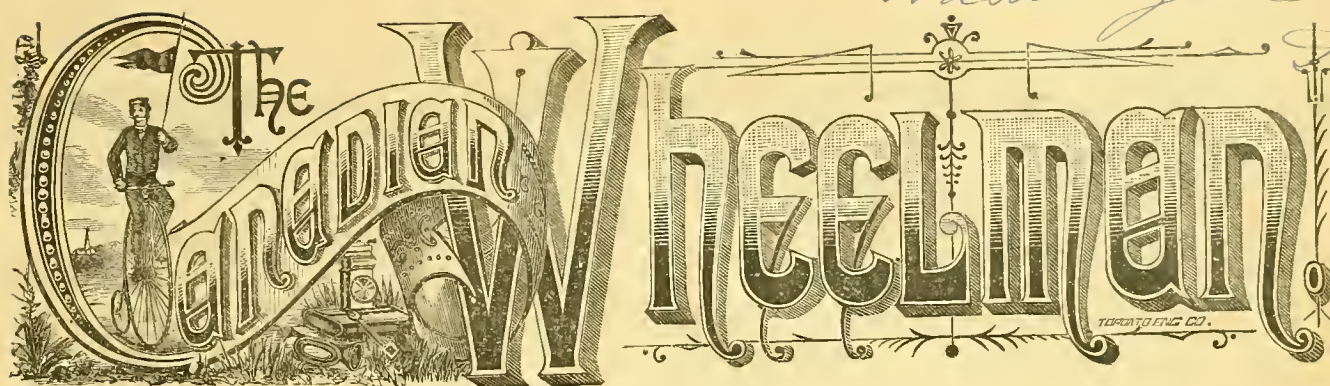


Capital Bicycle Club  
919 G Street  
Washington



A JOURNAL OF CYCLING.

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

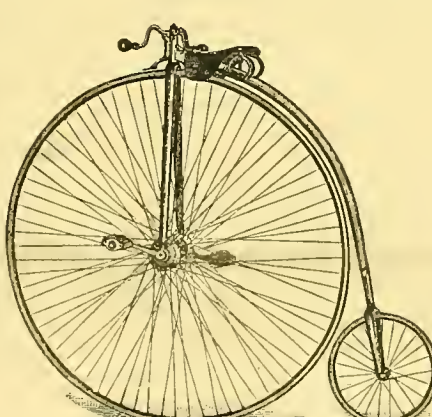
VOL. III.

LONDON, CANADA, FEBRUARY, 1886.

No. 4.

# 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. ALL FINISHED IN HARRINGTON'S ENAMEL.</p>
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22 Church Street, Toronto, }  
Jan. 20, 1886.

MR. PRINTER,—

We're too busy selling Snow-shoes and Toboggans to send you copy for our space this month, and have only time to say that we are making extensive preparations for next season's business. We will receive about the middle of March the largest single shipment of Bicycles and Tricycles ever landed in the Dominion. Reserve us a whole page for our announcements in the March issue of THE WHEELMAN.

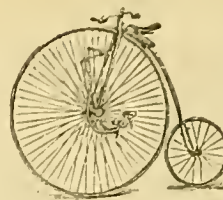
Yours, in a state of perspiration,

CHARLES ROBINSON & CO.

P.S.—We are also at work on our Spring Catalogue, which will be sent on receipt of a three-cent stamp.

## 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.

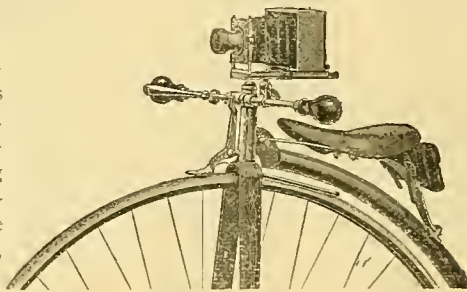
Testimonials from Medical Practitioners in Canada using the XTRA. the past four years, do cheerfully recommend this style to be used more amongst the profession.

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LONDON, ONT.

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## The Canadian Wheelman:

A JOURNAL OF CYCLING.

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

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

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

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

LONDON, FEBRUARY, 1886.

### THE MEETING OF THE BOARD OF OFFICERS.

A word of explanation is perhaps necessary in reference to the calling of this meeting so early in the year.

At the last meeting of the Board it was decided to publish a guide-book this spring. The Secretary has, however, found it impossible to obtain advertisements sufficient to pay even a small portion of the cost of the work, and it is an absolute necessity, therefore, to get the Board together at a date early enough to decide on some other method of getting out the book, if it is to be done at all.

Then there are some important questions affecting the Constitution and By-laws of the Association which must be settled.

At this meeting it will be decided where the meet will go for this year. Informal invitations have been given by Stratford, Brantford, Belleville and Ottawa, while Montreal is also said to be a claimant. No official invitations have, however, as yet been received by the Secretary, so the officers of the clubs above mentioned will do well to give their attention to the matter at once.

Members of the Board will note that the meeting is called for 10 o'clock in the forenoon, and they are respectfully reminded that ten o'clock is just one hour after breakfast-time. We trust they will be punctual. The work to be done requires considerable time, and the attendance of all the officers; hence the idea of calling the meeting for 10 A.M. instead of 8 P.M. as heretofore.

### BRIGHT PROSPECTS.

On the whole, the outlook for cycling in Canada during 1886 is hopeful. Last year saw the steady increase in popularity of the wheel, without any of the mushroom growth that had characterized its progress in preceding years. There was less of "boy" element in the ranks of wheelmen last year; less of the class that took to wheeling for its novelty, and whose interest in the wheel expired as soon as the novelty wore off. The growth of the bicycling fraternity was more among the class that took to wheeling as a source of health and as a means of locomotion—the two qualities that ensure the lasting popularity of cycling. Judging by 1885, therefore, we have every reason to expect the same results this season—a steady growth in the popularity of wheeling.

### REMEMBER THE C.W.A.

The wheeling season of '86 will soon be upon us. The backbone of winter is well-nigh broken, and in a few weeks old wheels will be brought out to the light of day, and polished and repaired for the spring campaign; new ones will be purchased by many who rode out '85 on old machines, and by others who have never bestridden a wheel, but have been fascinated by the grace and beauty of the silent steed.

At this time, therefore, it is not out of place to remind Canadian wheelmen of their duty to the Canadian Wheelmen's Association. Let every wheelman's first duty be to his local club; but, that performed, let him not forget that as the club is to the individual, so is the Association to the club, and his duty towards one claims his fealty to the other. The Association has grown and prospered because it has been of real, practical benefit to its members. And as by its assumption of THE WHEELMAN it has still further widened its sphere of usefulness, it has still greater claims on the wheelmen of the Dominion. Gentlemen of the wheel, join a club and see that the club joins the Association. The year 1886 should see 1000 members in the C.W.A.

With a few slight modifications, the claims advanced by the L.A.W. Hand-book on behalf of that Association answer for the C.W.A.:

The claims advanced by the C.W.A. upon your patronage are of two kinds—abstract and concrete. In the abstract, it is your duty to yourself and to your fellows to so place yourself that mutual assistance may be obtained in the easiest manner, and that you may not reap the harvest of your comrades' disinterested labor without contributing to its support. In the concrete there are offered to you—

*First*—A MONTHLY GAZETTE ranking among the best cycling papers in general interest.

*Second*—A MEMBERSHIP TICKET, which is a sufficient introduction to any local officer (Constable) of the C.W.A., and voucher for the right to reduced rates in the many hotels secured to that end.

*Third*—Various SPECIAL CONCESSIONS in different localities, involving reduced transportation, uses of parks, places in parades, etc.

*Fourth*—The right of LEGAL PROTECTION.

*Fifth*—Every facility for obtaining information concerning ROADS, HOTELS and DISTANCES.

Wheelmen! Consider these advantages, and then apply for membership.

Messrs. Charles Robinson & Co., of 22 Church Street, Toronto, will make their spring trade announcement in the March number of THE WHEELMAN. They are filling in the winter months with a big trade in winter sporting goods. It would be well for intending purchasers of a Rudge wheel to place their orders now to ensure early spring delivery.

The pretty Turkish women in Constantinople are becoming "Christianized" to the extent of adopting thinner and more transparent *yashmaks* or face coverings than their religion requires. In Thomas Stevens' article in the February *Outing* a picture of one of these semi-converts to Occidental customs, from a photograph, is presented, being the legend, "almost persuaded to be a Christian."

### WHICH SHALL IT BE?

The Toronto *Mai's* sporting column is generally very well edited, but when it is devoted to bicycling subjects it shows a remarkable degree of ignorance of the subject on which it professes to be an authority. On January 11 the editor takes up the cudgels on behalf of the flying start, and devotes half of his space to picturing the scene of dismounted riders and broken wheels that he imagines occurs regularly at all races where the "standing start" is adopted. He says:

"The standing start simply handicaps the riders who are not expert in mounting, and even the quickest in getting away are liable to accidents on the nervous hurry which follows the word 'Go!' The spectacle of riders and studs strewn over the first few yards of the course may be a very interesting one."

This is an entirely fancy picture, and as an argument against the present style of starting races falls flatly to the ground. Bicycle riders do not mount after the word "Go," but before, and the racers start off easily and evenly, not the slightest advantage being gained by him who is most "expert in mounting."

But better informed papers than our contemporary are advocating the flying start, and the question has certainly to be discussed on its merits, not consigned to limbo as unworthy of attention. Of course, if getting over the ground in the least possible time is the main object in bicycle races, the flying start should be adopted. But is it? It is a consideration certainly, but if to obtain it other considerations have to be foregone, may it not be procured at too great a cost? Bicycle races would lose much of their interest if invariably delayed by false starts, the riders having to be "rung back" perhaps half a dozen times before what the judges choose to agree upon as a fair start is obtained. Yet this will as inevitably follow the adoption of the flying start as it is natural for contestants to strive for the advantage—by fair means or foul. Judges may be ever so strict, and endeavor to perform their duties faithfully, but still there will be dissatisfaction among the riders as to the fairness of the "send-off," heart-burnings and ill-feelings in those ruled out, and protests, criminations and recriminations at the end of a race, when there should only be glory for the victor, without any tarnishing to his well-earned fame.

Vick's Floral Guide for 1886, the pioneer seed annual of America, comes to us this year a real gem, not a dry list of hard botanical names, but over 30 pages of reading matter, among which are articles on roses, house plants, cheap greenhouse, onion culture, mushrooms, manures, young gardeners, and very interesting reading, followed by about 150 pages containing illustrations, descriptions and prices of seemingly everything the heart could desire in the line of seeds, plants, bulbs, potatoes, etc. It is a mystery how this firm can afford to publish, and really give away, this beautiful work of nearly 200 pages of finest paper, with hundreds of illustrations and two fine colored plates, all enclosed in an elegant cover. Any one desiring goods in this line cannot do better than send 10 cents for the *Floral Guide* to James Vick, Seedsman, Rochester, N.Y. Deduct the 10 cents from first order sent for seeds.



## EDITORIAL NOTES.

Neilson and Eck are still talking about the championship of Canada. They think more of Canada than Canada does of them.

Burley B. Ayers is preparing for a Big Four tour through Europe in '87. England, France and Italy will be the countries to suffer.

Elections of club officers will be in order during the coming months. Will club secretaries oblige by promptly forwarding to THE WHEELMAN the results of such elections?

*The Wheel* says that three-fourths of the Montreal wheelmen left the city because of the small-pox. The Montreal boys are not that kind of stuff. They may have gone over to New York for a few days, however, to bury the editor of *The Wheel*.

Says a correspondent of the L.A.W. *Bulletin*: "We should by all means have the distinctively American flying start, and in every other way possible depart from the ways and customs of our English cousins." The writer proves he has departed as far as possible. He has written himself down an ass.

"Boston, the 'hub of the universe,' will in May next show the world the grandest, greatest and most successful meeting of cyclists in the history of cycling."

So says the *Springfield Wheelman's Gazette* anent the coming meet of the L.A.W. Steady, brother, steady! Don't forget past English meets, as well as past American ones—the former as exemplars, the latter as warnings.

A very handsome calendar, and one that will do much to promote the cause of cycling, as well as the interests of the firm that publishes it, has been issued by the Pope Manufacturing Company. Twenty-five thousand have been distributed. For each day of the year a verse or remark applicable to cycling is presented, that for January 1 being by Will Carleton:

"We claim a great utility that daily must increase,  
We claim from inactivity a sensible release;  
A constant, mental, physical and moral help we feel,  
That bids us turn enthusiasts, and cry 'God bless the wheel!'"

Ever active, the Woodstock Amateur Athletic Association is bestirring itself betimes this season, and is making big preparations for a bicycle tournament on the Queen's Birthday (May 24). The chief attraction promised is the first professional bicycle race ever held in Canada, for which a very handsome prize will be offered, and in which it is expected that Neilson, Prince, Woodside, Brooks and others will compete. Whatever the W.A.A.A. has taken in hand in the past has been so successful that we may look forward to a first-class tournament on May 24th.

Some people talk of the decline of bicycling. In the words of the *Springfield Wheelman's Gazette*, "there is no such thing." Our contemporary very truly says: "Cycling has come to stay, just as did the wagon of hundreds of years ago, and the railroads of the present century. The wheel is a practicable machine, filling a hitherto unoccupied field of locomotion, and in a few years with improved roads can no more be dispensed with than our horses and wagons, which croakers said there would be no use for when railroads became thoroughly established."

T. W. Eck, of Aurora, Ont., has taken up Robert Neilson, of Boston, for signing himself professional bicycle champion of America and Canada in his challenge to Prince, and challenges him to three races—10 miles, 100 miles, and 26-hour straightaway—for \$50 to \$100 a-side each race and the championship of Canada, the race to be run in Chicago, Boston, or Toronto. Eck has put up his forfeit.

The Woodstock people should try and secure this race for the 24th of May. The championship of Canada should be fought for on Canadian soil, not banded around a race track in Chicago or Boston. Who are Eck and Neilson, anyway?

Mr. Harry Etherington announces, in his modest way, that he has retired from the editorship of *Wheeling*, an English wheel magazine. Part of his valedictory reads thusly:

"Readers of *Wheeling*, my lords, ladies and gentlemen, Harry Etherington has reached that point with *Wheeling* at which he can afford to make a big stride forward, and, while making his own lot easier, advance the interests of the paper and enhance the interests of its readers. I have, to come to the point, made arrangements for the future editing of *Wheeling*, which will relieve me from a great deal of work which is irksome to me, and enable me to urge the paper on in those directions where, I flatter myself, H. E. is not likely to be left much."

Mr. H. E. must have got that "left much" in the States. He wouldn't be any worse off if he had left much of it in the States.

:o:

## BICYCLE TOURS AND THE L.A.W.

Recognizing how great is the importance of the fact that the League of American Wheelmen should have charge of touring events, President Beckwith has at last decided upon a plan which he thinks will prove successful, and one which he intends to submit to the Board of Officers at their meeting in New York next month. This department is to have two officers—the tourmaster, or chief director, and the chairman of the bureau of information. Burley B. Ayers, of Chicago, has been appointed to the former office, and H. S. Wood, of Philadelphia, to the latter. The tourmaster is empowered to take charge of everything pertaining to the organization, business direction and guidance of tours. The chairman of the bureau of information is empowered to obtain duplicate copies of all road reports, maps, and anything else with practical cycling information. He is to have as assistants all compilers of road books. One of the advised duties of the tourmaster will be to promote or organize a tour once a year, carrying out the details as he may think best. This annual tour will be the result of the tourmaster's efforts in promoting cycling in the touring department, the same as it is one of the objects of the chairman of the racing board to promote racing events, although those events may not be given under the auspices of the L.A.W.

:o:

Messrs. Gormully & Jeffery, of Chicago, have recently added a new building to their factories for nickelling and enamelling. Their nickelling is entirely on copper. Hereafter their Standard Finish for Challenge and Safety will consist of all parts enamelled in black except the head, handle-bar, hubs, stop and cranks, which will be nickelled.

## HEALTHY, BUT NOT SOCIAL

The bicycle has doubtless become one of the greatest promoters of healthy out-door exercise among our young men, as well as some of the older ones—but there is necessarily nothing social in it; in fact, it is the most selfish conception possible. Think of a family-man buying a bicycle and starting off for a ride while the wife and children are left at home on the verandah to admire the grace and ease with which their lord and master wheels off to get exhilarating whiffs of fresh country air. The economical young man mounts his wheel on a fine afternoon and whirls off to the house of his lady-love, leans his steed against the front fence and spends the summer evening on the piazza, while the young lady is no doubt thinking of her possibly old-fashioned but more fortunate companion who has gone out on the road behind a good trotter to breathe the refreshing air. The one wheel is far more economical in every way, and its enthusiastic if not fanatical admirers no doubt get much good from it, but in an article on social recreations they cannot hope for high praise, for their favorite machine is certainly not a family invention. When Mr. Edison will invent a motor which may be hung beneath the seat of a sociable tricycle, with a small seat behind for the children, and by which the whole load may whirl off to the country without the danger of running away at the first railway crossing, or the necessity for grooming or feeding on the return, then the family may sing the praise of the "cycle."—MILTON BRADLEY, in *Good Housekeeping*.

:o:

## TRICYCLE vs. PHYSIC.

When Shakespeare said, "Throw physic to the dogs," he had an eye on the tricycle lying in the womb of the future. There can be no doubt of it, because a lady in the West End has demonstrated it. She is the mother of adult children, and had suffered from insomnia and a burning pain in the head, that finally resulted in a complete collapse. A friend quietly brought a tricycle into the backyard and left it there. The lady, seeing it, was possessed with a desire to learn to ride, and that evening went out on the asphalt and rode a few blocks. Completely captivated with the new notion, she could scarcely wait until the next evening, and when it came rode five or six miles, climbing the Seventeenth street hill and going up the steep grades with ease. That night she enjoyed the first night's sleep for many months, found that the pain in her head had disappeared, and that not a single pain or ache was left in its place by the gentle exercise of the night. This restoration was brought to her, moreover, while she was dosing herself with the remedies "made and provided."—*St. Louis Post-Dispatch*.

:o:

That the pleasures of the wheel are enjoyed by all classes and conditions of men, is evidenced by the fact that the Overman Wheel Co. has just received a very flattering testimonial letter from Prince David Kawanakoa, of the Sandwich Islands. He rides a Victor bicycle, and writes to express his approbation of it.

:o:

The H. B. Smith Machine Co. will endeavor to reduce the weight of the Star this year to 30 pounds.



## C. W. A. OFFICIAL ANNOUNCEMENTS.



## BOARD OF OFFICERS, ATTENTION.

## THE SPRING MEETING.

THE Regular Annual Spring Meeting of the Board of Officers of the C.W.A. will be held at the WALKER HOUSE, in the City of Toronto, on FRIDAY, February 19th prox, to commence at 10 o'clock of the forenoon sharp.

The attendance of every Chief Consul and Representative is imperatively demanded.

JAS. S. BRIERLEY, *President*.

HAL. B. DONLY, *Secretary*.

## The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

*President*—Mr. JAS. S. BRIERLEY, *Journal*, St. Thomas, Ont.

*Vice-Pres.*—Mr. W. G. EAKINS, *Mail*, Toronto, Ont.

*Sec.-Treas.*—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 Ryrie, 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.

Elmwood.—Moses Wildfong.

## DISTRICT NO. 2.

Toronto.—W. A. Capon, 183 King St. east.

Newcastle.—Eli F. Bowie.

Hamilton.—Percy Donville, 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.

Napanee.—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. Gnädinger, St. Peter Street.

“ “ J. R. Scales, 234 St. James Street.

Sherbrooke City.—R. N. Robins.

## SCIENCE ON THE WHEEL.

The muscular exertion in bicycling is small when the enormous results are taken into consideration. In the first place, the position of the rider is that of partial support and partial bestowal of the weight of the body as a means of progression; and this balance can be varied at the will of the rider and the character of the road travelled. The whole or part of the weight may be supported by the saddle, or the whole or part of the weight may be bestowed on the treadles as a means of progression. The enormous wheels now used compel the rider to be almost in the perpendicular position, thus affording a minimum amount of exertion to the lower extremities, and utilizing the bodily weight as a means of progression. Take, for example, a bicycle with a wheel of 60 inches in diameter; every stroke with the foot causes the wheel to travel half its circumference, or nearly  $7\frac{1}{2}$  feet—i.e., 90 inches. This is equivalent to three regulation walking steps of 30 inches; and not only so, but the impetus given to the bicycle by one stroke would carry it much farther, whereas a step in walking gives no farther “way” on the body. Hence each stroke becomes lighter after the first, and less and less exertion is required to keep the machine in motion. From all these reasons, then, and from actual observation of the effect of comparative distances travelled, it is plain that to travel a mile on a bicycle is equivalent in muscular expenditure to about one-sixth of that expended in walking a like distance. The exertion spent in travelling a mile on the “level” on a bicycle is not more than four foot-tons, so that as 300 foot-tons is the calculated amount of daily exertion necessary to expend to keep a man in health, an 80-mile ride can be undertaken by a man without danger of overdoing it. No road, however, is level or smooth; hence it is nearer the truth when the exertion expended is considered to be six foot-tons a mile; limiting the distance which ought to be travelled to less than sixty miles a day, if one is to keep within the bounds in regard to the energy expended. Of course, a healthy man can do much more than 300 foot-tons a day, but an exertion greatly over that amount cannot be continued day after day without injury to health. —*Book of Health*.

A well-known enthusiastic tandem writes us: “Indications point to a sweeping victory for the tandem another season. The tandem has shown its wonderful qualities, especially in the mixed tours, its adaptability for use on long rides and tours by lady and gentleman riders being unquestioned. A prejudice was seen at first.—Riders of singles averred that they each preferred to ‘paddle their own canoe,’ but when they find that the big boat has the playful habit of leaving his lesser brother (and sister) sadly behind at times, self-protection will be the order of the day, and the tandem will be the necessary evil another spring. They come high, but we must have ‘em.”

“Wheelmen are requested to appear in uniform,” now appears on the cards for nearly all the receptions and entertainments given by wheelmen in New York and vicinity.

The field of cycling journalism, rumor says, is being entered by two new seekers after, if not knowledge, at least fortune. *The Wheelman*, published in Washington, D. C., and another cycling journal hailing from San Francisco, will enter upon the “struggle for existence” very shortly.

## Wheelman Centres.

### WOODSTOCK.

It is now some time since I had the pleasure of sending you a letter, and you may perhaps have thought that the remarks in my last about other correspondents not writing you would apply very forcibly to myself. I must, however, plead pressure of business, and hope in future to write you more regularly. And I have been flitting myself that what I said about other towns not writing to you has had the effect of stirring them up, as every issue of THE WHEELMAN since has contained a number of letters from other clubs. There are many yet to hear from, and my mission will not be complete till they, too, are in line.

Wheeling matters, in so far as present events are concerned, are of course quiet; but the air here in our town, the cycling "hub," is full of rumors of stirring times to come, when spring arrives and thaws us out. Our Athletic Association is not of the material which sits down content with past success, but is ever up and doing, determined still to be in the van. To do this the better as regards external matters, such as race meetings, etc., we are strengthening ourselves internally by extending the attractions of our rooms in such a way as must largely increase our already large membership.

Long before we expect to welcome yourself and other brother wheelmen to the most interesting race meeting yet held in Canada, of which I will speak later, we will be settled in much larger and more commodious quarters than those at present occupied, where a billiard-room, bowling-alley, etc., will be added, while the old features, reading and card-rooms and gymnasium, will be carried on with the advantage of larger space. Our officers for the ensuing year are much the same as last, the general verdict seeming to be that better ones could not be found. Some new blood was added. However, on the 24th of May next we hope to "shake" with yourself and a host of visiting wheelmen in the new rooms. On that day it is the intention of the Association to present to them, and to the public generally, the most attractive programme of sports ever offered in Canada. In addition to the interest centred in the meeting of our own riders, both known and unknown to fame, inducements will be held out which will bring here some of the leading American amateurs, and a liberal purse will be hung up, sufficient to bring some of the best professionals from the other side to compete here—an event which, from its novelty in Canada, and from its exciting nature, cannot fail to prove a great draw. So, gentlemen all—riders of all kinds—racers and slow-goers—turn over your diaries till you come to the 24th of May, and write there that you are going to Woodstock on that day for the best races ever ridden in Canada. By the way, before leaving the matter of race meetings, I wish to notice a remark in a letter from one of your correspondents re the "meet" for this year. In setting forth the attractions of his town, as a place for holding it, he says something to the effect that as, if it goes there, it will be the first large event of the kind in that vicinity, it will have a large share of local patronage, and that the fact of its being hitherto unbroken

ground will add largely to its success in a paying point of view. Now, while allowing that novelties take, our experience here is that the better the public generally know the riders and their reputation the more interest they take in seeing the question of supremacy settled amongst them, so that the interest grows instead of decreasing. Of course the matter does not affect us as regards the "meet" of '86, only in its bearing on race meetings generally. By the time you receive this we will be enjoying the king of winter sports—tobogganing. Our sad experience of last year will teach its lesson of care in the mode of conducting the slide, so that we may look for this season being one of pleasure unmarred by any terrible accident, such as cast a gloom over the closing days of the last season.

Plans of all kinds are on foot among the bicycle boys for next season, in the way of drill, fancy riding, etc., and with the additions of last year and the coming ones of this year to our racing tracks, we may look out for a season of stirring events. There should certainly be some flyers among the new material that the increased facilities for practice will create.

Let us hope that all the clubs who control tracks will work together in harmony, and avoid clashing in the matter of dates for their meetings, which can only be hurtful to all concerned.

Well, my letter has spun out to quite a length, so I will close for the present.

BICYCLE.

Jan. 22, 1886.

### TORONTO.

Hooray! the days are beginning to stretch. Yesterday was at least five minutes longer than its predecessor, and before we know it the last flake of the beautiful will have disappeared; the merry frog will have emerged from his lair, and the bicyclist will have cleaned his wheel and blackened the north pole of his nose in the operation.

So much for the future. But it is a crying shame that the Canadian clubs do not imitate the English clubs by holding winter meetings. Bless your heart, Mr. Editor, just look at the *Cyclist* to see what heaps of fun they must have with their "Smokeries" and their "Cinderellas" and other high jinks! Why can't we meet in our respective headquarters and have a jig-gery, or a hop-pery, or a free lunchery, or a drunkery—on coffee? Time is flying faster than the wheel of the best record-smasher of the world, and we're missing lots of opportunities for enjoyment.

The Toronto Club will hold a meeting on Feb. 1st for the nomination of candidates for office, and the annual meeting will be held on the following Monday. I will send you an account of the meetings as soon as held. I may say to you confidentially that I am a candidate for the position of grand worthy patriarch of the club. Your vote and influence respectfully solicited.

Bennett, sprint-runner, ran  $2\frac{1}{4}$  miles against 3 miles by George H. Hill on a Rudge Safety, at the Princess Rink recently. Bennett won by three laps.

PETE.

Fear not the dog that barks, but put thy leg over the handle-bar in the presence of the silent canine.—*Fl. Wayne World.*

### MR. DUCKER'S LATEST SCHEME.

Few are aware of the extensive preparations being made by our local bicycle manager, President Ducker, for a trip of an American team to Europe in the spring. It is Mr. Ducker's intention to select from America's greatest wheelmen some fifty in number to make a tour through all the principal cities of Europe. The programme, as so far developed, is something like this: To leave New York city about the middle of June in the City of Rome, land at Queenstown, Ireland, and make a thorough tour through that country; next to England, where they intend to give the English battle on their own ground, and will endeavor to bring back some of the trophies, or their equivalent. They will also make a tour through France and Germany, and a romantic programme is also in view, that of making a descent of the Alps into Italy. After satisfaction has been acknowledged by our tourists, they will return to their native land, either wiser or better men. An agent of the American wheelmen in Europe has been at work for the past three months, laying out their future line of action.—*Springfield News.*

### A POINTER.

Mr. W. P. Ure, one of our Scottish R. C.'s, contributes a valuable wrinkle thus: "I have recently discovered a cure for an annoyance to which I have been subject for some little time. I refer to the breaking of spokes close to the rim, and my mode of dealing with it is as follows: I cut up a spoke into small pieces, about two and a half to three inches long, and head up one end of each of these small pieces. I carry two or three of these with me in my tool-bag, and when a spoke gives way I simply insert one of them through the hole in the rim, bend round the end of it by means of a small pair of pliers, bend round the end of the broken spoke in a similar manner, hook the one into the other, and tighten up the spoke in the usual way. The plan enables me to mend a spoke on any country road in ten minutes. I have now three spokes mended in this way, and none of them show any signs of giving way, though I have ridden several hundred miles since mending the first."—*C. T. C. Gazette.*

A story comes from St. Louis to the effect that a certain young man of that city has used his bicycle in a way which suggests limitless possibilities for the cyclist. A rival engaged the wheelman's dulcinea for a drive, and unluckily let his prospective triumph reach the ears of the other lover, who, jumping on his faithful machine, followed behind the carriage, which was an open vehicle. The fellow in the carriage with the girl, seeing his adversary silently rolling behind, whipped up his horse, but could not shake off his silent pursuer, until, in despair, he left the highway and took a rough side road. But the wheelman was an expert, and kept right up with the couple, spoiling all the romance of the ride. At last the ride was given up in disgust, and the horse's head was turned homeward.

T. J. Kirkpatrick is the favorite among western men for the L.A.W. presidency.



## Poetry.

## A TANDEM TALE.

I oft was told in childhood,  
 Quaint tales of long ago,  
 When babes slept in the wildwood,  
 Quite safe from pain and woe.

No harm could e'er befall them,  
 No grief could make them moan:  
 They were good little children,  
 And the gods protect their own.

Of times I've sat and pondered  
 If true this tale could be,  
 And just as often wondered  
 If the gods protected me.

But when in cycle riding  
 I oft was harshly thrown,  
 I soon gave up confiding  
 In "the gods protect their own."

Nor 'gain did I accept it,  
 Though years rolled swiftly by;  
 Till Jove's dire anger taught it,  
 As I rode a tandem tri.

I learned that cyclistesses  
 (The loveliest ladies known)  
 Are safe from base caresses,  
 For the gods protect their own.

One evening in the spring-time,  
 With first tan-tri in town,  
 I took a lady wheeling  
 O'er smooth roads up and down.

We climbed the hills so lightly  
 No grade would leave us blown:  
 The coasts were just delightful—  
 "How the gods do bless their own!"

As swift we coasted downward,  
 My heart was full of bliss,  
 I threw my arms around her,  
 And tried to steal a kiss.

\* \* \*

Oh, Jove! why this convulsion?  
 That thunderbolt why thrown?  
 No doubt to teach the lesson  
 That the gods protect their own.

Some say the steering faltered  
 When left to watch itself;  
 I say it was the immortals  
 Who laid me on the shelf.

So now when tandem riding,  
 I fear a modest throne,  
 And oft repeat the maxim,  
 "The gods protect their own."

—C. E. D., in *Bicycling World*.

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, anyhow. It is right there every time.—*Fort Wayne World*.

## BICYCLE OR TRICYCLE.

The *Cyclist* sums up a discussion on the merits of the two machines as follows:

"The correspondence which has been going on in our columns for many weeks past has produced a great variety of opinions, but the majority of writers appear to have been content with extolling the particular style of machine which they at present ride. Thus, one who has never mounted a bicycle, or one, perhaps, who has abandoned that machine, thinks there is nothing better than a tricycle; whilst bicyclists, pure and simple, contend that they would not have a tricycle as a gift. Others, too, have placed the desideratum at one of the many safeties now on the market; but we think no writer has given any sound reasons why either of these particular types of velocipede should supersede all others for all purposes and all persons, neither, indeed, do we think any one could do so. In speaking on this question, we do so with a thorough knowledge of each class, having ridden each variety for long periods, and, after our experiences with them all, we can only arrive at the conclusion that there is no type that will suit the wants of every one, and that in deciding on a mount there are many things to be considered, such as quality of roads over which the machine would mostly travel, household accommodation, and purposes for which required, to say nothing of individual ideas and peculiarities. A considerable amount of abuse has been heaped upon the head of the ordinary bicycle, which to our mind is totally out of place, though there has certainly been a reason for the charges of danger, etc., that have been brought against it. As a matter of fact, a 'vaulting ambition hath o'erleaped itself' in the matter of the bicycle, and—doubtless to suit the wishes of large numbers of riders, who were continually clamoring for close build and high position, to enable them to ride as big a wheel as they could possibly stretch—machines have been built too generally on pretty but unsafe lines. Thus, we find nine bicycles out of ten sent out with forks nearly upright, scarcely any clearance between the wheel and fork top, small light back wheels and close-cut unsuitable springs. For our own riding, our machines have always been built with plenty of clearance between wheel and fork, a good two and a half inches rake, a free spring, a fairly large back wheel, and a powerful brake, and have selected the size of wheel some three or four inches below what we could ride at a stretch. Of late, we have been riding our ordinary bicycle a great deal, and we think that were these lines more generally carried out, there would be few machines that would surpass it, even in the matter of safety, with a careful rider. With the bicycle as now commonly built, and an incautious rider who climbs to the very highest size wheel he can reach, it is impossible to obtain either enjoyment or safety, and, as a consequence, the machine gets the blame. The bicycle proper has the advantage of a high position, by which the surrounding country, as well as dangers ahead, can be seen, and a good appearance, besides lightness, for even the small-wheeled safeties have not cut it out in that respect. Of course it has to be learnt, and with the vast majority of the community 'there's the rub.' For such the

tricycle comes in, or the safety bicycle, which has the advantage of being easier to learn. The safety is likewise easier to mount and dismount, especially when tired, and the low position and small wheel enables one to go very much slower when occasion requires, as amongst traffic, and to be off in an instant should a dead stop be requisite. It is even easier stowed away than the bicycle proper, but against it is the fact that in the majority of geared-up machines the side slip on greasy roads introduces an element of danger that is totally absent with both the other classes. The tricycle is heavy and cumbersome compared with its *confreres*, but there is no learning required, that is to say, no series of tumbles to be gone through before the balance and full confidence can be obtained, but that it requires a considerable amount of learning is well known to every tricyclist. The speed that has been obtained on the road by noted riders has in some cases surpassed that of riders on a bicycle, but it must be remembered that the riders in all cases have been exceptional ones, and the machines highly geared and very different in weight from those supplied to the ordinary customer, so we can safely say it is a slower vehicle. Luggage can be carried on it to any extent, and its general adjustability makes it suitable for the whole family if it is so desired, though it necessitates more household accommodation. The use of the tricycle is not by any means so free from danger as some would make it, though with care it is as safe as a horse and trap, and perhaps safer. All things considered, we believe that the bicycle proper, when sensibly built, is no more dangerous than any other form of velocipede in the hands of a careful and experienced rider, and that for general, what might be termed, light riding, that is, without luggage, it will never be rested from popular favor. The safety (so called) is more suitable for traffic riding, such, for instance, as short, quick business calls. As an all-weather vehicle, the tricycle, perhaps, stands best, and for use where parcels have to be carried, as well as for traffic riding, it stands to the fore. In short, each particular type is the right thing when in the right place, but just as much the wrong thing when out of place.

Gradually but surely the bicycle is getting to the front as the greatest aid to human locomotion on land since the invention and development of the steam railway system. There are to-day very few among the speediest of road horses that can hold their own against a well-trained and well-mounted wheelman for any distance from five miles upward, while from fifty to one hundred miles or more the horse does not live that can live out a race with a cyclist. Already the bicycle has been ridden a mile in but a fraction over two minutes and thirty-one seconds, and nobody believes that this is the limit of possible speed. But it is in tests of endurance and the ability to cover long distances that the cycle is pre-eminent. \* \* \* \* \* Our American racing men are only just beginning to find out what they are capable of doing on the bicycle when thoroughly trained and carefully fitted for contests of speed and endurance. So far the Englishmen have beaten them at the shorter distances, but Yankee muscle and pluck are not going to be kept in the background for any length of time.—*Mirror of American Sports*.

## Wheel Tracks.

F. F. Ives and W. A. Rhodes will both try for the 24-hour record on the first favorable day in early spring.

Charles E. Buell, of Springfield, has been awarded a patent for a tricycle propelled by compressed air.

Weber's mount next season will weigh thirty pounds only, and will be fitted with ball-bearings throughout.

The Cleveland quarter-mile track is said to have cost \$2,500, while the Springfield half-mile took all of \$3,500.

The English C. T. C. has a membership of 21,000, the L. A. W. 7,000, and the German Cyclist Union 3,000.

The Otto Machine Company of England will wind up its affairs, having lost \$9,000 in two seasons on the venture.

Mr. E. Oxborrow, of the Æolus Bicycle Club, England, has put in a claim of 267 miles for the 24-hour bicycle record.

The Surrey Machinists' Company is about to introduce a crank with variable throw, which can be shifted while the bicycle or tricycle is going at full speed.

Geo. Weber, the "Star Demon," stands five feet ten inches high, and weighs 175 pounds. In his year and a half of racing he has captured thirty-six prizes out of the forty races entered.

The Cleveland Club has 80 members. There is a great deal of rivalry between this club and that of Cincinnati, which is close up in point of numbers.

G. Lacy Hillier was allowed 2m. 15s. start in a ten miles' cross-country race recently, contested by local men. He won by 200 yards. It looks as if the old champion was declining.

Captain L. D. Munger, holder of the 24-hour American road record, has left for New Orleans and other southern points, where he will spend the winter in the interests of Everett & Co.

Four of the leading ministers in Brooklyn are cyclists. The Rev. Henry Ward Beecher and Rev. Geo. R. Vandewater ride tricycles; Rev. Geo. R. Pentecost and Rev. W. W. Davis ride bicycles.

Three of Canada's most popular cities and cycling centres are bawling for the C.W.A. meet. After the spirit of L.A.W. gatherings, they will no doubt have a lively time on the discussion of the question.—*Wheel.*

President Bates, who for a number of years has been an editorial writer on the *Detroit Post*, has accepted the editorial management of the *Lansing (Mich.) Republican*, and entered upon his new field of labor on January 1st. He will still retain his membership in the *Detroit Club*.

George E. Hutchinson, the fancy bicycle rider, has issued a challenge to ride any bicycle or unicycle or buggy wheel rider in the United States a series of exhibitions for from \$500 to \$1000 and the championship of the United States, to be contested in rinks which may be mutually agreed upon.

The next Springfield tournament will last four days.

A popular air with the ladies—"Sweet Tri and Bi."

"True love never runs smooth." Neither does a bicycle without oil.

Prince Wells will shortly endeavor to climb Pike's Peak on his wheel.

The one mile bicycle championship of Australia has been won by F. Shackelford in 2.56.

Cycling has a firm hold on the inhabitants of Jersey—late the home of the Americanized lily.

The Rev. Mr. Thayer, of Osage, Iowa, has taken to wheeling. The gentleman is over 60 years of age.

J. D. Macauley, of Louisville, Ky., has raised his '85 record to 6,573 miles. He takes the bun, by a long way.

The Boston B.C. was the first club in the country to establish a restaurant in connection with its club-house.

Westbrook and Hacker, the double riders, are anxious to get up a competition with the Wilnot double riders, and have issued a challenge to the world.

The Cycling Division of the English Hull A.C. evidently has a few pot-hunting scorchers. The members have captured 73 prizes, valued at one thousand dollars, during the present season.

Philip Fontaine, of the New York Citizens' Club, has a record of 3,400 miles from January to the present date, all ridden in the evening or on Sunday. Elliott Mason follows with an even 3,200.

The Detroit Bi. Club, at its annual meeting in January, will be incorporated under the laws of the State. This is done so as to make a stock company for the purpose of building a bicycle race-track, which the club have decided to do in the spring.

There are rumors about London of a scheme on the part of the C. T. C. officials to interest capitalists to the extent of about \$1,000,000, to be used for the construction of a palatial club-house, with restaurant, gymnasium, and all the comforts.

A Baltimorean is credited with having uttered the following words of wisdom: "It is not always the man with the biggest legs who can ride the bicycle best. A short leg gets around the pedal quicker, and does not necessitate near so much work."

Mr. Hicks, the religious editor of the *Post-Dispatch*, of St. Louis, has ridden over 4,679 miles since he became a devotee of the sport, twenty-eight weeks ago. His record has been made on the streets of St. Louis, and in the pursuit of his daily business.

One evening in December, four members of the Buffalo Ramblers played a game of polo on ordinary bicycles. The game was marked by many collisions, though few bruises resulted. It was the unanimous opinion that there was more fun in polo on wheels than on skates, and not one half the danger.

Charles E. Kluge, the noted Star rider, was born in Philadelphia, in 1860, stands 5ft. 11in. high, and weighs 180 pounds.

Grant Bell is not as seriously injured as was thought. He will probably be able to ride "when the robins nest again."

A tandem pair—lady and gentleman—will, it is rumored, form part of the New York contingent of the Big Four next season.

Willie K. Vanderbilt, one of the heirs of the late millionaire, is reported to have become a wheelman since his father's decease.

The latest royal purchasers of cycles are the Duke of Connaught, the Duchess of Cambridge, and the young Prince of Mecklenburg.

The Springfield B.C. has been notified that they may occupy their present quarters until February 1st, when they will have to move.

A writer in *The World* suggests that five cents worth of shellac dissolved in alcohol proves to be a better and cheaper cement than any now on the market.

It is said that Singer & Co., the Coventry firm, will shortly establish an American branch house, for which purpose a member of the house will come to America.

The Chicago Bicycle Track Association is happily out of debt and danger. The members have responded to the call of the treasurer, and have made up the \$1500 deficit.

The C. T. C. is to have a new badge. The old one has been pirated and has lost its usefulness. The new badge is a combination of ticket and badge, that has been protected by a patent.

L. A. Pattison is out with a letter to the *Bi. World* denying Mr. Butcher's charges, and requesting the latter gentleman to make public any information he may be possessed of concerning McCurdy's record.

Mr. Charles Richards Dodge, who retires from the editorship of *Outing* with its transfer to New York, has declined editorial connection with the magazine under its new management, preferring to remain in Boston.

Among other good resolutions for the new year, every wheelman should resolve to keep a record of his riding during the season, the figures being very interesting reading matter at the end of the year. Commence now.

The survival of Swedish wheelmen under the title of a cycling paper, that has just made its appearance, is certainly very mysterious. It hails from Stockholm, 13 Storkyrkobrinken, and carries the name of *Tidning for Idrott*.

Cinder paths are going out of date, and tracks are now better made of clay and gravel after the Springfield track. The new track at Rangiora, N.Z., is nearly finished, and is expected to prove a fast one, being made on lines of the Springfield track.

W. G. Hurst, of Toronto, has issued the following under date of Jan. 16: "I hereby challenge any bicycle and unicycle rider of America to compete against me in a fancy bicycle and unicycle contest for the championship of Canada



and for any amount from \$100 to \$500, at any time or place. I would like to hear from some of those so-called Canadian riders.—W. G. Hurst, champion fancy bicycle and unicycle rider of Canada.”

A new and improved pedal has been placed on the market by the Pope Manufacturing Co. It has a double-grip rubber which prevents slipping.

The latest railway lines that have announced their intention of carrying wheels free are the Bennington & Rutland and Hoosac Tunnel and Western R.R.'s.

A number of professionals contemplate visiting England next season. Woodside will sail in April, while Neilson and Prince may depart these shores at later dates.

*Wheeling's* new editorial staff will include W. McCandlish, F. Percy Low, and E. A. Lloyd, who go to it from the *Bicycling News*. This will make a strong team for *Wheeling*.

Says the N.Y. *Wheel*: The Canadians are not ambitious. It is strange that no attempts are made to reduce the 20-mile record which at present stands to the credit of H. Davies, the time being 1.13.53.

The bicycle business of Messrs. Rudge & Co. has increased to such an extent that it has been deemed advisable to form the firm into a corporation. During the last three years they have actually made and sold upwards of twenty thousand machines.

The N.C.U. and the A.A.A. of England have settled the quarrel which has been waging between them for many months. The former will regulate and control cycle racing, and the latter will attend to athletic sports. This is as it was before the war.

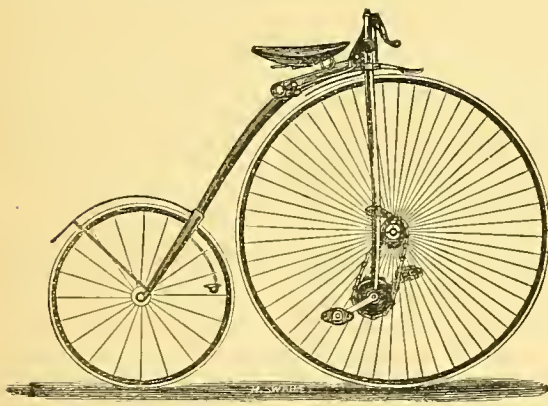
The cycling rivalry between Chicago and St. Louis is not on the wane, as several have intimated. Just the contrary, in fact. St. Louis still boasts of her Whitty, Chicago of her Van, while a few novices who have lately made their appearance quietly talk of usurping the places the aforesaid worthies hold in the hearts of the wheelmen.

If the management for the Big Four next season decides upon the route through Virginia the participants will have cause, by comparison, to think that the roads through Canada last year were a perfect paradise. The roads of old Virginia were never intended to be traversed by cyclists. It is a beautiful country to travel through, but I can say from experience that the only way to tour is on horseback.—*Wheel*.

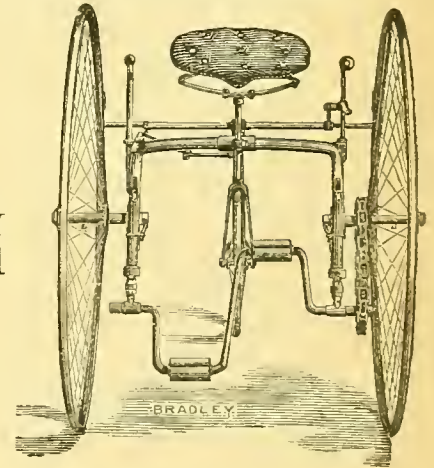
The Springfield Club is said to be arranging to hold, in connection with next year's tournament, a grand one-mile professional race for the championship of the world that will put in the shadiest of shades anything heretofore attempted in that line. A prize, consisting of some thousands of dollars, will be offered as a bait for all professional riders in England, America, Germany, France, and all other far-away countries that can boast of fast men, including Canada.

At the end of 1885 the American (U.S.) Division of the C.T.C. numbered 669 members, and the Canadian Division 56 more, making a total of 725 in America north of Mexico. Strange as it may seem, all other foreign countries, outside of Great Britain, could only muster 875 members, thus showing that the United States and Canada furnish nearly one-half of all the members of the C.T.C. who, living outside of Great Britain, are looked to to warrant the organization in claiming to be an international one. In the United States there are at present 30 C.T.C. hotels, 81 local consuls, and six repair shops.—*L.A.W. Bulletin*.

The promoters of the Big Four tour for 1866 have all sorts of routes under contemplation. The one under most favorable consideration is as follows: Niagara Falls to Rochester, thence through Central New York, *via* Canandaigua and Watkins Glen, to Elmira, thence down through the Lehigh Valley to Philadelphia; from Philadelphia over the Lancaster Pike to Lancaster, Pa., thence to Gettysburg, Pa.; from Gettysburg to Harper's Ferry, and thence down the Shenandoah Valley, *via* Luray and Staunton, to the Natural Bridge, Va.; thence to Richmond and Norfolk, taking steamer to New York. A proposition is on foot to wind up the tour at Springfield, by taking round steamer for New Haven, thence wheeling through Connecticut, stopping at Hartford, to Springfield, in time to take in the tournament.



FOR  
ONE MONTH  
ONLY.



GREAT CLEARING SALE OF

**Bicycles and Tricycles at Cost!**

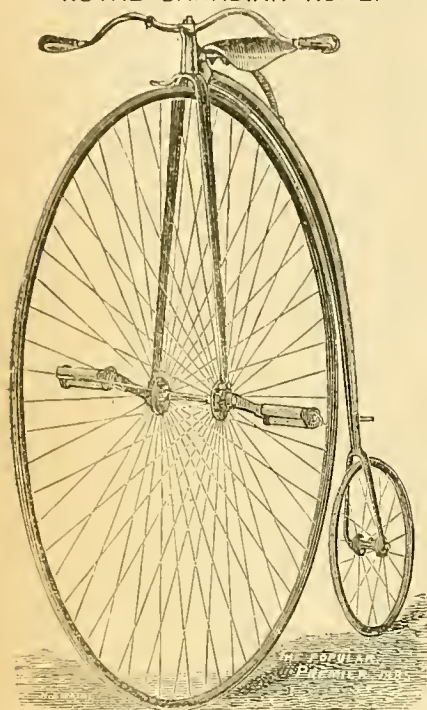
SEND FOR NEW LIST.

**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 anamel. 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

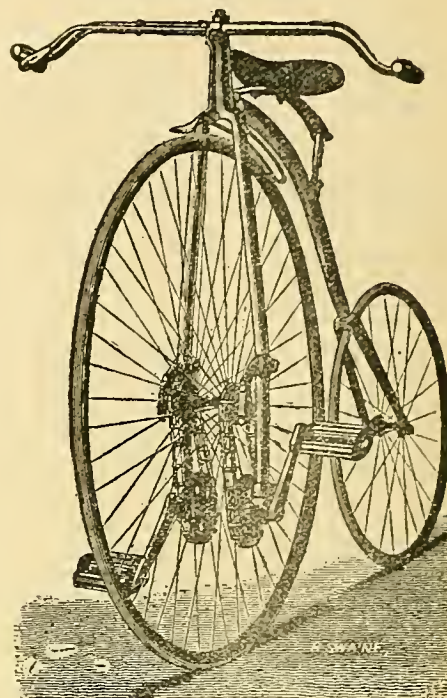
52 inch. Balls to both wheels. Half plated. Too high for late owner. Not run 100 miles.

— \$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,

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—BY—

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WORLD'S RECORD - $\frac{1}{2}$ Mile - WM. A. ROWE, 1.12 4-5	WORLD'S RECORD - 11 Miles - WM. A. ROWE, 31.37 4-5
WORLD'S RECORD (AMAT'R) $\frac{3}{4}$ Mile - WM. A. ROWE, 1.55 1-5	WORLD'S RECORD - 12 Miles - WM. A. ROWE, 34.32 3-5
WORLD'S RECORD " 1 Mile - WM. A. ROWE, 2.35 2-5	WORLD'S RECORD - 13 Miles - WM. A. ROWE, 37.24 3-5
WORLD'S RECORD - 2 Miles - WM. A. ROWE, 5.21 3-5	WORLD'S RECORD - 14 Miles - WM. A. ROWE, 40.25
WORLD'S RECORD - 3 Miles - WM. A. ROWE, 8.07 2-5	WORLD'S RECORD - 15 Miles - WM. A. ROWE, 43.26 1-5
WORLD'S RECORD - 4 Miles - WM. A. ROWE, 11.11 4-5	WORLD'S RECORD - 16 Miles - WM. A. ROWE, 46.29 2-5
WORLD'S RECORD - 5 Miles - WM. A. ROWE, 14.07 2-5	WORLD'S RECORD - 17 Miles - WM. A. ROWE, 49.25
WORLD'S RECORD - 6 Miles - WM. A. ROWE, 16.55 3-5	WORLD'S RECORD - 18 Miles - WM. A. ROWE, 52.25 1-5
WORLD'S RECORD - 7 Miles - WM. A. ROWE, 19.47 2-5	WORLD'S RECORD - 19 Miles - WM. A. ROWE, 55.22 2-5
WORLD'S RECORD - 8 Miles - WM. A. ROWE, 22.41 4-5	WORLD'S RECORD - 20 Miles - WM. A. ROWE, 58.20
WORLD'S RECORD - 9 Miles - WM. A. ROWE, 25.41 4-5	

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