



A JOURNAL OF CYCLING.

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

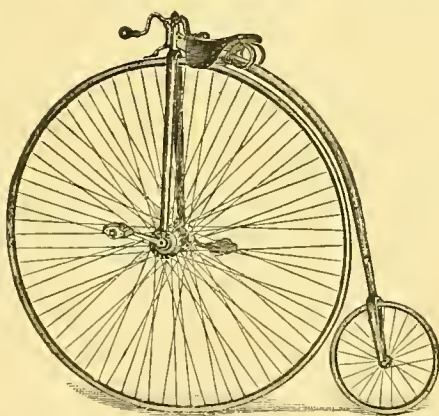
VOL. III.

LONDON, CANADA, DECEMBER, 1885.

No. 2.

Victor Bicycles & Tricycles

SHOW THE BEST RESULTS OF ADVANCEMENT IN THE
CYCLE BUILDER'S ART.

<p>ALL STEEL, ALL INTERCHANGEABLE, FINEST MATERIAL, BEST WORKMANSHIP.</p>	<p>"VICTOR"</p>  <p>BICYCLE.</p>	<p>COMPRESSED TIRES, which cannot be torn from rim. BOWEN'S BALL BEARINGS all over, including Pedals. AND FINISHED IN HARRINGTON'S EXAMPLE.</p>
---	---	---

IT IS TO YOUR INTEREST TO INVESTIGATE BEFORE PURCHASING.

—SEND FOR CATALOGUE TO—

OVERMAN WHEEL COMPANY,

179 TREMONT ST., BOSTON, MASS., U.S.A.

Latest by Telephone.

STIRRING NEWS FROM TORONTO.

"Hello, Central! Switch Charles Robinson & Co., 22 Church Street, Toronto, on to their customers."

"All right. Go ahead!"

"How goes the world, boys?"

"Prosperously jolly. Had dyspepsia, lumbago, rheumatism, sore head, and a dozen other playful complaints, until we mounted one of your Ridges; y'see they run so doocid easy that a fellow straddles it whenever he gets a chance. Result: lots of exercise. Enter fresh air and ozone. Exit all the ills to which flesh is heir. How's business with you?"

"Booming with a booming boom that extends from the most exalted peak of the Rockies to the cities by the sea down east! Want to hear the particulars? The demand for the Rudge has far exceeded our expectations (and the latter were by no means humble), and *every customer is satisfied*. And so are we. Napanee, Stratford, Toronto, St. Catharines, Woodstock, Seaforth, Guelph, Ottawa, and other cities and towns have patronized us extensively. We are more and more convinced that in the Rudge we have the best wheel in the market, good as a few of its rivals are. The American Rudge at \$85 has also taken well and given full satisfaction. We intend adding some improvements to it next season without increasing the price."

"How about the Rudge Safety? Has it taken well?"

"So much so that we can pronounce it a success in every way. This year was its first year in Canada, and of the number we sold all are giving satisfaction. We can foresee its future as the machine for the around-town business and professional man. Dr. Macdonald, of Simcoe Street, Toronto, uses one in his profession, and he is simply enthusiastic over its practical efficiency. Dr. Goodman, of St. Catharines, ditto. We asked Dr. Ahrens, of Stratford: 'Are you satisfied with your Rudge Safety?' 'More than satisfied,' he at once answered. Mr. Boles, Mr. Brown and Mr. Bosworth, all of Stratford, speak in similar terms. It's a fine little machine. We anticipate a big run on them next spring; indeed, rumors of orders are already in the air."

"Hello, Robinson & Co., still there?"

"Yes."

"We merely wanted to give you warning to lay in a big stock for the spring. Any number of the boys will swoop down on you next April, and they won't be satisfied with anything less than a Rudge Light Roadster."

"All right. Come along. We'll be ready for you and —"

Central—"Are you thro-o-u-u-g-h?"

"Just another word. Come early and avoid the rush."

"Good-bye."

"Good-bye."

CANADA'S Sporting Goods Depot.

CHARLES ROBINSON & CO.,
22 Church Street, Toronto,

DEALERS IN

Snow Shoes & Snow Shoe Blanket Suits,

Toboggans and Toboggan Blanket Suits,

MOCASSINS, MITTENS,

Tugues, Stockings, Belts, Roller and Ice Skates,

POLO GOODS, LACROSSE,

Base Ball, Cricket & Football Goods,

DUMB BELLS AND INDIAN CLUBS.

Everything in the Sporting Goods Line.

Send for Catalogue.

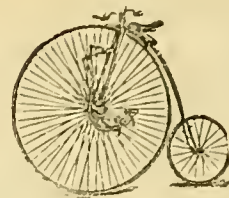
GEO. H. HILL,
Fancy Bicycle and Tricycle Rider,
Mounted on beautiful wheels,

Has a fine repertoire of startling and difficult feats. Now open for engagements in Roller Rinks and elsewhere. For dates apply to

CHARLES ROBINSON & CO.,
22 Church St., Toronto,
Managers.

EXTRAORDINARY

No Chains



Here.

THE KING OF SAFETIES.

This Bicycle has stood the test of over eight years' experience, and still stands unrivalled for

ABSOLUTE SAFETY, SPEED,

—AND—

Easy Propulsion.

Two-third Crank. No Dead CENTRES.

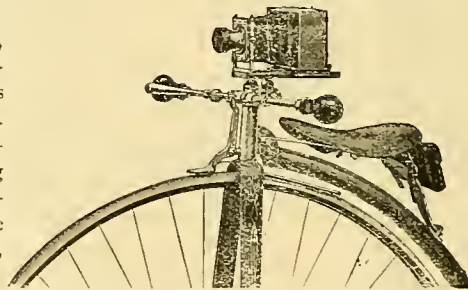
Testimonials from Medical Practitioners in Canada using the XTRA. the past four years, do cheerfully recommend this style to be used more amongst the profession.

(These testimonials will appear in my Catalogue for 1886.)

W M. PAYNE,
LONDON, ONT.

ANTHONY'S x BICYCLE x CAMERA.

The lightest, neatest, and best Camera in market for the price. Makes pictures $3\frac{1}{4} \times 4\frac{1}{4}$ inches. Consists of a fine mahogany Camera with rising front and folding bed, single achromatic lens, one double dry plate holder,



PRICE COMPLETE, \$10.00.

and attachment with universal joint for fastening Camera to Bicycle. The whole apparatus in a handsome sole leather carrying case with shoulder strap. Weight of complete outfit, exactly two pounds.

Amateur Equipments in Great Variety, from \$9 upward.

Sole Proprietors of the Celebrated Detective Novel and Fairy Cameras.

E. & H. T. ANTHONY & CO.,

Send for Illustrated Catalogue.

Forty years experience in this line of business.

591 Broadway, New York.

NICKEL-PLATING BICYCLES

A SPECIALTY!

RUBENSTEIN BROS.,

537 CRAIG ST., MONTREAL.

The number of English cycling papers has been reduced by the union of three in one. *Wheel Life*, the *Tricyclist* and the *Nexus* have been consolidated under the title, "*The Bicycling News and Tricycling Gazette*." George Lacy Hillier, F. Percy Low, H. H. Griffin, and W. McCandlish will be on the staff of editorial writers.

The Canadian Wheelman :

A JOURNAL OF CYCLING.

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

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

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

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

LONDON, DECEMBER, 1885.

THE RECORD WAR.

An unseemly and rancorous war of words over the records made at the Springfield tournament has been a much-to-be-regretted feature of the last two months' cycling events. Several of the leading English papers declined to accept the records without further evidence of their authenticity than was at first furnished, and this refusal naturally excited the ire of the American papers, who felt that the good faith of American wheelmen had been impugned. Recriminations followed, and a far from edifying spectacle of bitter taunts and mean insinuations flying across the Atlantic has been presented. To the unbiassed view of an outsider, it would appear that the Englishmen are altogether in the wrong, and are deserving of all they have received in the way of tongue-lashing from the American papers. As representatives of the gentlemen wheelmen of England, the English papers would have displayed greater courtesy, less jealousy, and far more brotherly feeling, had they said nothing against the American records, but quietly accepted them as necessarily genuine when endorsed by the gentlemen wheelmen of America until such time as evidence might be furnished to show that fraud or carelessness had existed.

Common justice, as well as friendly sentiment, should have taught the Englishmen to consider the Americans innocent until they were proven guilty; but their action in reversing this procedure and holding the records as false until proven true has had the boomerang effect of making the world believe that those so ready to assail the motives and acts of others are not themselves above suspicion.

We have carefully followed the discussion on this subject, and have seen no reasons advanced that throw any serious doubt on the Springfield records. To say that "records had to be made at Springfield," simply because an advertisement of the Springfield Club announced that records had always been broken at Springfield, is no argument, but a dirty insinuation for one wheelman to make against a body of brother cyclists. But this and similar others have formed the sum total of the pleadings of the English papers against the records. THE WHEELMAN, as representative of Canadian cyclists, who look to England with a feeling almost filial, and would hold her honor and credit as their own, would fain commend instead of blame the position taken by the Englishmen in this connection,

and it is with regret that it has to acknowledge that its brethren across the Atlantic have lowered themselves in the eyes of the cycling fraternity of this continent by their cavilling, peevishness and puerile conduct in this matter of the records.

THIS SETTLES IT.

Should a male cyclist bow to a female cyclist when they meet? Aye, that's the rub, and so diverse are the opinions on this all-important question that the columns of the *Bicycling World* are not wide enough for the disputants. A discussion somewhat similar once waged between those who claimed that a horse, in running, raised the off front foot and the right hind one together, and those who denied this assertion. It was settled, at last, by some brainy fellow coming along and suggesting that the debaters look at a horse running and see how he lifted his feet. Similarly, the man with brain gigantic who writes this paragraph would suggest that the gentleman in doubt as to whether he should bow to a sister cyclist should first look at the aforesaid sister. If she bows, then he may lift his cap, if he's not a boor, and can ride well enough. And if he doesn't bow, let him, like the Levite of old, pass by on the other side.

THE WHEELMAN.

From all parts of the Dominion we are glad to be able to record the receipt of expressions of approval of the new mode of issuing THE WHEELMAN. In this number will be found communications from four or five of the principal cycling centres of Ontario, and although it will be difficult to find much news of interest to record during the winter months, we trust that the work so well begun will be continued until the spring-time, when of course there will be no excuse for lack of items. We would ask that the secretaries of clubs make it a point to let us have a communication about the 20th of each month. By this means, better than any other, the interest in THE WHEELMAN can be maintained, and the greatest amount of good it can accomplish be attained.

A NOVEL PARADE.

The possibilities of wheeling are as a tale half told, but the Massachusetts Club has lately added a new chapter to the story. A few weeks ago the club had a Chinese and Japanese lantern parade, which, according to a correspondent of the *Wheel*, was dazzling in its effect. If it was half as pretty as the enthusiast proclaims, this novel idea of the Massachusetts Club should find many imitators. Which of our Canadian clubs will be the first to try the experiment? Here is how the *Wheel's* correspondent describes the scene:

"It was a weirdly-beautiful sight, oriental in its loveliness, and, viewed from a distance, seemed not unlike a myriad of will-o'-the-wisps; the twinkling lights darting hither and thither, ever ceaseless in their erratic movements. Imagine a line of upwards of four hundred bicycles and tricycles, pendant from every one of which hung gorgeously-brilliant paper lanterns of every line

known to the art of the Orientals; while ever and anon colored fires, looming from the handle-bars of the cycles, suddenly illuminate with dazzling brilliancy the surrounding space. A bicycle would seem a machine capable of but slight ornamentation in the way of fragile lanterns, yet many bore a score of the twinkling lights, and one had forty-three. The latter was a feature of the parade. It was an ordinary bicycle, about which was rigged the outline of a yacht, the lines, spars and yards, formed by strings of lanterns, and at the mast top floated a pennant bearing the word 'Puritan.' The tricycles afforded unlimited opportunity for decoration, and the riders fairly excelled themselves in the artistic arrangement of the colored light. Some were wholly enclosed in a bower of colored light, while hoops and crosses and umbrella frames formed bases for innumerable designs. A unique effect was produced by arranging an arch of the colored lanterns behind the rider, casting about his head a halo of Japanese glory."

EDITORIAL NOTES.

Lost, strayed, stolen or hibernating—the Montreal Bicycle Club.

A movement is on foot to establish a club in Hagersville. May it succeed!

Winnipeg wheelmen, waken! Write THE WHEELMAN while winter wages war 'gainst wheels.

Mr. Harry Etherington indignantly denies that he got a free passage across the ocean. That settles it.

The English papers are arguing in favor of longer cranks. Wonder if they know the captain of the Brantford B.C.?

Mr. W. G. Ross, of Montreal, first C.W.A. champion, is spending a couple of months in Florida and Central America.

Wheelmen will be glad to know that the A. L. Pilkie, lately arrested for forgery in Woodstock, is not Alf. Pilkie, who won the green race in the first C.W.A. meet in London.

What one friend of THE WHEELMAN has to say: "I am well pleased with the way the paper is now issued, which is the only proper way, if the Association fees have to be raised to do it."

Messrs. Webster, Ryrie and Chandler, of the Torontos, have decided upon making a bicycle tour through England, Scotland, and the northern part of France, next spring, leaving about the middle of April.

Who will get up an American tour for Canadian riders for next season? We should reciprocate, and there is no danger that our American cousins will not give a hearty welcome to a Canadian "Big Four."

The Marquis of Lorne has taken out a patent for improvements in cycle construction, and a contemporary sarcastically remarks that it always held that the Marquis would do something some day.

They call it a silent wheel, and yet it is always making rim marks on the road.—*Bicycling World*.

Silent, indeed! It spoke enough to tire you, and its bawls are always for oil.

The *Western Cyclist* announces that "Corey hill, in Brooklyn, has a national reputation for

hill-climbing." Queer kind of a hill, that! We've been told that the little hills shall skip like lambs, but history and prophesy are alike silent on the subject of hills going a climbing.

A Toronto correspondent hints at the possibility of a big two-days' meet being held in the Queen City next year, at which inducements sufficient to entice American fliers to enter would be offered. If the idea materializes, we trust that care will be taken to place the date sufficiently distant from that of the C.W.A. meet not to interfere with the success of the latter.

Mr. Walter Crane, in the *Pall Mall Gazette*, refers to the bicycle and tricycle as the best means of escaping from the ugliness of cities, and muses upon the irony of the fact that civilized life should only be tolerated in proportion to the number and attractiveness of the means of escape from it. Mr. Crane's argument runs counter to the practical fact that the tendency of man is more and more towards city life, but perhaps man seeks the city for the pleasure of tiding out of it astride a bicycle.

A Newfoundland correspondent of the *Cycling Touring Club Gazette* relates an instance of judicial injustice worthy of the Dark Ages. A fellow named Prouse is on the bench, and in two recent actions against a cyclist for running against persons on the street held that the public has as much right on the road as on the sidewalk, and that the cyclist was responsible for any accident that occurred, no matter whether the result of his carelessness or not. If they cannot stop their wheels instantly, he held, they should keep to the country roads, and had he the power he would prohibit them altogether. Luckily, Hizzoner hasn't the power.

The modesty of the English cycling press compares well with their strictures on the American papers for the use of "slang" and "blow." For instance, Mr. Geo. Lacy Hillier, editor of the *Bicycling News*, in speaking of an approaching dinner, says that "with George Lacy Hillier in the chair * * * the Kildare is sure to be a big success;" and *The Cyclist* makes no bones about dubbing itself "the thunderer" of the cycling press. Such remarks would be considered very bad form on this side the Atlantic. We are convinced that THE CANADIAN WHEELMAN is the leading wheel paper of the world, but instinctively shrink from proclaiming the fact to an incredulous public.

Charles Robinson & Co., of 22 Church St., Toronto, have a change of advertisement on page 2, to which we call the attention of our readers. They inform us that they have had a most successful season, and that the prospects for next season are very bright for a considerable extension of the wheeling fraternity, while the tendency on the part of old riders is to have the best mounts in the market, discarding the cheap makes. We notice that Mr. George H. Hill, formerly connected with the establishment of Robinson & Co., has entered the field as a fancy rider. He filled his first engagement recently at the Princess Roller Rink, Toronto, and gave an interesting and successful exhibition.

If the world don't look out its records will all be standing in a Rowe.

CORRECTION.

With pleasure THE WHEELMAN publishes the following letter from the Editor of its English contemporary, *Wheeling*, and regrets that an injustice was unwittingly done him in the paragraph in question:

Editor CANADIAN WHEELMAN.

DEAR SIR,—With reference to a leaderette published in your issue of Sept., in which you quote from *Wheeling* and venture to presume the quote as having been penned by me "after a week's experience in America," I wish to point out that the quote in question was written and inserted in *Wheeling* during my absence from England.—After-issues of my paper will, I think, point out the high opinion I hold of America and American wheelmen. As to "bunkum," I am afraid there is more "bunkum" and monkey business in England than in either the States or Canada.

I am, dear Sir,

Yours faithfully,

HARRY ETHERINGTON.

152 Fleet Street, E.C., London,
October 22nd, 1885.

:o:

GOING FOR THE RECORDS.

At Springfield, on November 4, Hendee made an attempt to break the quarter and half-mile tricycle records. The heavy wind of the morning had entirely disappeared, and as he came down to the tape on his Victor racer, ready for the start, everything seemed to be in his favor. Getting a fine push off, he bent to his work, and before he had rounded the curve of the track was going at top speed. Nearing the quarter he put in a little extra speed, and passed the pole in forty-two seconds. Here he was picked up by F. R. Brown, who set a rattling pace the rest of the way. As Hendee neared the wire his anxious friends rushed up the track and cheered him on, and he spurred over the tape in 1.21 4-5. The best previous amateur records were those made by Cripps in an exhibition mile during the late tournament,—43 3-5 for the quarter, and 1.25 for the half. After ten minutes' rest Hendee again appeared, this time mounted on his bicycle, and announced that he would try to break Rowe's record for the quarter—36 1-5. Starting with a rush around the corner, he made for the quarter pole at his best gait, Brown picking him up as he shot into the back stretch, but in spite of all his endeavors he failed to reach the quarter quicker than 37 4-5, missing the record by 1 3-5. The next day Hendee attempted to lower the quarter-mile record, but did not succeed. It was then announced that Hendee would make no attempt for records, and Rowe got on his racing costume for an attempt at the quarter-mile. Hendee, however, took a practice spin and decided to try for the quarter, and soon after appeared. He got a wretched start, but recovered finely. His poor start, however, had too badly handicapped him, and he made the quarter in 36 2-5, one-fifth of a second slower than the record. Rowe then appeared on the track, Illston coming down the home stretch on a flying start. He passed Rowe, who got a good send-off, and travelled for all he was worth up the back stretch. He came under the wire in 35 1-5, and when the time was announced a great cheer went up. The record of 36 1-5 is broken, and in fine shape too.

DO YOU KNOW?

THE WHEELMAN with pleasure publishes the following inquiries, and trusts that they will meet with satisfactory response from those who have had experience with the wheels mentioned. Such inquiries, if made and answered in good faith, are calculated to be of great benefit to riders, and they will be gladly welcomed in these columns.

Editor CANADIAN WHEELMAN:

SIR,—Can any of your readers, speaking from actual trial, say how the "Spalding" (made for Spalding Bros., Chicago, by Hillman, Herbert & Cooper) works on our roads, and especially in a very hilly country? How does the arrangement of spokes, adopted in this wheel, work?

Is it difficult or not to replace a spoke which is headed into a "Warwick Hollow" fellow?

Can anyone give their experience on our roads of the "American Pilot" light roadster, made for Latta Bros., Friendship, N.Y., by Hickling & Co., and of the "Victor" bicycle, made by the Overman Wheel Company?

How are the laced spokes in the latter wheel liked?

Answers to any or all of the above questions through your valuable columns will greatly oblige

Yours fraternally,

C 0511.

:o:

MUNGER STOPPED BY RAIN.

L. D. Munger, of Detroit, who attempted recently to break A. A. McCurdy's twenty-four hour record on a bicycle and failed, owing to an injury to his ankle, started again on Saturday, Nov. 7, to break the record. He left the Faneuil House, Brighton, at 1.30 P.M., accompanied by C. I. Swan as pace-maker. His route was substantially the same as he went over before, the circuit being about 50 miles. He made a plucky attempt to capture the 50-mile record on his first round, and when he arrived at the Faneuil House he was inside the record, but after he had dismounted, it was found that his cyclometer gave but 49 3/4 miles, and he had hardly time to make up what he had lost. He arrived at 5.01 P.M., having made the run in 3.31. The record is 3.32 20 2-5. The moon was not advertised to shine that night, and Munger had to depend upon artificial light to find his way. He had a light framework attached to the head of his machine, to which he appended two lanterns, and a third swung from his hub. After a rest of twenty-four minutes, he started on the second round, with E. G. Frost and J. D. Clark as pace-makers. He completed that round at 10.15, 101 1/2 miles to his credit. He was given a rest of twenty minutes, and on the third round was accompanied by W. H. Huntley and J. Vivian. Just before he started on his third round it began to rain, and he did not ride but about half the circuit. He covered in all 130 miles, stopping at 2 A.M., and he had eleven hours and thirty minutes left to make the 126 miles necessary to beat McCurdy's record. The time remaining would have been largely in the light of day, and there was a good prospect of another breaking of the record.—*Cycling World*.

:o:

The Overman Wheel Company has just given a contract for 3000 Victor bicycles. This is probably the largest contract ever given in the United States for high-grade bicycles. The Company is making great preparation for the season of '86.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. JAS. S. BRIERLEY, *Journal*, St. Thomas, Ont.*Vice-President*—Mr. W. G. EAKINS, *Mail*, Toronto, Ont.*Secretary-Treasurer*—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

DISTRICT NO. 1

Comprises all the Province of Ontario west of and including the Counties of Haldimand, Brant, Waterloo, Wellington and Bruce.

Chief Consul:

W. A. Karn, Woodstock.

*Representatives:*C. H. Hepinstall, St. Thomas.
W. E. Tisdale, Simcoe.
J. G. Hay, Woodstock.
S. Roether, Port Elgin.
R. M. Ballantyne, Stratford.

DISTRICT NO. 2

Comprises that part of Ontario east of District No. 1, and west of and including the Counties of Northumberland and Peterborough.

Chief Consul:

Fred. J. Campbell, 11 Front St., Toronto.

*Representatives:*H. C. Goodman, St. Catharines.
R. J. Blackford, Toronto.
Harry Kyrie, Toronto.
R. J. Bowles, Brighton.

DISTRICT NO. 3

Comprises all the Province of Ontario east of District No. 2.

Chief Consul:

Geo. A. Mothersill, Ottawa.

Representative:

R. H. Fenwick, Belleville.

DISTRICT NO. 4

Comprises the entire Province of Quebec.

Chief Consul:

John H. Low, 953 Dorchester St., Montreal.

Representative:

J. D. Miller, P.O. Box 1148, Montreal.

DISTRICT NO. 5

Comprises Manitoba and the North West Territories.

Chief Consul:

A. J. Darch, Winnipeg.

Representative:

W. V. Matthews, Winnipeg.

*Committees:**Racing Board.*—Fred. J. Campbell, Toronto; W. A. Karn, Geo. A. Mothersill, J. H. Low and A. J. Darch.*Membership.*—W. A. Karn, Woodstock, Chairman; Hal. B. Donly and W. E. Tisdale, Simcoe.*Transportation.*—H. S. Tibbs, Montreal, Chairman; A. T. Webster, Toronto; W. K. Evans, London.*Constitution and By-Laws.*—The President, Vice-President, Secretary, and Messrs. Low and Ballantyne.

LOCAL CONSULS.

DISTRICT NO. 1.

London.—W. M. Begg and W. K. Evans.
St. Thomas.—C. H. Hepinstall.
Simcoe.—W. S. Perry.
Port Elgin.—H. Wilkes, jr.
Listowel.—F. W. Hay.
St. Marys.—C. S. Rumsey.
Stratford.—A. C. Mowat.
Kincardine.—T. E. Coombe.
Woodstock.—S. Woodroffe.
Brantford.—W. J. Knowles.
Mitchell.—J. M. Ford.
Norwich.—W. H. Miller.
Berlin.—O. Shantz.
Waterloo.—Charles Fee.
Paris.—W. W. Patterson.
Palmerston.—A. Knowles.
Guelph.—J. Davidson.
Ingersoll.—W. C. Noxon.
Seaford.—E. C. Coleman.
Walkerton.—D. Traill.
Paisley.—A. G. Beamen.
Cargill.—W. D. Cargill.
Tilsonburg.—R. C. H. Wood.
Drayton.—Joseph Powell.

DISTRICT NO. 2.

Toronto.—W. A. Capon, 183 King St. east.
Newcastle.—Eli F. Bowie.
Hamilton.—Percy Domville, 121 John St.
Thorold.—J. Dobbin.
St. Catharines.—A. N. Lindsay.
Brighton.—R. J. Bowles.
Niagara Falls.—John Robinson.
Port Colborne.—Thornton Hayck.
Newmarket.—Thos. C. Watson.
Markham.—Jay J. Ross.
Richmond Hill.—Theo. G. Law.

DISTRICT NO. 3.

Ottawa.—F. M. S. Jenkins.
Brockville.—A. L. Murray.
Napawee.—Alex. Leslie.
Kingston.—Wm. Nicol.
Belleville.—R. E. Clarke.
Carleton Place.—Alex. T. Taylor.
Cornwall.—H. Turner.

DISTRICT NO. 4.

Montreal City.—A. T. Lane, P.O. Box 967.
" " J. T. Gnadinger, St. Peter Street.
" " J. R. Seales, 234 St. James Street.
Sherbrooke City.—R. N. Robins.

MCCURDY'S ATTEMPT.

Mr. A. A. McCurdy started on Monday afternoon, October 26th, to recover the twenty-four hour record which was wrested from him by Messrs. Ives and Rhodes. A course was laid out, measuring 47½ miles in length, and this was followed throughout. He was started at six o'clock from the Faneuil House, Brighton.—During the early part of the run, and while at West Newton, an accident occurred. McCurdy and his pace-makers were riding abreast, when two other bicyclers came upon them from the other direction. Every effort was made by the riders to avoid each other but McCurdy's wheel was struck, and he was thrown into the gutter. His companions were unhurt, and quickly came to his assistance. They found him comparatively uninjured, though he complained of his leg. He was completely covered with dirt. The big wheel of the machine was so buckled that it would not go through the forks, and the left pedal was bent so that it wouldn't whirl. The five wheelmen jumped on the wheel and brought it back into position, and the pedal was knocked back into shape. McCurdy then mounted. At the conclusion of the 24 hours, Mr. McCurdy's cyclometer registered 255½ miles, the highest American record.

THREE HUNDRED MILES IN WESTERN ONTARIO.

J. S. Anderson and A. S. Bowers, of the T.B.C., left Toronto at 5.30 A.M. on Tuesday, August 18th. Following the Guelph route given in guide-book, Georgetown was reached at 11.20. Here they were joined by H. J. Aldous, who accompanied them throughout the trip. The afternoon was spent in buffeting a heavy wind, and the party arrived in our Royal City shortly after 6. Between Cooksville and Georgetown, the stiff clay after recent rains was not very highly appreciated. Leaving the latter, however, the roads are very fair gravel.

Mounting next morning at 6.30, and wheeling up the Elora road, the Junction Hotel was soon passed, and pursuing the course to the right over ten miles of excellent gravel, Fergus was reached. From here three miles of very indifferent road led to Elora. A mile north, at Salem, is some very pretty scenery on the river Irvine. Continuing north against a stiff breeze, and over some hilly country, Alma and Ruthsaw were passed, and the trio reached Harrison for supper, just 110 miles from home.

On the 20th, after a slight shower of rain, a start was made at 7 A.M., and breakfast partaken of at Clifford, the intervening seven miles being wheeled in forty-five minutes. Passing Mildmay and Dunkeld, some grand roads were travelled, especially nearing Paisley, the next town. After leaving this latter place several long hills were encountered, followed by good wheeling through Burgoyne and on to Port Elgin. Approaching this town the road is, for a couple of miles, "as level as a board."

There is in Port Elgin but one active cyclist, Mr. S. Roether, our C. W. A. representative, who is ever ready with a hearty welcome for the tourist.

Friday morning dawned to the accompaniment of a drizzling rain, which continued till 11 o'clock. A start was made at 12, and for some time the pastime consisted in dodging water puddles, but Old Sol came to the rescue and soon made everything "just lovely!" After climbing the "mountain," about two miles out of Port Elgin, a good view may be had of Southampton, by taking the side-line for a hundred yards or so. The way led over a rolling country through Underwood and Tiverton, Kincardine being reached about 7 in the evening.

Saturday turned out a day of more than average mileage. Leaving Kincardine shortly after 6 A.M., Amberley, Kintail and Port Albert were soon left behind, and Goderich, "the town with the sand-papered streets," was no longer in anticipation. After dinner, Mr. G. B. Cox led at a pretty hot pace for several miles, and, pointing the road, bade his adieux. In the order of progression, Holmesville, Clinton and Seaford became memories, and Mitchell furnished the means of an excellent supper, after which Stratford was reached in the dark, no dismount being necessary in this last 12 miles. Distance for the day, 80 miles.

Next morning Berlin was made *via* Shakespeare, New Hamburg and Baden; but here the rain rendered further wheeling out of the question, and train was taken for Toronto.

Wheelman Centres.

BRANTFORD.

In the last issue of *THE WHEELMAN* your Woodstock correspondent asks "Where is Brantford, etc.?" so, thinking it would be an act of charity to enlighten him, as it is evident he has not travelled very much, I straddle my quill to do so. Brantford is on the map, and is noted for having the worst road in Canada leading out of it, namely, the road to Hamilton; but, for the information of wheelmen, this road is kept bad on purpose, as we do not want to have any intercourse whatever with that wicked city.

Bicycling matters are a little dull just at present, but I suppose they are so all over the country, the minds of everybody being engaged at present in figuring up the exact number of blessings to be thankful for received during the past year. Bicyclists, I think, have more to be thankful for than any other class of people, because they have more accidents, and we must be thankful for accidents—that is, if we have an accident policy.

We are getting things in good shape here for next year, and by next May will have completed the finest cinder racing-path in the country—will be four laps to the mile, and made to do fast riding on.

We are going to try and secure the annual meet here next year, and think we are entitled to it because our club is one of the oldest clubs in the Dominion; because Brantford has not been flooded with tournaments; because Brantford is in a good position for such a meet, being easy to reach from all points; because we could turn out a larger crowd of spectators than any other place double the size; and last, but not least, because visiting wheelmen would be treated right royally. Several other reasons could be given, but I want to keep some for the next time I write.

With the advent of spring and a new cinder-path, the sport will more than boom here, and you will see some of our boys come out as fliers, when woe to all Canadian records!

There is a strong feeling here in favor of an Athletic Association. If such an association should be formed, it will put the different clubs on a thoroughly sound basis, and would be the means of having several tournaments during next season.

Our boys are all greatly pleased at the change in the manner of publishing *THE WHEELMAN*; and I promise you lots of news from here, and will keep any feeling from coming over you that we are not alive. I hope we will hear from all the other centres through your columns.

SIXTY.

Brantford, Nov. 11, 1885.

OTTAWA.

The ever-welcome *WHEELMAN* arrived here some days ago, and was as usual full of news, but no letter from Ottawa. We seem to be almost out of Ontario, as very few touring cyclers care to brave out the roads between here and Kingston. The season is about over for us; it has been raining since—well, it's so long since that I cannot very well remember. The O. B. C. have rented a fine club-room, which is furnished in the most approved style,

and supplied with the popular wheeling journals, such as *THE CANADIAN WHEELMAN*, *Outing*, *The Western Cyclist*, etc., and by etc. I mean a good many more. Wheeling has been booming here this summer, and we hope to double the club next summer. There was a race between a bicyclist and a roller-skater at the Royal Rink a few days ago, the bicyclist fell, and of course the skater won, but all the same the wheel did well.

There is a movement here to organize a drill squad for the winter, and if we manage it we'll crow for some of our brothers from the west to lick us. I hear some talk of the C. W. A. meet being held in Ottawa; if it is, all right, send 'em along. I reckon we got su'thin' here in the way of a racing man who can—can what? Oh, never mind, come and we'll show you. I hear some one talking about "the last ride." Well, now, I guess there won't be any last ride. It is a geographical fact that the Rideau Canal is located somewhere near Ottawa, and as there are no ice-boats (Toronto man "what got struck" please N. B.) we expect a good deal of riding during the winter months. Wishing *THE WHEELMAN* every kind of success, and with greeting to the wheeling world in general, I will close my letter.

Yours truly,

MAC.

Ottawa, Nov. 18, 1885.

TORONTO.

Success to *THE WHEELMAN*! May it fill the old "long-felt want" to the brim—at \$1 a fill, payable in advance.

Cycling in Toronto during the past season has progressed and developed steadily. The Toronto Club boasts of the largest membership, over 100, followed by the grey-coated Wanderers with a following of 40 or 50, the rear being brought up by the new Rota Club with a limited membership of 20 or 25. Large as the clubs are, too much inactivity and too little fraternization prevails, no special effort being made to have the club-rooms made cheerful or inviting; they are usually as empty as a cyclist after a run to Whitby. With judicious management, the talent contained in the ranks of the clubs might give us many a pleasant evening during the winter of our discontent!—and chilblains.

Steps will be taken early in the spring to form a Safety Club, a large number of these machines being ridden here, and the number is rapidly increasing. Strange, the winner of the Wanderers' Challenge Cup, rides one; so does Frank Wilson, of *Truth*; and Robert Tyson, Thos. Bengough and N. R. Butcher, all court reporters, have the miniature mounts. By the way, the reportorial, or shorthand profession, fully values cycling, judging by the number who ride. Beside the above-mentioned, Albert and Edward Horton (the former a *Hansard* reporter and his brother a court reporter), Frank Yeigh, and other "knights of the pencil," may often be seen a-straddle the graceful steeds.

Charles Robinson & Co. have been made the victims of a sneak-thief, who recently helped himself to a full-plated 52-inch Oxford Club, which had been left standing outside the door. The robbery took place between 2 and 3 o'clock in

the afternoon. On the principle of the inevitable drowning of the small boy who a-fishing goes on Sunday, it is to be hoped that the black sheep in our ranks who stole the wheel will encounter a brick wall or a curbstone whenever he mounts his stolen horse.

Rumor says that a big two-days' meet will be held here early next season under the joint direction of all the Bicycle Clubs. Good! You'll all admit that Toronto is Ontario's wheeling centre (as far as numbers go), and it is therefore one of the best places to have a really large and important meet. Let the clubs lay their plans now; strike preliminary committees; communicate with the leading American fliers; get wealthy Torontonians to contribute prizes, and thus have everything "cut-and-dried" when winter hustles out of the lap of spring and makes room for some one else. And don't forget a parade. All the boys from Ottawa to Windsor will come.

Geo. H. Hill is about entering the arena as a fancy bicycle and tricycle rider. He is practicing daily at the Princess street Roller Rink. I dropped in on him the other day and saw him perform a number of very neat tricks. He is perfectly at home on his 46-inch full-nickelled wheel, and is especially graceful in his mounts. He will be under the management of Charles Robinson & Co.

Lavender has gone to England for a few months.

Albert Horton took his wheel to Boston with him recently, and is enthusiastic over the roads in and about the Hub.

PETE.

BELLEVILLE.

I beg permission to express my approval of the change in the management of the Association organ, *THE CANADIAN WHEELMAN*. The change will do the cyclists of Canada an inestimable amount of good. A good live journal, such as I predict *THE WHEELMAN* will be, will prove a good tonic to the enthusiast and make enthusiasts of the drones. A drone would hardly be expected to pay subscription for an exclusive cycling paper, but will read it and wish it well if received free. Such, Mr. Editor, is the view of your correspondent. As the fair city of Belleville has never been represented in your columns, to my knowledge, I will make a move with the hope that others will help bear the burden from time to time.

There is in this city an active, vigorous club of wheelmen, with a membership of from 65 to 70, which can muster not less than 35 wiry steeds, all told. The Ramblers' Wheel Club has enjoyed a career of unparalleled prosperity since its organization. Although the club did not give so many entertainments this season as last, Capt. Geo. Reid has not allowed the life to die out of the organization. On the contrary, some 15 or 20 new members have been enrolled. Of the hospitality of the citizens of Belleville, and wheelmen in particular, tourists who have passed through can testify. In fact, it is the ideal place for holding the next annual Association meet, and the Ramblers will move vigorously to secure it, Brantford and Montreal to the contrary notwithstanding. Besides having a fair city, a live club of fine fellows, and large hopes for the next meet, we have in our midst a young wheelman of more than ordinary promise for speed—I refer to Mr. L. B. Cooper. Although but 17 years old.

last July, he turns the beam at 196 pounds, and has a name on the track that the best men of the Province are learning to respect. As he will go into training in January, it is altogether likely that he will be heard from before the close of the season of 1886.

At a meeting of the club on Friday evening it was decided to lease Coleman Hall as a place for the members to congregate and ride during the winter months. This will keep the boys together. There is a desire on the part of a number of wheelmen here to arrange a tour for next season. It is thought that from the number in the city and surrounding towns and villages that a jolly company can be gotten up for a week's tour without much difficulty. This part of the country abounds in fine macadamized roads, reputed as good if not the best in the country. There are few riders here who do not know them for miles about. More anon.

Yours truly, RAMELER.

Belleville, Nov. 16, 1885.

L. A. W. AND C. T. C.

The *Cycling Touring Club Gazette* (Eng.) having drawn a comparison between the growth of cycling on this side of the Atlantic and on the other, the *Bulletin*, the organ of the L.A.W., is moved to make the following remarks, which show that the comment is not so far behind after all:

"There are many among our membership who at times express themselves with some impatience at the growth of the League, which to them seems far too slow. They point to the enormous size of the C.T.C., our cosmopolitan sister organization, and, viewing its seemingly unprecedented growth, reproach the powers that be for their lack of success in the same line. Let us first take the testimony of the secretary of the C.T.C., and then compare it with what we know of our own growth. Says the *C.T.C. Gazette*, page 272 of the present volume:

"Twenty thousand and fifteen! Such is the aggregate. The long-talked-of standard was reached and passed on the morning of the 25th ultimo (August). To the many enthusiastic supporters who contributed to this end we desire to record our hearty acknowledgments. In no country save Britain could such a happy result have been accomplished in so limited a period."

"Again, on page 301, we read:

"Granting, for the sake of argument, that the class which actively participates in cycling in America is—thanks to prohibitive import tariffs and royalties *ad nauseam*—socially and monetarily in advance of the average rider on this side the water, there yet remains the fact that for one man who rides in the new world at least fifty are arrayed under the banner of the wheel in this effete old country."

"Here we find Secretary Shipton admitting that only in Great Britain, where the cyclists number fifty to one (we do not vouch for the accuracy of this comparison) as compared with this country, could such growth—twenty thousand and fifteen in seven years—be possible. The League on its fifth anniversary had six thousand two hundred full-paid members on its books. Some of these have since failed to renew their membership, but so will many of the twenty thousand on the books of the C.T.C. on its seventh anniversary. We must not forget that the League is not cosmopolitan, and that it

leaves to the Canadian Association the task of enrolling members north of the St. Lawrence. Taking these into consideration, we find that five years of organized growth in America has produced seven thousand members, or a little over one-third the number that the C.T.C. has succeeded in obtaining in seven years, though the whole world is its field and several thousands of its members hail from outside of the nest of islands, where we are told cyclists are fifty times as numerous as they are with us. A very simple calculation shows us that the League ought not now to have over three hundred members, as we have but one-fifth the number to draw from, and are but five-sevenths as old.—Or, to compare the relative growth of the two organizations in another way: If the L.A.W. and C.W.A. have grown in five years to a membership of seven thousand, the C.T.C., with possibilities fifty times as great and time two-fifths longer, should have had *four hundred and ninety thousand members*, to adhere strictly to our figures. But Brother Shipton is greatly mistaken in his estimate of the relative proportion of bicycle riders in the two countries; where he says 'fifty' it would be much nearer the mark to say *ten*. Let it stand at that, and we find that our growth is nearly equivalent to a membership of one hundred thousand across the water; and this calculation does not take into account the difficulty of covering so large a territory that we experience here, nor does it allow for the fact that of the twenty thousand members of which they boast probably less than fifteen thousand are to be found within the limits of that happy region where we are told cyclists do so abound."

MUNGER FAILS TO GET THE RECORD.

L. D. Munger, of Detroit, who came east expressly to undermine the 24-hour bicycle road record, was not at all daunted by McCurdy's brilliant performance, but left the Faneuil House, Brighton, at 5.30 sharp Tuesday afternoon, with Mr. J. C. Clark, of the Massachusetts Bicycle Club, as pace-maker. An encouraging shout followed them as they started. Their route lay through Mattapan, Hyde Park, Dedham, Needham, Newton, Watertown toward Waltham, back to Watertown, and Brighton to Faneuil House. The first return was at 8.47, the cyclometer checking 35 11-16 miles. Munger was immediately off again, with Haynes of the Massachusetts Club as pace-maker. They got back at 9.34, the cyclometer, of which there were two on Munger's machine, one on the axle and one on the forks, registering 44½ miles. A rest of 14 minutes was then taken. Munger was feeling first-rate, and he had thus far equalled McCurdy's record. He was rubbed down and fed, and then taken out by Mr. W. P. Hood, of the Danvers' Club, over the 50-mile course of the Boston Bicycle Club. While riding through Newton he slipped one of his pedals, which, when it came up again, cramped the foot in such a way as to badly strain his ankle. The pain bothered him somewhat, but he continued on, hoping that the strain would prove of no consequence. The second circuit was a longer one, and when completed at 1.40 A.M. the cyclometer showed that 85¾ miles had been covered. The third round was begun at 2.01½ A.M., with H. C. Getchell

for pace-maker. Mr. Getchell was the first pace-maker he had who knew the course, and a full fifty miles was made. The circuit was completed at 6.51 A.M., with a record of 135 3-8 miles. At 7.20 he started on the fourth circuit, with C. O. Danforth for companion. Some fast time was made on this trip, 14 miles being covered in one hour. It was 11.49½ A.M. when the hotel was reached, and the cyclometer showed 185½ miles. His ankle was now paining him greatly, but, after having it doctored up a little, he concluded to continue on. C. I. Swan and J. C. Clarke went with him as pacers. At Newton Centre he was met by his friends, who, seeing that he was suffering greatly, persuaded him to abandon the trial, which he did, and returned directly to the hotel. Munger is of strong and wiry build, weighs about 160 lbs., and rides a 57-inch Apollo bicycle weighing 34 lbs.—*The Wheel*, Nov. 1.

GREAT PERFORMANCE BY MUNGER.

Brighton, Nov. 21.—Yesterday at 5 o'clock P.M. L. D. Munger, of Detroit, the bicyclist, started on his fourth attempt to beat the 24-hour bicycle record. All his previous attempts had been thwarted. When he started yesterday the weather was clear and cool, and the night was beautiful. By an unlucky accident early in the day he fell from his machine and painfully injured one of his knees, but he insisted on attempting the effort, and, although suffering, persevered with dogged pluck. He started on his second round at 9.33 o'clock, and at 2.52 o'clock this morning, when he arrived at the Faneuil House, had covered 115 miles. After a rest of 28 minutes he started again and got back at 5.25 o'clock, his cyclometer showing 134 miles. He rested 22 minutes, and at 10.24 o'clock he had covered 186 5-32 miles. After a rest of 20 minutes he started on the fifth lap, with A. A. McCurdy as pace-maker. By this time he was ahead of the English record, and was sure of success, when the weather clouded up and got cold and raw, his sore knee began to stiffen, and with great trouble he managed to proceed. He finished at 5 this afternoon, completing 259 13-16 miles. W. H. Huntly, of Newton, Mass., who started at almost the same time, and who was in perfect condition, made only 257 1-16, still beating the former record of 255 1-13 miles.

A military correspondent, who is attending the Italian army manoeuvres now in progress, writes: "Possibly, in consequence of their weak cavalry, the Italians economize that arm in the matter of orderlies by employing infantry men on bicycles to carry messages. I saw three such—to our eyes—strangely-mounted orderlies going along the road yesterday. If this can be done in Italy, where the roads are indifferent, it could certainly be done in England, where good roads are numerous, and where our weak cavalry regiments can ill spare the large number of men taken for orderly duties. At Aldershot, especially, tricycle orderlies would be very valuable. Indeed, there is no reason why tricycle orderlies should not be employed by us in campaigns where, as in Europe, fair roads are to be met with. Any number of our volunteers would be able and willing to perform this duty."

Wheel Tracks.

There were 403 entries for the Springfield meet.

It is rumored that Hendee will settle in St. Louis.

The *Cyclist and Athlete* has suspended publication.

The German Cyclers' Union has now a membership of 3,000.

Howell weighs 185 pounds, but rides a 22-pound machine.

Percy A. Nix rode 254 miles in 24 hours, on a Facile, October 20.

Bob Neilson, of Boston, is considered the coming American professional.

Mlle. Armaindo and T. W. Eck are travelling through Missouri in company.

Lynn boasts of a lady tricyclist who has cycled upwards of 500 miles this season.

A Rhode Island Division L.A.W. is one of the probabilities of the near future.

A. P. Engleheart, the premier safety-rider, has won 26 out of 30 races entered this year.

Several of the young women of the Harvard Annex ride to their recitations on tricycles.

A party will leave New York March 2nd on a Bermuda tour, to extend over twenty days.

A movement is on foot among Detroit wheelmen to build a quarter mile bicycle track next year.

The foreign trade is booming. A Chicago firm recently shipped one of their machines to Jerusalem.

The Detroit B. C. Club will offer prizes to the members making the best road records during 1886.

It is stated that Cola E. Stone, prior to his death, had not worn a pair of long trousers for four years.

George Cain, of the Lynn Cycle Club, will soon attempt the feat of riding down the steps of the Lynn City Hall.

Harvard College does not show up well in wheeling. In every other department of athletics she takes a leading position among the colleges.

McCoy and Williams, of Newark, N.J., have designed and patented a saddle, in form similar to the Victor. It has but one coil behind, instead of two.

The recent performance of Messrs. Klipstein and Hildebrand, of St. Louis, in riding 120 miles in 21 hours, becomes a 24-hour record for the State.

There are between three and four hundred thousand cyclists in England, and the ancient city of Coventry is the chief seat of the cycle-making industry.

Thos. R. Finley, Smithville, N.J., the fancy Star rider, has been declared a professional by the L.A.W. Racing Board for accepting money for an entertainment.

Sellers will not race again, at least that is his present intention, as he is head and ears into his books, and he reckons he cannot study properly and train properly.

The Birmingham Small Arms Company has just completed a new ball bearing, for which they make great claims; among others, that it does not infringe any existing patent.

M. Josee Kohont, of the Cesky Klub Velocipedists, holds the twenty-four hour record for Germany. He recently covered 248 miles in 21 hours 30 minutes, actual riding time.

The Elizabeth (N.J.) wheelmen claim a riding record for nine months of 28,965 miles. L. B. Bonnett leads the list with 2,255 miles. Mrs. D. B. Bonnett has a record of 648 miles.

The Columbia racer now has all the amateur world records from a quarter mile to two miles, and exclusive world records from two to twenty miles inclusive, held by W. A. Rowe, of Lynn, Mass.

Bicyclists have been employed by the Austrian government as scouts, and thus far have given entire satisfaction. At some future date we may expect to see the United States army on wheels. —*Western Cyclist*.

Neilson and Woodside, the professionals, will ride bicycles against Anderson, the long-distance rider, at New York Christmas week. The former will alternate every hour, while the horseman can change his horses as often as he chooses.

President Bates has closed his connection with the *Detroit Post and Tribune*, with which paper he has been connected for twenty years, and is to take the editorial management of the *State Republican*, of Lansing, in January next.

A ten mile bicycle race took place at Montreal on November 8, and was won by Murray, of the Montreal Bicycle Club (2½ min. handicap) in 40.50; 2nd, Crispo (1m. handicap), in 41.35; 3rd, Ramsay (½m. handicap), 42.35.

Benj. F. Hutches, jr., of Galveston, Texas, has taken out a patent for a cyclometer, which is kept in motion by contact with the tire. It is to be attached to the head of the bicycle, and occupy the place of the brake, but we do not learn what is to become of the brake.

Messrs. A. W. Aves and John Hanley, of Detroit, recently started out with the intention of riding 100 miles within daylight. They rode to within a short distance of Dealtown, Ontario, and return, the cyclometers registering 104 miles.

The League will undoubtedly fix upon 27, 28, and 29th May for the annual meet. There is a strong desire for a three days' meet, and these dates will fall upon Thursday, Friday and Saturday, and Decoration Day will be celebrated on the following Monday.

Application was lately made to Common Pleas Court No. 2 for the approval of a charter for "The Pennsylvania Bicycle Club of Philadelphia." The incorporators are Frederick McOwen, Eugene M. Aaron, Charles Harvey, Edgar C. Howell and Isaac Elwell.

Geo. M. Hendee made an unsuccessful attempt at Springfield to break the 100-mile track record, on Wednesday, Nov. 11. On completing 93

miles he was so much exhausted that he had to be taken from his machine. He was so much discouraged after his ineffectual effort that he declared he should never ride again.

The London *Illustrated Sports* publishes an article on "The Decline of Cycling." The writer, after dwelling at length on the causes of the decline, suggests that the C.T.C. hold an annual tour, on the plan of the Big Four. He is of the opinion that it would do much toward arousing a new interest in the sport.

Both *St. Nicholas* and *The Century* for 1886 are to contain articles written by Mrs. Elizabeth Robins Pennell, and illustrated by her husband, "Joe Pennell," the artist-wheelman. "Four Great English Schools—Rugby, Eton, Harrow, Winchester" will appear in the former, and "A Tricycle Pilgrimage to Rome" in the latter.

Cycling is giving to the present generation of England a remarkable knowledge of their own country, which railroads were causing them to lose, and has infused fresh life into many once famous inns on the old post roads. The most popular cycling ground is the great Bath road, and men frequently go 150 miles and back. —*Sun*.

The Amateur Bicycle Association at North Shields, England, intends to offer exceedingly handsome prizes at a tournament next year, with the special object of inducing American amateurs to meet the great rider, English, at his home. The sporting press across the water already assures visitors from America of a hearty welcome.

A novel railway bicycle has recently been invented in England. It has four seats with springs, etc., like an ordinary tricycle, so as to allow four drivers to work with their feet the two large driving-wheels. It is estimated to attain a speed of twenty miles an hour, and being fitted with a handy brake is kept under easy control.

The fever for expensive club houses is evidently infectious. The Missouri Wheel Club, of St. Louis, has announced that it is ready to receive offers from builders to erect them a house costing about \$10,000. One capitalist has offered to put up a building at his own expense, on condition that the club lease it for a number of years. Some of the more sanguine members of the M. B.C. expect that the proposed house will be well under way by the beginning of winter.

Wm. A. Rowe, whose late record-breaking performances were reported in the last *Wheel*, will make Springfield, the scene of his great successes, his permanent residence next year. During the winter, when riding will be impossible, Rowe will go through a complete gymnastic training at Boston, under the care of Dr. Sargent. With the coming of spring it is confidently expected that Rowe will blossom forth as the fastest rider amateur bicycle rider in the world.

At a meeting of the Business Committee of the Owl Bicycle Club, of Chicago, Nov. 9th, John W. Bell, captain, was unanimously suspended from membership, and the position of captain which he has heretofore held, is declared vacant, until action can be taken upon his case at the annual meeting of the club, on January 9th, 1886. According to the Constitution, C. B. Pride, now 1st lieutenant, becomes acting captain, until a successor is appointed.

DAN CANARY.

Canary is showing the Englishmen a thing or two. The *Cyclist*, of London, says: "The greatest feature of interest to cyclists generally at the gathering was perhaps the performance of Dan Canary, the American trick-rider. Canary, who is a young, slight-looking man of gentlemanly appearance and manners, is by far the best acrobat on wheels we have ever seen.—Placing an ordinary 50-in. bicycle on the dining-table, in front of the chairman, he proceeded to climb up it, using the spokes as rungs of a ladder, and all the time balancing the machine in the position adopted by the few riders who can stand still on a bicycle. When he reached the bearings he stood on them, extending his hands into the air, and then, after standing with both feet on one pedal, he stepped lightly into the saddle and sat there, still perfectly balanced. He then gracefully dismounted and clambered up again, mounting the saddle from over the front of the handle-bars. This performance was then repeated with the bicycle standing on two chairs on the dining-table. Dan Canary 'opens' at the Aquarium at Westminster at 4 P.M. on Thursday next, and we fancy that during his engagement at the Palace of Fishes every cyclist in London will visit the show specially to see him, for, judging by his performance on the dinner-table last Saturday evening, he is simply unsurpassed in the world as a trick-rider on the bicycle."

MORE RECORDS GO.

The *Wheel* gives the following particulars of Rowe's great feat, briefly mentioned in our last issue: "Again has the Lynn shoemaker put the recently-revised records for one, two and three miles in the shade. On Friday, Oct. 23rd, in company with Chas. P. Adams and John Illston as pace-makers, alternating at every half mile, Rowe started in to capture the three mile record which would make complete the chain up to twenty miles. The first quarter was made in 41 3-5, the half in 1.20 4-5, the three-quarters in 1.58 3-5, and the mile in 2.38. He then began to go for the records, and reversed the duties of pace-maker, pushing them so hard that he practically set the pace for them. His two miles were made in 5.21 3-5, the previous world's record being 5.29. When told that he was breaking records he shook his head and gave a satisfied shout and then pitched into the three mile at a terrific pace. As he rounded the upper turn for the homestretch he scooted by Adams, his pacemaker, and flew under the wire in 8.07 2-5, 10 1-5 seconds under the record. Woodside, who was on the judges' stand, stood in open-mouthed wonder.

"Rowe then made an attempt for the three-quarters, and made the quarter in 39, the half in 1.17 2-5, the three-quarters in 1.56. As he had 40 seconds to spare, a signal was given him to keep on for a mile, and the way in which his wheel revolved sent him spinning in in 2.35 2-5."

Bicycles! Tricycles!

LARGER STOCK THAN EVER.

WATSON & PELTON,

Wholesale and Retail Importers.

YOUNG AMERICA,
PIONEER,

BRITISH,

BRITISH SPECIAL,
BRITISH TRICYCLE.

Agents for the Coventry Machinists Co.'s

"SPECIAL CLUB,"

"CLUB SAFETY,"

"CLUB RACER."

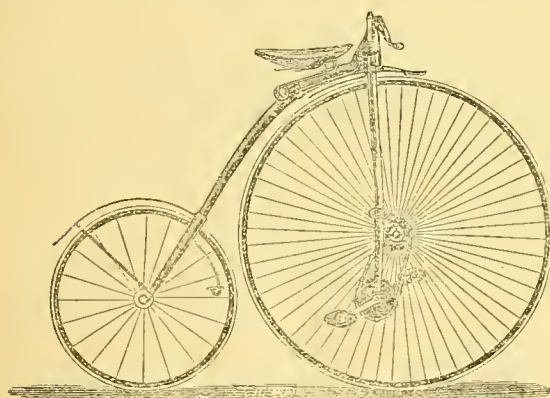
LARGE ASSORTMENT OF SUNDRIES

Repairs and Plating promptly executed

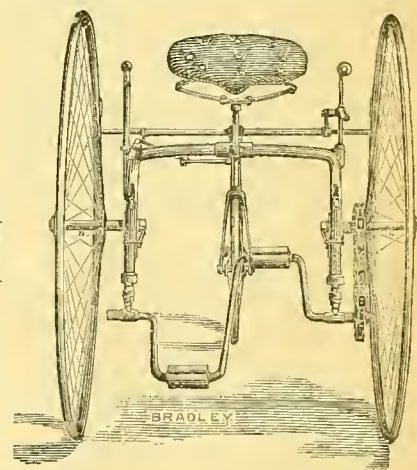
SAMPLE ROOMS—53 St. Sulpice St.

WAREROOMS—543 Craig St.

MONTREAL.



FOR
ONE MONTH
ONLY.



GREAT CLEARING SALE OF

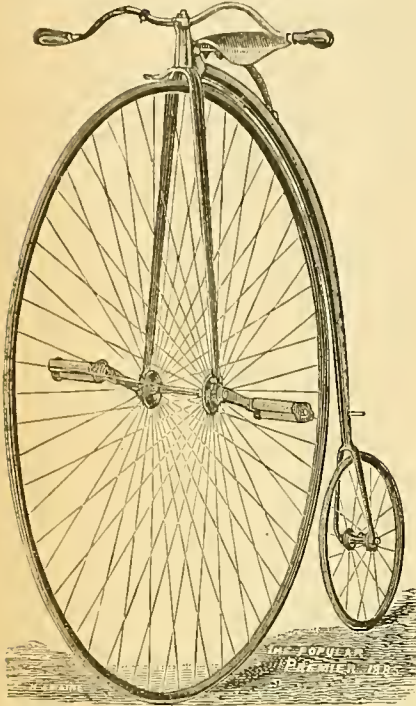
Bicycles and Tricycles at Cost!

SEND FOR NEW LIST.


GOOLD & KNOWLES
BRANTFORD.

A. T. LANE, - Montreal.

ROYAL CANADIAN No. 2.



This machine has been greatly improved since last season, but price remains the same. SPECIFICATION:—Hillman's new pattern ball-bearings to front wheel and adjustable cones to back, direct spokes, HOLLOW FORKS, BENT HANDLE BARS and LONG-DISTANCE SADDLE. Finished in Harrington's black enamel. Price, \$65.00.

 Subscriptions received for all Cycling Publications.

50 SECOND-HAND
MACHINES
For Sale Cheap!

A FEW BARGAINS!

Premier Sociable

Balls to all wheels, king of road lamps, new tires.

COST \$190, for \$110.

IN GOOD ORDER.

Rudge Racer

51 inch. Balls at both wheels and pedals. Only used a few times.

COST \$115, for \$75.

Popular Premier

51 inch. All nickel-plated but felloes. Ball bearings to front wheel. Æolus ball pedals. King of road lamp. Nickel-plated. Hill & Tolman Automatic Gong. In very good order.

FOR \$70.

Special British Challenge

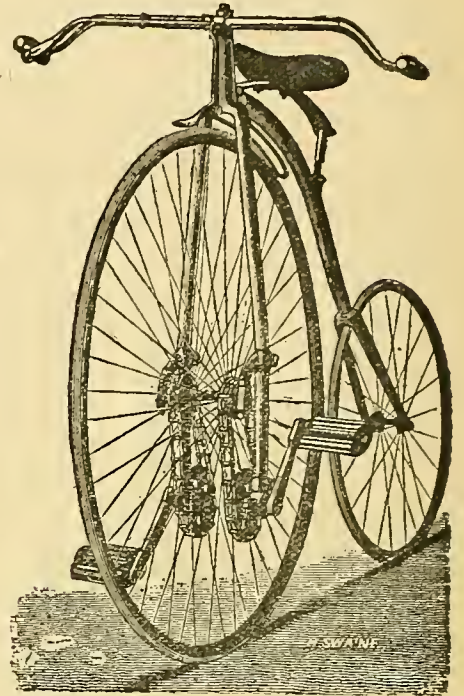
52 inch. Balls to both wheels. Half plated. Too high for late owner. Not run 100 miles.

— \$75. —

And 50 more Bicycles

ALL JUST AS CHEAP.

THE KANGAROO.



THE PERFECT SAFETY.

Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important particular. Price, \$105.00; Ball Pedals, \$5.00 extra.

Send 3-Cent Stamp
for largest and most
elaborate Bicycle Cata-
logue ever published in
Canada.

42 Pages—62 Engravings.

A. T. LANE, - - MONTREAL.

STILL THEY COME !

At the Toronto Bicycle Club Sports, September 19th, 1885, six out of seven of the events were won
on the

INVINCIBLE BICYCLE,

including the five miles open.

- | | | | | | | |
|----|--------|---|---|---|---|-------------|
| 1. | Foster | - | - | - | - | Invincible. |
| 2. | Davies | - | - | - | - | Invincible. |
| 3. | Clarke | - | - | - | - | |
-

— A T T H E —

INTERNATIONAL INVENTIONS EXHIBITION,

London, England, August, 1885, the Surrey Machinists Company

HAVE BEEN AWARDED A GOLD MEDAL !

Highest award for the INVINCIBLE MACHINES. Also at the
Industrial Exhibition, Toronto.

The Coventry Machinists Company was awarded a Gold Medal at the above London Exhibition,
the Highest award for a

CLUB SAFETY BICYCLE.

Sole Agents for Canada,

T. FANE & CO.,

36 ADELAIDE ST. WEST, - TORONTO, ONTARIO.

W^{M.} A. R^{O W E} ON RECORDS !

UNQUESTIONABLE & ACCEPTED RECORDS MADE ON COLUMBIAS

THE 24-HOUR ROAD RECORD - - 255¹/₈ MILES

—BY—

ALFRED A. McCURDY on a Columbia Light Roadster,

OCTOBER 26, 27.

WORLD'S RECORD	-	$\frac{1}{4}$ Mile	-	WM. A. ROWE,	.36 1-5
WORLD'S RECORD	-	$\frac{1}{2}$ Mile	-	WM. A. ROWE,	1.12 4-5
WORLD'S RECORD (AMAT'R)	-	$\frac{3}{4}$ Mile	-	WM. A. ROWE,	1.55 1-5
WORLD'S RECORD	-	1 Mile	-	WM. A. ROWE,	2.35 2-5
WORLD'S RECORD	-	2 Miles	-	WM. A. ROWE,	5.21 -35
WORLD'S RECORD	-	3 Miles	-	WM. A. ROWE	8.07 2-5
WORLD'S RECORD	-	4 Miles	-	WM. A. ROWE,	11.11 4-5
WORLD'S RECORD	-	5 Miles	-	WM. A. ROWE,	14.07 2-5
WORLD'S RECORD	-	6 Miles	-	WM. A. ROWE,	16.55 3-5
WORLD'S RECORD	-	7 Miles	-	WM. A. ROWE,	19.47 2-5
WORLD'S RECORD	-	8 Miles	-	WM. A. ROWE,	22.41 4-5
WORLD'S RECORD	-	9 Miles	-	WM. A. ROWE,	25.41 4-5

WORLD'S RECORD	-	10 Miles	-	WM. A. ROWE,	28.37 4-5
WORLD'S RECORD	-	11 Miles	-	WM. A. ROWE,	31.37 4-5
WORLD'S RECORD	-	12 Miles	-	WM. A. ROWE,	34.32 3-5
WORLD'S RECORD	-	13 Miles	-	WM. A. ROWE,	37.24 3-5
WORLD'S RECORD	-	14 Miles	-	WM. A. ROWE,	40.25
WORLD'S RECORD	-	15 Miles	-	WM. A. ROWE,	43.26 1-5
WORLD'S RECORD	-	16 Miles	-	WM. A. ROWE,	46.29 2-5
WORLD'S RECORD	-	17 Miles	-	WM. A. ROWE,	49.25
WORLD'S RECORD	-	18 Miles	-	WM. A. ROWE,	52.25 1-5
WORLD'S RECORD	-	19 Miles	-	WM. A. ROWE,	55.22 2-5
WORLD'S RECORD	-	20 Miles	-	WM. A. ROWE,	58.20

Chicago, October 16, 17.

19 out of 22 First Prizes, 30 out of the entire 40 Prizes taken on COLUMBIAS.

4 MILES PROFESSIONAL RECORD	-	-	-	-	-	11.29 2-5
5 MILES PROFESSIONAL RECORD	-	-	-	-	-	14.23 3-5
6 MILES PROFESSIONAL RECORD	-	-	-	-	-	17.28 2-5
7 MILES PROFESSIONAL RECORD	-	-	-	-	-	20.25 3-5
8 MILES PROFESSIONAL RECORD	-	-	-	-	-	23.23 4-5
9 MILES PROFESSIONAL RECORD	-	-	-	-	-	26.19 4-5
10 MILES PROFESSIONAL RECORD	-	-	-	-	-	29.12 2-5

BY W. M. WOODSIDE, AT SPRINGFIELD, OCT. 24 & 26.

Notwithstanding the above excellent result of "Good Men upon Good Bicycles," of more practical value to the 90 and 9 wheelmen is the fact that the majority of the American Wheelmen purchase Columbia Bicycles and Tricycles, because they are pre-eminent road machines, with an ease of running and durability which have faithfully stood the test of eight years upon every grade of road, and under all supposable conditions.

CATALOGUE FREE.

THE POPE MANUFACTURING CO'Y.

597 WASHINGTON STREET, BOSTON, MASS.

Branch Houses: 12 Warren Street, New York; 115 Wabash Ave., Chicago.