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J. S. Birley

The Canadian Wheelman

A JOURNAL OF CYCLING.

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

VOL. VI.

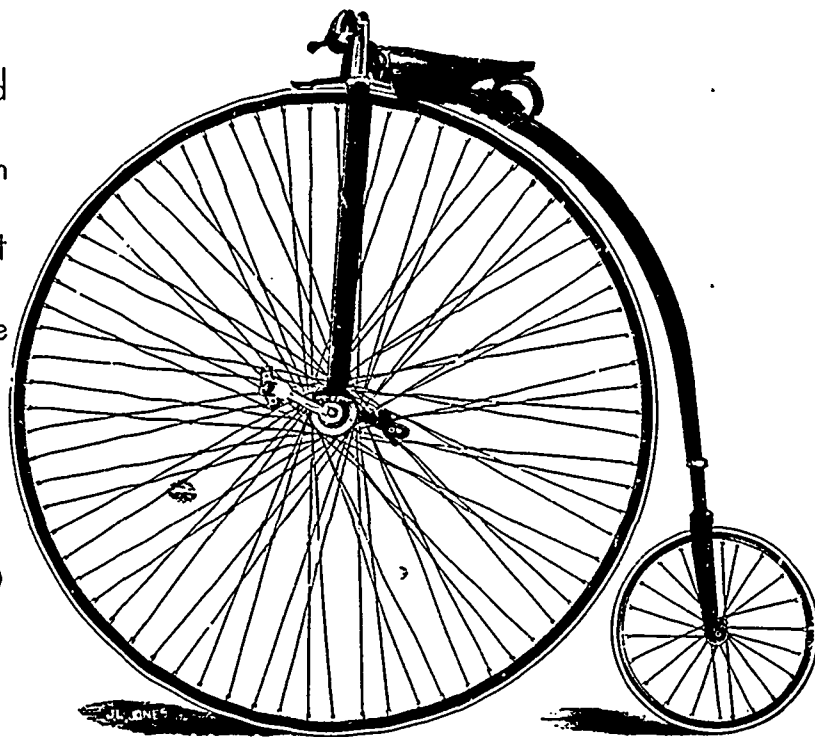
LONDON, CANADA, SEPTEMBER, 1887.

No. 11.

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16. W.I.P. Bag, \$3 instead of \$4.
17. Lamplugh & Brown Buffer Saddle, \$3.50 instead of \$4.50.
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AT 25 PER CENT. OFF.

The above Machines will be here about the TENTH of September.

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LONDON.

Wm. Payne,
LONDON, ONTARIO.

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BICYCLES

and Accessories in Canada.

SECURE
HEALTH
UTILITY
PLEASURE
ECONOMY
SINGER'S CYCLES

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.

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

LONDON, SEPTEMBER, 1887.

BOORISH BICYCLERS.

Wheelmen cannot be too careful in avoiding the giving of unnecessary offence to drivers of horses, and in taking all possible precautions to prevent accidents being caused by horses becoming frightened. On every occasion where the animal is seen to be suspicious of the machine, the rider should dismount. Otherwise, accidents will often happen, and wheelmen and their wheels will be looked upon with disfavor by many who ought to be their friends. The following remarks by the Stratford *Beacon* appear called for by the circumstances, but it is possible that the wheelmen may have a different version of the story :

"For running into a bicyclist on the St. Marys road, a Downie man was heavily fined. For not turning out to let them pass, a party of bicyclists near Hamilton gave a farmer a thrashing. The farmer was in the wrong, as he attempted to crowd the bicyclists over an embankment. He deserved what he got. But it appears that all the blame is not outside the bicyclists. On Sunday, a party of three young men were driving a spirited horse on the St. Marys road. A bicyclist from the direction of the stone town was approaching. The men were on the right side of the road. On seeing the bicycle the horse immediately took fright and commenced acting in a decidedly ugly way. Two of the young men got out and held the horse's head, but they were unable to control his hind feet. Seeing the trouble, the gentlemanly bicyclist kept right on, and the young men will have a bill of damages to settle for the buggy. Had the buggy contained a young man and his girl instead of three young men, two of whom were able to get out and hold the horse, some person might have been killed. A little of the medicine given by the Hamilton boys to the yokel might have been good for that bicyclist."

THE RIGHT OF THE ROAD.

As wheelmen become more numerous in Canada the question of their right to the road, and of the treatment which they have a right to expect from the owners of other vehicles, crops up more often than it did in the days when a wheel was a curiosity. In England and in many of the States the status of the bicycle rider, in regard to his relation to other travellers upon the highways, has been definitely affirmed by the courts, and is no longer a debatable question.

It has over and over again been decided that the bicycle is a vehicle, and as such is entitled to all the rights and privileges of other vehicles. It would appear, from the accounts of treatment received by many wheelmen, recorded in the newspapers, that it may yet fall to the lot of the C.W.A. to enter an action for the sake of placing on record a judicial decision as to the rights of its members upon the road. The following extract is from the Toronto *Globe* of a recent date :

"After the bicycle races on Monday a member of the Toronto Club, Mr. W. Robbins, while wheeling along the road near the grounds encountered a rig which he could not avoid in time, and was thrown from the bicycle, which was badly damaged by the horses' hoofs. Mr. Robbins was not much hurt. He claims that at the time he was on the right side of the road, and that he was crowded off by the driver of the rig, who is said to be one Rogers. What gives the case its importance is that the incident was witnessed by several bicyclists, who are very indignant at the treatment Mr. Robbins received, and declare that if he does not carry the case into the courts and push it through they will do their best to have the Canadian Wheelmen's Association take it up and make a test case of it, with a view to establishing the right of wheelmen on the road, which has never yet been defined by the courts. Bicyclists complain that they are crowded into the gutters and put in danger of life and limb through sheer "ugliness" on the part of some drivers, who seem to think that by this means they can frighten bicyclists off the road altogether."

LOAFING RACES.

Those who were disgusted at the loafing tactics of some of the racers in Brantford on July 1 will be interested in the following remarks on the subject of loafing, from the Indianapolis *Wheelman's Record* :

"The question whether or not judges have power to disqualify a race on account of slow riding, has come into great prominence. The case of the St. Louis races seems to be attracting most attention. Any observer of racing affairs must have long ago noted the growing tendency towards hippodroming among amateurs. In point of non-genuine, cut-and-dried races, the amateurs have not far to go to catch up with the professionals. It must not be inferred that the racers of Detroit or St. Louis are any worse than others—the evil is widespread. Something must be done to break this up and make amateur races genuine contests. Loafing will be broken up just as soon as judges begin to disqualify for such offences. It has been urged that judges have no such authority under L.A.W. rules. True enough, there is no specific rule covering the case, but judges and referee are given absolute authority in all matters not covered by special rule, and we see no reason why that authority is not sufficient. We understand that the Detroit case has gone before the Racing Board on appeal. We certainly hope it has, because it ought to be definitely decided whether the officers of the course have authority to require genuine competitions, or whether the racers are to be permitted to throw amateur cycle racing into contempt whenever it pleases them to do so."

EDITORIAL NOTES.

Mr. H. E. Ducker has disposed of the *Wheelmen's Gazette* to the publishers of the *Wheelmen's Record*, of Indianapolis. They already present their readers with a bright little paper, and promise to greatly improve it after the amalgamation.

An Australian correspondent of an American paper bemoans the lack of a paper in the antipodes devoted to cycling. So far as we know, the Australians do not possess a national cycling organization, those wheelmen who desire the benefits of association having to affiliate with the organizations of the mother country. This absence of national spirit in cycling doubtless is one cause for the absence of cycling papers. Had Canada not an active national association, it is very doubtful if she would possess a journal devoted entirely to the interests of the sport.

RECORD SMASHING.

"The regularity with which cyclists, bi. and tri., cut records, is growing exasperatingly monotonous. I do not mind new records made in races, but am sick and tired of the fuss and parade made about the one and the other who set themselves to build up bests in carefully-laid trials against the clock. Heaven forefend that anything I do or say should lead to establishing more statistical tabulation or tabulated statistics than we have now; but seeing how the conditions under which race times and times made against the watch differ, I think that the former should stand by themselves and not be put into comparison with the other. A man in a race has to chance his weather and take his luck in getting the best of the path. Supposing that he is in a genuine contest, nearly every one else is interested in doing just what is calculated not to suit him, and anxiety to pull through is to be counted as an unfavorable factor. In the other way everything is smoothed out. Moreover, it very rarely happens with these record-cutting speculations that the chief performer goes as far as he is credited with covering, because he always has the berth on the edge of the turf, or whatever it is, and is inside the authorized allowance in measurement."—*Referee*.

ADVICE TO WHEELMEN.

Col. Pope thinks that the improvement of the roads is the one thing more than another that the League should strive to bring about. "Let the League hire a man whose sole duty it shall be to direct the attention of town and city authorities to the crying need for good roads. He must be well acquainted with the science of road building, must be a good talker, and must be fertile in resources for the bringing about of the objects he is aiming at. Let him show to the people what will come as the result of good roads, and he will have taken an important step in securing action on their part. Let him show to them that a good road to a town decreases the wear and tear on vehicles, makes the transportation of heavy loads a thing of easy accomplishment, and withal attracts trade that would avoid a place embargoed with bad roads. Such a man could do very much good. He would have to be paid well, and his expenses would be large; but the results would justify an increased assessment, or the manufacturers could be called upon to help pay the bills. In such a movement the League could look for the aid and co-operation of horse-owners, for they would be benefited no less than the wheelmen."

D. G. Jackson, A. J. Curson and W. A. Nelles, of the Bay City Bicycle Club, Cleveland, arrived in London the second week in August, having wheeled from Windsor *via* Wallacetown. The party numbered six when starting, but owing to rain and corresponding bad roads three of them returned home by train from Wallacetown. Harry and Ernest Rowlands, of the Forest City Bicycle Club, toured this month through northern Ontario, having left London *via* Goderich, and passed through Kincardine, Southampton and Owen Sound. They returned *via* Toronto and St. Catharines.

PARAGRAPHS PER PETE.

REV. DR. WILD'S OPINION OF CYCLING.

The Rev. Dr. Wild made the following remarks in the course of a recent sermon in Bond street Congregational Church. The reference is to the Wanderers' Club-house:

"On Wilton avenue, a little west of this church, is a bicycle club-house, and a neat one it is. I was coming by there last Friday night and saw a number of young gentlemen inside and out pleasantly passing the evening one with another. I was led to compare notes. I can remember when I was a boy that the amusements of young men chiefly consisted in that which was brutal and destructive, such as prize-fighting, dog-fighting, cock-fighting, and any other kind of fighting that was brutal. I am glad that these young men ride these bicycles, creating a new industry while serving themselves with pleasure which is comely, and healthy, and dignified, too; they benefit society; their pleasure has engaged thousands of men and artisans to make and repair these machines; that is what our pleasures should always do. We never ought to enjoy ourselves at the destruction of good enterprises. Anything that is lawful, and that chimes in with man's physical and moral and spiritual interests, will always boom up trade somehow. You have an instance there."

It occurs to me that it would be a good idea to invite Dr. Wild to sermonize the Toronto wheelmen, the latter marching to church in a body. What do you think of it, "Chaplain" Orr?

THE LANTERN PARADE.

I failed to see the Chinese Lantern Parade of the Toronto Bicycle Club on a recent Saturday evening, but am told by several onlookers that it was one of the most unique and attractive processions they had ever seen; that the long column of moving fire, overshadowed by the deep green of the trees, made up a spectacle highly dramatic. It certainly served as an excellent advertisement for the races on the following Monday, which were attended by between two and three thousand people.

THE RACE MEET

Was an unqualified success. Not only were nearly all the events highly interesting contests, but the excellent management by which the programme was completed sharp on time pleased the immense audience, who were overheard bestowing many encomiums on the T.B.C. The number of entries were extraordinarily large, and the interest only ceased when the last race was run off.

HANDICAPPING.

Some of the events again proved the difficulty of properly adjusting handicaps, even by an experienced handicapper. In one or two of the races the scratch men were simply ruled out of all chance of victory by unduly heavy handicaps. It is a knotty question to solve, however, and I for one will not attempt it.

THE OLD RELIABLE.

H. B. Donly was again on hand as an officer. He has attended every bicycle meet in Toronto with but one exception, and of course makes an efficient judge or referee. I nominate him as our Professional Canadian Umpire, under salary. Who'll second the motion?

ODDS AND ENDS.

Mr. Carden, of the Torontos, is in England. There will be some bicycle races at the Toronto Exhibition. The track is, as a rule, unsuitable for bicycling, so that fast time cannot be made. Mr. Charles Robinson has our congratulations on becoming the father of a bouncing baby boy. That's where he gets ahead of PETE.

It appears from the prints that the Ilderan Club "did Canada" on the train. A wheel trip by cars is something we never did like; you can make better time on a train but such a run will not harden the muscle to any great extent. The road from Cobourg to Belleville is excellent, and much smoother and more enjoyable riding than any railway ride in Canada could possibly be. Too bad you missed all this road, but suppose the races at Round Island Park made up for the 75 miles not ridden. The Syracuse Club takes some pride to itself in stating that every step of the road was ridden—and one of the party had been riding the wheel but a single month.—*Bicycling World*.

A MARINE VELOCIPED.

It is claimed that Mr. Fred. F. Campau, of Detroit, has invented a marine velocipede that will make a mile in a minute and a half, or about forty miles an hour. The wheels are fourteen feet in diameter. Properly speaking, they are double wheels, two on each end of the shaft. Between each double wheel is a 20-inch space. This is to be boarded over, and the entire wheel covered with canvas, so as to make it water-tight. Paddles are to be placed on the outside of each wheel. The length of the shaft between the wheels is eleven feet. This shaft does not turn, the wheels revolving on "sleeves," and the motive power consists of cog-wheels, operated by a simple system of cranks and levers. The wheels are constructed of wood. Attached to the shaft, and projecting straight out thirty-one feet, are what look like the thills of a waggon, only they join at the ends. On these are to be placed a platform, on which passengers will be carried. Near the end of the thills will be placed the steering apparatus, which will consist of a small boat-shaped affair, worked by cords from the platform. It is calculated that a weight of about 1,000 lbs. will not submerge the wheels more than fifteen inches. The circumference of the wheels is forty-four feet, and operated by a lever they will make 100 revolutions in a minute, and will cover 4,400 feet in the same brief space of time. The machine Mr. Campau has now on hand is to carry from fifteen to twenty persons with ease and without danger. It suggests possibilities of formidable competition with passenger steamers. A public trial of the flyer is promised about two weeks hence. There is a bare possibility that a practical test will not absolutely sustain and justify all Mr. Campau's statements and expectations.

THE SHALL HAVE MUSIC WHEREVER HE GOES.

A young west-end athlete, who possesses ingenuity as well as muscle, has made a hit by inventing a simple contrivance by which an organette can be played by the movement of a bicycle wheel. He tells me he first got the idea from a musical German friend and immediately commenced experimenting. He showed me the evidences of his success. The box or instrument made fast to the steering gear on the yoke or neck of the machine, and the crank is connected by a rod to the pedals of the wheel. Without any extra exertion whatever, he can now grind out music by the foot, yard or mile. As he rode away on his shining wheel, the notes of that gay, but awfully threadbare tune, "The Flowers that Bloom in the Spring," floated out behind him on the air. The ingenious bicyclist says his invention will do entirely away with the ear-splitting alarm whistle that warns man and beast of the approaching wheelman, as well as help beguile the cyclist's time when on a long journey.—*Philadelphia Times*.

AN ENGLISH OPINION.

The most conservative of English papers, the *Cyclist*, says: "The N.C.U. has an opportunity of giving general satisfaction, and paying a compliment to America also, by sanctioning, as we hope they will, the proposed match between Illston, the English amateur champion, and Temple, the American professional trick-rider. The American rider, Temple, is so unlike our English idea of a professional, that it would be a hundred pities were the N.C.U. not to give permission, as they did in the Keen vs. Cortis match. Birmingham, as the *locus in quo*, is interested in the match, which we hope may be arranged. Cyclists are strong enough to risk A. A. A. displeasure."

Isn't going to a place on wheels a round-about way of getting there?

CROSSING NIAGARA ON A BICYCLE.

On the afternoon of Saturday, August 13, Alphonse King of New York accomplished the feat of crossing the Niagara River, below the Falls, on a water bicycle. One trip was made from the American to the Canadian shore in 4 m. 30s., and, contrary to expectation, the rapids did not capsize the novel craft. The apparatus consisted of two long zinc cylinders for buoyancy, and the propelling power was a bicycle wheel with small paddles attached. When mounted on the machine the tubes sank so low in the water that King appeared to be riding a regular wheel across the gorge. He wore a high hat, a Prince Albert coat and rubber leggings, the latter being the only protection from the water. A boat-load of reporters, rowed by Tom Conroy, went along to rescue King in case he capsized. The current carried him diagonally in the direction of the Whirlpool Rapids, but he had sufficient control of the bicycle to succeed in the performance. Several thousand persons, including Prince Devanwongse and the other Siamese visitors, saw the feat. Dr. John A. Lanigan, on behalf of Buffalo admirers, presented King with a costly gold medal.

THE STREET CAR OUTDONE.

The *Buffalo Express* says: "Recent visitors to Cleveland speak in terms of the warmest praise of the new line of bicycle carriages recently established as a substitute for the historic 'bus on Euclid avenue. The vehicles are mounted on running gear whose springs absorb a larger proportion of the jar than any other form of public conveyance in common use. They are luxuriously upholstered, have double swelling sides, and the handsome exterior of a private carriage. They seat sixteen persons comfortably, and as no standing room is afforded overcrowding is impossible. Electric buttons at each seat, which ring a bell under the driver's feet, do away with the old-fashioned bell-rope. While these vehicles work well over any pavement, they are especially adapted to the smooth asphalt streets, upon which the motion of the wheels is scarcely felt, and the passengers enjoy a degree of comfort hitherto unobtainable on the basis of a five-cent fare. One of these carriages was brought to Buffalo a few weeks ago to run experimentally on Delaware avenue, but owing to a defect discovered in the running gear only two trips were made. Mr. Chas. G. Canfield, representing the Bicycle Carriage Introduction Company of Cleveland, is now in the city, and in the course of a day or two the carriage will again be placed on the Delaware avenue route, to demonstrate to Buffalonians that the 'bus is hopelessly a back number in the line of public conveyances. Negotiations are pending for the formation of a new company to operate these bicycle carriages upon all the firer streets of the west side."

THE BICYCLE MAN.

A messenger fleet,
As he came down the street,
Upset a young girl as he ran;
She jumped up from the dirt,
Saying, "Nobody's hurt,
He's only a bicycle man."

At the new hardware store,
A man stood in the door,
And the goods all around he did scan;
The clerks, small and great,
Said, "Oh, he can wait,
He's only a buy-sickle man."

On a sweltering day,
When the girls "melt away,"
They will work very hard—with a fan,
But they scream with delight
When he comes into sight,
The sweet, cherub-icicle man.

C. W. A. OFFICIAL ANNOUNCEMENTS.



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

President—Mr. J. D. MILLER, Montreal, P.Q.
Vice-Pres.—Mr. W. P. WAY, Belleville, Ont.
Sec.-Treas.—Mr. H. B. DONLY, Simcoe, Ont.

Members desiring their addresses changed will please send both their old and new address to the Secretary, at Simcoe. All complaints in reference to the non-delivery of the paper should be sent to THE CANADIAN WHEELMAN, London, Ontario.

APPLICATIONS FOR MEMBERSHIP.

- Unattached, add 2 :
E 0738, E F Florant, Montreal, P.Q.
E 0763, John A Walker, Owen Sound, Ont.
Hanover Club, add 3 :
E 0739, R W Walden, Ayton, Ont.
E 0740, J D Booth, " "
E 0741, F A Walden " "
Simcoe Club, add 2 :
E 0745, C R Darling E 0757, Jos Emery
Dunnville Club, add 1 :
E 0765, W T Scott
Kingston Club, add 1 :
E 0766, Frank Ferris

APPOINTMENTS.

TORONTO DISTRICT, NO. 3.

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

CHAS. LANGLEY, C.C.

Place.	Consul.	Address.
Toronto.....	C H Riggs.....	Walker House*
".....	W H Cox.....	"
Newmarket...	T C Watson...	Royal
Acton.....	Chas Gibbons..	.....
Drayton.....	J W Powley..	Royal
Palmerston...	A Knowles....	Queen's
Aurora.....	J J Ross.....	Royal
Sutton.....	.....	Mansion House
Markham....	.....	Franklin House
Owen Sound..	D L Harrison..	Coulson House*
Whitby.....	Jos King.....	.....
Oshawa.....	J P Lanchland..	Queen's*

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the Association year up to date.

W. E. TISDALE, C.C.

Place.	Consul.	Hotel.
Simcoe.....	W S Perry.....	Battersby
Woodstock ..	S Woodroffe..	O'Neil
Berlin.....	Joseph Barber..	American
Brantford....	W J Knowles... Kerby	
Norwich.....	W H Miller... Brady	
Waterloo....	Chas E Fice.. Huethers	
Paris.....	W W Patterson Windsor	
Tilsonburg...	R H C Wood.. Matheson	
Grimsby....	W D Forbes... ..	
Waterford...	Will C Lundy.. Teeters	
Linwood....	J W Bundy... Linwood	
Hamilton...	S G Dunn..... Royal	
St. Catharines.	A N Lindsay.. Grand Central	
Niagara-on-the Lake.....	W Bailey.....	.....
Niagara Falls.	J Robinson..	Waverley International (Clifton)
Welland.....	H A Willet.... Fraser	
Caledonia....	ES Munroe....	.....

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.....	.....

Will Mr. Jno. D. Anderson, who paid his subscription to WHEELMAN, kindly send his address.

WHAT TWO TORONTO BICYCLE CLUB WHEELMEN DID.

A. F. Webster and C. F. Lavender, two members of the Toronto Bicycle Club, left Toronto on Saturday morning, August 27, for Kingston, a distance of 171 to 175 miles. Their total time was 21 hours and 40 minutes, out of which was taken four hours and a half for meals, etc. leaving the actual riding time 17 hours and 10 minutes. They were coached through the dark from Toronto to Newcastle by Mr. Howard Chandler, of the T.B.C., and from Napanee to Kingston by Mr. Smith, of the Napanee B.C. This constitutes the Canadian road record for all classes of machines and the American road record for safeties. It is also the longest straightaway run known in America. Mr. Lavender rode a rear driving Comet, safety-gearred to 57 inches, and Mr. Webster rode a 52-inch Invincible roadster. The time, as taken at different points along the route, was as follows: Toronto, 2 a m., eastern limits; Highland Creek, 3.40; Rouge, 4; Pickering, 3.40; Whitby, 5.15; Oshawa, 5.45; Bowmanville, 6.55; Newcastle, arrive 7.35, depart 8.25; Port Hope, 10; Cobourg, 10.52; Colborne, arrive 12.45 p.m., depart 1.35; Brighton, 2.30; Trenton, 3.35; Belleville, 4.30; Napanee, arrive 6.55, depart 8.35; Kingston, 11.40.—*Globe*.

THAT FIFTY MILE ROAD RACE.

August 22, Messrs. Riggs, Grenfell and Fane of the Wanderers' Bicycle Club, met Messrs. Cox, Ryrie and Lavender, of the Toronto Bicycle Club, at the latter's club-rooms, Wilton ave., to arrange the details of the fifty mile road race, to which the Torontos challenged the Wanderers a few weeks ago. It was decided that each club should enter ten riders, the course to be from the top of Norway Hill to Highland Creek and return, covering the course to the creek and back a second time. The date fixed is Saturday, Sept. 3, the start to be made at 1.30. The race will be for a \$60 challenge trophy, to be competed for annually by these clubs. The teams will be selected at once. President Riggs, of the Wanderers, and President Ryrie, of the Torontos, will also give each club a handsome trophy.

TRADE NOTE.

Messrs. Charles Robinson & Co., 22 Church street, Toronto, advertise in this issue of THE WHEELMAN a long list of second-hand machines, which they are offering at remarkably low prices, as they are clearing off their stock. This is an excellent opportunity to secure a wheel very cheaply, and we would advise our readers to pick up the bargains before it is too late. This enterprising firm report that they have had an exceptionally good season, and that their sales have far exceeded those of any previous year. This speaks well for the steady growth of bicycling.

The Italian government has ordered no less than 520 velocipedes—whether bicycles or tricycles they do not say—for army purposes, the happy recipient of the order being Mr. A. Schad, of Munich.

AN AMENDMENT TO THE RACING RULES.

It will be remembered that at the Brantford race meet a most disgraceful piece of loafing was indulged in by two well-known riders in one of the most important races of the day. At the meeting of the Board of Officers held that evening the matter came up, and so thoroughly indignant were they, that they empowered the Racing Board to so amend their rules as to put in the hands of the Referee of any race meet a weapon formidable enough to have effect with any rider in the Dominion. The Racing Board have, by unanimous vote, added to clause 3 of the Track Rules the following paragraph:

"The Referee shall, acting with or on appeal from the majority of the Executive Board, suspend from the race, or the remainder of the race meeting then being held, or from any meet held under these rules, for such period as he may see fit, any competitor guilty of loafing or otherwise prejudicing the race; and notice of such suspension shall be at once published by the Referee in the official organ, provided always that the party suspended, if it be for a longer period than the meeting in question, shall have the right to appeal to the Racing Board; said appeal to be made in writing to the Chairman of the Racing Board, accompanied with a full statement of the appellant's claim and a fee of \$1.00, which will be refunded if the appeal is allowed. The Chairman of the Racing Board shall at once place the appeal, accompanied with a statement from the Referee, in the hands of the Racing Board, and as soon as possible announce their decision to the appellant."

The result of this change can be at once appreciated. With a Referee who knows his business, and has a mind to exercise his powers, there should be no more loafing races in Canada. At the same time, it makes it more necessary than ever that promoters of race meetings should not put ornamental figure-heads up as referees, but place in that post only men thoroughly qualified and possessing an intimate knowledge of wheeling.

At the Toronto races, Dr. P. E. Doolittle, the pioneer rider in Ontario, entered the lists in the married men's race, and won first prize. "Perry's" old friends throughout the Province will be glad to know that he is "still in the ring," and evidently not badly disfigured.

Mr. W. E. Tisdale, of Simcoe, Chief Consul of District No. 2, removes this week to Toronto to pursue his profession as lawyer. He has been a valuable officer for the Association, and his place will be hard to fill. As one of the editors of the Guide Book, Mr. Tisdale devoted no small amount of labor to the interests of the Association, and the results of his work have benefitted all our members. The President will at once appoint a successor to Mr. Tisdale.

WOODSIDE TAKES SOME RECORDS.

At Long Eaton, July 21st, Woodside managed to put the from six to ten mile English professional records as follows:

MILES.	M.	S.
6	*17	12
7	*20	0 2-5
8	*22	58
9	*25	47
10.....	*28	34 2-5

* Record for English professional.

SIXTH ANNUAL TOURNAMENT OF THE
TORONTO BICYCLE CLUB.

Good weather, a large attendance, keenly-contested events and good management, combined to make the sixth annual tournament of the Toronto Bicycle Club, held on the Toronto Athletic Grounds, August 13, a most enjoyable day's sport. The officers of the day were: Referee, H. B. Donly; Judges, J. B. Boustead, Jas. Pearson, Lyman Dwight and Ewing Buchan; Time-keepers, W. K. McNaught, W. J. Eakins and H. Rylie; Clerks of the Course, J. F. Lawson and T. H. Robinson; Scorers, Chas. Robinson and S. G. Curry; Starter and Handicapper, C. F. Lavender. Races Committee—C. Langley, Chairman; Wm. H. Cox, Secretary; W. H. West, Treasurer; A. F. Webster, H. Rylie, C. F. Lavender; A. S. Bowers, H. P. Davies, R. G. McLean, W. Robins, J. F. Lawson, M. F. Johnston and W. H. Chandler.

The Washington representative, Mr. W. E. Crist, did not arrive. Mr. H. P. Davies, of the leading local wheelmen, having been ill for some time, and under medical treatment, was unable to compete. An audience of upwards of 2000 watched the tournament from the grand stand and grounds. A few minutes before three o'clock the bell announced the first event.

One mile, 3.40 class, open.—Seven started. The mile was finished with Conway first, Carman second, and A. T. Webster third. Time, 3m. 52.5s. In this race a protest was entered by J. King, Whitby, and J. P. Langland, Oshawa, against D. Nasmith, Toronto, on the ground that he had made better time than 3.40 at Brantford recently. The referee allowed the objection, and Nasmith was ruled out.

Half mile, open.—Four started. F. I. Brimer won a few feet ahead of W. S. Campbell, of Niagara Falls, N.Y.; F. Foster, third. Time, 1m. 25.4.5s.

Two mile championship, club.—Two started, M. F. Johnston and F. J. Brimer. Before reaching the goal, Johnston evidently thought he had no chance of winning, and slackened up. Time, 6m. 46.4.5s.

One mile handicap, open.—Seven started. W. S. Campbell, Niagara Falls, N.Y. (60 yards), won; Wm. M. Carman, Norwich (150 yards), second; D. Nasmith (90 yards), third. Time, 2m. 52.1.5s.

One mile, open, boys under 15 years. Three started. Arthur Welch took first position, J. Greenfield second, Peter Coady third. Time, 3m. 45s.

Three mile handicap, open.—Eight started. T. Fane (240 yards) and W. S. Campbell, Niagara Falls, N.Y. (180 yards), fought hard on the last two laps for first place. Fane got ahead a short distance, and held that position till the close, Campbell following very near, and D. Nasmith (270 yards) third. Time, 9m. 52.5s. The time of F. Foster (scratch) was 9m. 30.1.5s.

Quarter mile (combination) club.—Seven started. At the start R. T. Blackford fell and threw the saddle off his wheel. He did not know that it was gone, however, till the time came to mount, about half way round the course, when the bench obstructions were reached at the beginning of the home stretch, W. H. Cox had a good lead. Running behind his wheel seemed hard labor for him, and A. F. Webster steadily gained on him, but on reaching the goal he had still a shave to spare. W. H. West third. Time, 1m. 38s.

Half mile (married men), open.—Three started. During the first round the order was, A. F. Webster, Dr. Doolittle and C. Langley. The latter then took first place, but he was overtaken by Doolittle, who won easily; Webster second, and Langley third. Time, 1m. 36.2.5s.

Five mile race, open.—Four started. At the beginning of the twentieth round M. F. Johnston had first position. F. Foster had been saving himself for the finishing turn, and now doubled over his wheel. He at once shot to the front and was given a ringing cheer. This position he kept to the close, D. Nasmith second and Johnston third, Fane dropping out on the home stretch. Time, 18m. 4.1.5s.

An extra event was added to the programme. Mr. Neil Campbell, of Niagara Falls, N.Y., ran a half mile against time, covering the distance in 2m. 12.4.5s.

An interesting event was a fancy riding exhibition given by Mr. Neil Campbell. He went through a series of difficult movements in a graceful manner, receiving hearty plaudits. The exercises were very much admired.

The presentation of the prizes by Mr. Referee H. B. Donly brought the tournament to a close.

THE CLEVELAND RACES.

The races of the Cleveland Club opened on August 11, with a great audience. W. A. Rowe, of Lynn, Mass., the world's champion, attempted to break his record of 2.29.4.5, but failed. His time was 2.30.4, which is the fastest mile ever made in America on a quarter mile track.

One-half mile, bicycle, 1.30 class.—A. M. Cushing, Cleveland, first; M. F. Johnston, Toronto, second. Time, 1.22.4.

One mile professional, bicycle, handicap.—R. A. Neilson, Boston, 1st; H. G. Crocker, Boston, 2nd; W. A. Rowe, Lynn, 3rd; J. W. Ashinger, Eaton, 4th; Percy Stone, St. Louis, 5th. Time, 2.38.4.5.

One-quarter mile bicycle, open.—W. C. Crist, Washington, 1st; Fred. Foster, Toronto, 2nd. Time, 38.4.5s.

One mile bicycle handicap.—Fred. Foster, Toronto, 1st; W. I. Wilhelm, Reading, Pa., 2nd. Time, 2.40.

Russell Finch, of Brantford, Canada, took a header in one of the races, but was not badly injured.

On the second day all the events were sharply contested except the one mile tricycle L.A.W. championship. Both Crist and Rich loafed for three laps and then spurred it out for the last quarter, Rich winning after a great race.

The Canadians made a good showing, taking one first and two second prizes. In the half mile bicycle race, open, there were three starters—Fred. Foster, of Toronto; Wilhelm, the crack Star rider, of Reading, Pa.; and W. E. Crist, of Washington. Foster jumped to the front at the pistol-fire and was never headed, though Crist and Wilhelm were at his heels all the way around and pushed him hard. Wilhelm beat out Crist by a length. Foster also started in the two mile lap race, and held the lead for half a mile, when Rich headed him, and the Canadian quit after riding one more lap. In the one mile bicycle race, 3.20 class, Johnston, of Toronto, was a fighting second in the creditable time of 2.53. Johnston also rode well in the half mile handicap, and was only beaten at the tape by Crist, the scratch man.

On the third day the following races were held:

One mile bicycle, 3.10 class.—A. M. Cushing, Cleveland, 1st; M. F. Johnston, Toronto, 2nd. Time, 2.58.4.

Two mile bicycle, handicap.—C. E. Vaupel, Cleveland, 1st; Russell Fitch, Brantford, Ont., 2nd. Time, 5.45.1/2.

One-half mile bicycle, open.—Fred. Foster, Toronto, 1st; W. I. Wilhelm, Reading, Pa., 2nd. Time, 1.24.1/2.

One mile bicycle, three-minute class.—A. M. Cushing, Cleveland, 1st; M. F. Johnston, Toronto, 2nd. Time, 3.09.3/4.

One-fourth mile bicycle, handicap.—M. F. Johnston, Toronto, 30 yards, 1st; A. M. Cushing, Cleveland, 20 yards, 2nd. Time, 40s.

One mile bicycle, L. A. W. championship.—A. B. Rich, New York, 1st; W. E. Crist, Washington, 2nd; W. S. Campbell, Niagara Falls, N.Y., 3rd; C. A. Stenker, Jersey City, 4th. Time, 2.47.1.5.

The *Bicycling World* says there is nothing like world-wide fame because it received a letter from Europe addressed the *Bicycling World*, 12 Pearl street, U.S.A. Why, this is not a circumstance to the envelope the Ixions have in their scrapbook, directed "The Ixion Bicycle Club, U.S.A., per steamer Oregon."—*American Athlete*.

Poetry.

THE WHEEL

I sat on my wheel at twilight,
As the clocks were striking the hour,
And the moon rose o'er the city
Behind the dark church tower.

I saw her bright reflection
In the flitting spokes below,
Like fairy shuttles weaving
Their jewels to and fro.

And, far in the hazy distance
Of that lovely night in June,
The blaze of the flaming furnace
Gleamed redder than the moon.

Along the dewy greensward
The wavering shadows lay,
And the current of air from my motion
Seemed to lift and bear me away,

As whirling silently onward,
Here, under the shade of a wood,
There, glinting into the moonlight,
The cycle its path pursued.

And like that circle rolling
Along the highway-side,
A train of thoughts came o'er me
That brought a sad, sweet pride.

How often! oh, how often,
In the days that had gone by,
I had walked to my home in the twilight
And gazed on that earth and sky!

How often! oh, how often,
I had wished that the time might come
When a graceful wheel would support me,
And carry me to my home!

For my feet were hot and weary,
And my life was full of care,
And the burden laid upon me
Seemed greater than I could bear:

But now it has fallen from me;
I have left it far behind,
And only the toil of my fellows
Casts its gloom upon my mind.

Yet, whenever I pass a brother
Faring homeward his weary way,
Like a nightmare gladly forgotten,
Comes the thought of that long-gone day!

And I think how many thousands
Of toil-exhausted men,
Each longing to reach his cottage,
Have plodded along since then.

I see the long procession
Still passing to and fro,
The young step, quick and restless,
The old, subdued and slow,

And truly, oh, how truly!
As long as men toil for bread,
As long as the frame grows weary,
And throbs the aching head,

The wheel, with its shimmering surface
And its graceful form, shall be
As the symbol of rest for the body
And a balm for the brain to me.

—*Wheelmen's Gazette*.

He was a wheelman, and called at a farmhouse for a glass of water, but the farmer's pretty daughter offered him a glass of milk instead. "Won't you have another glass?" she asked, as he drained the tumbler. "You are very good," he said, "but I'm afraid I shall rob you." "Oh, no. We have so much more than the family can use that we are giving it to the calves all the time."

Wheel Tracks.

Thomas Stevens is to deliver a course of thirty lectures in Great Britain.

Woodside has been unable to win a single race from Howell while abroad.

The English press, as a rule, do not take kindly to Karl Kron's book.

"Arcadia," Harry Etherington's London exhibition, is said to be an enormous success.

There have been over fifty tandems sold in New York city since Governor Hill signed the bicycle bill.

Furnivall, the English racer, met with an accident while coasting, in which his arm was bruised and face cut.

Major Knox Holmes, who recently won the London ten mile tricycle road race in 49.50, is over 80 years of age.

H. W. Gaskell will leave America permanently, having severed connection with the Pope Manufacturing Company.

Burley B. Ayers contemplates a trip to California. He will take his wheel along and sample some of the roads.

In the bicycle races at Halifax, England, on August 7, Temple, of Chicago, won the one mile handicap in 3.16 1-5.

Hendee will, no doubt, appear on the path once more, and the Springfield Roadster people are busy building him a racing machine.

Grimby Park is a favorite resort of wheelmen this summer, the excellent stretch of road from Hamilton to that point being an inducement.

In consequence of the terrible drouth in England, that best of all known roads, the Ripley, is described as being no better than a sea beach.

L. D. Munger, formerly of Detroit, has been added to the Gormully & Jeffery Racing Team, Prince and Whittaker being the other members, with T. W. Eck, manager.

F. J. Osmond recently made an effort to get inside the English amateur record for five miles. He missed beating Hillier's time, which is the best, by only 2-5 of a second.

Five watches were held on Temple on the occasion of his making the world's record of 33 1-2 seconds for the quarter mile, to make sure the two slowest times were taken.

There are about two thousand cyclers in Washington. A few years ago, Belva Lockwood was the only woman rider in the city, now about five hundred are mounted on tricycles and tandems.

"The Boston bicyclist never takes a header," says the *Transcript*. But if asked if he ever was "projected from the periphery of his circular steed" a gleam of intelligence overspreads his face.

The bicycle has this prime advantage over the horse, that it is not owned and operated by a separate intelligence. The machine is under the rider's perfect control. He may ride fast or slow, easily or with effort.

On the grounds of the Athletic Club, Indianapolis, August 7, Prince Wells, the wheelman, lowered the record of ten miles on the unicycle from one hour to 59 minutes and 45 seconds. The ten miles were made without a dismount.

The eight mile road race of the Montreal Bicycle Club was held on July 23, and was won by E. W. Barlow in 31m. 30s., he having a start of 4m. 30s. E. P. Baird (scratch) was 2nd, in 27m. 1s.; C. O. Palmer (5m. start) 3rd, in 32m. 2s.

A pointer for the cloth: "An Episcopal clergyman, it would seem, has rather an advantage over nearly all other clergymen, as he can ride in his knickerbockers on Sunday, and when he gets in the pulpit hide his frivolous legs behind his surplice."

A tour race is being worked up among the manufacturers of wheels, to start from Boston and end in Chicago. Each manufacturer will enter a team of three, riding their make of wheel. The Columbia, Victor, Champion and Star will be represented.

On Saturday morning, Aug. 13, Messrs. Shaw and Crichton, members of the Wanderers' Bicycle Club, left Toronto on wheels for Kingston. While going down a hill near Trenton, Shaw struck a stone and took a header. He fell heavily and arose with his lip split and some teeth gone.

Forty or fifty members of the Toronto Bicycle Club turned out on Saturday, August 13, with their wheels decorated with all sorts of designs in Chinese lanterns. The night being dark, the effect was very beautiful. On some parts of the route the number of people who had collected was very large.

A railroad company out west recently discharged a baggageman because it was proven that he was rough and uncivil to a cyclist who wished to transport his bicycle. This ought to be a lesson to the festive baggage-masters, that because a man rides a bicycle he is not outside the pale of civilization.

A Newark inventor is perfecting a new elastic bicycle tire which promises great results, and which he believes will displace the rubber bands now in use. It can be applied to any wheel but with little labor, and will outlast two or three of the bands. He says that it will not creep under pressure, and will require no cement.

C. G. Mechem and E. C. Adams, of Battle Creek, Mich., are making a tour to Boston and return - Mechem mounted on a 55-inch Light Champion and Adams on a 56-inch Rudge Light Roadster. They go by way of Detroit through Canada, returning by way of Cleveland, after passing through southern New York State.

At Indianapolis, Aug. 6, Prince Wells lowered the unicycle track record for ten miles to 59m. 45s. The ten mile was made without a dismount, and was made on the grounds of the Athletic Club. This same rider now holds the ten mile track and ten mile road record for the unicycle. His road record is that made at New Orleans in 1h. 25m.

The New York Division are up and doing. They are determined to follow up their victory on the Liberty Bell, and are now laying pipes toward introducing a bill into the State Legislature providing for the construction and maintenance of better highways. An effort will be made to induce owners of horses and carriages to join forces with the cyclists.

Rowe says to the *Lynn Bee*: "I am riding this year to please myself, for the last two years I have ridden to please the dear public." The *Bee* spitefully retorts: "If Rowe doesn't come any nearer pleasing himself this year than he has to pleasing the public for the past two years, he will not retire at the close of the season round-shouldered from bearing up a load of satisfaction."

Rather a novel method of attracting to sports meetings was adopted at the Inter-Colonial Carnival in Sydney. This was the using of a card of admission, on the back of which was a couple of photos of Con Dwyer and Bennett respectively. Thus, those who bought admission tickets secured photos of the leading riders as well. Consequently, many purchased them who were not certain of being present.

While the path-racing interest seems to have passed away in America, a very different state of affairs seems to obtain in England. Records are going by the board, and the papers are full of accounts of important race meetings. An important factor in this sustained interest in England is, no doubt, the presence of the American team. They seem to be a drawing card, and wherever they appear big gates seem to be assured. The phenomenal and harlequin-like jump into popular favor of the young American, Temple, has done

much to give backbone to the Yankees' success. Woodside's entire failure to do anything in open competition would have proved fatal to the team's drawing powers, and had it not been for Temple's development, we fear the team's English tour would have proved a dismal failure.—*Bicycling World*.

Nellis, the trans-continental rider, is in hard luck according to a postal received by the Pope Mfg. Co. "Out of 47 miles from Bishop to Elko, I actually rode 11 to-day, covering the distance in 11 hours, the hardest day's work I ever did. This state can have my gizzard if it keeps on like this. I am thankful that I am only 560 miles from Frisco.—Yours, NELLIS."

R. J. McCreedy, of the *Irish Cyclist*, opines that the one mile bicycle time will this season be brought down to 2.26, and the tricycle time to 2.35, also that the real difference, were all things equal, between the two machines for a mile would not be more than 3s, and also thinks that on a straightaway course, with a strong wind behind, the tricycle would probably beat the bicycle.

Fie! Gentlemen, this sounds bad; the idea of the leading exponents of cycling riding in a barouche in a cycle parade! "The parade began at 10 o'clock, headed by the Fitchburg Military Band with six horses. The Martha's Vineyard Club committee, Major Boggs, D.S., J. V. Mott and W. A. Young, occupied a carriage, and with them rode Colonel Pope and Abbott Bassett."

Bicycle racing for money prizes is a dead card in Omaha. It has been murdered by the shameless cupidity of the men who profited by it. From an Eldorado for the peripatetic pedal-pusher they have transformed the city into a mass of 200,000 cold shoulders, the coldest of which are possessed by gentlemen who admire cycling for its health-giving qualities and the innocent pleasure it bestows. The professional wheelman has had his day in Omaha.—*Chronicle*.

This is how a Scotch paper puts it: "All cyclists are big drinkers, not necessarily boozers, but drinkers. A man when out driving drinks a lot, because he generally keeps his mouth open, and every few miles he has to take a refresher, in order to take the dust out of his throat. For the benefit of those fellows who feel a dryness within them the next time they are out on wheels, I may say that a raw egg beaten up in a glass of lemonade makes an excellent drink. I have tried it, and can vouch for its thirst-cooling properties. There's nothing like it for a warm day."

One of the joys of cycling in California is comprised in the fact that occasionally cyclists have to "take to the woods" in case they meet with a drove of cattle. A case in instance is mentioned by the *San Francisco Chronicle*: "As a party were gaily riding down the long grade into Smith's Creek a large band of cattle was met. There was no disputing the right of way. The wheelmen simply took to the bushes and tried to attract as little attention as possible from the passing steers. The road was narrow, with the steep bluffs on one side and the canyon on the other. A stampede of the cattle would have been disastrous to all concerned."

On Saturday morning, Aug. 6, at the Indianapolis Athletic Park, Prince Wells, the celebrated fancy rider, succeeded in lowering his own ten mile unicycle record. It will be remembered that last spring Mr. Wells made a wonderful ride in New Orleans, covering at that time the ten miles in one hour and twenty-three minutes, making only four dismounts. He determined on the present occasion to put the ten mile record where it would not soon be touched, and to ride, if possible, the entire distance without dismounting. He began with a slow pace and gradually worked up to the third mile, which was made in the shortest time. The first mile was made in 6m. 21s., which was the slowest mile of the ten. Thereafter the time by miles was as follows: 5-56, 5-48, 5-49, 5-59, 5-51, 5-57, 5-59, 6-08, 5-57, making the total for the entire distance 15 seconds under the hour.

The Detroit Club will hold races on Sept. 30 and Oct. 1.

Morgan and Ace have signed articles to ride a match for the championship of Wales.

Some practical joker whitewashed the tricycle of an English racing man the night before he was to go on the track with it.

St. Catharines wants the Canadian Wheelmen's meet next year, and they will probably build a suitable track for the purpose.

Some boys sprinkled shot on the floor of a bicycle school in Kingston and the riders tumbled to it.—*Philadelphia Call*.

During the races held at the California meet, George Adams made a mile in 2.55 1-5, the fastest time ever made on the Pacific coast.

While Mr. Wm. Payne, bicycle dealer, London South, was working a piece of red-hot iron lately, a chip flew from the metal and penetrated his eye.

In a one mile bicycle race at Jarrow, Aug. 20, Temple beat Wood by one length. In a twenty mile race, Woodside beat Battenby by 20 lengths.

In spite of his determination not to race again, George Hendee has gone into training once more, and expects to have a crack at his old rival before the season is over.

The pen used by Governor Hill in signing the Liberty bill is in the possession of the Brooklyn Bicycle Club, and will be kept by them as a precious memento.

Warning to local wheelmen—Don't let the Canadian boys run away with all the open events again in the coming races. Once is enough.—*Detroit Free Press*.

Messrs. R. W. Wright, of the Cleveland Plaindealer, and H. E. Chubb, of Cleveland, who were making a tour of Ontario on their bicycles, were entertained by the Forest City Club at their rooms.

Rowe can now not only claim the best mile record on any track, but he can claim the fastest mile on record (2.30 1-4) ever made on a four-lap track. It is needless to say that the Columbia people are still happy.

Evidently the American team will not visit France and Germany this season, as Duncan says gates are very hard to get in those two countries. Morgan, therefore, announces his intention of abandoning the Continental trip.

Bert Brown, of the Wanderers' Bicycle Club, recently wheeled from Toronto to Detroit and back, in company with J. D. Lamont, of Chatham, one of the leading riders of the west. The trip was an enjoyable one, notwithstanding the extreme heat.

The *Pall Mall Gazette* says about Karl Kron's book that "it is a masterpiece of egotism." Respecting Thomas Stevens, the same journal says: "What has been written about him, however, is far more interesting than what he has written about himself."

Morgan says that England takes the cake on amateurs, but that America has a finer lot of professionals than the old sod. In support of this claim he names Rowe, Hendee, Woodside, Neilson, Temple, Rhodes, Ives, Whittaker, Cola Stone, Prince, Schock and Crocker.

Morgan says there are no good amateurs in America now, they have all gone over to the professional ranks. "We have no amateurs," says the same authority, "who can cope with such men as Illston, Furnivall, Gatehouse, Osmond, Syner, Ball, Wareham, Mills, and the two Mgyes."

This is the way the members of the American team rate the English tracks, in the order named: Long Eaton, Brighton, Crystal Palace, Aston Lower Grounds, Belgrave-road Grounds, and the Coventry path. The grass path at Norwich is reported by them to be equal to many of the best cinder paths.

The members at large of both the Pennsylvania and New York divisions are kicking at the sum expended to transport board members to the St. Louis meet.

A leading publishing house in Leipsig, Germany, has purchased the right to translate Tom Stevens' book, "Around the World on a Bicycle." They are now engaged in preparing it for publication in Germany and Austria.

J. Elmer Pratt, of Flint, Mich., has just returned from an eastern tour, having covered 2,315 miles in two months and sixteen days. He went through Canada, New York, Pennsylvania and Ohio. The entire cost of the trip was but \$93.15, \$15.81 of which was spent for railroad and boat fare.

Sanford Lawton, of Springfield, has been elected secretary and treasurer of the Massachusetts Division, League of American Wheelmen. The reports read at a meeting held last week showed that the organization was composed of 1,219 members, and that there was nine hundred dollars in the treasury.

We much doubt whether Thour Stevens's lecturing tour in this country will be a success. As a conversationalist he is distinctly poor, and his platform experiences in the States were not, we understand, particularly profitable. However, everyone would like to see the man who performed so magnificent a feat.—*Bicycling News*.

Monday afternoon, Aug. 29, Capt. Geo. H. Orr and Mr. R. S. Peniston, of the Wanderers' Bicycle Club, of Toronto, started out for a run down the Kingston road. Between five and six o'clock, and while near the Halfway House, on their way back, Mr. Peniston's wheel struck a stone. He took a "header," which resulted most disastrously for him. His right arm was not only broken, but it was terribly cut and torn from the hand to the elbow.

Among the many curious propositions submitted to the Pope Manufacturing Company, was one the other day, which, for startling originality, carried off the palm. It was an offer to exchange for one of their bicycles a grave lot, "conveniently handy." This was filed for reference next to that of an offer expressing a great desire to become the happy possessor of a bicycle through the results of moonlight labor, in the shape of a barrel of whiskey.—*Boston Globe*.

A novel bicycle whistle has lately been patented, and does not require any lung pressure. The whistle is about four inches long, and fastened to the upright part of the brake lever. The lower portion is brought in contact with the tire between the brake spoon and head of the machine by a small wheel, to which is attached a piston. The whistle can be sounded at will by pressing a small lever traveling along the left handle bar. The principle is similar to the old-time automatic tire-bell.

The New York State Division treasury is very low, and Consul Bidwell has deemed it necessary to call upon the members for a voluntary subscription. The Division has had good management, but there are times when many a large organization gets a little beyond its depth. The cause of this slight embarrassment is due to the heavy expenses of the Division for the past year, principally in fighting the Park Board and gratuitously distributing Road-Book for the benefit of its members.

Mr. W. G. F. Webster, of 25 Tontine street, Folkestone, recently had a Clipper tricycle stolen from him by a man who hired it. The man was captured, and the case came on for trial at Maidstone, when the judge ruled that the hirer who had taken the machine had not been guilty of felony, because he had not sold it or parted with it, and on this ground he was acquitted! The man hired the machine for two hours, and kept it for seven months, being then discovered. According to the view of the law taken at Maidstone, Mr. Webster's only remedy is to proceed in the County Court for seven months' hire! This may be law, but it is hardly equity.—*Cyclist*.

A member of the League writes to the *Bulletin* as follows: "I want to give you an idea of what the League is worth to me. My business takes me upon the road a great deal, and I have to live in hotels a good portion of the year. I try to select a League hotel every time, and I find by looking at my cash-book that my League ticket has saved me \$73 the past year. This includes a discount obtained at the hotel where I spent my vacation. Can any one beat that for a record? We trust our non-League subscribers will take this to heart."

Henry Chubb, R. W. Wright and A. R. Scott, of Cleveland, were to have taken a two weeks' Canadian trip, beginning August 15. The route was to be to Buffalo, then through Niagara to Hamilton, boating to Toronto on account of bad roads; by wheel 150 miles north to Gravenhurst, then west to Owen Sound, then south to Detroit and boat to home, making 800 miles by wheel and 400 by boat. These parties are Ohio members of the Canadian Wheelmen's Association, as are Brinsmade and Shannon. The Star Club certainly appreciates the good fellowship of the Canadian wheelmen and the excellence of Canadian roads. This will make the fourth touring party there in the last three summers.—*Wheelmen's Record*.

Prof. James Kicalton, *Cycling's* correspondent, has returned from his trip to the battle-field of Waterloo, Algeria, Malta and Rome. The Professor was delighted with his trip, and was in the pink of condition upon his arrival at East Orange. He covered 12,000 miles since 18th June, and brought back 150 photographs taken in various places, the most prominent of the collection being those of the Moors, whom the Professor says are very averse to having their beautiful faces reproduced, and as a consequence, in a number of the views the eyes are all that can be seen through the covering of rags with which they tried to hide. The total expenses for the trip were inside of \$200. The professor's sole companion on his journey was a 32-calibre revolver.

The bicycle tournament at the Roseville track, Newark, N.J., Aug. 20, was witnessed by 20,000 people, and among the entries were well-known amateurs and professionals from all parts of the country. The races resulted as follows: Half mile—Crist, Washington, 1st; time, 1m. 18.2-5s.; Stenkers, Jersey City, 2nd. Two mile handicap—Crist (scratch), 1st; time, 5m. 42s.; Schwarz, of Reading, 2nd. One mile professional handicap—Whittaker, of Chicago (scratch), 1st; time, 2m. 41.4-5s.; Knapp, of Denver (50 yards), 2nd. One mile, tandem—Crist and Hall easily beat Dayton and French; time, 3m. 17.1-5s. One mile lap—Crist, 1st; time, 1m. 1.3-5s.; Hall, 2nd. Two mile professional handicap—Whittaker (scratch), 1st; time, 5m. 56.3-5s.; Knapp (100 yards), 2nd.

Through the columns of the *Cyclist* we are informed that "a strange story comes from Melbourne, in which Frederick Wood, the champion bicyclist, figures most unfortunately. Wood was staying at a hotel at Melbourne, where temporarily also resided a young married lady, whose husband had been compelled to leave her on business for a short time. During the husband's absence, it is alleged that Wood formed an intimacy with the lady, who furnished him with funds and jewelry. On the husband's return there was a "row," which ended in Wood being given in charge for stealing a purse and 15s., the property of the husband. In default of being able to find bail, Wood was placed in prison to await his trial. Divorce proceedings have, it is said, been commenced by the husband."

Referring to the recent assault on the Ripley road, in which Mr. Curnick was made to shell out a fine and costs for attempting to run down a tandem, an English paper makes the following savage attack on cyclists. The writer also willfully and maliciously mistakes the facts of the case: "Somehow we don't like cycling. It irresistibly associates itself in our mind with lumpy knees, splay feet, shoddy uniforms, and a general

Continued on page 136.

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—

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Largest Manufacturers in America.

Catalogue mailed on application.

odor of counter-jumperism out for a Sunday. Nor are the ways of those who cycle dear to us. We abominate their 'ting-ting' as they try to startle foot-passengers in our sweet country lanes, or think it fine to dash past frightened old women in our suburban streets at a pace which, if the wheels had a horse in front, would be described on the charge-sheet as furious driving. Wherefore it is harder for us to understand the recent heavy fine imposed on *Mr. Curnick, a good all-round sportsman* by the way, who, being driven by a lady, whose carriage was molested by cads on castors, climbed solemnly down, and in default of finding one man who would stand up to him, administered a well-served collective hiding to the crowd. Good old Curnick!"

J. C. Simpson, editor of the *Breeder and Sportsman*, states that "there is little trouble in overcoming the dread that some horses have at the sight of a bicycle if the right course is pursued, especially if seen some distance before it is met. As soon as the horse is aware of its approach, drive slowly—a walk is preferable—and if there is an inclination to stop, do so. Speak soothingly to the animal. Keep a tight hold of the reins to prevent a sudden wheel. We have yet to meet a rider who did not slow, and, as a general thing, offer to dismount. In a majority of cases this will not be necessary, and when the animal recognizes that it is merely a man on a wheel, the fear is overcome. There must be no severe punishment; and at the furthest, a touch of the whip to straighten it up and words of encouragement will effect the purpose. One of the most nervous colts we ever drove, after two trials, cared no more for a bicycle than a buggy."

"Verax" (what a strange attraction this *nom de plume* has for unreliable writers!), the correspondent of an American paper, thus delivers himself concerning Manager Morgan, at present visiting this country—a man who has raised American cycling and cyclists in the opinion of Englishmen

far more than "Verax," "Karl Kron," or any one of equal prominence can ever hope to:—"I see that Senator (Windbag) Morgan has sued, or intends suing, the *Wheelman's Record* for libel. May the defendante administer a rousing good licking. Morgan is the most egotistical man that ever tackled a pen, that is, in my opinion. He is the only ink-slinger that I know who has the nerve to string out column after column about himself. I don't like it. Do you?" We refuse to accept the above as truth, and we are willing to back "Karl Kron" on the long-winded and egotistical stakes, however much he is handicapped.—*Bicycling News*.

Cycling is a health-giving pastime, doubtless. Dr. Gordon Stables says it cures rheumatism. Dr. Richardson swears by it, and other medical men think it hygienically excellent. But we are getting a little too much of the "bedridden for forty years and now able to walk fifty miles a day" sort of testimonial. We can swallow a gnat, but the camel sticks in our throat. Here is the kind of testimonial which requires tolerably tough teeth for masticating, and an alimentary canal of unusual capabilities for swallowing. It appears in the *Cyclist*:—"A friend of mine has long suffered from rheumatic fever, and was almost completely crippled, and some months ago was even given over by the doctors. He can only walk at the slowest possible pace, and for a very short distance. Three weeks ago I lent him a tricycle. He tried it and perspired. The cycling fever seized upon him, and he rode daily, and now he can do his ten or twelve miles of hilly road without the slightest fatigue. His legs have become straighter, he can walk better, and he has decided to get a tricycle for himself and to ride constantly."—*Bicycling News*.

It is remarkable how circumstances alter cases, in cycling as with everything else in the world. Some weeks ago we met an acquaintance on a machine that could hardly be described as out

of date, but could certainly not be termed a new pattern, which he forced along with a good deal of hard work, accompanied by words which were decidedly not complimentary, to speak very mildly. The other day we met him again, on the same machine, but then he wore a happy smile on his youthful face; then he was riding gaily along, evidently enjoying himself hugely; and then the tricycle, which would not move before without hard words and hard pressure, now answered to his every movement, and had evidently become a great favorite with its owner. Our surprise was great, and we turned to ask the reason for the marvellous transformation, when up went his finger to his lip, and as he murmured "Hush!" we turned round, to find a likely buyer looking on and criticising. We understood the alteration then, and passed on, hoping his excellent acting would meet with its due reward.—*Bicycling News*.

Sure enough—renewal time.
A leading man—the limit one.

A BICYCLE BALLAD.

A was an angel who tripped through the town,
B was a bicyclist, sunburnt and brown;
C was a cycle, with bearings by Bown,
D was the danger of not looking down;
E was the ecstasy felt by the rider,
F was his fluttering heart as he spied her;
G his grimaces, as fondly he eyed her,
H the half brick which upset him beside her;
I the "improver" he clutched in his fall,
J was the jelly he made of it all;
K was the knob of her pink parasol,
L was the lump he got in the maul;
M was the mastiff took part in the row,
N was the nip of that anxious bow-wow;
O was the oath of the cyclist, I trow,
P was the police who have charge of him now.

HOW TO JOIN

THE

G. W. A.

is:

Fill up the blank in the adjoining column and, together with

\$1.00,

send it to the Secretary of the Association,

HAL. B. DONLY,
SIMCOE, ONT.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name IN FULL.

27 WRITE VERY PLAINLY.

Application for Membership in the G.W.A.

MR. HAL. B. DONLY, Sec.-Treas., C.W.A.,

SIMCOE, ONT.

DEAR SIR,—

Enclosed you will find \$1.00 for Membership in the CANADIAN WHEELMEN'S ASSOCIATION, to which I hereby apply for admission. I declare myself to be an Amateur within the meaning of the definition printed below. I refer to the undermentioned persons.

(Signature)

Club..... Address.....

(If any)

Date.....

REFERENCES.

If parties referred to are members of the C.W.A., two are required; if they are not, then there must be three.

FEES.—For Unattached Members, \$1.00, which pays to the end of the Association year—June 30. For Members of clubs affiliated with the Association, 50 cents. Persons joining after April 1st in each year receive certificates good until the 30th June of the following year.

EXTRACT FROM BY-LAWS.

5 (a) An Amateur is a person who never competed in an open competition; (b) or for a stake; (c) or for public money; (d) or for gate money; (e) or under a false name; (f) or with a professional for a prize; (g) or with a professional when gate money is charged.

6 The Association draws attention to the following explanation: A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by engaging in cycling or any other recognized athletic exercise, or personally training or coaching any other person therein, either as a means of obtaining a livelihood or for a stated bet, money prize, or for gate money, competing with, pace-making for, or having the pace made by a professional in public or for a prize; selling, realizing upon, or otherwise turning into cash any prize won by him. This rule does not apply to teaching the elements of bicycling solely for the purpose of effecting the sale of a bicycle. The Association recognizes as athletic exercises all those sports under the jurisdiction of the Amateur Athletic Association of Canada, including running, walking, jumping, pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug-of-war, and rowing, boxing, sparring, lacrosse, polo, roller and ice-skating and snow-shoing.

= A RAPID FLY! =

At the C.W.A. Championship Meet HARRY DAVIES, Esq., won the one-mile

CHAMPIONSHIP OF CANADA

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“New Rapid”

Which has proved itself to be the most “RAPID” Machine made.

Out of eight open races the “New Rapid,” and machines represented by T. Fane & Co., took

Six - - - - - First Prizes
 —AND—
 Five - - - - - Second “

HOW IS THAT FOR A SHOW?

MESSRS. T. FANE & Co., Dear Sirs,—

Toronto, May 3rd, 1887.

The 52 in. “New Rapid,” I purchased in the Spring, has far surpassed my expectations, my ride to Whity on it the other day, over rough roads and at a high rate of speed, is good enough proof for me as to its superiority, for which you claim. I consider it the best roadster I have ever ridden, it is handsome in appearance and its construction is as near perfection as possible. I am well pleased with it.

Yours faithfully,

FRED FOSTER, W.B.C., am. 5-mile champion of Canada.

THE “CLUB” SAFETY!

No other machine ventured to put in an appearance against this noted make at the Championship Meet.

The “SWIFT” and “NEW RAPID” Safeties are unequalled in the Rover type Safeties.

FANE’S Hygenic Saddle, - - - - - \$5 00.
 FANE’S “Comet” “ - - - - - 4 00.
 FANE’S Luggage Carrier, - - - - - 1 00.

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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	.36 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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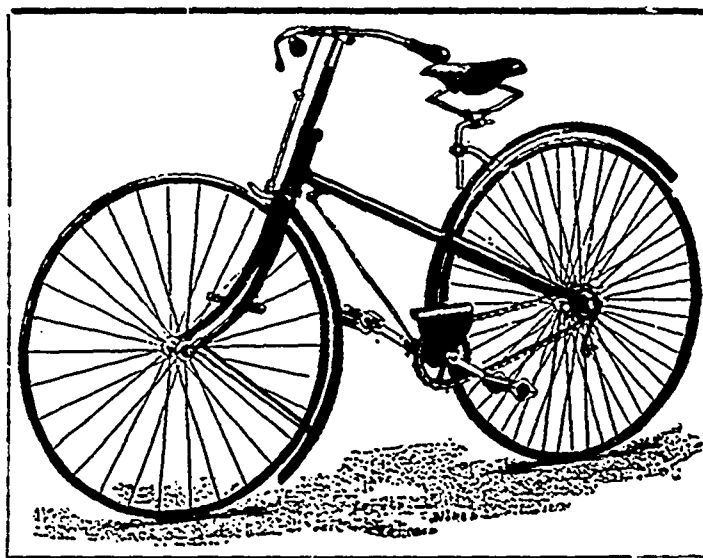
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