in England by 9m. 13 1/2s, and the American record of Webber by 11m. 13 1/2s. Whittaker completed a run of 100 miles at 11.43:59; time, 6h. 43m. 59s., beating the fastest time ever made on the globe by 1h. 7m. 1s. Whittaker expected to cover 300 miles, but after he had accomplished about 150 he ran into a cow, and was so badly bruised that he had to abandon the race.

The Columbia bicycle prize cup has been won by N. H. Van Sicken, he having won the cup three times, as follows: Minneapolis, Oct. 22, 1885; time for the 20 miles, 1.8.25; Chicago, Oct. 17, 1885, 1.9.00; Indianapolis, Oct. 9, 1886, 1.4.00. The other races for the cup were won as follows: Cleveland, August 19, 1884, A. C. Bates, 1.26.27 3/4; Philadelphia, Sept. 13, 1884, E. Kohler, 1.23.19; Boston, Sept. 26, 1884, D. E. Hunter, 1.20.58; New Haven, June 6, 1885, D. E. Hunter, 1.14.05; New Haven, June 11, 1886, A. B. Rich, 1.10.50. The Columbia prize cup was considered the finest trophy ever offered in competition in the world. The design is by L. P. Ipsen, of Boston, the whole being valued at \$1,500.

W. M. Woodside, W. J. Morgan and Chas. H. Frazier, the American professional bicyclists, sail for England about the last week in November. The party will be under the management of W. J. Morgan, who brought Woodside out so prominently this year at the tournaments. The first job they tackle will be a six-day contest against the three best Englishmen in London, probably Christmas week, and then the party will give races in Birmingham, Edinburgh, Glasgow, Dublin and other places. In the spring, Woodside and Frazier will tackle Howell and Wood for the championship of the world at short distances, probably from one to fifty miles. Woodside has beaten Wood in nearly every race so far here this year, and he clearly has every right to "have a go" at this "big 'un" Howell and the championship.

Bicycling World says: We have examined the new wooden-wheeled tricycle. It has 36-in. drivers, 20-inch front wheel, lever action, long wheel base, and is very like the Rudge Crescent in its method of steering. This tricycle upsets all our preconceived notions in regard to tricycles, and departs from what all the makers of the world found to be the public demand or their own idea of what a tricycle should be. It has, first, the wooden wheels, said to be lighter and stronger than steel. It has no rubber tire, but a thin flat strip of leather gripped into a flat-seated gear rim. No ball bearings, and no differential gear are its other negative peculiarities.

The racing season in England closes with Furnivall undoubtedly at the top of the tree for all distances up to five miles on a bicycle, and it is extremely unlikely, unless the definition is abolished, that he will race next year. At long distances on the path, J. E. Fenlon holds two bicycling championships, and a gamer or more sportsmanlike rider never crossed a wheel. George Gatehouse is riding into grand form, and the trio comprise perhaps the flower of the bicycling division. Next season they will have to reckon with an opposition more formidable even than that of the past, for Webber, English and Sanders Sellers are all spoken of as certain starters in next year's campaign, while of the men of this year, Osmond and Ernest Mayes are likely to trouble the best.

A Dublin rider was very much annoyed at the noise made by some filings in the backbone of a new bicycle he had just purchased, and bringing the machine back to the agent, he instructed him to unbraze the forks, and get out the filings, no matter what the expense might be. The agent, however, knew a trick worth two of that, and, without saying anything, he poured a quantity of thick varnish down the backbone, which effectually quieted the filings. The owner, when he received back the bicycle, was delighted, and asserted that it was the best performed job he had ever seen; and when the agent stated that the charge was nothing, he departed, lost in astonishment at the generosity of anyone refusing payment for a job of such magnitude as unbrazing hind-wheel forks.—*Irish Cyclist*.

A very successful meet was held by the Montreal Bicycle Club at St. Hyacinthe, Oct. 8. The track was not in the best condition, and a heavy wind prevailed during the afternoon. Spectators were numerous. Return: One mile handicap—W. G. Ross, scratch, first, in 3m. 10s.; J. H. Robertson, scratch, second, 3m. 10 1/2s.; F. W. S. Crispo, third, 13s.; H. M. Ramsay, 10s., 0; J. A. Armstrong, 15s., 0; R. H. Ashe, 15s., 0; D. B. Holden, 15s., 0; R. C. Holden, 20s., 0; G. T. Bishop, 30s., 0. Three mile handicap—H. M. Ramsay, 25s., first, in 10m. 52s.; F. W. S. Crispo, 30s., second, 10m. 57s.; W. G. Ross, scratch, third, 10m. 36 1-5s.; D. B. Holden, 40s., 0; R. H. Ashe, 50s., 0; A. Burnett, 60s., 0; J. A. Armstrong, 75s., 0; G. Wait, 75s., 0. Five mile handicap—H. M. Ramsay, 35s., first, in 18m.; F. W. S. Crispo, 50s., second, 19m. 15s.; W. G. Ross, scratch, third, 18m. 5s.; J. H. Robertson, scratch, 0; R. H. Ashe, 100s., 0; G. Wait, 120s., 0.

Says an Exchange: I am sorry to see that Charley Frazier is showing up so poorly as a professional. Frazier was the first man of any consequence to push the "machine with the little wheel in front" (as it has always been described until lately) to the fore, and certainly deserves to stop in his racing career and lie off as a veteran. He saw his best days in '83, and it is out of reason to expect that he will ever again rank as high as at that time. If the Star is to maintain its reputation as a good racing as well as road machine, the Smithville people will have to look around for a man of quick motion and great physical power to represent their interests. Possessed of both these necessary points for Star riders was Geo. E. Weber, and since his demise

no first-class racer bestrides the Star, unless, perhaps, Charley Kluge. But Kluge seems decidedly broke this season compared with last year's form, and it is hardly probable that he will pick up sufficiently this year to get anywhere near the fast-crank pedalers.

In *Macmillan's Magazine* for Oct., Professor Goldwin Smith writes an article entitled "England revisited." In it he gives the following flattering impressions of English healthy amusements, including bicycling: "Among luxuries are not to be counted the healthy amusements which are made more than ever necessary by the pressure and tension of commercial life. In travelling I have been struck with the number of cricket matches and local festivities of all kinds that were going on. The bicycle, too, is evidently a most happy invention; it must not only give healthy pleasure to city youth, but take it away from city pleasures which are not so healthy. England has roads suited for the bicycle which America has not."

On Oct. 23, Horace G. Crocker, of Newton, Mass., a professional, tried for the ten mile tri-cycle world's record held by G. A. Gatehouse, of England. He missed it by 28 seconds, but made new professional world's record and American records for all distances over the mile, and now holds all but the three-quarters and the mile, which Howell has held for a year. Crocker was paced by Woodside, Rowe and Hendee on bicycles. His times were: Quarter mile, 45 4-58; half mile, 1m. 28 4-58; three-quarters mile, 2m. 12 2-58; mile, 2m. 578; two miles, 5m. 53 4-58; three miles, 8m. 49 1-58; four miles, 11m. 508; five miles, 14m. 15 1-58; six miles, 17m. 49 4-58; seven miles, 20m. 518; eight miles, 23m. 53 3-58; nine miles, 26m. 568; ten miles, 29m. 54 3-58.

Fred Wood is real mad at his alleged shabby treatment at Springfield. To a reporter he, the other day, unbosomed himself as follows: "I will never visit this country again, and I will do my utmost to prevent all Englishmen from participating in any races with the Springfield Club. The Springfield Club formed new rules, of the existence of which I was entirely ignorant. The club did not take any pains to inform me of it either. After I had won two races I went to Treasurer Marsh to get my prizes, and he informed me that I was fined \$20. I inquired the cause, and was told that I 'lapsed' on the track, and that I did not get to a certain point in a given time. I told him that I was ignorant of any such rules, and he replied: 'You Englishmen come over here and do just as you please, but we have shut down on that business.' I have always labored under the impression that when a man is competing in a race he may exercise his own judgment as to the best methods to pursue in order to win."

AM I AN OLD FOGY?

The amateur question is a chestnut—wormy, too. It has been written nearly out. Still, I should like to be permitted to say my say, which is, that the old, time-honored definition of an amateur as a gentleman who does not contend for a wager or a money prize, nor with those who do so, is good enough for me. I can't see wherein our sport is so different from all other sports as to need a different definition of an amateur. Our

boat clubs train and expend much money and time preparing themselves for racing. Somebody pays the bills. We have sent amateur boat crews to England. But nobody objected to them because their expenses were paid. Our wonderful sprint runner, Meyers, went to England and cut down all the records, coming back loaded with medals and fame. To accomplish this required months, and even several successive years, of training. But nobody ever asked if he paid all the heavy expense of this out of his own pocket. He remained an amateur until he ran for a money stake. Are we proud of him? Well, rather.

I don't race. I ride on my dignity, not on my speed. I would like to trade a mountain of dignity for just a little bit of speed, but can't. But when I go to see races I want to see speed. Especially when I pay for seeing races do I want to see the best speed there is. I would pay a dollar to see Hendee, Rowe, and Weber contend in a record-breaking race sooner than I would pay a dime to see all the duflers between Halifax and the city of Mexico cover their miles in over three minutes. The flying "Get There" captures my money and my enthusiasm; so he does the money and enthusiasm of the American people. The American people want to see the fliers; they don't care a straw for the duflers. If bicycling wants to captivate the American people, it has got to parade the fliers. If the League wants to spread the glory of the wheel, it has got to beat the British records, and breed the fastest fliers in the world. That is one of the surest ways to make bicycling universally popular.

Well, now, fliers don't grow like weeds. They have to be carefully cultivated from the hardest stock. Somebody has got to pay for their cultivation. Hendee and Rowe and Weber and the rest can't beat the English unless they spend months of time and hundreds of dollars of expense in training and procuring the best wheels that can be manufactured. Not one in a thousand of the fliers is a rich man. The flying stock is usually derived from the ranks of labor and active business. Unless somebody foots the bills, you don't have fliers. Whether the club, or a manufacturer, or a wealthy promoter of the sport pays the expenses, makes no difference with the result. It is the trained cracks who draw,—who always will draw,—who do more to promote bicycling as a national sport than any other class. So long as they do not ride for wages, or with betting men, they are amateurs in the old-fashioned sense. Why should they not be? But there are, or may be, amateurs and amaturs. Why not compromise this business, and divide amateurs into two classes? Class A: Those who pay their own expenses, and fall within the present rule. Class B: Those whose expenses are paid in whole or in part by their clubs, or by promoters of the sport, no matter who, provided that such expenses are paid by men who are themselves gentlemen amateurs, and not gamblers; and disqualify any who ride in a class to which they do not belong. It seems to me that here is the sensible compromise. This would give Class A a fair chance, and their best men would graduate into Class B, and so keep this class of renowned fliers full to hold the championship for this country. If the League is to take entire charge of racing, it may also create a third and wholly separate class of distinctively professionals.—PRESIDENT BATES, in *Bicycling World*.

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THE BOYS' OWN IDEAL,
AMERICAN CHALLENGE,
KANGAROO SAFETY,
PREMIER CRIPPER TRICYCLE,
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STEPS.—

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BELLS.—

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YANKEE WRENCHES
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On the Road. THE COLUMBIAS On the Path.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS ON COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD, JULY 5.

3/4-MILE (World's Record).....	1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition).....	2.34

WM. A. ROWE AT LYNN, JULY 5.

4 MILES (World's Record).....	11.05
5 MILES (World's Record).....	13.57 2-5
6 MILES (World's Record).....	16.47
7 MILES (World's Record).....	19.38
8 MILES (World's Record).....	22.24 2-5
9 MILES (World's Record).....	25.18
10 MILES (World's Record).....	28.03 2-5

THE COLUMBIAS AT BOSTON, MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE.....	A. B. RICH
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE.....	A. B. RICH

THE COLUMBIAS AT LYNN, MAY 31.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN, JUNE 11, 12.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN, JUNE 17.

1-MILE NOVICE RACE.....	S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5.....	W. A. ROWE.
2-MILE LAP RACE.....	GEO. M. HENDEE.
2-MILE HANDICAP RACE.....	F. S. HITCHCOCK.
3/4-MILE PROFESSION'L. TRICYCLE RACE, T. W. ECK.	
World's Record. Time—1.42 2-5.	

CHAMPIONSHIPS ON COLUMBIAS, SEASON OF 1886.

1-MILE BICYCLE.....	L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE.....	L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE.....	N. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE.....	L. A. W. CHAMPIONSHIP.

THE COLUMBIAS IN THE WEST.

THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY, JUNE 19.

25-MILE INTER-CLUB ROAD RACE.....	E. H. VALENTINE.
On Columbia Light Roadster.	

THE COLUMBIAS AT BROOKLYN JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.

LONG-DISTANCE RIDERS ON COLUMBIAS, SEASON OF 1886.

AROUND THE WORLD (ON THE WAY)....	THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO,..	(ON THE WAY).... F. E. VANMEERBEKE.
FROM NEW YORK TO SAN FRANCISCO,..	(ON THE WAY)..... S. G. SPIER.
FROM NEW YORK TO SAN FRANCISCO AND RETURN,	GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD Post.
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