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VOL. I.

LONDON, CANADA, MARCH, 1884.

NO. 7

VICTOR TRICYCLE.

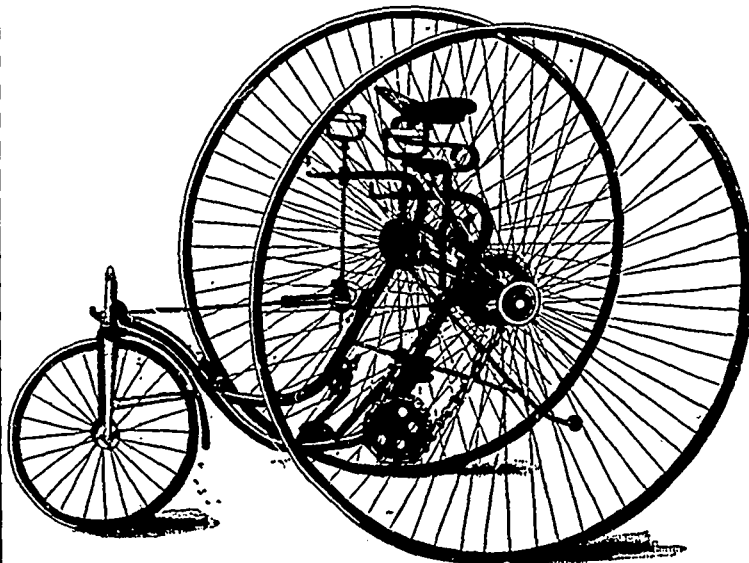
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BEARINGS,**
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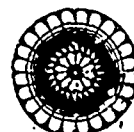
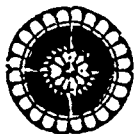
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and 'Cyclists' Sundries.

MAKERS:

OVERMAN WHEEL CO.,

CHICOPEE, MASS., U.S.A.

First, Largest, and Only Exclusive Tricycle Makers in America.



AN INCIDENT OF TORONTO EAY.

It was in the winter of eighty-four,
That several wheelmen, five or more,
Determined one afternoon to go
On the frozen Bay through the crunching
snow.

They were, for their history must surely be
told,
The only Wandering bicyclists bold
Who had essayed o'er its surface to run,
They were mounted, and now the fun is
begun.

They soon struck Ned Hanlan's where they
viewed the bleak scene,
But one on a nickelled, ball bearing ma-
chine
Started back, leaving them like a gleam or
a ray
Of the lightning that glints under Zeus'
great sway.

Then came an ice-boat from the town,
As bird of prey comes swooping down,
Poor S. was sitting as usual upright,
And turned around in a terrible fright.

This sort of goose chase he did not like,
For the ice-boat made a bee-line for his
bike
So he put on full steam but missing his pedal
The infernal machine caught his in the
middle.

S. fell on the boat which dashed o'er the bay,
And bore his wrecked bike in triumph
away,
It caught on the prow, so they lifted it in,
He groaned as, in slang terms, he thought
of his tin.

They soon reached the wharf from which
they had started,
And from which he wished he never had
parted
And now as they lifted him out of the boat
They found his shirt torn, as also his coat.

They took him straight home while he sol-
emnly said
"Into riding on ice be never misled,
See me as I lie here in agonies real,
A victim to riding on ice on a wheel."
—[Egus

BICYCLING ON THE ICE.

Canadian Wheel notes sometimes attain a
wide circulation.

The following paragraph which appeared
in the Toronto Mail some time ago, was
clipped from a New Orleans paper where
ice in large quantities is probably seldom
experienced :

"A party of the Wanderers' Club, Toronto,
consisting of Messrs George, Foster, Steph-
ens, Carlyle, Hara, Rogers' Townsend, and
Thompson, met at the foot of Jarvis street
Saturday afternoon, February 23, for a run
out on the bay. At about 3:20 a start was
made on the ice, there being about an inch
of snow covering it, and, to the surprise of
the party, it was found as good wheeling as
could be expected on the best of gravel roads.
No accidents or falls of any kind were ex-
perienced on the trip over to Hanlan's, which
place was reached in about twenty minutes.
After stocking machines on the frozen sands,
a tour was made out on the lake shore and
back. Mounting again, a start was made
for the city, the party getting separated owing

to the desire on the part of some of the fast
riders to show their speed. Mr Stephens, who
was proceeding leisurely along, was overtaken
by an ice boat, which threw him off his ma-
chine into the boat. His machine was
caught by one of the skates and was smashed
into several pieces. Mr. Stephens had a very
narrow escape himself, and had it not been
that he fell into the boat, perhaps the Club
would have had to carry Mr. S home instead
of an armful of broken bicycle which was
carried to town. No other accident occurred,
and the party felt satisfied with making the
first club run of the season, and on ice, too."

Correspondence.

In reply to the query in the February
issue of the CANADIAN WHEELMAN, regarding
the best kinds of oils for use in hub lamps,
we have received the following letters :

DEAR WHEELMAN,—

I noticed in your last number an article
asking for information regarding what kind
of oil is most servicable in bicycle lamps.
I have tried sperm oil mixed with a little
kerosene (pure), and olive oil (the best qual-
ity). I found it was difficult to get sperm
oil to flow and burn well, and also that when
I went fast it had a decided tendency to
flicker. A little kerosene added to the sperm
oil makes it burn up better but does not
obviate the tendency to flicker. When
burning pure kerosene I found that al-
though it burnt very well when the lamp
was standing still, yet as soon as it was put
in motion the flame would flicker very bad-
ly, but the olive oil seemed to throw a far
steadier flame than either of the others, and
it also burns well in warm weather; but in
cool weather, that is, when the thermome-
ter is at 40° or 45° Fahr., I found kerosene
was the only oil that would remain thin
enough to burn with anything like a bright
flame.

Yours Truly,

DEAR WHEELMAN.—Referring to your re-
quest re illuminating oils, I shall, with your
permission, endeavor, in a few words, as
possible, to give you the benefit of my ex-
perience. I may say that I have tried sev-
eral kinds, amongst them, of course, the
much-vaunted sperm, but with indifferent
success, until at last I hit upon seal, and
found that it gave very good satisfaction in-
deed. I take a pint of the best steam-refined
seal and add about an ounce of gum camphor,
then stand it in a warm place for a day or
two until the gum has become thoroughly
dissolved, when the mixture is ready for use.
For a cheap oil I do not think it can be ex-
celled; at all events it is well worthy of a
trial, as the total cost will not exceed 25c.
If you find the light growing dim after burn-
ing an hour or two, the trouble will gener-
ally be found in the wick which will require
to have the cinder knocked off, when the
light will again shine all "serene."

Yours truly,

Kingston, March 12th. HEADLIGHT.

ED CANADIAN WHEELMAN :

DEAR SIR,—It was with much pleasure
that I read the views of several correspond-
ents in your last issue, upon the letter of
mine which appeared in the Wheel of Janu-
ary 11th in regard to the amalgamation of
the two representative bicycle associations
of Canada and the United States.

When my contribution was penned I had
little idea that its contents would ever be
discussed, but now that it has been brought
before your readers, I trust that you will
allow one who has had experience in both
countries to express his views.

In advocating amalgamation, or rather, I
should say, affiliation of the C.W.A., with
the L.A.W., I have not lost sight of the
fact that, as young Canadians, we should
not relinquish our national feeling by taking
a secondary place, as the Sporting Editor of
the Mail would seem to imply such a union
might give rise to. Always, then, with the
idea of Canadian interests first, let me state
the case as I understand it. Here, side by
side, are existing two separate organizations
with almost identical rules, regulations, etc.,
and presenting in both countries advantages
to wheelmen who may be, traversing the
highways of each, except that no Canadian
wheelman, unless he is a member of the
L.A.W., has any right to the privileges of
that society while in the States except those
due by civility, and the same applies to
American (or I should say, Yankee, for why
should we relinquish our right to the title?)
bicyclists in the Dominion. Why, then,
may not some arrangement be made whereby
members of the C.W.A. may be also mem-
bers of the League and vice versa, and then
one uniform standard of track measurement,
racing rules and constitution could be de-
termined upon and such a case as is now
happening could not take place. This case
is that of an expelled League member mak-
ing application for C.W.A. membership.
Surely this fact must call for some notice
even in regard to the status of an amateur.
If anything is to be done in the way of affil-
iation, surely now is the time for agitation;
and it appears to me that the matter cannot
be too fully discussed in order that a thor-
oughly systematic basis of union might be
agreed upon.

Every year the Canadian roads are wheeled
over by a constantly increasing number of
cyclists; and such amalgamation or affilia-
tion of Associations, besides forming a uni-
form standard of rules, would also tend to
strengthen and increase the interests which
wheelmen naturally have with one another.
That some arrangements may be agreed and
finally decided upon ere many months have
passed is my sincere wish. SQUIBS.

The new club rooms of the Toronto Bicycle
Club are situated at 10 Adelaide St. East, just
one block from the Post Office. Visiting
bicyclists will be heartily welcomed.

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

WM. PAYNE, London.

The Canadian Wheelman.

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

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Terms: \$1 a Year in Advance.

Advertising Rates on Application.

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

A CORRECTION.

Whereas an impression has got abroad that this paper is published under the auspices of the bicycle clubs of London, Ont., we wish to state that such is not the case. The CANADIAN WHEELMAN is published independent of all bicycle clubs, both in this city and out, and is the sole property of the publishers, W. Kingsley Evans and J. B. Dignam.

O. W. A. POINTS.

We unwittingly did a wrong in our last issue to the C. W. A. officials in London and Montreal. Just after the paragraph we refer to had been written, but before the publication of our February number, the Secretary received road reports from both of these cities. Consul Muirhead, of London, sent in several very good reports on the roads in this neighborhood, and in addition he has done good service in the way of obtaining advertisements for the Guide Book.

From the tenor of what Secretary Donly writes us, we are led to think that he has fallen in love with Chief Consul Tibbs. That gentleman has been working nobly for the Association. He appointed his consuls for the city, as given in our last issue, and then went to work with them in giving the roads in his District. He has been engaged for some time in mission work, which has obtained for the C. W. A. a footing in the City of Quebec which promises to grow to the entire Club in the immediate future. More power to Mr. Tibbs' elbow, we say. Would that there were more like him.

We must congratulate the C. W. A. on the very evident prosperity which is now attending it. In this issue there a large number of applications for membership—a goodly addition, indeed, for the month of March, with snow lying many inches deep on the ground, all nature still fast asleep in the arms of John Frost, and the majority of wheels still wrapped in flannel in the lumber room. In the words of its own appropriate motto, it grows *a pas de géant*.

Our readers, many of whom are doubtless anxiously awaiting the publication of the Guide Book, will be pleased to learn that

the first pages of it are now in the hands of the printer and that nearly all the data for its completion are in the possession of the editors. It is expected that it will be ready for distribution the last of April or beginning of May.

Article XV. of the By-laws of the C. W. A. says that "Between the first and tenth days of April in each year the Secretary shall send to each member of the Association a ballot paper for representatives and chief consuls, on which shall be printed the names of any nominees proposed and seconded by two members of the District, before the first day of April. It will, by this, be seen that only a short time now has to elapse until the time for nominations will be closed. Secretaries of clubs will do well to bestir themselves in this matter and have their clubs pick out their nominees at once. It is earnestly to be hoped that no person will be nominated who will not, if elected, be enthusiastic in the promotion of the interests of the C. W. A. Nominations must, of course, be sent to the Secretary.

CROWDED OUT.

The following very interesting communications are unavoidably crowded out of this issue, but will appear in our April number: An article on "The Niagara to Boston tour," A complete sketch of "X. M. on a Bi." by Karl Kron, and club letters from the Toronto Bicycle Club, the Ottawa Bicycle Club, and the Wanderers.

We are pleased to announce that the CANADIAN WHEELMAN has been moved into larger quarters in the Edge Block, corner of Richmond and Dundas streets, where we will be pleased to welcome all our old friends, who may visit us.

Anyone having copies of our November, 1883, number to spare, will confer a great favor on us by mailing to this office, as our stock of them has accidentally run very low.

The March number of *Outing and the Wheelman* comes out with a charming snow scene for a frontispiece, and a mixture of winter and summer in its contents, as varied as the season. A light tennis sketch, by Arlo Bates, with lively illustrations, has the first place. The Leaves from Mr. Chadbourne's Journal of his etymological studies on a bicycle tour give a solid modicum of science to the number, set off by butterfly pictures. Winter, in its various aspects of beauty and of storm, appears in two essays; and in another one Commodore Jones describes a trip on skates from Hartford to Springfield, done in three hours, with the assistance of one of those swift Norwegian rigs of sails that make every man his own ice-yacht. They seem to carry a man at a splendid pace when the wind and ice are right. Then there are some bicycling poems and excursions, and a yachting sketch. The best fiction in the number is a breezy, out-door story, begun by President Bates,

called *The Masq alonge*, and it has one of the best descriptions of a storm in it that we remember, being written by a man who knows what he is writing about. If the character-drawing is as good as the description of nature, the story will be a powerful one. The illustrations, however, are not as good as have appeared in this journal before, but *Outing and the Wheelman* has a broad and attractive field, and one that is steadily gaining attention from the public. It is filling it increasingly well.

Anything and Everything.

The annual meeting of the C. W. A. is to be held in Toronto on April 11th.

Out of five prize-winners at the sports and games in the Queen's Ave. Rink, in this city, three were bicyclists.

Although rather late, we must acknowledge the receipt of complimentary tickets for the Belleville Bi. Club Concert, and exceedingly regret that the great distance prevented us from accepting their kind invitation. The concert, of which an account is given elsewhere, was a grand success, and we hope it may not be the last this Club may enjoy.

It is rumored that a St. Thomas young lady has taken kindly to the bicycle and has learned to ride it. It is also rumored that she will make her *debut* at the big tournament to be held in London on May the 24th, but maybe it is only rumor.

A TOKEN OF ESTEEM.

The members of the Montreal Bicycle Club, which has the proud honor of being the second oldest club on the continent, and of including within its ranks the amateur champion of Canada, held a meeting last evening in the Montreal Gymnasium, Mansfield street. The popular President, Mr. H. S. Tibbs, occupied the chair, and there was a very large attendance of members. After some fifteen new members had been proposed and some other routine business transacted, the President, in a few well-chosen remarks, on behalf of the Club, presented Mr. W. G. Ross, the amateur champion of Canada, with a magnificent Rudge riding machine as a mark of the high appreciation in which he is held by his fellow-members. Mr. Ross feelingly returned thanks, and in the course of his remarks expressed his intention of taking part in the annual races of the Canadian Wheelman's Association, which takes place at Toronto on the 1st of July. He also intended going to Springfield, Mass., in the fall, when he will compete with some of the crack American riders. The Club is justly proud of Mr. Ross, and there is no doubt but that he will give a brilliant account of himself during the coming season. The sixth annual meeting of the Club will take place on the 10th of April, when very satisfactory reports will be presented and arrangements made for the approaching season.—[*Montreal Gazette*.]

Canadian Wheelmen's Association.

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

H. B. DONLY, Secoe.

Sec. Treas. C. W. A.

Applications:

Unattached,—482, W. N. Campbell, Quebec, P. Q.

Toronto Wanderers,—148, A. Thompson, Front street, Toronto.

Ingersoll Bicycle Club,—457, W. Nelles; 458, W. C. Noxon; 459, Geo. White; 460, Harry Webb; 461, Wm. Bruden; 462, Joseph Holmes; 463, Andrew Nelles; 464, T. Noxon.

Brantford Bicycle Club,—465, Fred Fox; 466, Arthur Watts; 467, Sam Slater; 468, Tom Slater; 469, Chas. Jarvis.

Goderich Bicycle Club,—470, S. M. Lloyd; 471, John Platt

Ariel Touring Club, London,—472, J. Cowan; 473, R. Osborne; 474, E. W. Keenleyside.

Hamilton Bicycle Club,—475, J. W. Gutchell; 476, J. Laidlaw; 477, E. Duffield; 478, P. Fields; 479, A. Ridout; 480, A. Alexander; 481, J. Adams.

Toronto Bicycle Club,—483, E. E. Horton, Rose Avenue; 484, Frank Johnson, 8 Harbour street; 485, E. B. Lefroy, Deer Park; 486, H. B. Lefroy, Deer Park; 487, Chas. Stark, care J. Stark, & Co.; 488, F. W. Monteith, Trust & Loan Co. y.; 489, Jas. Byrie, 133 Yonge street; 490, Jas. Tomlinson, 274 Berkeley street; 491, Harry F. Wyatt, Dominion Bank; 492, Walter Wilcott, Cor. Bond and Shuter streets; 493, C. Irwin; 494, J. G. Thompson, British Am. Assur. Co'y.

St. Catharines Bicycle Club,—495, J. Clench; 496, S. Carman; 497, C. Carman; 498, A. N. Lindsay; 499, Alf. Mo'r's; 500, H. C. Goodman; 501, J. D. Reilly; 502, Albert Woodruff; 503, C. Bixby; 504, H. W. Bixby; 505, H. Merritt; 506, H. O. Loughlin; 507, J. G. Moore; 508, H. W. Phelps; 509, A. Kelley; 510, N. Bligh; 511, A. H. Fralick; 512, W. D. Woodruff; 513, P. Healey; 514, P. J. Price.

Strathroy Bicycle Club,—515, W. H. Grant; 516, P. H. Matthews; 517, Evan Begg; 518, A. E. Johnson; 519, — Mitchell; 520, F. A. Meek.

The Wanderers, Toronto—521, E. P. Hill, Care R. J. Scon; 522, W. Cassidy, Care Hughes Bros; 523, John Skaitth, Toronto News Company; 524, W. J. Sylvester, 213 King street east; 525, S. F. Qua, Care P. C. Allan.

Simcoe Bicycle Club,—526, D. Robb Tisdale; 527, O. M. Jones; 528, C. E. Boyd; 529, T. Vincent; 530, C. Finlay; 531, R. Beverley Matheson; 532, George R. Cook.

Unattached,—533, Horace A. McIntosh, Kincardine; 534, F. E. Coomb, Kincardine.

Ottawa Bicycle Club,—535, C. Campbell; 536, J. W. Hawlep; 537, Samuel Bishop.

St. Thomas Bicycle Club,—538, J. J. Teetzal; 539, F. Broderick; 540, H. Heard; 541, A. E. Davis.

Montreal Bicycle Club.—542, George Angus, Corner Shuter and Pimce Arthur streets; 543, G. M. Smith, L. L. & Globe Insurance Company; 544, A. S. Wood, Care Ames, Holden, & Co; 545, Richard Smyth, 365 Aqueduct street; 546, R. J. McLaren, 67

Mansfield street; 547, A. D. Darling, 24 Victoria street; 548, Robt Scott, Care J. Murphy & Co; 549, Rowland Merlin, Care Watson & Patton; 550, J. McAllum, Cote St. Antoine; 551, Wm. Ward, Cote St. Antoine; 552, J. C. Ward, Cote St. Antoine; 553, R. Murphy, Cote St. Antoine; 554, Thomas Nicoll, 6 Lorne Avenue; 555, Alex. Merrill, 274 Notre Dame; 556, E. Baraton, 207 Sherbrooke street; 557, R. M. Hahnford, 1591 St. Catharine street; 558, George R. Stark, Dom. Trans. Company; 559, J. A. Taylor, 84 St Peter street; 560, J. G. Ross, 26 University street; 561, G. M. Harris, S. Greenshield, & Son; 562, E. M. Haldimand, 1452 St. Catharine street; 563, A. E. Patno, Windsor Hotel; 564, A. G. Higginson, St. Sacrament street; 565, J. R. Seales, 16 Cathcart street.

Transfers:

No. 264, Lloyd Harris, from Woodstock to Brantford.

J. L. Fitzgerald, 37, from Forest City Club to Ariel Touring Club.

Perry Doolittle, 68, from Aylmer to Toronto.

W. G. Eakins, 184, from Woodstock to Toronto.

Robert Tyson, 130, from Wanderers to Toronto.

H. B. DONLY:

DEAR SIR,—I have made the following appointments for consuls in my District: Guelph, O. Shantz; Ingersoll, W. C. Noxon; Strathroy, W. H. Grant; Kincardine, F. E. Coomb; Stratford, J. B. Moore.

Yours truly,

W. G. EAKINS,

C. C. No. 1 Dist.

H. B. DONLY:

DEAR SIR,—I have appointed Mr. W. N. Campbell Consul for the City of Quebec.

Yours truly,

H. S. TIMMS,

C. C. No. 4 Dist.

Montreal, March 4th.

H. B. DONLY:

DEAR SIR,—Mr. C. W. Tindling having resigned his position as Consul for the City of Hamilton, I have this day appointed Mr. A. E. Donville to fill his place. I have also appointed H. C. Gooden as Consul for St. Catharines.

Respectfully yours,

T. H. ROBINSON,

Toronto, March 5th.

C. C. No. 2 Dist.

THE C. T. C.

The Dominion of Canada now forms a separate chief consularship of the 'Cyclists' Touring Club, with Mr. Horace S. Tibbs, of Mansfield Street, Montreal, as chief consul. This will bring a much-needed relief to the United States chief consul, in whose territory Canada was till lately included. Mr. Tibbs, we are informed, will appoint provincial consuls in British Columbia, Manitoba, Ontario, Quebec, Nova Scotia, New Brunswick, and perhaps Newfoundland,—thus covering the entire continent north of the United States from west to east. Mr. Tibbs is a hearty supporter of Mr. Frank Weston's theory that national organizations, such as the L. A. W., the C. W. A., etc., should not confine themselves to the legislative problems which can only be efficiently dealt with by national organizations, but that the touring interests of wheelmen cannot be properly served unless on an international basis, and at the hands of a strong international club. Mr. Tibbs is pleasantly remembered in this city as one of the Montreal visitors to the '81 L. A. W. parade, and being a gentleman of undoubted influence, position, and zeal, as well as one of the "fathers of Canadian bicycling," we shall expect a rapid increase in the membership of the C. T. C. in Canada to follow his appointment.—*Bicycling World.*

PERSONAL.

President Burns, of the F. C. B. C. has gone to New York for a few days.

Mr. J. J. Peake formerly of the Winnipeg *Free Press* has removed to Calgary, N. W. T.

Mr. Chappell, of the St. Marys Bicycle Club, sang at the harmonica concert lately given in that town.

Messrs. Ducker and Fennessy have been reinstated as members of the League of American Wheelmen.

Mr. Harry Saunders, of the F. C. B. C. who has been for the last six months in Philadelphia, has returned to this city.

Mr. Chas. Garner, formerly an active member of the Forest City Bicycle Club, paid us a short visit on March 5th.

Mr. B. B. Ayers, of the Chicago Bicycle Club is hard at work perfecting arrangements for the 2nd annual Chicago tour.

Mr. W. J. Morley claims the first ride of 1884. As Mr M has sent us the date of his ride, we withdraw our claim for first place.

Mr. N. Addison Meyer, of the Forest City Bicycle Club, has accepted a very lucrative situation with C. McCallum, druggist, of this city.

Mr. C. E. Sidey, formerly of the Montreal Bicycle Club, has been re-elected as Captain of the Edinburgh Amateur Bicycle Club, Scotland.

Mr. Frank Morrison, of the Aylmer Bicycle Club, was up in London attending the annual sports and games at the Queen's Avenue Rink.

Mr. A. T. Lane, of Montreal, imported the Rudge racer that was presented to W. G. Ross, of which an account is given in another column.

Mr. Joe Wolf, 1st Bugler of the Forest City Bicycle Club, won the hurdle race at the recent sports in the Queen's Avenue Rink, London.

Prof. Rolliston, of Englehart's "League Champions," has been arrested and lodged in jail for getting drunk and conducting himself improperly on the streets. Served him right.

Mr. James Hamilton, one of the most active members of the St. Marys Bi. Club, has purchased the hardware business formerly carried on in that town by C. Freeman & Co. We wish him all success in his new venture.

Mr. Wm Payne has invented a very useful and cheap appliance for straightening bent cranks *instantaneously and without removing them from the machine.* He intends patenting both handle-bar and crank-straightener.

Messrs. Shipley and Kennedy, of this city both prominent bicyclists, and employees of Hobbs, Osborne & Hobbs, were in the building at the time of the explosion, and, we are glad to say, were not injured. We congratulate them on their narrow escape.

News from the Clubs.

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

BELLEVILLE.

DEAR WHEELMAN:

I must apologize to you for not informing and keeping you alive to the workings of the B. B. C. The Belleville B. C. Club has gone to a great deal of expense in fitting up their handsome rooms and riding hall (which are at all times open to visiting wheelmen), and in order to strengthen the finances of our flourishing Club a grand bicycle meet and concert was proposed and met the approbation of all. A committee was appointed to make all arrangements for the holding of the meet and concert, and great praise must be given them for the energetic efforts and ultimate success in their undertaking.

The concert took place in the new Opera House, on Thursday, March 6th, under favorable auspices and a good large audience, there being about six hundred persons present. The tableaux given by the Club were admitted by all to be one of the most pleasing features of the evening, and the tableau in which Mr. Thos. Richie, on behalf of H. Corby, Esq., President of the B. B. C., presented a very handsome silver cup was decidedly pretty. Too much cannot be said in praise of the singing. The ladies especially sang well, and it would be hardly fair to particularize; but I think it would be an injustice not to mention the singing of Mrs. Wallace, late of London, whose full, rich voice and exquisite rendering of the selections sung by her were applauded to the echo, and received encores, although the Chairman, Mayor Dunnett, requested the audience not to encore. The recitations given by Messrs. Carmichael and Richardson were well received and the rendering by them would compare favorably with some of our best actors on the stage. The recitation (illustrative) in the sign language, given by Prof. S. T. Greene, entitled "The Amateur Bicyclist," was very amusing and received repeated applause. It seems almost necessary to mention every one on the programme, but your space is limited. Hrv.

MONTREAL.

ED. CANADIAN WHEELMAN:

DEAR SIR,—I have been surprised to read in your late issues, letters advocating the amalgamation of the C.W.A. and L.A.W. Those who were present at the meeting in Toronto in September 1882, called to organize the C.W.A., will remember that I then advocated the formation of a Canadian Division of the L.A.W., but that proposition was unanimously "scouted." My reason for doing so was because I thought, in common with the rest of the Montreal Club, that the wheel had not a sufficiently strong hold in Canada to support such an association. That view has, I think all will admit, been

proved incorrect and the history of the American League has not warranted the abandonment of our own National Body in favor of an alliance with the L.A.W. I think it is time to adopt a distinctive badge for the members of our Association and with that end in view I have had a number of designs made to submit to the proper authorities for their approval.

Messrs. Ross, Trug, Miller, Davis, and myself have sent an order home for a "Centaur" Four-in-hand Tricycle, which will be the first on this continent, I believe.

Messrs. Lane and Hill will ride a Rucker Tandem Bicycle this season.

Charlie Merrill has ordered a Premier Sociable and Bob Darling has purchased a Chelysmore Double. With these, the American Star and the Sociable that went to Springfield, the Montreal Division will shew considerable variety in the parade in Toronto, 1st. July. The boys are talking about it already, and I fully expect fifty men to accompany us on the trip.

We have lately refurnished and decorated our Club Rooms at an expense of over \$250, and I hope no Western wheelman will visit Montreal without giving us a call. The large oil-finished photograph of the Montreal Club, taken in 1831 before Suley left us, has just come back from the Boston Exhibition, and once more adorns the walls of our club room. We have started a weekly riding school in our gymnasium hall every Wednesday evening according to our usual custom for several years past at this season, and already several recruits have joined our ranks.

I notice that Canada has recently been erected into a separate division of the 'Cyclists' Touring Club; but I have not heard who has been appointed Chief Consul. I received a letter from a friend in the Old Country, who is on the council, telling me that the names of Messrs. McBride and Webster, of Toronto, had been mentioned and also my own. I should be glad to see the position accorded to Mr. McBride, who is a most enthusiastic wheelman without a doubt and would work hard for the success of anything he undertakes, I am sure.

The CTC does not conflict with national organizations, such as the C.W.A., L.A.W., N.C.U., &c., being of a purely international character and principally designed to assist wheelmen in touring throughout the length and breadth of the rideable world.

By the time this sees the light the presentation to "Billy" Ross will no longer be the secret it is as yet. Several of the boys, desiring to manifest their affection and esteem for "our champion," have imported a "Rudge" racer which is to be presented at a special meeting to be held next Friday evening. The machine has arrived, and everybody has been to Carnival House to inspect it, and it is a beauty without doubt. Jack Low and Fred. Holden have ordered duplicates "on sight."

Our genial Secretary, Jim Miller, who has recently returned from a short business trip west, reports that a host of new racers will be in the field this season (according to Mr. Moodie, of Hamilton,) and that they intend to make Ross look sharp after his laurels. The Ross family are all celebrated in some branch of athletics. Phil. as an oarsman, Jimmy as a snow-shoer, and Billy as a bicyclist, and are as fine a trio of brothers as you will find between here and the Rockies.

Rather more attention will be paid to fancy riding here this season than of late years, I judge, from present indications.

H. S. Tibbs, C.C., Dist. 4.

THE ARIEL TOURING CLUB.

DEAR WHEELMAN:—

"Gentle Anito" can't be far off now and no one will hail her with more delight than the "Ariels." The coming races, tours, and tournaments are the chief topics around our fire nightly, but the all-absorbing one is our intended tour to Montreal, which will take place early in August. Arrangements and details will be down to a fine point in a short time, as our letters of inquiry along the route have been answered promptly and courteously, which speaks well for the eastern 'cyclists and is fully appreciated-by-us. Our present plan is train to Toronto, wheel to Montreal and back by boat to Hamilton and train home. Time about ten days. The club motto has now been changed to "Economy is the road to Montreal."

Our bugle arrived last week and was "officially" brought forth from the box that Mr. C. W. Hutchinson, Springfield, Mass., had buried it in and was most "unofficially" "tooty-to-tooted" by the patient president for one straight hour (it is rumored he would have "tooted" some more if he had not burst the band on his new(?) spring hat, for which he had exchanged a very dilapidated one on his last visit to the barber's) and was duly handed over to the bugler who after emptying out the pint and a-half of saliva, pronounced it a "duisy."

W. G. Ross' Photo (16x20,) presented to us by that gentleman, was the big card in Trebilcock's window the other week. It has been handsomely framed and adds greatly to the appearance of our room.

Considerable excitement was caused the other night by one of our members, (left hand top man in club photo) whose daily bread is earned by representing a wholesale firm of this city, in Waterloo County, bringing up a cake of pure unadulterated Limburger cheese and depositing same in Secretary's desk. That illustrious gentleman having a bad cold "failed to connect," tilted his chair back, and calmly wondered why the boys asked him if he was sure he was quite well and why they edged their chairs near the door. But the Limburger knocked his cold out in the second round, and with a sweet, Christmas-what-is-it expression on his face, announced that a pole cat had got under his desk. Search was immediately instituted and the real cause found and gently assisted out by the club sport (right hand top man in club photo) who thinks it strong enough to knock out Sullivan in half a round. He intends to take it to Toronto on the 1st. July to help to keep the crowd back at the gates.

Our great female impersonator (centre man, bottom row in club group) better known to the London public as "Tilly Muggs," appears for the last time this season in St. Thomas this week, closing a very successful engagement with the Muggs Buggs Company. Tilly made quite a hit this year and was appreciated.

Our "Club masher" (top row, second man from the left) is once more in trouble. A short time ago he received a huge poster advertising another Ingersoll carnival with the short but meaning verse,

"Be sure and come Jimmie,
Or you'll break the heart of Minnie."

As Jimmie was "troubled with the shorts" at that time he didn't attend, and now Minnie, who is visiting here "never speaks as she passes by."

The rest of the Club are in good health, due no doubt to the untiring attentions of our janitor (Lost January 4th, 1884—reward offered for his recovery.)

Yours as ever,

MICKIE.

Mr. John Glen, whose advertisement appears in another column, wishes to call the attention of clubs who may require new uniforms to the fact that he is prepared to furnish them at the lowest cash prices. This is the season of the year when new uniforms are chosen, and before deciding on anything it would be well to get samples and prices from him. Apart from bicycle uniforms he is one of the most fashionable tailors in town, and we can recommend him to anyone wanting a nobby suit. Don't forget his address. West End House, 415 Richmond St.

FOR SALE

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

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

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The Largest, The Cheapest, The Best

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Including all the latest improvements and novelties for this season.

1—58-in. B.C. half plated on copper, bal. enameled, lined in gold,	\$120 00
1—54-in. S.B.C. Semi-racer, all plated but felloes, strong forks,	120 00
1—54-in. B.C. Standard pattern, half plated, lined in two colors,	107 00
1—54-in. S.B.C. half plated, bal. enameled, fine lined,	110 00
1—54-in. S.B.C. all plated but felloes,	122 00
1—54-in. Royal Challenge, plated, all ball bearings,	115 00
4—52-in. S.B.C., three-fourths plated bal. enameled, fine lined in gold,	116 00
24—50-in. S.B.C., three-fourths plated bal. enameled, fine lined in gold,	114 00
22—54-in. S.B.C., three-fourths plated, bal. enameled, fine lined in gold,	118 00
3—52-in. S.B.C. all plated but felloes, heavy forks,	118 00
1—53-in. S.B.C. all plated but felloes, heavy forks,	119 50
1—51-in. B.C., half plated, bal. enameled, fine lined, two colors,	100 00
6—50 in. B.C., half plated, bal. enameled, fine lined, two colors,	99 00
10—50-in. National Challenges, Andrews head part polished,	72 00
10—52-in. National Challenges, Andrews head part polished,	75 00
13—50-in. Extras, all ball bearings, all bright parts plated,	118 00
2—48-in. Extras, bal. enameled, and fine lined in gold	119 00
1—50-in. Folding tandem Tricycle for two riders, all bright parts plated, all ball bearings,	150 00
3—48-Apollos, part plated, balls to all wheels,	140 00
One a little shop worn, for	130 00

A few good second-hand Bicycles in stock.

Singer patent ball pedals, something new, extra, 6 50

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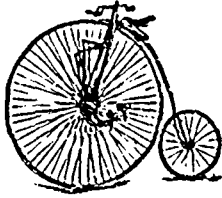
Bicycles shipped C.O.D., but cash must accompany orders for sundries.

The above machines will be here the first of March, and are all made from material carefully selected, the forks of the S.B.C. are made a little heavier than usual. Without a doubt these Bicycles are bound to supersede any previous importations.

The past three years Singer & Co. have been well posted, and schooled in all the requirements for a first-class Canadian Roadster.

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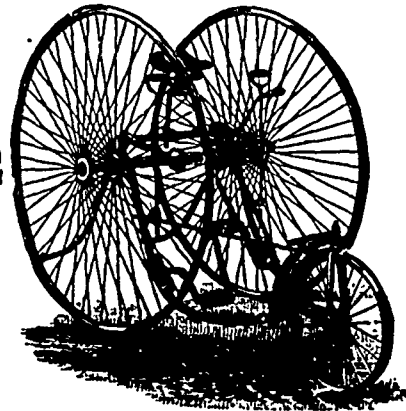
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A medium-weight bicycle. The most artistic and scientific bicycle made.

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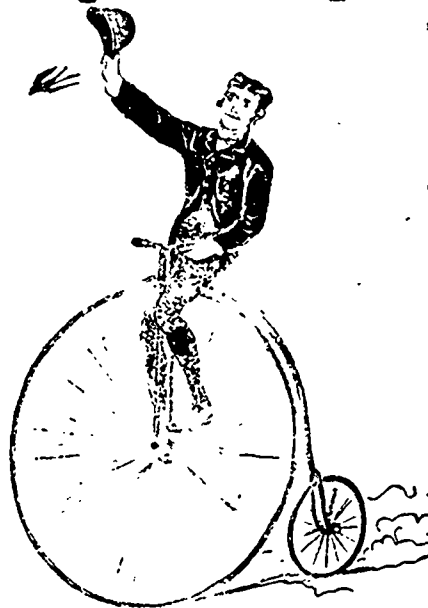
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Bicycles, from \$40 up.

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A. T. LANE Esq., Montreal.

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

Yours sincerely, HORACE S. TIBBS,
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