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A JOURNAL OF CYCLING.

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

VOL. VI.

LONDON, CANADA, MAY, 1887.

No. 7.

IT IS

BUILT THAT WAY.

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

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

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

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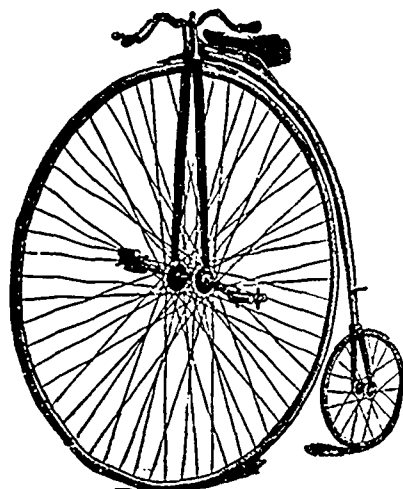
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THE GREAT CANADIAN CYCLING DEALERS,

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THE KING OF WHEELS.

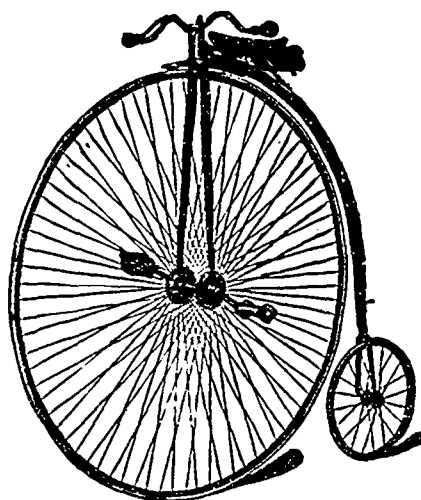


THE RUDGE LIGHT ROADSTER.

The finest bicycle on earth. Old and experienced wheelmen pronounce it a marvel of beauty; a glad surprise; an astonisher of the most pronounced type. Its magnificence is dazzling; its graceful lines remind one of the Apollo Belvedere; its finish is chasteness and loveliness combined. Magnates and mugwumps, plebians and policemen, are flocking from the distant corners of the earth to gaze on this wonderful product of Century No. Nineteen. The boneshaker must go! The cycling millennium has dawned! *E Pluribus Unum!* Erin-go-Bragh! Zip! Zounds!

The best wheel is that which is ridden by the best riders. Take Toronto, for instance. In the Wanderers' Club, the largest in Canada, CAPT. GEORGE CHAPLAIN ORR, the most expert wheelman in Canuckdom, rides a 56 in. Rudge No. 1; Secretary-Treasurer FREDERICO JOSEPHUS MORPHY has gone and done likewise; ditto the Captain and Lieutenant of the Safety Division, Messrs. T. LALOR and CHAS. P. SPARLING. Mr. MCBRIAN, another representative wanderer, also belongs to the most exalted and noble Order of Rudge Riders. And these gentlemen are sure to have the best wheel made, viz.: the Rudge.

THE QUEEN OF WHEELS.



THE RUDGE NO. 2.

The first impulse is to disbelieve us when we say that we will supply you with this fine wheel at \$85. But George Washington himself never told a bigger truth. Test us on the point.

The officers and the majority of the members of the STRATFORD Bicycle Club are Rudgeites.

The ST. CATHARINES boys have sized up the Rudge correctly.

HAMILTON is calling aloud for more Rudges.

CHATHAM ditto.

OTTAWA streets are enlivened by the sight of scores of Rudge Safeties.

CALGARY, the far-away city by the Rockies, also has the Rudge.

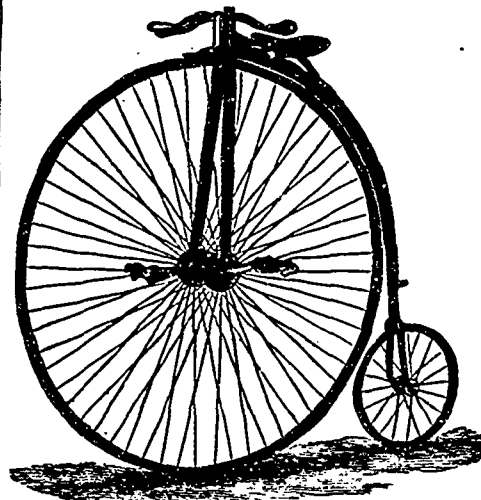
QUEBEC, the ancient, knows it well.

The whole country is on the *qui vive* about it.

We hope the *qui vive* will continue. No doubt it will. We have sold an enormous number of wheels already, and the season has not really opened.

Extra express trains are being run to accommodate the daily orders.

THE PRINCE OF WHEELS.



THE RUDGE NO. 3.

Only \$60. You can make it \$75 if your conscience will not allow you to accept it at \$60. Then there's the Safety and the Bicycleette. Write for information concerning them.

—:—:—

SOME OF OUR AGENTS:

Hamilton—Messrs. Ross and Simpson, No. 8, Arcade.

Ottawa—Messrs. Hunter and Living, Sparks street.

St. Catharines—Messrs. N. A. Lindsay & Son.

Cobourg—Mr. W. H. Fligg.

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The Canadian Wheelman :

A JOURNAL OF CYCLING.

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

PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION AT LONDON, CANADA, AND SUPPLIED TO ALL MEMBERS OF THE ASSOCIATION.

Subscription Price to Non-Members. \$1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

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

LONDON, MAY, 1887.

ARE YOU GOING TO BRANTFORD?

The above is the first question asked when two wheelmen meet, and the reply, "If I can possibly get there," makes the meet of 1887 appear an assured success. Nothing but bad weather can prevent the Brantford meet of the C.W.A. from being the very largest ever held. Great interest is already taken in it wherever the C.W.A. has members. The Midland District especially seem to have the wheel fever badly, and can hardly restrain themselves until the time arrives. Even its C.C. has it, and is guilty of the idea of a District tour. More power to him, and may he lead the largest Division at the meet! He is willing to work, and it only rests with the men of his district to rally around him and make his fair, fat face shine with pleasure on that occasion. We are pleased to welcome the new clubs falling into line with the C.W.A., and will promise them the full worth of their money this season, for in addition to the meet and the monthly visit of THE WHEELMAN, there is the new road book filled with all that can possibly interest the tourist, giving as it does concise reports of roads, hotels, railway arrangements, local consuls, etc., etc., until it makes up a book of reference hard to equal and impossible to excel. Too much praise cannot be given to Messrs. Donly and Tisdale, the painstaking editors, and Messrs. the many who so kindly furnished the material for the editors to classify. No wheelman should pass 1887 without it.

SLIGHTLY INCORRECT.

Now the N.C.U., of England, comes out with a statement showing a deficit of some \$1,200. We believe now we have a report from all the national bodies that govern cycling, and they all show a pitiable state of things in their financial standing.—*Bicycling World*.

If the *Bicycling World* will cast its eyes in a northern direction it may see something to its advantage—something that will enlighten its ignorance, and show it that it has not heard from all the wheel organizations, or that, having heard, it has failed to learn. The Canadian Wheelmen's Association is doing as good work for cycling in Canada as the L.A.W. is doing

in the States, or the N.C.U. in England. It has issued two guide books of the Dominion, the last one superior in many respects to any one sent forth by the State divisions of the League. It publishes an official organ, and distributes it free to its members. It controls all cycling matters, and holds an annual race meet. It does its work quietly and unostentatiously, and levies fees only one half as large as those collected by the League. It does all these things, and yet will show, after all the expenses of the new guide book are provided for, a surplus in the treasury of something over two hundred dollars. So the *Bi. World* will see that there is at least one cycling body whose financial affairs are not in a pitiable state.

TOURING.

A department of cycling work not yet assumed control of by the C.W.A. is that of touring. All over the country there are individual wheelmen who would like nothing better than to spend their summer holidays in touring had they only suitable companions and a knowledge of where to go to find at one and the same time picturesque scenery and good wheeling. Why should the C.W.A. not step in and help this class of riders to enjoyment and health? What is there to prevent the C.W.A. having a touring division as well as the L.A.W., under the direction of the superintendent, or captain, or tourmaster, of which an annual tour would be taken, in which all C.W.A. members who desired could participate. Let the subject be discussed between now and the first of July, and then acted upon, if deemed advisable, at the annual meet.

THE C.T.C.

A vigorous letter in this issue directs attention to the fact that THE CANADIAN WHEELMAN, although designating itself as the "official gazette of the Cyclists' Touring Club in Canada," furnishes no news regarding the C.T.C. Well, our excuse must be that we didn't think our readers wanted any of that kind of news. In the dim and shadowy past, through an agency of which all trace has vanished, the legend regarding the C.T.C. was placed under the heading of THE WHEELMAN, and the respect due to age, and those mysterious things of which we know not anything, has preserved it from ruthless hands to this day. The great cycling organization of the mother land appeals only in a sentimental way to the great majority of Canadian riders, and therefore it is that so few of them are enrolled within the ranks of the C.T.C. And we do not see that it should be otherwise. There is no province in this country for a foreign cycling organization. The C.W.A. at present admirably performs the work it has undertaken, and should it fail the responsibility will rest upon those whom it is designed to benefit, and who, in such case, would not be more likely to prosper under foreign than under domestic rule. For those Canadians who propose visiting England membership in the Touring Club is desirable, but all others will be performing their duty well if they see to it that they are giving all the support they can to their home organization.

However, now that the subject has been broach-

ed, it may not be inopportune to give a few extracts regarding the C.T.C. from Karl Kron's voluminous work:

"In 1885, the C.T.C.'s gross profit on trading accounts, \$6,613—comprising \$4,609 on uniforms, \$1,183 on badges, \$392 on hand-books, and \$429 on discounts. This profit was nearly all absorbed by the net cost of *Gazette*, \$6,438, whose total cost (\$11,317) consisted of \$6,804 for printing, \$4,027 for postage, and \$486 for adv. commissions,—the adv. receipts (besides \$680 due Dec. 31) being \$4,879. The 'general expenses' (including the secretary's salary of \$1,500, but excluding the adv. com. just named) were \$8,031, to which must be added \$2,793 for office stationery, and \$1,640 for postage,—a total of \$12,454, or almost as much as the revenue from membership dues, \$12,740. The gross receipts on the trading transactions, which yielded a profit of \$6,613, were \$38,157; and, as payments on *Gazette's* account were \$11,317, the whole amount of C.T.C. cash handled during the year was considerably in excess of \$50,000. At the annual meeting of May 8, '86, the treasurer likewise said that each member annually cost the club 75c., or 25c. more than his annual dues. He reported that the monthly amount of checks drawn by him on the C.T.C. bankers often reached \$7,500.

Referring to Canada, K. K. says: "The State Consuls nominate local consuls, and also supply application-blanks to those who send stamped and addressed envelopes. Each candidate who signs such a blank sends it with \$1 to the acting Chief Consul, who transmits the same to the secretary in England; and the renewal-fee of later years, if sent in the same way, is 75c., instead of 62c. These facts are announced in each week's *Bi. World*. This plan has prevailed for more than two years, and a very few additions have been made to the list of State Consuls during that period. Previously, the *Wheel* called itself the club's 'official organ in America' (June 6, '82, to Feb. 29, '84), but did not regularly print names; and THE CANADIAN WHEELMAN has inserted a similar 'honorary adv.' of itself, as 'official organ of the C.T.C. in Canada,' ever since Oct., '84. The slight hold which the club has gained upon that country is chiefly due to the absence of any such enthusiast as the one who pushed it into recognition in the United States, namely, F. W. Weston. To the phrase, 'Founded May 5, 1878, at Harrowgate,' with which most C.T.C. men are familiar, should now be added, 'Founded Nov. 22, 1886, in the London Law Courts,'—a phrase which the autocrat of the society is very anxious that his followers should not become familiar with. On the day last mentioned, standing in the witness-box, before the pitiless cross-questioning of a lawyer, 'the Secretary-Editor of the C.T.C.' confessed that he had committed literary forgery, by printing in his *Gazette*, over the signature of our Philadelphia artist, Jo Pennell, an abusive phrase ('the vapors of elderly quidnunes') which that gentleman had never written. He confessed, too, that he designed that phrase to stigmatize a certain J. B. Marsh, who was obnoxious to him on account of having published a half-dozen 'Anti-Humburg' articles, exposing the 'true inwardness of the C.T.C.' as a medium—not for 'the advancement of wheeling,' but—for the advancement of the Secretary-Editor's personal fortunes as a seller of 'official' breeches and badges. When the presiding officer of the court, Mr. Justice Mills, heard 'the Secretary-Editor of the C.T.C.' thus confess that he had forged the signature of Mr. Pennell in order to hurl an insult at Mr. Marsh, that officer rose in his wrath and metaphorically kicked 'the Secretary-Editor of the C.T.C.' out of the witness-box and out of the court. He rebuked him scorchingly for having indulged in 'the lowest and vilest abuse of the worst form of journalism,' and said in effect that it would be an insult to the intelligence of the jurymen for him to attempt carrying his case further (he was nominally the plaintiff in a libel suit against this same Mr. Marsh), for no jury would think of giving him damages after such a confession.

"So far are those initials (C.T.C.) from being

'international,' that they do not even represent the United Kingdom, nor yet the whole of England, but chiefly its metropolis—as may be shown by analyzing the membership statistics at the opening of 1886 (the latest ones on which I can now put my hand): The two largest 'divisions,' which include the city of London, claimed 6,962 men, or more than a third of all belonging to the entire 37 'divisions' of the C.T.C. The foreign contingent amounted to only 1,600, whereof the United States supplied 669 and all other countries 931."

Wheelman Centres.

WOODSTOCK COMES TO LIFE AGAIN.

Judging from the long silence which has characterized Woodstock, in so far as the columns of THE WHEELMAN are concerned, our brother bicycle riders in other towns might come to the conclusion that we were either dead or sleeping here. And those who may have noticed the remarks in your columns of a spasmodically active correspondent, who some little time ago took it upon himself to lecture the wheelmen of Canada in general on their laziness in the matter of writing up events in their various localities, might mentally recommend that gentleman to rub a little of his salve on himself. However, we are neither dead nor sleeping here, fellow-wheelmen.

The Bicycle Club organized as per report forwarded to you last month, and as soon as the cranky clerk of the weather reports fit weather, will come out with renewed energy, and make this season an active one. The old riders are enthusiastic; there are a number of new ones, who are sure to feel that way, and some new racing men promise to make things lively on the track. We shall, of course, greatly miss our old invincible Clarke, but hope to see him out again in the latter part of the season.

At present all is activity and bustle among the W.A.A.A. pushers, preparing for the 24th of May celebration. They are determined to keep this year's sports up to the old standard. Let every wheelman who intends to spend a jolly holiday on that day—and what wheelman does not?—make up his mind to come to Woodstock, receive an old-time welcome from the W.A.A.A. and the bicycle club, and see the best day's sport of the season. And let every club captain rub his eyes carefully, put on double magnifiers, and read in the Programme that a \$75 bicycle cup—the handsomest ever imported into Canada—is being offered to the club having the largest number of wheels in the parade on that day. Then let him take off his coat, and with blood in one eye and that big cup in the other, go to work like a big (little) man, and work up a team to bring here that will ensure the ownership of that cup to his club.

In another column will be found a full programme of the events of the day. Look it over, boys; and you who race, get out your wheel, clean it up, oil it, strip yourselves, and, setting your mind on the biggest and best prize on the list, go to work and train for it, and win it, and let all who ride, whether in a club or singly, come and enjoy yourselves, and have the last breath of the winter's sluggishness taken out of your veins.

Lacrosse is to be a leading card here this year, and a first-class team has been got together, who have also done wisely and well by going into the new league.

Well, I guess that's about all the news this time, but before I close I must again urge all wheelmen and athletes to come here and have a big time on the 24th.—Fraternally, CRANK.

The *American Wheelman*, of St. Louis, started a subscription list for the purpose of assisting the L.A.W. out of its financial embarrassment, but the "willing worker" has been snubbed by the Secretary-Editor, who says that the League is not yet a mendicant.

ELECTRIC TIMING.

Mr. S. M. Baylis, of the Montreal Amateur Athletic Association, has an interesting article on electric timing in the April *Outing*, from which we make some extracts:

"It may be said that if time can be noted with even such comparative accuracy as this by watches, that we have reached a point satisfactory enough for all practical purposes; but, as we said before, 'the world moves,' and if an arrangement can be devised to register automatically on paper each second of time so that the result can be arrived at accurately by measurement to the hundredth part of a second, it is surely an improvement on the old method (which is entirely dependent upon quickness of the eye and hand, and consequently liable to error), and is destined to replace it altogether in properly-conducted athletic meetings. That such an arrangement has been devised, tested, and proved thoroughly reliable at more than one public meeting, we shall proceed to show, giving at the same time a description of the apparatus and mode of working.

"Granted that the idea of electric timing is not new, and that efforts have been made to bring it into practical use; so far as known, however, these have hitherto proved futile, or where partially successful have been made on the lines laid down three years ago by those to whom the honor of discovering and adapting a combination of well-known principles and instruments to the purposes of athletic sports and placing in use the first practical electric timing apparatus, should be ascribed.

"The Montreal Amateur Athletic Association is probably one of the largest associations of the kind in the world, its peculiar construction rendering its position in the field of sports almost unique. Its history is that of 'sport' in Canada, and its marvellous growth and the business-like conduct of its internal affairs and public contests by its level-headed young members are matters of public notoriety in its native city. Among its 2000 members are found some of the best authorities on sporting matters, present and former champions in every field of sport, besides the best representative professional and business men of the metropolis of Canada.

"Among them is one to whom, in connection with the subject in hand, its members are deeply indebted. Prof. C. H. McLeod, a young man himself, while holding an important chair in the applied science department of McGill University, and director of its observatory, has always taken a keen interest in the manly sports of his students and his fellow-members of the M.A.A.A. As a result of this interest, they are put in possession of a perfect system for registering time by electricity, which he declined to patent, but placed his ideas and services in the hands of the directors of the M.A.A.A., who expended considerable sums in the construction of the apparatus, which is available to the athletic world, and which we shall now proceed to describe.

Briefly, the arrangement consists of a battery, a wire for the electric circuit connecting all starting and finishing points (where 'circuit-breakers' are attached to break or close the current) with the chronograph or registering apparatus and the clock whose beat causes the seconds to be marked on the paper-covered cylinder; these, with the pistol and its attachment for inserting in the starting switch, completes the arrangement. 'All very simple!' your scientific reader exclaims. 'Why, these things are in use every day in astronomical work, and might have been adopted long ago'—the egg trick over again. Posts are set up at each starting-point and the finish; the switches, where the pistol attachment is inserted when starting, fastened to them, and a wire strung so as to form a complete circuit, which passes through the clock and the chronograph. The battery is of the ordinary kind used in telegraphic work, and needs no description. The clock requires to be a good one, with a pendulum swinging exactly once in a second, and at each oscillation touching a point connected with the current, thus causing a corresponding motion to the armature of the chronograph holding the pencil. Where

portability is demanded, a break-circuit chronometer may of course be substituted for the clock. The chronograph consists of a revolving cylinder, over which is suspended a stylographic pen held by the armature referred to, and the beautiful machinery of the apparatus receives its motive power from weights suspended by pulleys under the table on which it rests. Attachments are connected to regulate the speed, which for convenience of counting to scale used we set at one revolution in 40 seconds, each second marking a space of half an inch on the paper, which may be removed as often as desired; the machine may also be stopped at will on touching an arrangement for that purpose.

"We will suppose everything set up in its place, the circuit complete, the clock carefully set to run correctly and the chronograph revolving at the proper rate, when the pen will be found marking on the revolving cylinder a continuously interrupted line, each space being one second, the divisions being caused by the motion imparted to the pen as each beat of the clock is transmitted over the wire. Should no interruption occur in the circuit, this would continue until the paper was full or the machine stopped, but if the circuit be opened only for an instant, an additional mark will appear on the score, as in the start and finish of a race, which are arranged thus. The starter's pistol has an arrangement on the barrel terminating in a wire, which, on being attached to the switch, still completes the circuit, but when the pistol is fired the points at the mouth of the barrel are opened by the flash, and *this moment*, which timers always have such difficulty in getting just right, is registered instantly on the chronograph score. At the finish, a thread is stretched across the track and attached to a circuit-breaker so as to be sufficiently 'taut' without opening the current, which is done when the winner pulls the thread in crossing the line and closed by the breaking of the thread allowing the points to come together again, all done in a flash and again registered on the chronograph. The paper is then removed, the seconds measured or counted, and the fractions scaled to the hundredth part of a second.

"It may be objected that this will only give the time of the first man; but as his time only is of importance, less attention is paid to second men, often none at all. It could, however, be arranged, if desired, to have each man come in in a particular place and have separate threads for each. In bicycling, this difficulty is obviated by having the thread a little stronger and placed close to the ground, so that the pressure of the wheel will be sufficient to open the circuit, which is closed again when the bicycle passes over.

"This mode of timing was first used by Prof. McLeod at the championship games of the M.A.A.A. in the fall of '83, and again at the McGill University sports in the fall of '84, the break-circuit chronometer and the chronograph employed on these occasions having been temporarily taken from the McGill College Observatory; but in 1886 Prof. McLeod kindly offered to superintend the construction of an apparatus specially for the M.A.A.A., which was first used at the championship meeting of the Canadian Wheelmen's Association on July 1st, and again at the fall games of the M.A.A.A. on September 18th, on both occasions proving an unqualified success and compelling admission from the most skeptical that means had at last been found of placing 'time-keeping' on a scientific basis and insuring accuracy beyond question. The advantage of having 'records' in black and white filed away for reference should they ever be questioned, is patent to the least experienced in these matters."

Messrs. Ross & Simpson, two live members of the Hamilton B. C., have opened up a cycling agency in the Arcade, Hamilton. They will handle the Rudge wheels for Messrs. Chas. Robinson & Co., and will keep a supply of sundries in stock, which will be a boon to the wheelmen of the Ambitious City

E. M. Aaron has resigned his membership in the L. A. W.

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. HAI. B. DONLY, Simcoe, Ont.

NO. 4 APPOINTMENTS.

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

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

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

Yours fraternally,
 W. P. WAY,
 Belleville, March 14, 1887. C.C. No. 4.

APPLICATIONS FOR MEMBERSHIP.

Unattached, add 12 :
 E 0001, H I Prouty, Roxton Falls, P.Q.
 E 0002, L E R Povuer, " "
 E 0003, H A Kingsmill, Chatham, Ont.
 E 0004, Thomas Gibson, Wroxeter, Ont.
 E 0005, Alexander Cloutier, Essex Centre, Ont.
 E 0006, Chas E Simmons, Petrolea, Ont.
 E 0007, John Robinson, Niagara Falls, Ont.
 E 0008, E M Mihill, Grimsby, Ont.
 E 0009, A B Bowlby, Windsor, Ont.
 E 0010, F Matthews, Lindsay, Ont.
 E 0011, W J Gallon, " "
 E 0012, E Agur, Glenallen, " "

Napanee Club, add 10 :
 E 00013, W C Smith E 00018, W A Foster
 E 00014, W J Normile E 00019, W Pringle
 E 00015, H A Roe E 00020, G A Caton
 E 00016, A M Sweetman E 00021, G C F Ward,
 E 00017, A R Boyes M.D.
 E 00022, Archie Clark

Forest City Club, London, add 4 :
 E 00023, H Rowlands E 00025, Jos Knowles
 E 00024, A Hargreaves E 00026, E Rowlands

Colborne Club, Colborne, add 8 :
 E 00027, Thorn. Huyck E 00031, F McGlennon
 E 00028, H S'Keyes E 00032, R J C Skinkle
 E 00029, P H Philip E 00033, Robt Cooke
 E 00030, G M Teasdale E 00034, Jas Staunton

Brantford Club, Brantford, add 26 :
 E 00035, D Glass E 00055, E A Thomps'n
 E 00043, W F Patterson E 00056, D Grant
 E 00044, H G Howell E 00057, Fred H Yapp
 E 00045, A G Malcolm E 00058, D Dempster
 E 00046, H Veigh E 00059, S M Thomson
 E 00047, J T Hewitt E 00060, Jas Millar
 E 00048, Harry Fair E 00061, Fred Fawkes
 E 00049, Chas Tipton E 00062, R M Orchard
 E 00050, A T Christie E 00063, Dr E Hart
 E 00051, G A Sleaman E 00064, Fred Laxford
 E 00052, J H McLean E 00065, J A Wallace
 E 00053, Henry Hunter E 00066, E Callis
 E 00054, J D Grant E 00067, J H Simmons

Cobourg Club, add 11 :

E 00078, E Butler E 00084, W H Fligg
 E 00079, Robt Patterson E 00085, W H Fisher
 E 00080, Ames Sherer E 00086, J Hargraft
 E 00081, Wm Hewson E 00087, W G R Bond
 E 00082, H W Williams E 00088, C C Field, jr
 E 00083, Ham Burn

APPOINTMENTS.

TORONTO DISTRICT, NO. 3.

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

Place.	Consul.	Address.
Toronto.....	W H Cox	Walker House*
"	C H Riggs	"
Newmarket..	T C Watson	Royal (recomm'd)
Acton.....	Chas Gibbons..	"
Drayton.....	J W Powley	"
Palmerston ..	A Knowles	Queen's Hotel
Aurora.....	J J Ross	Royal Hotel
Owen Sound..	D L Harrison	Coulson House*
Markham....	"	Franklin House

* Allows 25 % off regular rates.

MIDLAND DISTRICT, NO. 4.

The revised and amended list of appointments for the Midland District for 1887 is as follows;

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

Place.	Consul.	Hotel.
Bath.....	J A Minnes	Wemp's
Belleville	J S Bonar	*Anglo-American
Bobcaygeon....	F E Bell	"
Bowmanville ..	H Chandler	Rheubottom's
Brighton.....	Harry Whittier	*Central
Campbellford..	J B Ward	*Windsor
Cobourg.....	W G R Bond	*Dunham
Colborne	"	*Brunswick
Consecon.....	A McDonnell	*Prince Edward
Deseronto.....	H J Normile	*O'Connor
Ernestown	C Mitchell	"
Fenelon Falls..	A E Ames	*Mansion
Frankford	F B Hope	*Clarke
Harwood	A Will Donley	*Lakeview
Hastings.....	E A Reid	*Royal
Kingston.....	D R Dupuis	*Burnett
Lindsay	W J Gallon	*Benson
Madoc.....	Geo Biggar	*Moon's
Marmora	W A Lingham	McWilliams's
Marysville.....	T McCormick	*Culhane
Millbrook.....	C W Clelland	*Roper's
Napanee.....	G C T Ward	*Campbell M.D.
Newburgh.....	G A Caton	*Hope's
Newcastle.....	Carl B Kent	*Windsor
Newtonville....	E T Bowie	"
Norwood	V Halliday	*Brennan's
Odessa	W J Renton	*Sproule's
Omeema.....	Jas McNamara	Blackwell's
Peterboro'	G A Schofield	*Grand Central
Pictou.....	B W Reynolds	Royal
Port Hope.....	"	*St Lawrence Hall
Shannonville..	R E Clarke	*Lorne
Springbrook....	J B Wilson	*McWilliams's
Stirling.....	C F Nicholson	Scott's
Trenton.....	C A P Godson	*Queen's
Wellington.....	G E Reid	*Garratt's

* Proprietor has signed contract and gives discount of 25 % to members of C.W.A. All others are \$1.00 per diem.

Yours fraternally,

W. P. WAY,
 C.C. District No. 4.
 Belleville, April 14, 1887.

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	"

C. T. C.

To the Editor.—THE CANADIAN WHEELMAN claims to be the official gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

What is the Cyclists' Touring Club in Canada? Who are its members? Who are its officers? What does it do for touring? etc. etc. You have simply to write the name and (?) What is it? It has a name, for we have seen that Salvation Army badge worn, and that proudly, too, in Montreal, and have seen, through the *L.A.W. Bulletin*, that the C.T.C. has introduced a new badge, which has been claimed to be an infringement on L. A. W. patents. With all this happening, the C.T.C. official organ in Canada has been dumb as an oyster. Who are the Canadian executive of this effete old-world institution, and what are they doing for their honors?

I understand, from the *C. T. C. Gazette*, a monthly wheel paper published in England, that the C.T.C. had in 1886 a membership of 25,000, and that 45 men belonged to the Canadian division. Now, who are the 45? Who is their C.C.? Who are their Local Consuls? Where do they tour, and what stands in the way of their meeting in Brantford, exchanging ideas, if necessary bouncing the present overworked staff of Canadian officers, working some enthusiasm into the Canadian contingent, and showing that the C.T.C. check is good for something, and is not merely a paper honor conferred upon those who have been to *Yrrup*. Come, gentlemen, either push the C. T.C. or the C.W.A., or "get!" Stand not on the order of your moving, but move at once.

C. T. C.

THE MEET.

A meeting of the Executive Committee of the C.W.A. meet was held at the Kerby House; Brantford, on the 15th April. The C.W.A. were represented by their President, W. A. Karn, of Woodstock; Secretary H. B. Donly, of Simcoe, and W. M. Begg, of London. The programme was decided on, and the questions of the track, grand stand, etc., fully discussed. The following is the programme as decided on: A 1 and a 5 mile bicycle championship, and a 1 mile tricycle championship of Canada, open to all amateurs resident in Canada; a ½ mile dash; a 2 mile green race on road machines; a 1 mile safety race, and a ½ mile without hands, open to members of the C.W.A.; and a 1 mile, 3 mile lap race, and a 10 mile open to all amateurs in America. The Committee will offer very liberal prizes for the above races, and in the 1 mile bicycle championship race will award a diamond C.W.A. pin, provided the Canadian record is broken. They will also offer a handsome prize for the largest representation of any club at the meet and for a 1 miles club championship open to members of the Brantford Club.

PETE'S PARAGRAPHS.

Everything connected with wheeling is in full blast. The block-paved avenues are alive with wheels, and the clubs are displaying unwonted activity, both having inaugurated the Saturday runs for the season. Early morning tours and after-tea jaunts are also on the programme. The cycling inspection is spreading among the young and old. The juveniles are organizing as a junior branch of the Wanderers, while the more elderly members of the noble army nightly congregate on safeties in the vicinity of Clarence Square.

Both clubs will, no doubt, be largely represented at the Woodstock meet on the 24th, while Brantford will be inundated on the 1st of July. Geo. Terry was in town the other day. He has been under the weather, I am sorry to say, and is anything but like his old self yet. He is suffering from blood-poisoning, caused by coming in contact with poisoned ivy.

Mr. E. Winn Farwell, of the Sherbrooke, Que., Bicycle Club, was in town the other day.
 Toronto, April 29, 1887.

With the Clubs.

WANDERERS' NOTES.

Wheeling has once more started, and the boys are at it for all they are worth. We have now got to be a club of 185 members, out of which over 100 are riders, and we now stand the first to be and only incorporated bicycle club in Canada. Everybody commends our new club-house in the highest terms, and it is with pride that a Wanderer will show a visitor through the most complete and best-furnished club-house in Toronto. We have come to stay, and the one or two charter members in the club can look back to the old days when meetings were held in a 12+10 room. However, it is our motto to "get there," and "there" we are.

On Good Friday a run was called, and although a pleasant day, only some 25 members turned out and enjoyed an excellent spin around the city. In the afternoon, several members started for the Half-way House, nine miles east of the city, to win the prize presented by the Captain for the first man to reach there. First to get there was Fred Foster, who wins the prize. Close behind Foster came Artie Brown and Charlie Miller, who would have finished in a dead heat had not Brown taken a nasty header and finished in the four-inch deep mud. A run to Whitby is in order soon, and some 30 have promised to take it in.

The club has gone back to their old 'S2 suits, and orders are flooding the tailor. It is said he received fifteen orders in one day alone. Our new club badge has been made at great cost, and will be registered. A die had to be cast, and already over fifty have been sold to riders only. Our first big trip will be to Woodstock, I think, and we will bring a crowd, and also our Freddie, who we think can lick anything. We have had several invitations to spend the 24th out of town, but Woodstock is likely to catch us, so look out for those Wanderers, O'Neill.

Last night we had our opening night; and here I might give your readers a specimen of how the *World* reporter wrote us up after we had "entertained" him:

"THE WANDERERS' CLUB-HOUSE.

"In case anybody shouldn't know what that handsome new building on the northeast corner of Wilton avenue and Victoria streets is, the *World* desires to tell them that it is the club-house of the Wanderers' Bicycle Club, the only one of its kind in Canada. The house has been open to members, but the formal opening took place last night, when an "At Home" was given, and fully 250 young gentlemen enjoyed the hospitality of the club. A general invitation had been extended to the members of the Toronto Bicycle Club and to many other admirers of bicycling. The visitors were all delighted with the commodious house, and the handsome and costly furnishings of its two parlors, two billiard-rooms, smoking, and card-rooms, and reading-room. The carpets, furniture, hangings, and pictures are all new and beautiful, and the house is a model. The Hon. President, Dr. A. Macdonald, President Riggs, Capt. Orr, and, in fact, every Wanderer present, treated their guests in the best manner, and made them feel at home. Choice refreshments were served in an upstairs room, and the whole house was thrown open. There was an excellent musical programme provided. Among those who took part were: Messrs. T. Lator, G. H. Orr, Alf Smith, Bert Brown, C. B. Doherty, jr., McBrine, A. B. Cameron, G. E. Cooper, Spink, Alexander, and Master Sparling. Messrs. J. Alexander and R. Widdowson gave a couple of recitations, and Mr. Cooper related pathetically his experience as a bicyclist. The Wanderers are on a smooth road to assured prosperity, and they are bound to get there with both wheels."

At a late meeting of the club we put through 48 new members for two weeks' proposals. In the words of the *World*, "You bet we are getting there with both wheels." Well, I'm afraid I'm setting too long a pace for your excellent columns, but then you know the pace is never too fast for a "WANDERER."

BRANTFORD.

This is the first of May, and we have but two short months before the members of the Association from Prince Edward Island to Manitoba will meet at Brantford, at their fifth annual race meet. The various committees are working hard to get everything into shape for that date. They have already had their advance programme printed, and ere this it will be in the hands of the various members of the association. In it will be found

the programme of events as decided upon, and we think that every racing man in Canada, and quite a number from the neighboring Republic, will be able to find therein sufficient inducement to be with us on July 1st, and we feel confident that they need have no fear in regard to the condition of the track on that day. We have called for tenders to level and roll the track, and to have it in first-class shape by June 1st. As soon as the tenders are in we shall let the contract, and see that the specifications are correctly followed out.

We have already had the promise of several racing men from the States, and in our own Association reports are coming in that Davies, Foster, Clarke and Ross are all after those championships, and it has even been rumored that some Simcoe man, called Donly, has his eye on the diamond pin given in the 1 mile championship race, if the Canadian record is broken. However that may be, our own boys are certainly all turning out fast men. Our genial Secretary has just purchased an elegant new racer, with which the records are all to be knocked endwise, and several others are negotiating for similar wheels. Foster will have to look to his laurels, or the championships will be left in Brantford.

Several of our boys were at Toronto some days ago, and while there paid a visit to the Wanderers' Club-house, and they report that they are perfectly exquisite—just too lovely for anything. The rooms are all fitted up in the latest styles and with the most expensive furnishings. The Wanderers have certainly shown us what can be done by united action and hard work, and although the house is fitted up rather too elaborately for our ideal of a club-house, still we must congratulate Capt. Orr on having the handsomest club quarters in Canada.

W. A. Karn, President C.W.A., H. B. Donly, Secretary C.W.A., and A. M. Begg were in the city last week attending a meeting of the Executive Committee of the meet. They report that it will cost in the neighborhood of \$400 to fix up the track, but the committee were equal to the occasion, and decided to put it into first-class shape even if it cost three times as much. We have already had two club runs to Paris—one, the "Pioneer" run, about March 15th, and one on Good Friday. Can any club "discount" that? "CARL."

THE TORONTOS.

In Toronto, the indications were never more auspicious. The old Toronto Club, which has done so much for the development of cycling in the past, is again to the front, and will still, no doubt, maintain its reputation as one of the leading wheel clubs in Canada. The racing element, which has always been one of its strongest features, will, it is expected, receive a fresh impulse by the infusion of new blood. Great things are expected from this source. At a late meeting, much enthusiasm was displayed, several new members being elected and others proposed. Some discussion took place with regard to a proposed athletic meeting for the holiday in connection with the Queen's Jubilee celebration, and if the grounds are to be had on reasonable terms a first-class day of sport may be looked for. A very interesting series of runs and tours for the season has been arranged, and everything in connection with the club looks well.

ST. THOMAS BICYCLE CLUB.

The seventh annual meeting of the St. Thomas Bicycle Club was held on April 19. There was a good attendance of wheelmen, and by all appearances the club will be an energetic one during the year '87. Mr. A. E. Donville was unanimously re-elected Captain, and Mr. Geo. Ingram Secretary. Mr. Harry Broderick was elected Sub-Captain. It was decided to join the C.W.A. in a body, and to attend the Brantford meet in as large numbers as possible.

HAMILTON BICYCLE CLUB.

The annual meeting of the Hamilton Bicycle Club was held in the club-rooms April 6, when the following officers were elected for the ensuing year: President, C. W. Tinning; Vice-President, C. Bews; Sec.-Treas., R. H. Skinner (re-elected);

Captain, C. Graham; 1st Lieut., R. A. Robertson; 2nd do., J. D. Laidlaw; Standard-bearer, E. Carpenter; Bugler, C. H. Ross (re-elected). The committee appointed for the purpose of seeing what could be done towards getting a quarter-mile track reported that Dundurn Park could not be secured, and that arrangements to have one made in some other suitable place would be made if possible.

MONTREAL BICYCLE CLUB.

A large and enthusiastic meeting of the Montreal Bicycle Club was held in the Club-house, Mansfield street, on Thursday, April 14th, when the following were elected officers for the coming season: President, J. D. Miller (re-elected); 1st Vice-President, F. G. Gnädinger; 2nd do., J. T. Barlow; Hon. Sec., Richard F. Smith (re-elected); Capt., H. Joyce (re-elected); 1st Lieut., J. T. Gnädinger (re-elected); 2nd do., E. W. Barlow (re-elected); Treasurer, R. Lloyd (re-elected); Bugler, J. T. Ostell; Standard-bearer, J. H. Robertson (re-elected); Committee, A. T. Lane, L. Rubenstein, E. W. Barlow, H. Joyce, and J. T. Gnädinger.

COBourg BICYCLE CLUB.

A meeting of the Cobourg Bicycle Club was held at the Arlington Hotel on Wednesday evening, April 13. There was a full attendance of local wheelmen. The officers for the season of 1887 were elected as follows: Hon. President, Lieut.-Col. J. Vance Graveley; President, John Hargraf; Vice-Pres., H. Williams; Sec.-Treas., E. Butler; Captain, W. G. Bond; 1st Lieut., Robert Paterson; 2nd Lieut., W. Fisher. The prospects of the Cobourg Bicycle Club this season is excellent. There are now 28 wheels in town, and the number will be increased. The club decided to enter the Association, where they expect to secure a leading position before the close of the season.

BRANTFORD BICYCLE CLUB.

At a meeting of the Brantford Bicycle Club, held on Wednesday, April 13th, the following officers were elected for the ensuing year: Hon. President, Hon. A. S. Hardy, Provincial Treasurer; President, D. Glass, Esq.; 1st Vice-President, J. Hall, Esq.; 2nd do., W. J. Knowles, Esq.; Secretary, Wm. Patterson, jr.; Treasurer, Wm. E. Buck; Captain, C. R. Fitch; 1st Lieut., C. Duncan; 2nd do., W. G. Killmaster; Bugler, G. D. Heyd; Standard-bearer, H. Howell. The club outlook for the year is exceedingly bright, and it will be the best year Brantford has ever had, as far as bicycling is concerned.

BELLEVILLE BICYCLE CLUB.

The Ramblers, of Belleville, have elected their officers for the year 1887, and are simply going to keep the roads of the Midland District hot this summer. The officials are as follows: President, Henry Corby, Esq. (4th year); 1st Vice-President, Thos. Ritchie, Esq. (4th year); 2nd Vice-President, Mayor W. H. Biggar; Sec.-Treas., W. E. Foster (2nd year); Captain, H. A. Dean; 1st Lieut., W. A. Lingham; 2nd do., Thomas McCormick; Bugler, Harry Price; Standard-bearer, Fred Foster; Handicapper, W. P. Way. The club are going to wheel to Brantford—that is, all who can get away, and they will be heard from at the meet, not on the track, but at the hotel dinner tables.

DETROIT BICYCLE CLUB.

The following are the officers of the Detroit Bicycle Club for 1887: President, B. J. Holcombe; Vice-President, Chas. Alvord; Secretary, P. N. Jacobsen; Treasurer, Geo. O. Williams; Captain, A. F. Peck; 1st Lieut., A. D. Bowlby; 2nd do., Geo. Lane; Bugler, J. H. Ames. Executive Committee: President, Secretary, Treasurer, A. F. Peck, J. W. Kneeshaw, John Hanley and A. D. Bowlby.

VICTORIA BICYCLE CLUB, MONTREAL.

The Victoria Bicycle Club, of Montreal, has been reorganized with the following officers: Captain, R. Ash; 1st Lieut., E. H. Pickard; 2nd do., F. Hankins; Sec.-Treas., G. B. Ash. The club was reported in a flourishing condition, and expects to make things hum this season.

Wheel Tracks.

A strong effort will be made to hold a big bicycle tournament at Worcester next fall.

A bicycle section has been opened by the French military school at Joinville-le-Point, Paris.

Albany, N. Y., has got the knickerbocker craze, and will endeavor to thrust knee pants into popular favor.

The directors of the Lynn Track Association have decided to hold a race meeting on the afternoon of May 30.

The Boston Club has rescinded the by-law making the club a League Club, and will henceforth be unattached.

The *Wheelmen's Gazette* says: "Tricycles, as usual, will all be built with three wheels." This is in the nature of startling news.

The St. Louis meet programme is nearing completion. An effort was made to have Ayers do the descriptive work, but he declined.

The *Owl* says: "They are going to bring out a new bicycle called the 'Boston.' We suppose it will be fitted with an extra large hub."

Dr. Richardson, of England, says in regard to cycling: "It promotes a healthy desire for wholesome food." The doctor is drawing it very mildly.

Massachusetts has passed a bill making it compulsory upon cities and towns to erect guideboards at every crossing and corner. This will be a great help for tourists.

The Inter-State Commerce Bill is causing the Committee on Transportation much trouble in regard to securing reduced rates for L. A. W. members attending the meet at St. Louis.

Buffalo is the next city to start the ball a-rolling for a fine athletic club. All the athletic organizations of that city have combined, and have started well along the way to complete the preliminary details.

"There's no business in the world," says the *Bulletin*, "which can be carried on successfully in the face of a loss of fifty per cent." How about driving a water-cart, old man?—*San Francisco News-Letter*.

Hear the robin's joyous note,
And the festive callopie
Trilling on the crisp May air;
For the wheelman and the robin
And the violet are bobbin'
Up serenely, almost everywhere.

Massachusetts talks of putting a legal holiday just where it is wanted,—the first Monday in Sept. There is a long wait from July Fourth to Thanksgiving, and wheelmen will enjoy a holiday midway.

Now that the American team are in the old country, we shall probably soon hear of Woodside and Wood, side by side at the finish of some twenty mile race.

Note to comp.—Don't leave out the comma in above paragraph or there will be blood.—*Wheelmen's Record*.

Wm. A. Rowe will ride a wheel for the Pope Manufacturing Company this year, and be prepared to meet all comers. When the Colonel told the young man he was engaged, Wm. A. Rowes and immediately went into training.

We expect to hear next, that Kennedy-Child is first uncle or third nephew to the Emperor of Timbuctoo. The latest is, that the "ubiquitous" is a near, dear and valued relation of the great Parnell. That bad bird the "Owl" is responsible for the story.

The New York Club, one of the oldest clubs in the League and the oldest in New York, has come to the conclusion that parading on the road in uniform like cavalry is not what the bicycle is intended for; it is for exercise and pleasure combined, which is acquired to no such extent in any other outdoor sport, and have annulled the rule requiring members to wear the club uniform.

Tom Harwick, the "cow-boy cyclist," of Galeana, Kan., has written for permission to enter the Clarksville road race and obtained it. Harwick is a professional, and has a record of 746½ miles in 48 hours (12 hours a day on a track), and 25 miles in 1.19.55.

The meet committee of St. Louis estimate the cost of the L. A. W. meet in that city, this spring, at about \$5000. Nearly \$2000 has already been pledged, and the committee feel confident that the full amount will be raised by the time the money is needed.

The *Bulletin* is cutting down the reading matter. Of the four evils named as inevitable, i. e., raising the League dues, charging a subscription fee for the *Bulletin*, discontinuing the publication of the same, or reducing its size, the last seems to be the least injurious.

A movement is being made in Albany towards the adoption of knickerbockers as a regular business suit for everyday wear, and over one hundred and fifty names have already been enrolled towards the formation of the Comfort Club, as it has been very appropriately called.

The "Bicycle Loss and Repair Insurance Co." is the latest thing in the wheel world. It is designed to reimburse policy-holders for loss of, or heavy repairs to, their machines, and is said to be meeting with favor in Washington and Baltimore, where its career is opening.

At present the L. A. W. membership rolls bear about 9,000 names, which number is largely in excess of any previous year at this season. With the many new members sure to join during the coming season, the close of 1887 will be likely to show a total of close upon 15,000 members.

A six-in-hand machine was tried in England recently, being propelled by H. W. Staner, Golder, Sturmev, Hillier, Pendennis and Lea. The machine is practically three tandems hitched together, and is the product of Messrs. Singer & Co. The experimental run was voted a great success.

A bicycle club has been organized in Chatham, with the following officers: Hon. President, S. F. Jarvis; President, A. Richardson; Vice-Pres., W. B. Wells; Sec.-Treas., H. Stevens; Capt., H. Kingsmill; Executive Committee, J. Whan, W. Richards, W. Taylor, T. H. Walters and R. J. Cathcart.

Tennyson tell us that "in the spring the young man's fancy lightly turns to thoughts of love." That may have been the case forty years ago. Nowadays the average young man spends the time trying to discover whether he will be able to get a new wheel, or be forced to ride his old one for another season.

Mr. A. Kennedy-Child is a cousin to Parnell, the great Irish leader, and at one time it was Mr. Child's intention to stand in the Parnell interests for one of the seats in the House of Parliament, but his family's influence to the contrary was brought to bear upon him, and England's loss became America's gain.

It has been suggested that candidates for office in the L. A. W. follow the English example of having such aspirants issue addresses to their constituents. A public declaration of policy before election might be a good thing. We could then determine as to which candidate we wished to support.—*Bicycling World*.

On May 30 the Chicago Club will hold a great open-to-all handicap road race. The route will be from the Leland Hotel, Chicago, to the Hotel Florence, Pullman. The distance is about twenty miles, and the prizes offered are valued at about \$600. Kluge and Van Sicklen will be there, and it is hoped that St. Louis will send a strong team.

English wheelmen are just now talking about the ride of James McIntosh from Dundee to London. This ride becomes marvellous when we consider that the rider has lost both legs. The machine was an old Excelsior rear steerer with three unequal size wheels, and fitted with hand levers. He was twenty days making the trip, and he arrived in London in fine condition.

The Webster mileage medal, presented by the ex-President of the Toronto Bicycle Club, was won by Walt Thomas, for wheeling the greatest distance in the club runs of 1886.

This year will undoubtedly be noted for the advent of new cycling clubs. In Springfield one has been started with 40 charter members, and one in Boston with 50 charter members; also a club in Poughkeepsie with 25 members, and in Albany a number of the Albany Club have withdrawn and formed a new club.

Furnivall has repeatedly given it as his intention to retire from the path and not race this season, and we believe he will stick to his determination and retire a practically unbeaten man. It is possible, however, that he may get into form for some of the challenge cups he holds, in which case we should not be surprised to see him utilize his form for another cut at the records.—*London Cyclist*.

The Smallest Bicycle in the World.—We have spoken of the strangest and of the biggest cycle in the world. The latest thing in that line is the tiniest. This was exhibited in the Stanley Show by Messrs. Vaughton & Sons, of Birmingham. Constructed of pure silver, its height was five and a quarter inches, and it weighed two and a half ounces. The spokes screwed into the hubs, and one spanner unscrews all nuts.—*Bicycling News*.

"The United Order of Toughs" is an organization in St. Louis for the development of dare-devil riders. To become a member, the candidate has to endure a course of initiation consisting of rides over the roughest, toughest, softest, roughest roads, and over the steepest and most tortuous hills. If he survives these, then the critical test of riding on the top of a stone wall and along a snake-fence, if passed successfully, entitles the tyro to full honors as a member of T. U. O. O. T.

During last season the Philadelphia Club offered two prizes, open to all members of the club, for the encouragement of riding. One of these was called the "President's cup," having been donated to the club by President Bartol, which cup was to be the property of the member riding the greatest number of times during the season. The other prize, known as the "Captain's cup," presented by Capt. Ewing L. Miller, was to be won by the member riding the greatest number of miles in the same time. Mr. E. W. Burt won both these prizes.

A string of a dozen tricycles, each engineered by a miss of not more than fourteen years of age, was seen encircling one of the blocks east of Broadway. "Yes, this is a tricycle club," said a modest and pretty child who was asked the meaning of the procession. "We have nearly forty members. Most of us live in this part of the town, and some of us are out riding every afternoon. The club has no name yet." And with this information she started vigorously in pursuit of the rest of the machines, which had kept steadily on their way. It is a pretty and healthful sport for girls.—*Oakland (Cal.) Inquirer*.

The Indiana Bicycle Co. has just completed a most unique cycling novelty. It is nothing less than a tandem unicycle. This machine was built by the company especially for Prince Wells, the fancy rider, after drawings and specifications furnished by Mr. Wells. The wheel is fifty-four inches, of full roadster weight, but with tangent spokes, great strength and rigidity being necessary. Around the wheel extends an elliptical frame, which is adjustable upon the axle much in the manner of a "teeter-totter." One rider is seated on the front and the other on the rear end of the frame, and the difference in weight equalized as much as possible by the adjustment of the frame on the axle. The riders sit facing in the same direction, each one pedaling, the pedals being connected with the wheel by adjustable gearing chains. The machine is geared for a rapid pace, for it will be necessary to maintain great speed in order to keep the wheel erect. There is no steering attachment whatever to the wheel. The guiding will be done by the riders swaying their bodies to and fro.—*Wheelmen's Record*.

Percy Farnwall, the English champion, will race this year after all.

A tournament will be held at Denver, Col., in May, a special feature of which will be a mile race between Percy Stone and W. F. Knapp.

Kaufman's latest achievement is to balance himself on one wheel, and then give a juggling performance. This has taken tremendously in Glasgow, and the local paper speak in the highest terms of his performance.

The CANADIAN WHEELMAN publishes an article on the "Use of the Revolver." We have not read it, but we suppose it is intended to give us some pointers on how to conduct League squabbles.—*Wheelman's Record*.

A wheelman met his death at West Bromwich, London, Eng., March 19. Whilst riding past a steam tram car a foot-ball was kicked by some boys under his wheel, and, falling in front of the engine, he was killed on the spot.

Another Irish record gone, and Mr. Woodside is the man to capture it. This time it was the five-mile record. On Saturday, 2nd of April, he started to make the attempt on the Ball's Bridge grounds, and rushed over the five miles in 14.47 1-5. Previous best, 15.7 4-5.

W. M. Woodside rode a mile on the track at Ball's-bridge, Dublin, Ireland, March 29, in 2m. 44s. The Irish amateur record is 2m. 47 1-5s., by R. J. McCreedy, who, on March 30, rode a tricycle one mile in 2m. 58s. Woodside won the handicap race at the tournament there on April 11.

I must say that bicycle riders are very seldom hurt, although they sometimes have hard falls. They seem to learn how to fall, after having taken a few headers, so as to light on the ground easily. After a man has fallen once or twice he learns how to gather himself before he reaches a landing.—*St. Louis Globe-Democrat*.

The first bicycle club in Canada to become incorporated is the Wanderers' Bicycle Club, of Toronto, whose incorporation is dated April 16th, 1887, under the Act of the Revised Statutes of Ontario, chapter 167, the first five named officers in the charter standing:—C. H. Riggs, Charles Robinson, G. H. Orr, F. J. Morphy and L. A. McBrien.

The Kincardine Bicycle Club held its annual meeting in the Royal Hotel April 26. A large number of new riders were added to the old list, and reports show the club to be in a flourishing condition. The following officers were elected for the ensuing year:—President, H. A. McIntosh; Vice-President, F. A. Kernan; Captain, F. E. Coombe; 1st Lieutenant, W. R. MacIntosh; 2nd Lieutenant, Ross Robertson; Bugler, John Crawford; Standard-bearer, M. MacPherson.

When the bicycle came in like a flood, it was confidently predicted that knee-breeches would become popular, even with pedestrians, but as the English have continued to wear the long cylindrical style, the leaders of men's fashions in this country have not dared to undertake the reform, although some of the best tailors have exhibited knee-breeches costumes in their fashion plates with "honorable mention." A Chicago man, who has no fear of the New York Brummel before his eyes, has undertaken to give knee-breeches a boom, and is trying to enlist fifty followers who will pledge themselves to wear knee-breeches for a while, till the fashion is set. Success to him!—*Springfield Union*.

A plant that is calculated to puzzle botanists in general has just been discovered by an American cycle-maker, who declares, on the front cover of the *American Wheelman*, that he has the largest "Cycle Plant" in the country. We have long searched about for an occupation for the Society of Cyclists during the coming season, and for some place they can take by storm, as they did Colchester last year, so having found the home of a curiosity, we beg to call their attention to it and to recommend them all—they won't require a whole troopship for their conveyance—to journey over

to America and report upon it. Single dahlias, the latest chrysanthemum, and even the last orchid, will be right out of it by the side of the "largest Cycle Plant."—*Bicycling News*.

A club in the West of Scotland, met in committee, seriously and solemnly discussed the insertion of the following in its rules:—"No profane language will be allowed in the club at headquarters or on club runs." A heated discussion followed, when it was suggested by one of these sapient legislators that the words "except immediately after a spill," be added, and the proposal, which before this seemed in danger of being put aside, was carried with acclamation. When the punishment for the offence—drinks all round at the nearest pub.—is made known, it almost seems a case of falling from the frying pan into the fire, and appears worthy of emanating from the "Tare an' Ouns Club."—*Scottish Empire*.

Chief Consul Geo. R. Bidwell, of Mass., U.S., seems never to tire of finding new and practical modes of bringing the great unwashed into the sheltering folds of the L. A. W. He is having struck off a large number of cards, a foot square, upon which will appear the League badge, and notice to all wheelmen that they should join and support this organization. Attached to the card will be a frame, and in this will be constantly kept a full supply of application blanks. These will be double sheeted, perforated in the centre, on one sheet the blank, and on the other the Chief Consul's celebrated letter of appeal. The cards and blanks will be hung up prominently in the store of every dealer, hotel and club-room throughout the State, and the seed thus sown will not fail to bear a goodly crop of recruits. Infringers of this plan will be commended, not proscribed. "Go thou and do likewise."

An amusing yarn comes from St. Louis. It seems that a rather unpopular member of a club there had made himself somewhat disagreeable to a few of his clubmates, who were looking for an opportunity to invite him to send in his resignation. It happened one night, after most of the boys were between the sheets, that this gentleman awakened to the fact that he had gotten outside of too much liquid nourishment, and straightway hid himself to the club-house for a bath. A very sensible conclusion, no doubt, but he somehow or other forgot to turn the faucet off before he yielded to the seductive charms of Morpheus, and he stood a fair chance of waking in a foreign country. Fortunately, or unfortunately, the janitor thought something unusual was occurring, and going into the bath-room, turned off the faucet before any harm was done. The element before referred to heard of it the next day, and at the next meeting of the club he *janitor was discharged*. Funny chaps, those St. Louisians.—*Bicycling World*.

The question of hats has been disturbing us now for nine long years, and though we fancy we have discovered the most suitable for all-round work, we are not sufficiently convinced to persuade our readers to give up all other styles and follow our example. The polo, in 1878, was, of course, the only cap suitable for cycling, everybody wearing it, from the silver-braided clubman down to the despised—at that time—unattached. It was fairly comfortable when it had not been soaked through many times, but the wearer of it never felt comfortable in it unless he also wore the knee-breeches and tightly-fitting jacket which accompanied it when on the machine. The straw was our next venture; this, on a hot day, was deliciously cool and comfortable, and, judging by other men's appearance, looked well; but alas! in wind or rain, the wearer was the most unhappy being imaginable, the former delighting to curl itself around the brim and take its victim far, far away; the latter persuading the fast color of the ribbon to run to any extent into the plaits of straw, and make the "tile" sodden and heavy. The jockey cap, we are glad to say, never played a part in our experience. Then came the cricket cap, which was decidedly comfortable, but which looked hideous on the wearer when off a cycle, and diminished in size after a wetting or two. Now we have reached the Scotch

travelling cap, or whatever it is called, with a soft brim or peak back and front, which pleases us mightily; for we think it comfortable, quite sensible-looking enough for touring in, or when wearing trousers, and without many of the disadvantages enumerated above. We may be mistaken, but we think we have found the rational head-gear at last.—*News*.

The Boston *Daily Globe* says of Thos. Stevens: "His face is bronzed almost in the extreme. In fact, it is a shade closely resembling unpolished mahogany, with that depth and hardness which can only come from long-continued weather-beating exposure. He looks as cool as a cucumber, and has proved himself to be cooler than that. As one is looking at him, analyzing his physical proportions and facial expressions, he is struck with the resemblance to Stanley, the great African explorer. Both men are about the same size; both men are bronzed so that time can never remove the stain; both men have gained that sordid indifference to things animate or inanimate which comes from being exposed to every danger by natural element or human barbarity, and both have proved themselves possessed of minds capable of producing the most intensely interesting of graphically expressed sketches of personal travel. To see Mr. Stevens in the street, with his long overcoat and broad-brimmed felt hat, one not knowing him would be puzzled to know what or whom he is, and yet one would credit him of possessing something beyond the ordinary, and to see him at a banquet given in his honor, sitting in the midst of representative men, one is struck with that natural modesty and retirement, and that perfect lack of self-consciousness and conceit which might be justifiable in a man who has done what he has done, and who must know that he is worthy of all the honor his fellow-citizens are disposed to shower upon him."

DON'T SCARE CATTLE.

While the Wanderers were on their way to Whitby one Saturday one of the riders espied an innocent-looking cow by the side of the road, and riding up alongside of her, began chasing the bovine along the way. Suddenly she turned around, and, with head down and tongue out, came at the rider with a bad look in her eye. The bicyclist, thinking he could speedily leave the cow, started off at a four-minute gait, but the animal struck a racing pace, and along the road went the pair. The now terrified rider did his best to get away from the infuriated cow. Nearly a quarter of a mile did the race last, until the animal gave up the chase and let the rider gain his wind. Had the cyclist fallen or been overtaken the result might have been disastrous.

The League of the American Wheelman members are everywhere serving the general public as well as themselves, in striving with all their might to improve the condition of American roads, and keep them from the well-merited reproach of being the worst of those in use by civilized nations.—*Harper's Weekly*.

FOR SALE, a BICYCLE—EXPERT COLUMBIA. Full nickel plated, 52 inch. Almost brand new. Price \$100.

Address "S. M.," Homewood, Toronto.

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

A. D. BOWLBY, Windsor, Ont.

FOR SALE, CHEAP.

FRONT-STEERING, CENTRAL-GEARED "SPARBROOK" TRICYCLE. Ball-bearings to wheels, crank shaft and pedals; geared to 64 inches; in first-class condition.—Address

J. D. MILLER,

P.O. Box 1148, Montreal, Quebec.

Wheelmen, Attention!

HURRAH FOR WOODSTOCK!

Grand Jubilee Meet and Races

Woodstock, MAY 24TH, 1887.

BELOW FIND PROGRAMME.

ON THE MORNING OF THE 24TH

A Grand Calithumpian Procession

Will form and march through the PRINCIPAL STREETS, starting at 9.30 a.m. After the march they will PARADE AT THE MARKET SQUARE, where

PRIZES WILL BE AWARDED FOR THE BEST COSTUMES.

In the afternoon, the visiting Bicyclists will parade from the Market Square to the Grounds, when the Sports will commence at 1.30 p.m., sharp.

A CHAMPIONSHIP LACROSSE MATCH

Will be played between the BEAVERS of Woodstock and a VISITING CLUB. One of the series for the Southern District Championship.

The members of the Winning Team will be presented with GOLD BADGES by Messrs. S. DAVIS & SONS, Cigar Manufacturers, of Montreal.

FIRST PART.

BICYCLE RACES.

1. FIVE MILE—Championship of Ontario GOLD MEDAL.
- 2.—ONE MILE—Green..... 1st Prize, Gold and Silver Medal
2nd " Silver Medal
- 3.—FIVE MILE—Open..... 1st " Diamond Ring
2nd " Diamond Scarf Pin
- 4.—ONE MILE—Open 1st " Gold Watch
2nd " Diamond Sleeve Links
- 5.—TWO MILE—Championship of Oxford..... W.A.A.A. Cup
- 6.—HALF MILE—Open (in heats) .. 1st Prize, Silver Tilting Pitcher
2nd " Opera Glasses
- 7.—TWO MILE—Lap Race, Open.. 1st " Gold Chain
2nd " Silk Umbrella

C.W.A. Rules to govern all Races. Green Races to be ridden on Road Machines.

The W.A.A.A. Cup for the County Championship, to be won three times before becoming the property of the holder.

Entrance Fee to all races, 50c. Post entries, 50c. extra.

Each event must have three starters or only one prize will be given.

All entries, except for Farmers' Race, must be made in writing to D. A. WHITE, Sec'y W.A.A.A., on or before May 21st.

A TUG OF WAR

WILL TAKE PLACE BETWEEN TEAMS FROM

HAY'S FACTORY and the PATTERSON WORKS

A Challenge Cup will be awarded to the Winners, which will be open to competition during the season, between Teams from any Factory in Town, to become the property of the Team holding it at the end of the season.

A Prize valued at \$75.00 will be given

The Bicycle Club having the largest Representation of Riders in the Parade, (Woodstock barred).

SECOND PART.

FOOT RACES.

- 1.—440 YARDS FOOT RACE—Open... 1st Prize, Silver Pitcher
2nd " Gold Scarf Pin
- 2.—220 " " " " 1st " Silver Watch
2nd " Gold Sleeve Buttons
- 3.—100 " " " " 1st " Gold Chain
2nd " Running Shoes
- 4.—220 " " " " Open to
Lacrosse players only..... 1st " Gold Medal
2nd " Meerschaum Pipe
- 5.—150 YARDS FOOT RACE—Open to
Military..... Silver Mounted Briar Pipe
- 6.—220 YARDS FOOT RACE—Open to
Farmers and Farmers' Sons, resi-
dents of the county, actually
engaged in farming..... Prize, a Bain Waggon,
valued at \$75.00

C.A.A.A. Rules to govern all Foot Races.

Military Race to be run in uniform.

Farmers' Race open to Farmers and Farmers' Sons, 25 years of age and over, who have never competed in any open race. Entries for this race close on May 14th, and every competitor must be able to prove his age and eligibility to compete to the satisfaction of the Committee. Entrance fee 50c.

Entries to Lacrosse and Military Races, Free.

Entries for Farmers' Race can be made at the W.A.A.A. Rooms, to D. A. White, Sec'y W.A.A.A., at S. Woodrooffe's Jewellery Store, or at J. E. Thompson's Hotel, up to May 14th.

THE QUICKEST TIME.

RECORDS OF TROTTING, BICYCLING, RUNNING, WALKING, AND SKATING.

Below we give a table of the world's records, carefully made, showing the status of different athletics at different distances. It will be noticed that the horse keeps ahead of the cyclist until he reaches the tenth mile. But in making comparisons it should be remembered that the horses are timed from a flying start, whereas the cyclist is timed from a standing start and the crack of a pistol. By this he loses some seconds in getting up speed.

At ten miles the bicycle is on top of the list with the records by Rowe, 27.7 1-5; Controller in harness, 27.23 1-4; John Stewart, to waggon, 28 2 1-2, and Gatehouse, on the tricycle, 29.26 1-5. After leaving the ten-mile post the bicycle and tricycle keep gradually passing ahead of the horse, and at twenty miles we find the bicycle (Rowe) about four minutes ahead of Captain McGowan, in harness, and the tricycle a little over a minute behind. We next look at fifty miles, and see both bicycle and tricycle to the front the records being: Ives (bicycle), 2 33.54; Welch (tricycle), 3.11.15; Ariel, in harness, 3.55.40 1-2; and Sprangle, to waggon, 3.59.4. This shows the bicycle one hour and twenty-five minutes ahead of the horse, and the tricycle also about forty-seven minutes in advance.

Twice, and twice only, has a horse been pushed to the distance of one hundred miles, whereas numerous cyclists have made that distance in wonderful time. The horse Conqueror made one hundred miles in 8.36 away back in 1853, the cycling record for that distance being 5 50.5, made by Fry.

A glance at the table will also apprise the reader how the different athletic records compare with that of the bicycle at distances. Above 100 miles some great feats of endurance and time have taken place. A. A. McCurdy, on the Star bicycle, holds all road records from 150 to 305 miles, which he has travelled in 24 hours. W. A. Rowe, on a Columbia, covered over 22 miles in an hour's run at Springfield last fall; and John S. Prince has travelled 767 9-10th miles in 48 hours on an indoor track, riding an "American Champion" wheel:

World's Record.	1 Mile		2 Miles		3 Miles		5 Miles	
	M.	S.	M.	S.	M.	S.	M.	S.
Trotting in harness	2.08	34.4	4.41	11.06	13.00			
Trotting to waggon	2.16	1-2	4.55	1-4	10.34	1-2	13.43	3-4
Bicycle	2.29	45	5.11	10.41	2-5	13.21	4-5	
Tricycle	2.49	45	5.37	2-5	11.26	4-5	14.27	3-5
Tricycle (tandem)	2.43	1-5	5.34	2-5	11.30		14.27	3-5
Skating (roller)	3.11		7.17	1-2			15.50	1-4
Skating (ice)	2.12	35	6.55	1-3	14.10	1-2	17.45	
Running	4.13	1-4	9.11	1-2	19.36		24.40	
Walking	6.23		13.14		27.35		35.10	
Rowing (single) 1 1/2 m	8.36		13.21	1-2	27.57	1-2	33.55	1-4
Rowing (doub.) 1 1/2 m	7.47	3-4	12.16		24.40		30.43	3-4

World's Record.	10 Miles				20 Miles				30 Miles				100 Miles			
	H.	M.	S.		H.	M.	S.		H.	M.	S.		H.	M.	S.	
Trotting in harness	27.23	1-4			58.25				3.55	40	1-2		8.55	53		
Trotting to waggon	27.02	1-2			58.57				3.59	04						
Bicycle	27.07	1-4			57.27	2	11	51	4	05	2	5				
Tricycle	29.26	1-5			57.10	3	5	3	11	15			6.43	32	1-2	
Tricycle (tandem)	29.44	3-5			1.00	25	3-5						7.57	00		
Skating (ice)	35.37	1-5			1.14	07	1-5		4.13	36			11.37	45		
Running	51.07	3-5			1.54.00				6.05.00				13.26	30		
Walking	1.14.45				2.39.57				7.57.44				18.08	15		
Rowing (single) 1 1/2 m	1.23.00								8.55.20							

In a private letter commenting upon the recent remarkable skating at Newburg, Mr. James G. Lathrop, of Hemmenway Gymnasium, Harvard College, says:

"Don't be deceived in the matter of distances straightaway and the times therefor. I think no one has had sufficient opportunity to note the difference between a straight course with the wind

and a circuit one half with and half against the wind. I was not surprised at the skating record at Newburg. You will remember what Lon Myers says in regard to my opinion about the matter, and I do not hesitate to make the following predictions concerning running or other tests straightaway with the wind, by first-class performers: Man running—Quarter mile, 45s.; half mile, 1.45; three-quarters mile, 3m. or better; 1 mile 4m. Man on bicycle—One mile, 2m. Horse trotting—One mile, 2m. Horse running—One mile, 1.35."—*N. Y. Mercury.*

LEGISLATION WANTED.

Why would it not be in order for our management to engineer something as follows through the Ontario Legislature: Bicycles, tricycles and all other vehicles propelled by manmotive or pedomotive power are hereby declared to be carriages within the meaning of that term, and all persons by whom bicycles, tricycles and said other vehicles are used, ridden or propelled, upon the public highways of the Province shall be entitled to the same rights and subject to the same restrictions in the use thereof as are accorded and prescribed in the Revised Statutes in the case of persons using carriages drawn by horses.

The commissioners, trustees, or other authorities having charge or control of any public street, public highway, public park or driveway in this Province shall have no power or authority to pass, enforce or maintain any ordinance, rule or regulation by which any person using a bicycle or tricycle shall be excluded or prohibited from the free use of the public highway, street, avenue, roadway, driveway, parkway or public palace at any time when the same is open to the actual use of other pleasure carriages.—Yours, NEMO.

The above has been introduced into the New York Legislature.

TRADE NOTES.

The handsomest catalogue we have yet seen is the one issued by Mr. A. Lane, of the Carnival House, Montreal. It is of 34 pages, with a fine lithographed cover, and contains descriptions of an almost endless variety of cycling articles carried in stock by Mr. Lane. Send for one.

Messrs. Charles Robinson & Co., of 22 Church street, Toronto, had a remarkably successful auction sale of bicycles a few days ago. The sale was held on two days, and about forty-five wheels were disposed of. While the majority of the machines were bought by Toronto purchasers, a number of buyers from other towns were present. It was undoubtedly the largest sale of its kind ever held in Canada, and the long line of sixty wheels made an imposing sight before the auctioneer depleted the ranks. The crowds that attended indicated the unusual interest which is being taken in cycling, and gives evidence that the ranks of wheelmen are being rapidly increased.

The *American Wheelman's* road race for the 100-mile road championship of the world is a chief topic of interest now being discussed in many parts of the country. Perhaps the most systematic preparations at this early date are being made by the Star folks, the H. B. Smith Machine Co., of Smithville, N.J. Last year in the *American Wheelman's* 50-mile race the two Star men, Geo. Weber and C. E. Kluge, romped in comparatively easy winners, Weber breaking the then world's record for the distance, and finishing in 3h 7m. 38 3-4s., and this, perhaps, has tended to sharpen the Star peoples' appetites for more scalps early in the season. A. A. McCurdy and Charlie Frazier are both at work in the Smithville shops, but each, under instructions, quits work regularly at 3 p.m. to proceed to an impromptu gymnasium which the Company has especially prepared for their benefit on the top floor of one of their buildings.

THE RETURN.

A cyclist, worn out and weary,
Homeward wheels his way,
He'd travelled far and travelled long
On unknown roads astray.

His "Norfolk," soiled and dusty,
He'd tied up with a string,
A neat and pretty parcel,
From the saddle's rear to swing.

His muscles, tough and hardy,
Were reaching fast a point
Where every movement of the wheel
Seemed stiffening every joint.

His throat was parched and dusty,
His visage dark and grim,
For as he rode a dreadful thought
Had just occurred to him.

His wife was young and pretty,
His home a cosy nest;
He knew his comrades envied him
His quiet place of rest.

That morn he'd started early
To make a two hours' run,
But, tempted by the skies so fair,
Full fifty miles he'd spun.

Then came to him the query:
Can I get home to-night?
If not, I have myself to blame
For this most dismal plight.

He turned his wheel so trusty,—
The shadows longer grew;
The passers-by in wonder gazed
As on and on he flew.

With fear his brain grew heavy,
With doubt his heart was filled,
Now beating with tumultuous throb,
Now slow, and almost stilled.

The evening air grew chilly
As near his home he drew;
He muttered low, beneath his breath,
"If I only, only knew."

And walking through the open door
He paused his nerves to steady,
His wildest fears were realized—
His supper was n't ready!

—*J. A. W. Bulletin.*

According to the *Echo*, a bicycle belonging to a European gentleman at South Mahratta station has kindled such envious feelings in the breast of a native student in the local high school, that the latter has written the European the following imploring epistle: "Most Respected Sir,—I fall at your feet; if you please, save my life and make me happy. I have the strongest desire to have the bicycle to ride on. Through the contemplation, I have no sleep either in the day or in the night. I have been reduced to half, and if I continue the same course I do not know what my fate will be. I have no money to buy it. Piety has never become fruitless, and so the generosity. Your honor should not think that you present me only a bicycle worth of nine rupees, but my life, which will perhaps serve your honor for your life. Now I have become like a helpless sick person and you a doctor. If you give me medicine I shall recover, otherwise not. God will be pleased with you, which is necessary for a man to be happy. Let your great, kind and noble mind order your generous hands to present this miserable man with your most beautiful bicycle."

Messrs. Charles Robinson & Co., of Toronto, have already received several shipments of the 1887 Rudges. Every wheel contains improvements, enabling them to still hold their high position. We direct attention to their advertisement on the second page of the cover.

SIXTEEN REASONS WHY
The American Champion
Is the Most Desirable Wheel in the Market.

1. Bearings are the easiest running of any in the world.
 2. Adjustment of bearing the simplest and best.
 3. Adjustment of cranks the most rigid, no taps to loose.
 4. Rims constructed to withstand the greatest amount of strain with no danger of buckling.
 5. Head the strongest and most durable, has $3\frac{1}{2}$ inch bearing surface for neck (other wheels have $\frac{1}{4}$ to an inch only).
 6. The handsomest and strongest detachable one-piece handle bar.
 7. The best break, spring and lever.
 8. The most comfortable and elegant saddle.
 9. Absolute dust proof rear wheel bearings.
 10. Largest section backbone.
 11. Has more good patented novelties than all other wheels.
 12. Comes at a reasonable price.
 13. Is constructed on scientific principles.
 14. The most elegant wheel that can be produced.
 15. Is honestly made of the best steel.
 16. We invite comparison, piece by piece or as a whole, with any machine in the world.
-

—MANUFACTURED BY—

Gormully & Jeffery Manufacturing Compy.

CHICAGO, ILLINOIS.

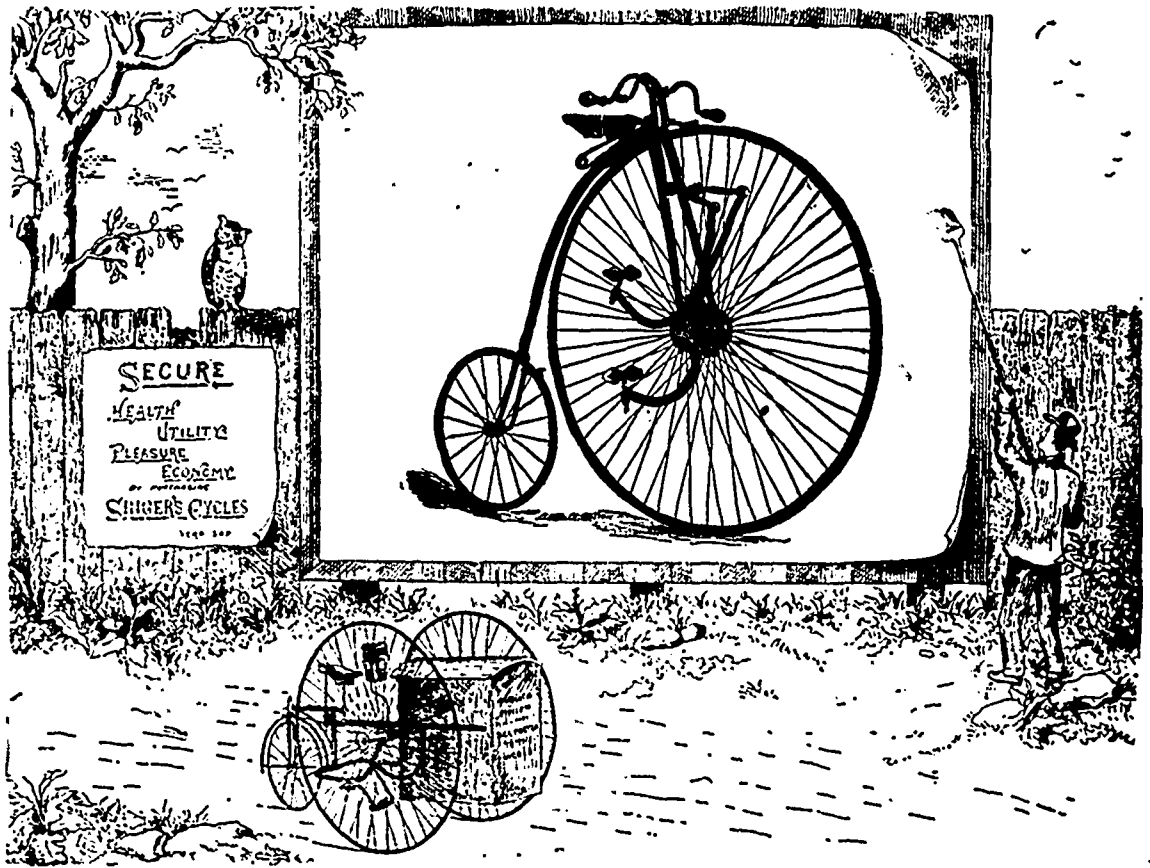
Largest Manufacturers in America.

Catalogue mailed on application.

WM. PAYNE,

LONDON, ONTARIO.

The Largest and most perfect stock of
Bicycles and Accessories in Canada.



THE NEW WARWICK!

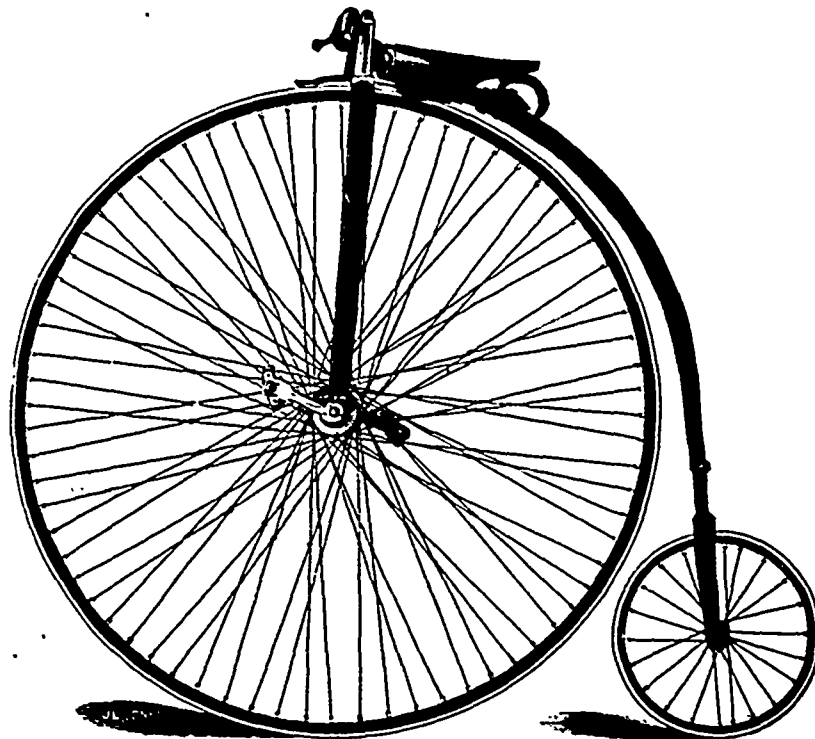
True
Tangent Wheel.



Perfection Forks
and Backbone.



Warwick Hollow
Grim Rim and
Tyre.



With Sq. Rubber
Ball Pedals.



Warwick New
Swing Saddle and
Oil Can Holder.



The Lightest and
Strongest Wheel
made.

The only first-class Wheel made by a Canadian firm, for Canadian Roads and Riders.

DEPOTS:

SEND FOR 1897 CATALOGUE.

TORONTO.—T. H. Robinson, 510 Yonge St.
MONTREAL.—E. C. Mount, 16 Victoria Sq.

HAMILTON.—J. Ferris & Co., King St.

OTTAWA.—Beament & Elhinney, 89 Sparks St.
FACTORY.—Coventry, England.

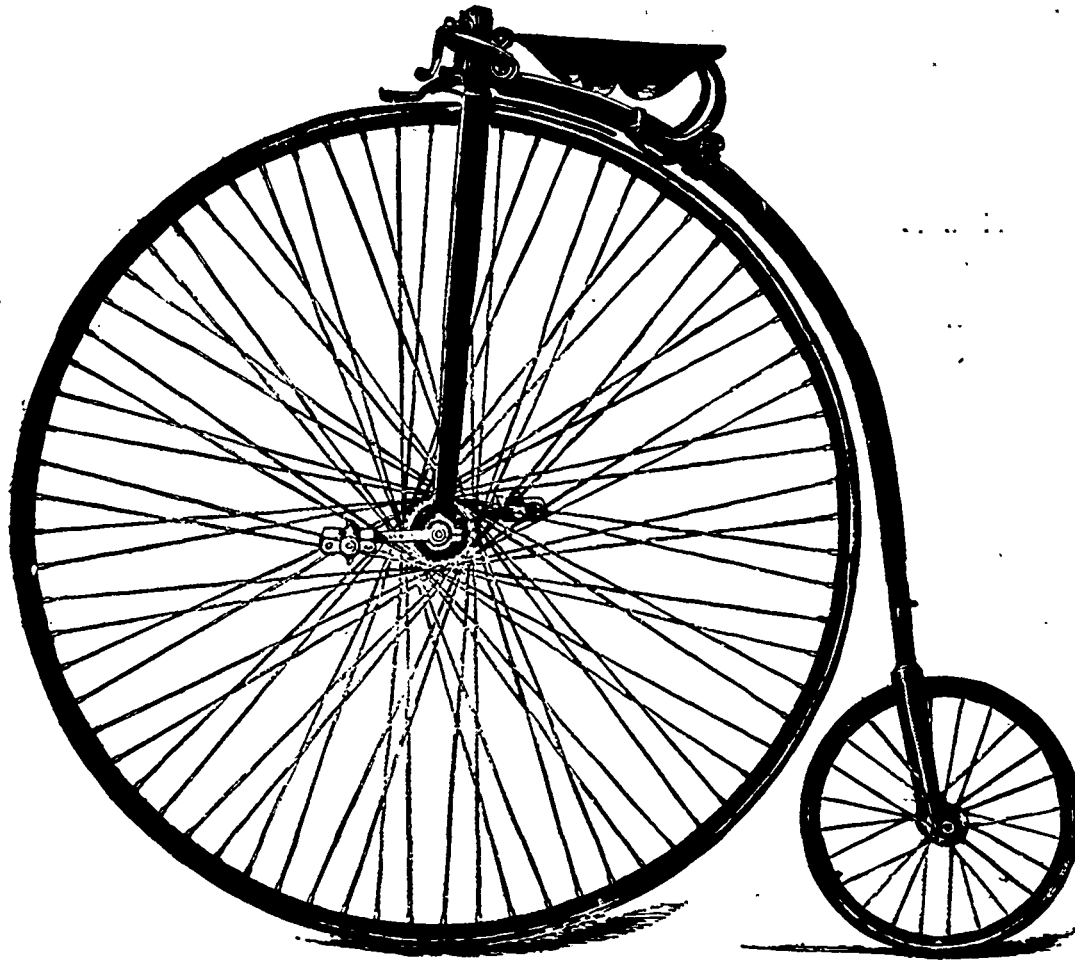
GOOLD & KNOWLES,

WAREROOMS, BRANTFORD, ONT.

THE "NEW RAPID."

THE ONLY TRUE TANGENT WHEEL.

Ball-bearing Head.



DETACHABLE HANDLE BAR.
Combination Spring and Saddle.

The most perfect, the most durable, the most graceful, and the Bicycle giving the most perfect satisfaction ever made. Do not be induced to buy an inferior wheel when you can buy a superior machine for the same price. It is to your interest to buy a "NEW RAPID."

"CLUB" SAFETY, the machine which is so greatly used, and which gives undoubted satisfaction.

"SWIFT" SAFETY, the popular Rover type machine, which has a great future before it.

THE "NEW RAPID" rear driving Safety, fitted with the true Tangent Wheels.

"CLUB" No. 3, ball bearings to both wheels. Only \$60. The cheapest machine in the world.

Boys' "COMET" Bicycles	- - -	Price \$20 and \$30.
Girls' "COMET" Tricycles	- - -	\$30.

FANE'S HYGENIC SADDLE.

A saddle with advantages over all others. Non-vibrating; is bifurcated to remove pressure from the perinæum. Positively the best saddle made. Price, \$5.50.

T. FANE & CO., - 36 Adelaide St. W.
TORONTO.

Some Records on COLUMBIA BICYCLES.

AROUND THE WORLD, - - THOMAS STEVENS

Greatest distance ever made inside the hour, 22 miles, 150 yards, by Rowe, at Springfield, October 25th, 1886.

ACROSS THE CONTINENT, F. E. VAN MEERBEKE.
ACROSS THE CONTINENT, GEORGE B. THAYER.
PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

Greatest distance ever made without a dismount, 235 miles, by Morgan, at Minneapolis, December 20th, 1886.

	MILES.	TIME.		MILES.	TIME.
WORLD'S RECORD.....	1-4	.56 2-5	WORLD'S RECORD.....	12	32.35
WORLD'S RECORD.....	1-2	1.13 2-5	WORLD'S RECORD.....	13	35.18 2-5
WORLD'S RECORD.....	3-4	1.50 1-5	WORLD'S RECORD.....	14	38.01 2-0
WORLD'S RECORD.....	1	2.29 4-5	WORLD'S RECORD.....	15	40.41 2-5
WORLD'S RECORD.....	2	5.11	WORLD'S RECORD.....	16	43.26 4-5
WORLD'S RECORD.....	3	7.48 4-5	WORLD'S RECORD.....	17	46.14 4-5
WORLD'S RECORD.....	4	10.41 2-5	WORLD'S RECORD.....	18	48.58
WORLD'S RECORD.....	5	13.23 4-5	WORLD'S RECORD.....	19	51.40 1-5
WORLD'S RECORD.....	6	16.12 3-5	WORLD'S RECORD.....	20	54.25 2-5
WORLD'S RECORD.....	7	18.59	WORLD'S RECORD.....	21	57.07 3-5
WORLD'S RECORD.....	8	21.41 2-5	WORLD'S RECORD.....	22	59.46
WORLD'S RECORD.....	9	24.26 4-5	WORLD'S RECORD.....	23	1.08.22 3-5
WORLD'S RECORD.....	10	27.07 1-5	WORLD'S RECORD.....	24	1.11.28 4-5
WORLD'S RECORD.....	11	29.51 3-5			

1-4 TO 22 MILES, INCLUSIVE, BY ROWE, 23 AND 24 BY WOODSIDE, AT SPRINGFIELD, OCTOBER, 1886.

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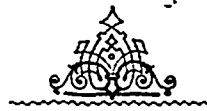
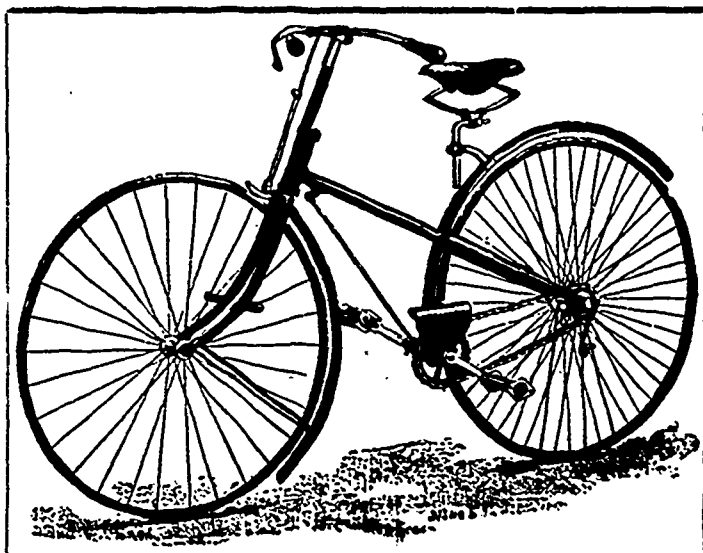
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