



A JOURNAL OF CYCLING.

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

VOL. II.

LONDON, CANADA, JUNE 15, 1885..

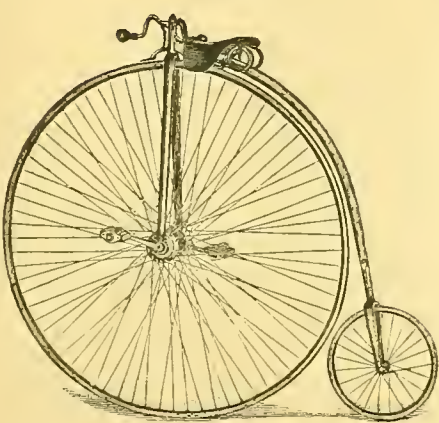
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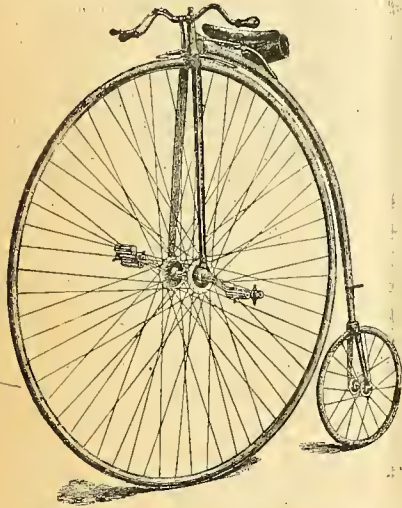
OVERMAN WHEEL COMPANY,

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

CHAS. ROBINSON & CO.'S Cycling Advertiser.

22 CHURCH ST., TORONTO.

JUNE 15, 1885.

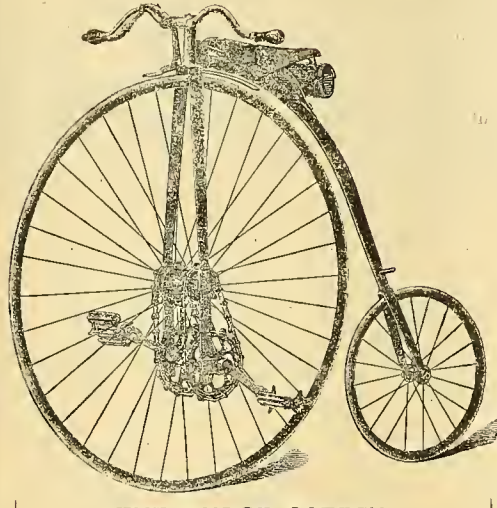


THE RUDGE LIGHT ROADSTER

Is becoming more and more of a favorite. We have had the satisfaction of running short recently of several of the common sizes, although we thought we had laid in a stock sufficient to last through the spring. By last week's English mail we duplicated orders for six cases more, which will be here in good time; and the most pleasing feature of their sale, beyond the receipt of cheques, is the fact that their owners, in nearly every case, have, of their own volition, written us that they were delighted with their purchases. In fact, the happiness that we are spreading over this Canada of ours has a retroactive effect, and makes us to bubble up with the same good feeling. We might remark that we are prepared to spread still more joy and felicity. Terms cash.

A STRANGE CUSTOMER.

Among the many odd customers that drop in on us, by far the oddest and strangest put in an appearance the other day. Old age had silvered his locks and twisted his joints and rheumatized his bones, while his dust-covered and sun-faded clothes indicated a long journey. We gave the poor old veteran a cane-seated chair, and while he coaxed back his breath we eyed him curiously. It suddenly dawned upon our 40 x 10 intellects that we were in the presence of no less a personage than Old Father Time. Slowly and deliberately he laid down his scythe and sand-glass, and, in a voice that squeaked painfully, asked: "How much will you give for this truck in dicker for one of your new tangent-spoked, ball-bearinged Rudges?" Our astonishment made us speechless. "You see," he continued, "I've been a-trudging along on my own account for some few hundred centuries, and now find that if I don't get some new method of locomotion I'll get way behind. In fact, I had to work with all my strength to get the old year to balance up evenly last December, so I thought that perhaps we could come to terms for a trade." To make the story short, we sold the old gentleman a 56-inch enamelled Light Roadster, and will sell his scythe and hand-glass, as good as the day he got them in Eden, for \$6.00, C.O.D. We saw him a week after wheeling through space at a terrific rate. Strange to say, he looked thoroughly rejuvenated, and was actually whistling a bar of "For I'm a Jolly Good Fellow," as he shouted down to us that he was two weeks ahead of time, and was going to make a record if possible for a hundred-mile stretch on his wheel.



THE RUDGE SAFETY.

As we anticipated, this little wheel makes a sensation wherever it is seen. Our first shipment was speedily sold, and only two or three are left of the second, and in all probability they will be disposed of before this sees itself in type. However, we will keep ordering, and do our best to meet the demand. By cabling orders we save valuable time and have our orders filled within a month, if not less.

THE BEST-LAID PLANS, ETC.

A certain young man of Guelph
Sought to gain fame for himself,
By standing upright
On a fifty inch bike,
But now he's laid on the shoulph.

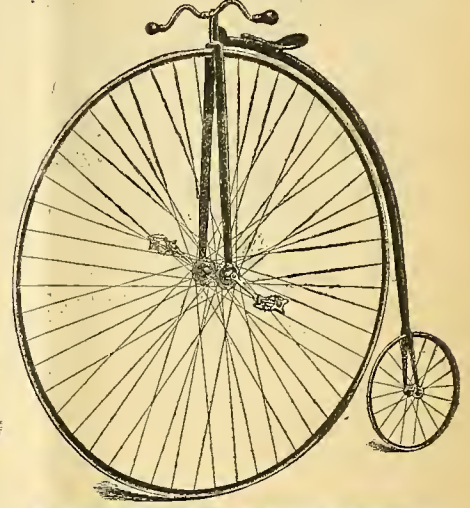
BEHIND THE TIME.

A Nickel-Plated Spoke was out strolling the other day on Wellington Street, when it met an Enamelled Backbone. Mrs. Spoke swept by with an unmistakable air of pride, as her silver dress shimmered in the sunshine, and remarked in an undertone to a Hollow Fork walking at her side that it was astonishing how people could bear to wear black. The Enamelled Backbone, turning around, retorted that black dresses were again in the fashion, and advised Mrs. Spoke to keep up with the times and the fashion. It opened Mrs. Spoke's eyes, and, enquiring at our shop on Church Street, she found she was indeed old-fashioned, and immediately gave us directions to take her measure for an enamelled dress, striped with blue.

TRICYCLING.

We are having quite a boom this Spring in this branch of cycling, and have disposed of quite a number of the new Rudge Tandem Tricycles, which, from personal testing and use, we think are the best adapted to our Canadian roads. It is compact in shape, thus concentrating the propelling power, and the ease with which it can be altered into a single machine renders it still more valuable. Probably by the time this month's WHEELMAN comes out, a Tricycle Club, with a membership of both ladies and gentlemen, will be formed in Toronto (the first in Canada), and its club runs will render tricycling still more popular.

OUR CATALOGUES.—We will be pleased to send our new illustrated and poetic catalogue, as well as our sporting goods and clothing catalogue, to any address on receipt of a three-cent stamp.



THE RUDGE RACER ON THE QUEEN'S BIRTHDAY.

A SPLENDID RECORD.

Monday, the 25th of May, was a red-letter day in the history of the Rudge Racer in Canada. Four races were won on it at Woodstock, and three at Newcastle. At Woodstock, Clarke, in the great one-mile race, rode a Rudge Racer, beating Lavender on an Invincible. Clarke also won the five-mile Ontario Championship race. Biette won the three-mile record race and the four-mile handicap at Woodstock, on his Rudge. At Newcastle, Kent, on a 54-inch Rudge Racer, won the one-mile club race and the hurdle race. We might add that Howell won the twenty-miles championship at Belgrave, England, recently, on a 58-inch Rudge Racer.

PERSONAL.

When in town, drop in and see our establishment, even if you do not leave more than a hundred dollars on the counter. You will be made perfectly welcome, and a cane-seated chair placed at your disposal. Next month we will illustrate a number of new novelties, such as Lamps, Cyclometers, Bells, etc.

RACERS FOR RENT.

If unsold, we will rent the 52-inch and 54-inch Rudge Racers (mentioned in the Bargain List) to responsible parties. Terms upon application.

A BUDGET OF BARGAINS.

NO. 1.—A 52-INCH RUDGE RACER, IN PERFECT running order, weight only 22 lbs., Machine good as new. The first man who telegraphs "Send it C.O.D., \$95," can have it. This is a silver-plated, gilt-edged bargain.

NO. 2.—A 54-INCH RUDGE RACER, JUST AS GOOD as the No. 1, imported from England this spring. Good as new; in fact, better than new for having been "broken in." \$95 C.O.D., i.e.b. in Toronto.

NO. 3.—A 54-INCH FULL-PLATED STAR, COMPLETE with ball-bearings and all the extras and improvements that can be attached to it. Good as the day it came from the New Jersey shop. Cost new, \$170. \$146 takes it.

NO. 4.—A 52-INCH FULL-PLATED SANSPARIEL, complete with ball-bearings and pedals. A little beauty. Cost new, \$131. In first-class condition, \$100.

NO. 5.—A 54-INCH FULL-PLATED BRITISH CHALLENGE, with ball-bearings, etc., good as new. Cost new, \$130. \$95 cash. (These are only sample bargains. We have fifty second-hand wheels to choose from.)

NO. 6.—THE DURYEA SADDLE AND SPRING COMBINED, new pattern, sent C.O.D. for only \$4. Price reduced from \$5. Are selling heaps of them.

NO. 7.—A NEW RUDGE SAFETY, COMPLETE WITH ball-bearings and pedals and foot-rests, for \$110. C.O.D.

The Canadian Wheelman:

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

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All communications of a literary character or relating to advertising should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,
St. Thomas, Ont.

LONDON, JUNE 15, 1885.

During the months of May, June, July and August, THE WHEELMAN will be published twice a month, viz., on the 15th and 30th of each month. Advertisers and correspondents will therefore please note, and furnish any matter in due time.

THE MEET.

Before another issue of THE WHEELMAN greets its readers, the C.W.A. meet of 1885 will be a thing of the past—it will have taken its place in history beside the two first meets of the Association, and will be, we have no fears, enshrined in the memories of all who were at it as the greatest success of the three. There is at present no reason to fear any other result. The ranks of the Association were never so well filled as they are to-day, nor were there ever officers in charge of it who had the interests of the wheelmen of Canada more at heart than the men who are now guiding the destinies of the Association. The town of Woodstock is admirably situated so far as convenience of reaching and leaving it, and proximity to the towns in which wheeling has secured its strongest following, are concerned. A splendid track will be offered to the flyers, and if the day be calm the Canadian records will be smashed to atoms.

As an evidence of the spirit in which clubs are preparing for the meet, and of the quality of the sport which may be expected, it might be mentioned that the Montreal Club's representatives will be in Woodstock a week before the meet to go into training upon the magnificent track of the Woodstock Association. The celebrated tricyclist, E. P. Burnham, of Newton, Mass., has signified his intention of being present, and there is little doubt that a large representation of the leading riders in the States will be on hand to compete in the open events, for which very handsome prizes are offered. If they do, Ross, Lavender and Clarke will have to be on their metal to uphold the honor of Canada; but no one is afraid that these three will allow the wheels of their Yankee friends to cross the line ahead of theirs.

With the prospect of such excellent sport, and the certainty of meeting hundreds of congenial companions, there should be sufficient inducement in Woodstock on July 1st to cause such a meeting of cyclists as Canada has never yet seen.

It should be the ambition of every member of the Association to make the meet of '85 a grand success. Let them go the meet and they will see the reason why. They will know that nothing tends so much to raise bicycling in popular estimation as the existence of a strong representative Association; they will appreciate as they have never done before the benefits of membership in such an Association; and they will feel that they never before knew what a splendid sport and exercise cycling is, nor what a strong-limbed, strong-bodied, strong-headed set of men are the disciples of the roving wheel.

Canadians who do not attend the third annual meet at Woodstock this year are going to miss a grand treat, and in more ways than one.—Canada can now boast of a splendid set of flyers, and the bursts of speed that will be seen among a field of probably six or seven contestants in the one and five mile championships of Canada will be well worth witnessing, while the races open to the racers from the United States will give us an idea as to how our men will be able to cope with our friends from over the border. Already a number of U.S. flyers have entered for some of the races. The arrangements being made by the Woodstock Club are rapidly nearing completion, and it may be safely said that the third annual meet is going to fairly eclipse all previous ones.

July will be a most noteworthy month in the cycling calendar for 1885, inasmuch as there will occur three of the greatest incentives to cycling that have ever taken place in America—in the C.W.A. meet, the L.A.W. meet, and the Big Four Tour. At the Canadian and American meets, which follow each other so closely, making it quite easy for every one to attend both, racing, which will always be indulged in as long as cycling lasts, will predominate and receive its due attention, while the Big Four Tour will do full justice to that ever-increasing branch of cycling, touring, the healthiest, most instructing, and most beneficial use to which a wheel can be put. And one thing which will reign supreme, and be promoted at all three events, is good fellowship, a gift of nature which nearly all cyclists seem to possess.

The following is said to have been extracted from the by-laws of the Maryland Bicycle Club: "Any member riding side-paths during the parade, or running ahead of the captain, or refusing to obey orders, will be fined \$1; sassing the captain, \$2 for every offence; guying the first lieutenant, 25 cents; kidding the second lieutenant, 10 cents, or three for a quarter. Any member, by paying five dollars in advance, would be entitled to the above and other usual privileges of an ordinary club run." Thirty-three members paid the advance money, and now figure that they made a net saving of \$173.

EDITORIAL NOTES.

Our esteemed friends, the Baird Bros., of *The Cyclist & Athlete*, must be very sanctimonious. Their office was formerly on Church Street, now it is in Trinity Place.

Of course you are going to Woodstock. Why should we ask such a question? But don't forget to go to Buffalo on the 2nd and 3rd and see our American cousins.

All wheelmen between Cobourg and Kingston should keep themselves and their friends posted as to the Century Road Race of the Big Four Tour, which takes place on Friday, July 10th. It is going to be well worth witnessing.

In another column will be seen an invitation to Canadians to compete in the Century Road Race of the Big Four Tour from Cobourg to Kingston. As Manager Ayers says, "I do not want to see the Canadians crowded out," so say we all. Surely we have some road riders who are able to stay with the best men in the country on an unusually fine road. There ought to be four or five Canadian riders enter for the race.

FIRST OF JULY NOTES.

A special train will leave Woodstock at midnight on July 1st, after the C.W.A. tournament, for Buffalo, with sleepers and baggage cars for the special use of wheelmen who intend taking in the L.A.W. meet.

E. P. Burnham, of Newton, Mass., America's champion tricyclist, has announced his intention of competing at Woodstock on July 1st.

Burley B. Ayers, of Chicago, will act as referee, and Leland O. Howard, President of the Capitol Bicycle Club, Washington, D.C., with Will C. Moroni, editor of the *Western Cyclist*, will be among the judges at the third annual meet of the C.W.A.

The following are the open events on the C.W.A. programme of races which should attract the fliers from the United States: Five mile, open to the world—1st prize, gold watch, value \$125; 2nd, silver medal, value \$20. One mile, open to America—1st prize, silver stopwatch, value \$45; 2nd, gold chain, value \$20. Ten-mile, open to America—1st prize, silver tilting water pitcher, value \$65; 2nd, silver cup, value \$20.

The Woodstock Club are preparing to give their cycling friends a royal welcome on the 1st of July, and they are quite equal to the occasion.

A CATASTROPHE.

Only a cyclist gigantic,
Astride of a sixty-inch wheel,
Eyeing sideways a maiden romantic,
As he drives on his swift steed of steel.

Only a poor little tabby,
Slinking slyly across the smooth street,
Her mottled fur dusty and shabby,
Out she starts from beneath the girl's feet.

Only a sky-rocket header,
While the maiden just stands still and stares;
A poor feline who couldn't be deader,
And a whooping old bill for repairs!

The Wanderers have withdrawn their resignation from the C.W.A.

With the Clubs.

MONTREAL NOTES.

The present season does not seem to show any falling off in wheeling interest from that shown last year. The club rides are well attended, and a number of new faces are to be noticed at the musters.

Bugler Crispo is getting in good shape for Woodstock; the dulcet tones of his instrument afford much "pleasure" to the families residing in the vicinity of the club-house.

Billy Ross and Bunny Low are getting into train for Dominion Day; the former needs a good deal of work; the latter has improved considerably on his last year's form, and held the five-mile champion well in hand in the three-mile handicap at the M.A.A.A. Spring games on the 6th inst. He received an allowance of 20 seconds from the committee, but did not appear to require it, as Ross hardly gained on him.

Theo. Gnaedinger is improving, but is not yet able to class with the above couple.

The new Montreal cap and badge are a great improvement on the old style. The cap is much the same as the Boston club's, only blue; the badge is similar to the winged wheel of the M.A.A.A., only the wheel has bicycle spokes with the word "Montreal" and the date of organization, "1878," on a scroll underneath.

There was quite a lively time at the meeting called to select a design for the new badge, the one ultimately chosen being by long odds the prettiest of the batch.

Capt. McCaw took the boys round the Island Queen's Birthday, making a 95-mile trip, which lasted from Saturday till Monday. The crowd had a great time down at Bout de l'île on Saturday night, but had to pay the piper in the morning as the result of several dislocated pillows, &c.

Several of the club are going to attempt to ride to St. Johns and back on Wednesday, 10th inst.; betting is about 4 to 1 they don't succeed, as the roads are very bad.

The Kangaroo is taking a firm hold in Montreal, there being already about 8 or 10 machines of that pattern in use here.

The new standard-bearer, Trenholme Bishop, received his initiation on Saturday, and it was noticed he did not appear to find his lot a happy one, as there was quite a breeze blowing, and he had to devote one hand to the colors all the time.

Sandy McCaw, the new captain, presents quite a gorgeous picture at the head of the club, on the occasions of full dress parades, with yellow badge, crowns, whistle, braid, and hair to match.

The veteran Tommy Lane's eldest hopeful is getting quite a rider; he has mastered several difficult mounts, &c., already, and will no doubt ultimately bud out as a second Georgie Nash. The new president of the Montreal Club, Professor C. H. McLeod, of McGill University, is quite an enthusiastic bicyclist, and presides at the club meetings with much dignity.

Our old friend, Horace Tibbs, the founder of the club, is a veritable Phoenix, inasmuch as in declining the position of president for the ensuing year, he proposed the election of the present incumbent, which has proved probably the best thing that could have been done in the club's interest.

N. WISEHEAD.

TO THE WHEELMEN OF THE UNITED STATES.

The following invitation to our American brethren is extracted from the C. W. A. programme of races just issued:

In view of the fact that the annual meets of the L. A. W. and C. W. A. come upon days so close to each other, and occur in cities so easily accessible to each other as Buffalo and Woodstock, the committee who have in charge the conduct of the meet of the latter organization have considered that it would not be out of place for them to extend to the Wheelmen of the United States something more than a general invitation to be present at this race meet.

Woodstock is a lively little town of some eight thousand inhabitants, situated in the centre of the great touring district of Western Ontario. It is amply provided with hotels for the accommodation of all. It possesses an Athletic Association, with which is affiliated a large and prosperous Bicycle Club, that has made itself famous by the enterprise it displays in the conducting of gatherings of this kind. It is situated upon the main line of the G. W. R., and is on the high road for western wheelmen on their way to Buffalo; by coming twenty-four hours earlier they can stop off at Woodstock, take part in our celebration, and then join the large delegation of Canadian wheelmen who will leave on the morning of the 2nd for Buffalo.

The track is by far the best in Canada, and has few superiors in America. It is built of asphalt at a cost of over \$1100. It has been graded until it is perfectly level, and rolled smooth and hard. A certificate of its exactness has been obtained, and has been filed with the proper authorities. No better quarter mile track will be found on this continent.

On the 1st of July all our Canadian flyers will be on hand to contest for the Dominion championships, and it is our earnest desire that the open events, which have been made purposely to attract wheelmen from the United States, will be well filled by men who come from the land of the Star Spangled Banner.

Brethren of the L. A. W. and of the American Division of the C. T. C., we stand ready to extend to you the cordial hand of fellowship next First of July, if you will but accept our invitation.

—:—

THE BIG FOUR TOUR.

The following is the programme of the Big Four Tour while in Canada:

WEDNESDAY, JULY 8.—Steamer across Lake Ontario to Cobourg (Arlington House).

THURSDAY, JULY 9.—Leave Cobourg 9 A.M.; Wicklow, Colborne, Brighton (dinner), Trenton, Belleville (Defoe House).

FRIDAY, JULY 10.—Leave Belleville 9 A.M.; Shannonville, Milltown, Napance (dinner), Odessa, Westbrook, Cataraqui, Kingston (steamer to Rind Island), Thousand Islands.

SATURDAY, JULY 11.—Thousand Islands.

SUNDAY, JULY 12.—Thousand Islands.

MONDAY, JULY 13.—Leave Thousand Islands 4 P.M.

RACING TRACKS—HOW TO MAKE THEM.

We have received lately several letters asking for information on this subject. We will, therefore, endeavor to give our readers such information as we possess, in hopes that it may lead to the construction of more and better bicycle tracks. A path should be made as large as possible, and should be elliptical in form. It should not be more than five laps to the mile, and three or four will be found preferable. The curves should be broad and easy, and raised some six inches, though on sharp turns the outer edge should be from ten to thirty inches higher, according to the angle of inclination. The object of sloping the surface on the turns is that it may be always at right angles to the wheel when riding fast. In width, a good track should be from five to seven yards, and, if possible, a bit wider near the finish to avoid collisions. The pole or inner edge should be raised but slightly. To construct the path, a trench should be dug about three feet deep in the centre, shelving to about six inches at the sides. This track should be filled with rocks, broken bricks, clinkers, etc., to within six or eight inches of the intended surface, the object being to secure good drainage in wet weather. Over this must be laid three or four inches of coarse gravel, well beaten down. Above this should be laid finer gravel to a depth of about two inches, which must also be beaten. The finishing touches should be an inch of finely-sifted engine cinders or binding gravel, thoroughly watered and rolled hard and smooth. An attendant should always be on hand to keep the track in good condition, else it will soon get cut up and out of repair. As to the cost of such a track, it is impossible to estimate it with any degree of certainty, as the situation of the path, its nearness to the material to be used, etc., would vary in each case. It would, however, cost somewhere in the neighborhood of \$1000 for a four-lap track. The track should be measured according to the present L. A. W. and C. W. A. standard, eighteen inches from the pole. No fence should be on the inner edge, and no spectators allowed in the centre. It will be found best to have the finish some little distance from the middle of the track, that a good clear run may be had. If the track cuts up when ridden on it needs to be slightly dampened and rolled.

Coming Events.

JULY 1.—Annual Meeting and Races of the C. W. A. at Woodstock.

JULY 3 & 4.—Annual Meet of the L. A. W. at Buffalo, N.Y.

JULY 6.—Big Four Tour starts from Buffalo.

JULY 10.—Big Tour Century Road Race from Cobourg to Kingston.

AUGUST 1.—Clerical Wheelmen's Canadian Tour starts for Niagara Falls.

SEPT. 8, 9 & 10.—Annual Tournament of the Springfield (Mass.) Bicycle Club.

—:—

A leading bicycle firm are teaching a man with a wooden leg to ride the bicycle.

C. W. A. OFFICIAL ANNOUNCEMENTS.



Woodstock, June 8, 1885.

Editor CANADIAN WHEELMAN:

DEAR SIR,—I beg to announce the appointment of the following as Consuls:

Tilsonburg.....Robert C. H. Wood.
Seaforth.....E. C. Coleman.

I have also appointed the following as C.W.A. Hotel Headquarters:

Woodstock.....O'Neill House.
Stratford.....Windsor Hotel.
Goderich.....British Exchange.
Palmerston.....Queen's Hotel.
Brantford.....Kirby House.
Guelph.....Wellington Hotel.
Kincairdine.....Royal Hotel.
Ingersoll.....Atlantic House.
Waterloo.....Huether's Hotel.
Mount Forest.....Coyne House.
Listowel.....Grand Central Hotel.

Yours, etc.,

W. A. KARN,

Pro C. C. Dist. No. 1.

CYCLISTS' TOURING CLUB.

THE INTERNATIONAL WHEELMEN'S ASSOCIATION, FOUNDED AUG. 5, 1878.

CANADIAN DIVISION:

Horace S. Tibbs, Chief Consul, 26 Union Ave., Montreal.

Dues for first year, \$1 in advance, or \$2.75, including silver badge. Annual dues after first year, 75c. Application blanks can be obtained by forwarding a stamped address envelope to the Canadian Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

R. N. Robins, accountant, High street, Sherbrooke, Q.

J. T. Gnaedinger, clerk, 94 St. Peter street, Montreal, Q.

W. Lawson Hogg, tailor, Belleville, Ont.

George C. Davis, clerk, Belleville, Ont.

Mrs. S. G. Retallack, Belleville, Ont.

If no objection is received by the Chief Consul within seven days after publication of this paper, the above will be considered provisionally elected.

UNIFORM.—The Richards Merchant Tailoring Co., Montreal, official tailors, will supply the popular uniform at the following prices:

Jacket, \$10; Breeches, \$4; Vest, \$3; Long Pants, if ordered separately, \$5.50; ditto, with other garments, \$5; or the cloth at \$3.50 per yard, double width. The whole suit, as above, requiring 4½ yards.

Our Racing Men.

GEORGE S. LOW.

The large number of wheelmen who attended the second annual C.W.A. meet at Toronto in July, 1884, cannot fail to recall the extraordinary speed shown by George S. Low, one of Montreal's prominent flyers, in the two mile race open to the world.

Born in December, 1865, at the Aldershot Camp, Hampshire, England, Mr. Low is therefore nineteen years of age, and while being small in stature for a racer, still he has already placed himself in the front ranks by defeating some of our best men.

He commenced riding in the fall of 1882, and racing in Sept., 1883, in the Montreal Bicycle Club races, and won the second-class race open to those who never won a first prize from scratch.

On 6th October, at the Fall games of the Montreal Amateur Athletic Association, he obtained second place in the one mile bicycle race, W. G. Ross first. Two days later he took second place in a one mile in heats, held at the Montreal Driving Park, W. G. Ross being first.

In 1884, at the Spring games of the Montreal A.A.A., he won the one mile handicap in 3.29. Up to this time he had ridden a Roadster, weighing 45 lbs.

On 21st June he rode his first race on a Racer at the Spring race meeting of the Montreal Bicycle Club, and won the half mile in heats, winning two heats in succession, F. J. Campbell, of Toronto, being second; and in the one mile obtained second place, C. F. Lavender, Toronto, first.

On 1st July, at the championship meet of the C.W.A., he won the two mile open to the world in splendid style, defeating a "Star" rider who was regarded as a "black horse," and who at times had the race well in hand, and defeating F. J. Campbell for a second time.

On 3rd July, at the Toronto lacrosse sports, in the three miles he took second place, F. J. Campbell beating him by half a wheel. This was the last race he rode on a track in 1884.

On 26th July, at a handicap road race given by the Montreal Bicycle Club, from the clubhouse to Valois, a distance of fifteen miles, he got in fifth, starting scratch, fifteen minutes being the biggest handicap given, 15 starters, the time being 1h. 6m. 25s., he at the same time lowering the previous record by 3m. 25s.

On the 25th May, 1885, he won the one mile bicycle race held at the Shanrock's Spring games.

No doubt Mr. Low will be seen to better advantage than ever this year on the cinder path.

THE CANADIAN WHEELMAN.—The April number of our Kanuck contemporary reaches us. It comes with quite a new heading, which is a vast improvement on the one it had before. Its columns of matter, too, are improved in many ways, and it appears to be making good headway. We wish it success.—*Cyclist* (Cov., Eng.).

A United States flag, having in its centre a large figure 4, will be the standard of the Big Four Tour.

Racing Notes.

SPRINGFIELD.

The Spring meeting of the Springfield Club was held in Hampden Park, Decoration Day, May 30th, and the events were witnessed by about 1,200 people. A light rain and cloudy weather all the afternoon prevented the attendance which was expected. The track's surface was a little rough, and enough water fell to make it a trifle sticky. The event of the day was Hendee's ride, and when, late in the afternoon, he came on to the track, he was given a welcome such as Springfield usually gives to her favorite. He had proposed to run a mile, but was reluctant to start because of the slight shower and the uneven and moist surface of the track. It was finally arranged to run only the half mile. There was great regret at the finish that he had not completed the mile, for he was entirely fresh, and could undoubtedly have lowered the record. He was timed for thirty-nine seconds at the quarter pole and for 1.17 2-5s. for the half mile, thus breaking the record and beating the 1.18 1-5s. of Sanders Sellers, of England. Fred Brown and C. H. Miller, of Springfield, lowered the tandem-bicycle record to 3.09s. Brown won the mile safety-race, establishing these records: Quarter, 43 2-5s.; half, 1.37s.; three-quarters, 2.16s.; mile, 3.06 2-5s. C. B. Ripley, of Hartford, won the mile ride, and run in 4.35 1-5s. Andrew McGarrett, of Springfield, won the three-mile handicap in 9.36s. actual time, with Bidwell, Hartford, second; actual time, 9.29¾s.; Ives Meriden, third, the latter and McGarrett having had 9s. start. The two-mile novice race was won by Mitchell, New Britain, in 6.50s.; Jackson, of East Hartford, second. Hunter, Salem, won the one-mile race of the 3.10s. class, in 3.4 2-5s.; John Illston, England, 2nd, and Harrington, Salem, a poor third. Hunter also won the five-mile race of the 16.30s. class, in 16.38s.; Bidwell second, John Illston, third. Hunter showed great speed at the finish. C. H. Parsons, Springfield, had no opponent for the five-mile open race, and made the circuit three times alone.

The *Bicycling World* has made arrangements for a series of articles on fancy riding, illustrated with diagrams and cuts, and they will soon be published.

Over the hills singing gayly a song,
Speed wheeling tourists swiftly along,
Up the ascent, down the incline,
All of their wheels running straight in line,
Around the corner and past the lea,
Happy as wheelmen only can be.
Now in the sunshine, now in the shade,
Now through the woodland, now through the glade,
Now by a farm house, then up a hill,
Now passing by a stream and a mill,
Now by a graveyard old and forlorn,
Now by a field of tall waving corn,
Now through a village swiftly they fly,
Over a bridge standing hard by.
Now to the turnpike quickly they take,
Now passing by a cool summer lake,
Next comes a field of clover in bloom,
Filling the air with fragrant perfume,
And so they are greeted wherever they go
By hundreds of pleasures that others ne'er know.

THE BIG FOUR TOUR.

TO CANADIAN WHEELMEN.

In the forthcoming century road race of the Big Four Bicycle Tour Association, from Cobourg to Kingston, July 10th next, the Association would be glad to have a representation of the best Canadian roadsters, that the test may be made between American riders and those of Canada. The very best American roadsters are already entered for the race. Without doubt Canada can furnish their equals. The trophy of the race is a magnificent gold medal, valued at \$60, and is an appropriate souvenir of the event. The route comprises the last two days' tour of the Big Four in Canada. The tourists leave Cobourg on July 9th for Belleville; leave Belleville next day for Kingston, the racers leaving Cobourg at same time, just one day's stretch behind the tourists, who are timed to arrive at Kingston about half an hour ahead in order to form line in front of the entrance of the British American Hotel and witness the finish of the race. Refreshment points will be arranged at every five miles along the road, indicated by a purple flag over entrance. Time will be taken at each of these places. Convoys will be in waiting at entrances of large towns, to pilot through streets correctly, and also at Kingston. All Canadians know the road well, and what its quality is for fast riding. The century record is designed to be broken, and no doubt will be, and the winner of the Big Four medal will have something to be proud of. Entries confined to twelve, and must be made either with Abbott Bassett, chairman of the Century Committee, or with the manager of the tour in Canada. W. Kingsley Evans, London.

Illustrated descriptive circular of the Big Four Tour mailed free to any address, showing a two-weeks' bicycle tour under systematic and experienced management, the last of a series of three, of which the famous "Canada Tour" of 1883 was the first. The wheelmen of Chicago, Boston, Buffalo and New York comprise its management—four cities of size, from whence "Big Four" is derived.

An unpleasant reminiscence of the Queen's birthday celebration is that of some of the members of the Montreal Bicycle Club. On Saturday night, before they laid over at Bout de l'Isle, and the spirits of the younger members of the company being youthlike and somewhat high, during the night a pillow-fight was indulged in. One pillow was badly wrecked in the scuffle, and other slight damage was done, for which in the early morning the Montreal bicyclists offered to pay. The hotel-keeper had more lofty designs, however, and having first taken the precaution to lock up the bicyclists, approached, shot-gun in hand, with four assistants, and demanded the sum of \$4 each to pay, as he said, for damage and accommodation, alleging that the noise made by the young fellows was likely to have a grave effect on his future business prospects. Protesting against the injustice, they at length consented to pay \$3 each, and left the place without breakfast.—Legal proceedings are talked of.—*The Mail*.

Wm. W. Crane has succeeded to the editorship of the *Bicycle South*.

FROM A FEMININE POINT OF VIEW.

Your polite note, asking for a few observations from a feminine point of view, struck consternation to my heart at first, but, on second thoughts, it occurred to me that it might not be wasted energy if I should say a word for those of the weaker sex who have found in the exhilarating exercise of the wheel a delightfully-charming manner of gaining health and strength.

American women are not much given to exercise, and pale faces and general lassitude are more prevalent than they should be. I confess myself to have been one of the weak sisters, and, until I learned to ride, I could not walk three miles without great fatigue. The wheel has brought back the roses to my cheeks, so my friends say, and I ride twenty miles without undue fatigue. The tired feeling that comes from riding is one that brings calm repose, and is radically different from the weariness that comes to me from hard work and gives me a restless night and a morning headache.

In the early days of my riding I always envied those ladies who could talk about ball-bearings, differential gears, loop frame and T frame, and give a name to every part of the machine. It was a sealed book to me then, and I confess it is not a very clear page now, but I am fast learning, and to learn is to broaden one's self, you know. I was as little interested in the wheel as my friend Mrs. Cressus is in her carriage. She has no idea what a transum bolt is, and the mention of the running gear would convey no meaning to her. She is content to sit in her carriage, and if there is an accident the driver will adjust matters. Two or three little episodes on the road, however, showed me that it would be well for me to learn a little about my wheel, and I am now more independent.

The delightful freemasonry of the wheel has pleased me greatly. What is it they say about "one touch of nature," etc.? The cycle has supplied the place of nature's touch, and the whole world of wheeldom is one kin. I do not believe that the world has arrived at a point of civilization where it would be safe to know and recognize every person one meets on the street, and etiquette imposes strict obligations upon the ladies, and binds them to certain rigid rules of conduct from which they cannot depart without giving offence to society.—On the wheel there is a new order of things, shall I call it the *renaissance* of etiquette? And still it is not license, and I have yet to see the first evil result to come from the cycle kinship. A wheelman passes me on the road, and respectfully lifts his hat. It is a graceful compliment, and does not imply acquaintance, nor the wish for such. If we were on foot, the same act would be an insult. I cannot draw the line and tell why this should be so, and yet I would not have it otherwise.

On several occasions I have met with accidents on the road; a squeaking wheel needed oiling, my saddle-post slipped in its socket, once my steering became disarranged, and on each occasion I was fortunate enough to meet a wheelman on the road, who gave me assistance. I was acquainted with no single one of these, and yet I found them ready to help me

out of my difficulty, and their work was done respectfully and kindly. All honor to the wheelmen, I say, for I have found none but gentlemen in their ranks.

One great difficulty in the way of ladies who ride the wheel in Boston is the matter of stabling. A man joins the Massachusetts or the Boston Club and the problem is easily solved, but we can't do this, and must needs build a shed or hire stabling at a livery, an alternative that presents two horns of a dilemma, neither of which is acceptable. I have talked with several ladies and tried to make converts of them, but the want of stabling was the ogre in their paths. It may be that one of these days we shall have a lady patroness who will give us a stable or help us to get one, and in the meantime we must wait. We don't want luxury; a shed that is clean and waterproof will do, and we will leave the social halls and the billiard-rooms to the men, if we can only get a shed. I don't think a shed will be quite up to the third which the law allows us, but it will do.

DAISIE.

—*Bicycling World*.

THE BICYCLE.

The bicycle is the modern substitute for the horse. It is much swifter and a great deal stronger, as any one can see who has ever watched the bicycle when it came to a standstill and bucked. It will throw a man twice as far as a horse can, and instead of running away it jumps upon him and holds him down. This is one reason why the bicycle is driving the horse out of the market. A man doesn't like to have to hunt his horse up every time he gets thrown. It is much pleasanter to have the bicycle hunt him up.

The bicycle consists of two wheels and a backbone. The seat is sometimes on the backbone and sometimes in front. When it is in front it is called "a header." The two wheels run in the same plane, until that plane is intersected by a stone or rut. Then the wheels stop running, and the rider's nose begins. This feat is called "painting his vest red." It is not a difficult feat to learn—in fact, it is rather difficult to avoid.

When a bicycle runs down hill, it is customary for the rider to put on the brake. This is not done because he dislikes to ride fast, but because he wishes to gaze upon the scenery more intently—and especially upon that portion of the scenery which lies directly in front of the large wheel of the machine. The brake is a very cunning arrangement. It consists of a hollow spoon-shaped piece of steel, which fits over the tire of the large wheel, and is pressed down upon it by a lever. Some riders do not believe in using a brake. They prefer to take their header at the foot of the hill instead of half way up. It saves time.

Besides being swifter, stronger and more affectionate than the horse, the bicycle is also cheaper—about one hundred dollars. Its food, however, is somewhat more costly. The horse is contented with oats and hay. The bicycle must have cloth.

There is one thing which is very fortunate for those who wish to purchase bicycles—the number of second-hand machines offered for sale

is always large. This is, of course, to be expected from the great popularity of the bicycle, and is one of its chief recommendations as compared with the old-fashioned horse. A second-hand bicycle, "as good as new," may be purchased at any time for "considerably less than it cost its owner." This is true when the doctor's and clothier's bills are taken into account.

Nor need it be feared that the second-hand bicycle is at all lacking in the distinctive qualities of the original article. I have seen a young man with his nose out of joint, and four distinct lame spots in his gait, who assured me that his machine was a second-hand one—that is, that it was for sale. The second-hand bicycle, like the confirmed mule, is often more energetic than the young and inexperienced article.

Those who expend their money upon bicycles are fond of trying to make their friends believe that it is the easiest thing in the world to learn to ride. Well, so it is. The bicycle can be mastered in much less time than it takes to learn a trade, and when the art is once learned it can never be forgotten. There is something about the bicycle which sticks by a person.—Sometimes it is the dust—sometimes the oil; more frequently a mixture of the two.

If the practical man asks, What are a few of the principal uses of the bicycle? it is easy to enumerate them as follows: 1. The bicycle is a good road machine (*i.e.*), it is the machine for a good road.—2. It removes superfluous fat both by internal and external methods.—3. It can rest without lying down.—4. It never runs away unless somebody is on top of it.—5. It displays the calf. There is probably no other method of locomotion which combines all the above advantages.

Quite lately there has appeared a new kind of a bicycle called the tricycle. This instrument differs from the bicycle in that it runs on three wheels and has no seat in front. It can get over somewhat more ground in a day than a rocking-chair, but is not so comfortable to ride.

The future of the bicycle is very promising. It has already revolutionized the science of locomotion, and has become such a familiar object on the rural highway that only one granger out of seven wants to know if "that ere thing is a new-fangled sort of a mowin'-machine?"—The time is surely coming when everybody will own a bicycle—not necessarily for locomotion, but only as evidence of good credit.

The bicycle is not a toy—anybody who has ever wrestled with it will admit that. It is a practical road-machine, unexcelled in removing stones from the public highway and indicating the presence of sand. Next to the wheelbarrow, it is the safest known carriage. It never bites ladies or children, and doesn't scare worth a cent. If you want fun, buy a bicycle; if you don't—buy one, too. The bicycle never disappoints. It is right there every time.—*Puck*.

—o—

The following are stated as having entered for the 100-mile road-race on the Big Four Tour: Hendee, on the Victor; Webber, the Star; Corey, the Rudge; Corey's brother, the Rudge Safety; and Van Sicklen, the Expert Light Roadster. The best riders in the country are expected to compete.

Wheel Tracks.

The largest club in the C.W.A. is now the Torontos, of Toronto, with a membership of 100.

Mr. Hurst, the fancy rider, of the Wanderers, has resigned his membership in the C.W.A. to join the professional ranks.

Eugene M. Aaron, the former recording secretary, has been appointed to the position of secretary-editor of the L. A. W.

W. H. Nourse, of the Winnipeg Bicycle Club, who went with the Canadian voyageurs up the Nile, has returned safe and sound.

The Chicago bicycle track, in connection with the Chicago Base Ball grounds, is considered one of the finest in the world. A picture of it appears in *The Clipper* and *The Mirror of American Sports*.

The covers of the programmes of the L. A. W. meet will be handsomely embellished with red and silver cycling designs, including a handsome representation of the L. A. W. and the Buffalo Bicycle Club badges.

On Saturday morning, May 30, ten members of the Rochester, N.Y., Bicycle Club took train to Toronto, where they were met by members of the Wanderers of that city. After breakfast the visitors took a trip by steamer, returning in time for dinner. A run through the principal streets of the city, through the park, a visit to the lacrosse grounds, and a friendly one-mile race, helped fill out the afternoon. The Rochester men left on Sunday noon, evidently pleased at the efforts of the Wanderers to entertain them.

An involuntary smile irradiates the broad area of our countenance when we read in the *Cyclist* that Thomas Stevens is not a bumptious Yankee, but a quiet, unassuming Englishman. As for the bumptious, we think the *Cyclist* might publish a key when it speak in riddles. Stevens, you know, was born in England, but having lived in San Francisco, he acquired the ease and humility and courage that most Englishmen think they possess. When the *Cyclist* strikes a *bona-fide* unassuming Englishman, it should immediately clap him in the British Museum.—*The Wheel*.

The Cyclist (Coventry, England) of May 20th contains the following racy item: "Last week, Mr. Moody, jr., a well-known cyclist, of Hamilton, Canada, called upon us. Mr. Moody is the pioneer bicyclist of Canada, having been the first rider of the two-wheeled steed in that country. He has won over eighty prizes during the past six or seven years, and is at present in Great Britain on a general tour of pleasure. He is a Scotch Canadian, and naturally is making for Scotland, and will, we believe, make tracks for John-o'-Groat's and ride over the celebrated record route to Land's End, though whether he will attempt anything in the way of record-cutting we cannot say, though we think not, as he is on pleasure bent. Mr. Moody wears the neat grey uniform of the Hamilton B. C., and, like Mr. Stevens, wears a white hat, by which he may be recognized; but this, in place of being a helmet, is of the peaked variety. He is very good company, and any riders who can show him round a bit will do a Canadian cousin a good turn."

→ Canadian Wheelman's Association. ←

THIRD ANNUAL MEET —AND— RACES!

To be held at WOODSTOCK, Ont.,

—ON—

WEDNESDAY, JULY 1, 1885

Bicycle and Tricycle races for the Championship of the Dominion of Canada will take place; also several events open to the world.

A Grand Street Parade!

500 WHEELMEN IN LINE.

This will be the largest bicycle race meeting ever held in Canada, as all the Canadian and American fast riders will positively be present to compete. The following is the

PROGRAMME FOR THE DAY:

- No. 1—For the best representation of any visiting club—handsome bronze clock, presented by J. F. O'Neil, manager of O'Neil House; value, \$40.00.
- " 2—Two-mile green race, on road machines—1st prize, silver cup, \$30.00, by R. T. Crawford; 2nd, rattan chair, by J. G. Hay, \$15.00.
- " 3—Half-mile dash—one prize, gold and silver medal, \$30.00.
- " 4—One-mile championship of Canada—gold medal, \$50.00.
- " 5—One-mile tricycle race, championship of Canada—gold medal, \$50.00.
- " 6—Five-mile race, open to the world—1st prize, gold stop-watch, \$125.00; 2nd, diamond pin, \$25.00.
- " 7—Half-mile without hands—prize, gold and silver medal, \$20.00.
- " 8—Three-mile record race—1st prize, silver stop-watch, \$40.00; 2nd, silver medal, \$20.00; gold watch, value \$75.00, if 9.10 is beaten.
- " 9—Ten-mile, open to the world—1st prize, silver tilting water-pitcher, \$65.00; 2nd, silver cup \$20.00.
- " 10—Two-mile (bar Ross, Clarke, Lavender, Doolittle, Davies, Low and Campbell)—1st, silver watch, \$30.00; 2nd, silver timer, \$15.00.
- " 11—Five-mile championship of Canada—gold medal, \$50.00.
- " 12—One-mile Safety bicycle race (Star machine barred)—gold medal, \$30.00.
- " 13—One-mile, open to the world—1st, stop-watch, \$40.00; 2nd, gold chain, \$20.00.

Nos. 4, 5, 10 and 11 open to the amateur wheelmen of Canada. Nos. 2, 3, 7, 8 and 12 open only to members of C.W.A. Nos. 6, 9 and 13 open to the world.

Races to be governed by the rules of the C. W. A.

Entries close June 29th, noon, and to be sent to D. A. White, Woodstock, Ont., with entry fee of 50 cents, which will be returned to actual starters.

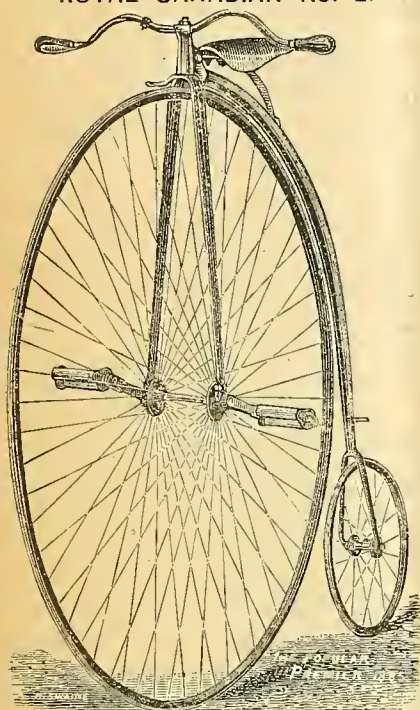
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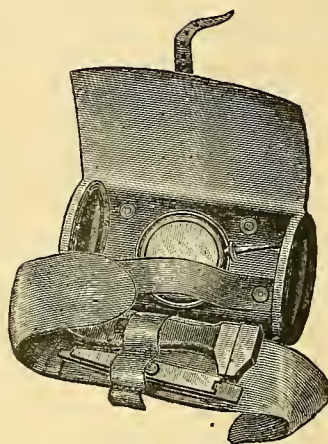
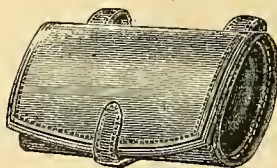
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ROYAL CANADIAN No. 2.



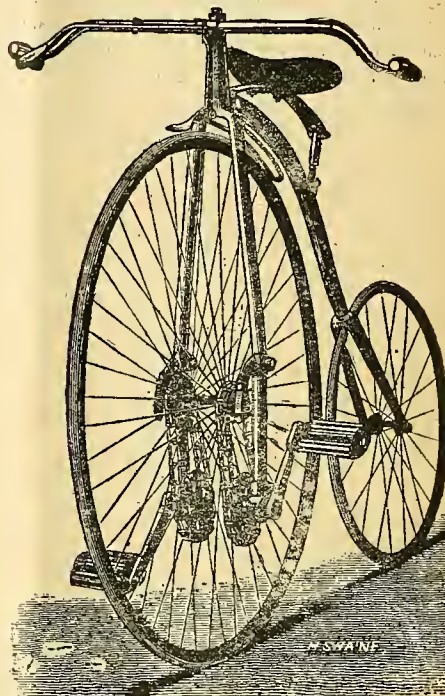
This machine has been greatly improved since last season, but price remains the same.

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.



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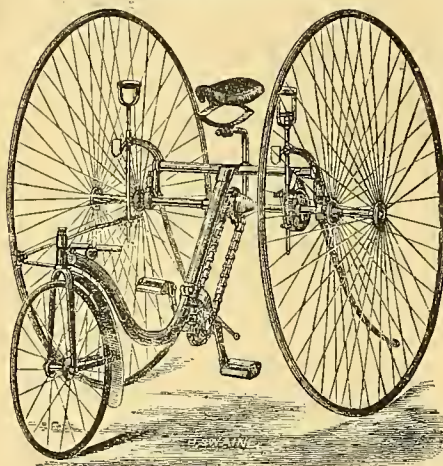
Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important particular. Price, \$105.00; Ball Pedals, \$5.00 extra.

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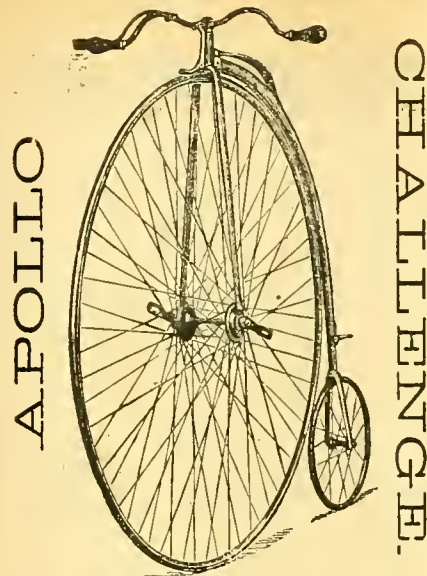
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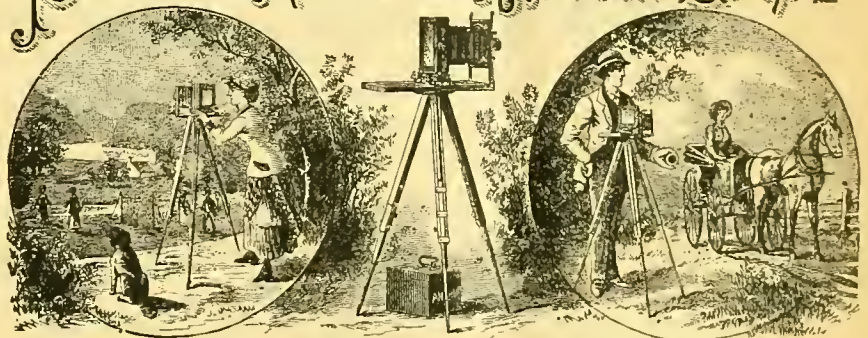
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Price, \$110.00, on Cars at Ottawa.

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We would call the attention of the Wheelmen of Canada that a Great 50-Mile Amateur Bicycle Race will take place in September next, which will be open to all riders of the
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FIRST PRIZE, \$120 Machine, to the order of winner, with Medal.

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STANCH AND RELIABLE ROADSTERS.

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I have ridden one *Expert Columbia* over 3,500 miles on country roads, and have never had any repairs of any description whatever to make upon it.

With its standard of rake, and your vibrating suspension saddle, I consider it *unequalled for safety* and long-distance riding. It is always in perfect order, if properly cared for, like any piece of machinery.

From the practical results which I determined by subjecting the different qualities of steel from which it is constructed, to the recognized standard of Government tests, I am free to assert that you may justly claim that the *Columbia* has not its equal in quality of material and finish; all of which is shown in the tabulated results in your possession.

I am, very respectfully,

F. J. DRAKE,

Lieut. and U. S. Inspector of Material.

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