

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, MARCH, 1885.

No. 6.

THE VICTOR TRICYCLE.

STAUNCH

—AND—

SPEEDY.

—ALL—

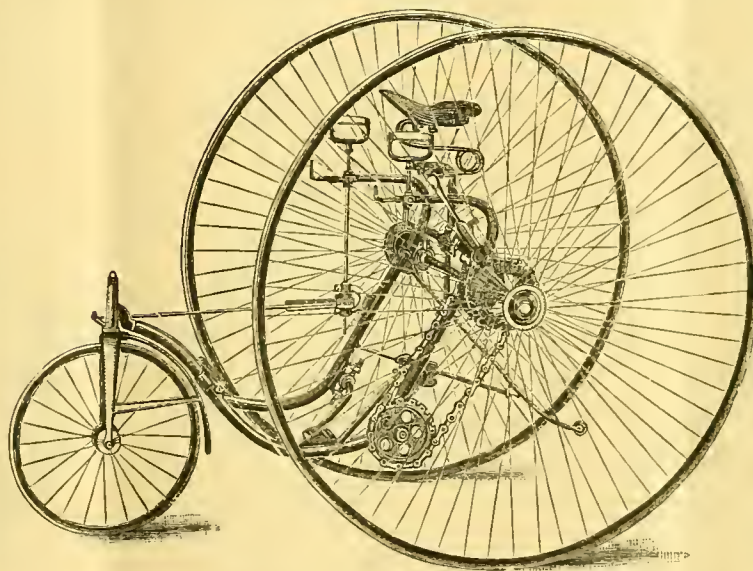
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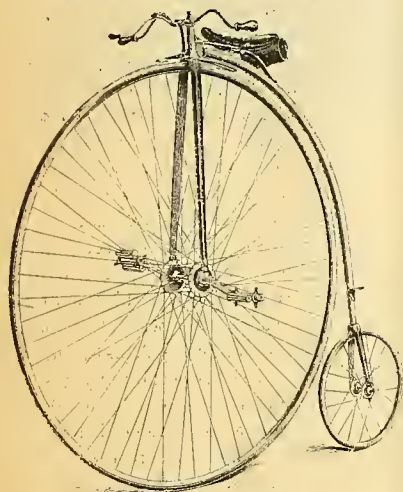
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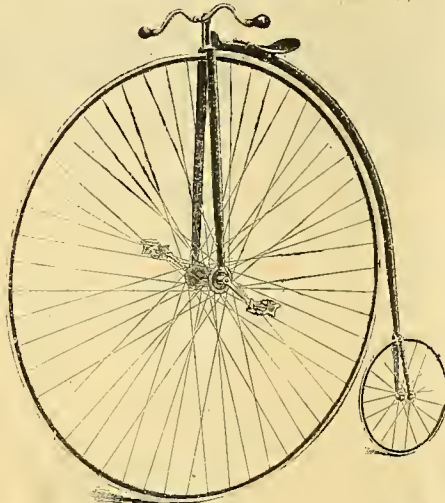
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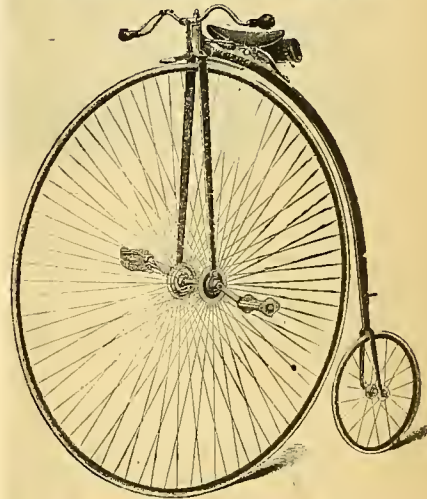
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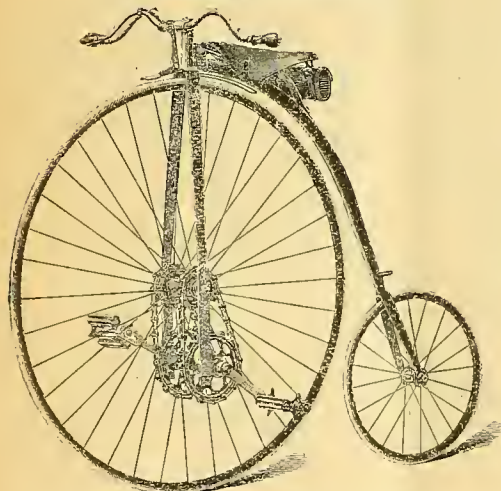
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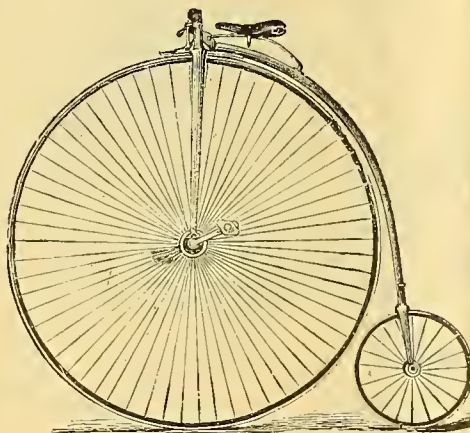
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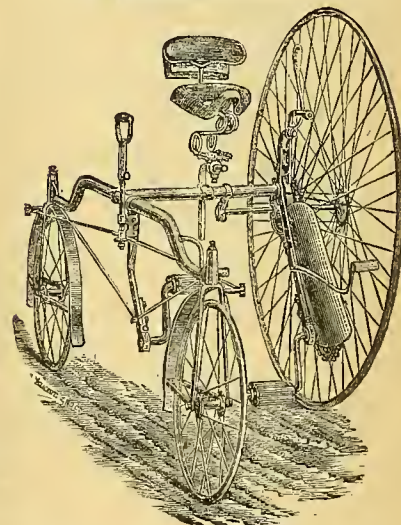
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This is one of the many Tricycles the Rudge's turn out. For a single Tricycle it cannot be excelled; the two-track arrangement being much superior to the old three-track affair.

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We keep a full stock of Cycling Journals and Magazines, and have single copies for sale. See Catalogue for particulars. See our adv. in the April WHEELMAN.

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The Canadian Wheelman:

JOURNAL OF CYCLING.

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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.

THE C. W. A.

Readers of THE CANADIAN WHEELMAN will not, it may be assumed, consider another plea on behalf of the C. W. A. out of place in these columns. The Association has prospered even beyond the most sanguine expectations of its founders, but it is not yet what it ought to be. There are hundreds of wheelmen in Canada today who have not become members, and it is with a view to their early initiation that these lines are written. Next to the welfare of his club, the enthusiastic bicyclist should rank that of the greater organization. The Association is as necessary to the progress of the sport in Canada as clubs are to its furtherance in cities and towns.

The benefits which the Association has so far been able to extend to its members have not, perhaps, been so great or so numerous as some who expect a large return for their investment may have looked for. They have, however, been sufficient to satisfy those who know how to appreciate the value of small beginnings. Among them we may enumerate: the banding together of wheelmen in a body, which has gained the recognition of similar organizations in other countries; the right to make laws for the conduct of the sport in Canada, which are recognized by such organizations; the holding of an Annual Meet under proper auspices; the establishment of a recognized system of records; the accumulation of a large amount of valuable information regarding wheel matters in Canada; the suppression of professionalism; and the general good which must follow the intercourse and interchange of courtesies, made more easy by membership in a common body.

It requires but little thought to see the importance of these advantages at present, when cycling is still young among us. Wheelmen who are possessed of ordinary foresight must realize the benefit which will accrue to the sport in the future from judicious training while it is still in its youth. It behooves all true lovers of the wheel, therefore, to do what they can to strengthen the Association. Such an admonition will, in the course of a few years, be unnecessary. By

that time the organization will have attained such a position that wheelmen will seek it, instead of the reverse being the case. In the meantime, every effort should be made to add to its strength. Each member should make it his business to add one to the roll by the opening of the season. Officers of clubs should see to it that their full strength is renewed and the fees paid promptly. The Association needs money to carry on its work, and there should be no delay in making remittances.

There is no branch of sport in which a national Association is of such importance as in cycling. The devotees of the wheel are always on the move, flitting about from one quarter of the country to another. If, wherever they go, they can feel sure of a brotherly welcome from a member of the C.W.A., the pleasure of their wanderings will be much enhanced. We feel convinced that the Association has the good wishes of all its members. Let them show their good-will by a little work on its behalf.

EDITORIAL NOTES.

A strong proof in support of the statement that cycling is becoming one of the prominent pastimes of the day, is the amount of space which all the leading papers and periodicals of this country give to cycling news.

And still another journal devoted to cycling in the field! This time it is the *Star Advocate*, a bright little paper, conducted by that enthusiast of the "Star," Mr. E. H. Corson, of East Rochester, N.H. We wish him success.

Again, we wish to impress upon our readers and correspondents that any matter intended for publication should be in our hands not later than the 4th of each month, and thus obviate any delay or trouble. Please bear this in mind.

In reviewing the article on the L.A.W. meet which appeared in our last issue, the editor of the New York *Wheel* makes the suggestion that we should not hazard an opinion on the subject when we have no sound views to back it, and then he concludes by predicting that "more Canadians will be present (at the L.A.W. meet) than will attend the annual meet of the C.W.A." Of course, the editor of the *Wheel* has "sound views" to back this latter statement, but we fail to grapple them, as nothing seems more absurd.

In another column is published a report to the effect that the annual meet for 1885 will not go to Montreal, as was expected, but will probably be held in Woodstock. This is certainly a very wise act on the part of the Montreal Bicycle Club, as the counter-attraction, the L.A.W. meet at Buffalo, would have detracted greatly from the C.W.A. meet, which, if held in Woodstock, ought to prove a greater success than ever, both in regard to numbers and in a financial way. We will no doubt hear an official announcement before long.

Although there has been quite a number of replies received to the request made in the January number of THE WHEELMAN asking for names of cyclists, still we have not a large enough list yet. This should be looked at in more ways than one. Any wheelman in a town where the C.W.A. is not established receiving a sample

copy of THE WHEELMAN becomes naturally interested in the C.W.A. as well, so that it would materially increase the membership of the Association. Will our friends kindly bear this in mind, and lend their aid by sending us the names of any wheelmen of their acquaintance.

Literary Notes.

For twenty years the *Turf, Field and Farm* has been under the same direction, and it has grown up with the breeding industries founded since the civil war. It also has largely influenced the wonderful development of turf, field, athletic, aquatic and other sports. No journal in the country stands so close to the breeders and track-managers, and none more truly voices their sentiments. Having had so much experience, it always gives wise counsel, and its views command the widest respect, and are quoted throughout America and Europe. No paper of its class published in this country ever had so strong a staff. The best talent that can be found is employed in every department. The paper is unapproached in accuracy as well as in the vigorous expression of intelligent thought, and it is not a matter of wonder that its circulation should be greater than that of any other journal devoted to kindred subjects. The enterprise of the *Turf, Field and Farm* is not less marked than its ability, and it is a pleasure to find it so numerous read and wielding so much power.

The March issue of *Outing* closes the fifth volume and the present series. With the April issue the magazine is to be greatly enlarged and greatly strengthened in all its features. The March number is filled with entertaining and valuable matter, and its illustrations are among the best it has ever published. The frontispiece is a breezy picture of a schooner engaged in sword-fishing, illustrating a paper by Alexander Young. It is drawn by M. J. Burns, the celebrated marine artist, and engraved by H. E. Sylvester. The new building of the Massachusetts Bicycle Club is the subject of a paper by Rev. S. H. Day, the newly-elected captain of the club, and is richly illustrated by the half-dozen well-known artists which the club is proud to number among its members. The new clubhouse is situated in the aristocratic Back Bay region of Boston, immediately adjoining the Art Club building. The leading editorial article is an earnest appeal to the New York Legislature in behalf of Niagara Falls.

Among our very many interesting exchanges, not the least of them is *The Portfolio*, a spicy little monthly, well conducted by the young ladies of the Wesleyan Ladies' College, Hamilton. It gives THE WHEELMAN a complimentary notice, which is greatly appreciated, although we regret that its promoters confess to a lamentable ignorance of the art of cycling which is now becoming so popular among the young ladies; but perhaps they may not be so lax in understanding the arts of the cyclist.

Karl Kron has made a start on "X.M. Miles on a Bi." by publishing the twenty-fifth chapter, entitled "The Coral Reefs of Bermuda," as specimen pages. From the advance sheets which have been received, we judge that when completed the work will make a very handsome and useful volume.

Our Racing Men.

HERBERT W. CLARKE.

Herbert W. Clarke, one of the fastest of Canadian racers, was born at Woodstock on the 19th of April, 1867, and is consequently not yet 18 years old. His father was at that time a farmer just outside the corporation, afterwards engaged in mercantile business in the town, and now a resident of Seaforth. Clarke is a nephew of the late Thos. Oliver, M.P. for North Oxford for sixteen years. He is 5 feet 11 inches high, and weighs, when in condition, 150 pounds. He is an athletic-looking boy, erect and well proportioned. His chest measurement is 37½ inches.

Mr. Clarke rode a bicycle for the first time in 1883, but had very little practice during his first season. He first attracted some local attention to the weekly club races of the Woodstock Amateur Athletic Association early last summer. He rode for the first time in fast company at the Association's civic holiday games on the 25th August. He entered the one-mile race with Lavender and Davies, but dropped out before the finish. He afterwards rode in the five-mile race, coming in third, with Lavender and Lambe to the fore. This race satisfied all who saw it that Clarke was a good man. He rode a common 47 lb. machine, and was suffering from a severe sprain of the ankle. Clarke's plucky effort under adverse circumstances won for him many admirers, who shortly afterwards presented him with an Invincible racing machine. This he used for the first time publicly at holiday games on September 5th, when he made one mile in 3m. 4-5s., and five miles in 16m. 3-5s., thus breaking Canadian records. (It must be remembered, however, that the Woodstock track lacks seven feet of being a quarter of a mile.)

Clarke's feat so surprised the members of the local association that he was induced to go to the races of the Toronto Bicycle Club, at Rosedale Park, the following day. In the evening he found himself famous in the annals of Canadian wheelmen. Here, in the language of the *Mail's* report of the race, "he ran away with Canadian records in a way that made spectators rub their eyes. The races that he ran with Davies were the finest ever seen in this country, and created intense excitement." His record in the one-mile race was 2m. 59½s. In the five-mile handicap race, he had in the morning been offered a start of 200 yards, but declined, and started from the scratch with Davies, and after a beautiful race came in winner in 16m. 63½s., the last lap being done in 42m. 3½s. This gave him the fastest Canadian record, and won from enthusiastic admirers the title of "the Canadian Hanlan on Wheels."

Mr. Clarke's Woodstock friends think that he has never yet shown how fast he can ride, and that he will next summer prove himself the fastest man at all distances in the Dominion.

Personally, Clarke is a modest and unassuming boy, and is a general favorite among the young men of his native town.

:o:

W. G. Ross, the five-mile champion, intends doing some foot racing this spring, and is considered a very fast man at a quarter of a mile.

With the Clubs.

BRANTFORD BICYCLE CLUB.

On Wednesday, March 4th, the members of the Brantford Club held a meeting at the office of B. F. Fitch, for the purpose of electing officers for the ensuing year and for the discussion of matters of interest to the welfare of the cyclists of the city.

The following officers were duly elected: Mr. John Harris, hon. president; Walter Webbing, secretary-treasurer; L. T. Harris, captain; C. Fitch, 1st lieutenant; S. Slater, 2nd lieutenant; F. Fawkes, bugler.

The membership fee was fixed at \$2.00, all dues to be paid before the 1st of April, 1885.

Messrs. C. Fitch and W. J. Knowles were appointed a committee to interview the manager of the roller skating rink, with a view of obtaining the rink for club practice. The meeting then adjourned.

It is the intention of the club to go into regular training as soon as practicable, and keep steadily at work until the season opens. If this be done, some very good records will doubtless be made by the wheelmen of Brantford.

:o:

THE NAPANEE BICYCLE CLUB.

At the annual meeting of the Napanee Bicycle Club, the following officers were re-elected for the following year: Dr. G. C. T. Ward, president; W. C. Smith, captain; A. R. Boyes, 1st lieutenant; W. J. Trimble, secretary-treasurer; and the following were also elected: F. A. Roe, 2nd lieutenant; J. T. Loggie, bugler; Alex. Leslie, standard-bearer.

:o:

THE C.W.A. MEET DECLINED BY MONTREAL.

The committee of the Montreal Bicycle Club have decided not to invite the Canadian Wheelmen's Association to hold their annual meet in Montreal next July 1st. The Montrealers had the option of taking the meet. The reasons for their present determination are the uncertainty of being able to offer a good track, and because the League of American Wheelmen are to hold their annual convention in Buffalo on the two days (July 2 and 3) following that on which the Canadian gathering is to take place. The Montrealers name Woodstock now for the meet.—*Mail*.

:o:

Chas. Robinson & Co., of 22 Church street, Toronto, have issued a 20-page catalogue, which outrivals in neatness of typography and arrangement, and in the excellence of the cuts, the catalogue of any American or Canadian firm. The poet is brought into use, an apt quotation relating to wheels or wheeling being placed at the head of each page, Shakespeare, Byron Young, Chandler, Dryden and other authors being represented. The firm advertise some new branches—such as "a news stand," where THE CANADIAN WHEELMAN and other cycling journals are kept on sale; the renting, storage and selling on consignment, etc., of bicycles, etc. A catalogue will be sent by them on receipt of a three-cent stamp. We call the attention of our readers to their advertisement on the second page of the cover.

THE L. A. W. ANNUAL MEETING.

THE MEET TO BE HELD IN BUFFALO ON
JULY 2ND AND 3RD.

The annual spring meeting for the election of a board of officers of the League of American Wheelmen was held at the Grand Union Hotel, New York, on Monday, Feb. 23rd, President Beckwith in the chair. The following members were present: N. M. Beckwith, president; C. K. Alley, corresponding secretary; Eugene M. Aaron, recording secretary; S. Terry, treasurer; Dr. W. P. Tyler, chief consul; J. R. Torrence, Dr. G. C. Brown, E. T. Pettengell; representatives A. D. Claffin, W. J. Harris, of Boston, Henry E. Ducker, F. P. Kendall, T. S. Rust, J. G. Burch, J. W. Clute, W. S. Bull, Geo. R. Bidwell, W. G. Coleman, C. D. Williams, R. F. Hibson, A. E. Farquier, George Dakin, K. L. Clapp, John C. Gulik, Walter H. Parsons, F. B. Graves, H. S. Kidder, and Frank A. Egan.

A very pressing and hospitable invitation was read from the Buffalo Bicycle Club that the sixth annual meet of the League be held in that city on the 2nd and 3rd July. After a long debate, the invitation was accepted with thanks, and the President was appointed the chief marshal of the meet.

The treasurer's report showed the finances to be in a better condition than ever before. The receipts during the past year have been \$3622.94, and the expenditures \$2133 32.

Chairman Bassett, of the racing board, referred to many amateur wheelmen competing in professional skating contests, and urged that immediate steps be taken in the matter. There was a long debate, but nothing definite was done. The racing board were authorized to prepare a die for striking off championship medals.

The report of the committee on reinstatement of ex-Corresponding Secretary Fred. Jenkins was unanimously in favor of his reinstatement, expressing the opinion that an injustice had been done him. This report was accepted, and resolutions passed that it was for the benefit of the League that Mr. Jenkins become a member.

A draft of the new constitution and by-laws was presented by the committee on rules and regulations. The report recommended a number of changes, which were accepted. As two-thirds of the board were not present, the changes will have to be adopted by a mail vote. Among the most important changes are the charging of an initiation fee of fifty cents for membership; \$300 bonds to be given by the secretary and treasurer; placing the annual salary of the secretary at \$1000; none but League members to be allowed to participate in annual parade; giving the racing club full power in their own department; persons declared to be professional can be reinstated only by an unanimous vote of the board. The amateur rule is made more strict. The officers were authorized to draw back salaries. It was the desire of the meeting that the League publish its own *Gazette*, and a committee was appointed to report May 1.

:o:

THE CANADIAN WHEELMAN comes to us as bright and crisp as a new dollar. It is a charming paper, well edited.—*Springfield Wheelmen's Gazette*.

C. W. A. OFFICIAL ANNOUNCEMENTS.



CONSULAR APPOINTMENTS.

The Chief Consuls have reported to me the following appointments for this year:

DISTRICT NO. 1.

London.—{ W. M. Begg and
W. Kingsley Evans.
St. Thomas.—C. H. Hepinstall.
Simcoe.—W. S. Perry.
Woodstock.—Saml. Woodroffe.
Port Elgin.—Henry Hilker, jr.
Listowel.—F. W. Hay.
St. Marys.—C. S. Rumsey.
Stratford.—A. C. Mowat.
Kincardine.—F. E. Coombe.
Brantford.—W. J. Knowles.
Mitchell.—J. M. Ford.

DISTRICT NO. 2.

Toronto.—{ W. A. Capon, 183 King st. E.
H. Ryrie, Yonge street.
Hamilton.—Percy Domville, 121 John st. N.
Newcastle.—E. F. Bowie.
Thorold.—J. Dobbin.

DISTRICT NO. 3.

Ottawa.—F. M. S. Jenkins.
Brockville.—A. L. Murray.
Kingston.—W. Nichol.

DISTRICT NO. 4.

Montreal.—{ A. T. Lane, P.O. Box 967.
J. T. Guedinger, 94 St. Peter
street.
J. R. Scales, 234 St. James st.

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

NEW MEMBERS.

Now is the time to send in applications for membership. All who join after this date will receive certificates good until July 1st, 1886, or fifteen months for a year's subscription. Most clubs are now organizing for the season, recruits are coming in, and secretaries should see that all who become members of their clubs also join the C. W. A.

Already twelve of the Consuls for No. 1 District have been filled, their names appearing above, but the following places have not been heard from, viz.: Seaforth, Norwich, Goderich, Guelph, Berlin, Ingersoll, Paris and Fingal. It is to be hoped that wheelmen residing in any of the places named above will send in their nominations for Consul immediately, and not cause any more delay.

Hal. B. Donly has returned from his New Orleans trip.

Correspondence.

NEW YORK AND BERMUDA

KARL KRON'S COMMENTS ON THEIR ROADS AND ON HIS REPORTS THEREOF IN "TEN THOUSAND MILES ON A BICYCLE."

Editor CANADIAN WHEELMAN:

The perusal of my letter of January 10, in your paper latest at hand, reminds me that the prediction therein made of an "open" winter has been justified by the facts; for the last three weeks in February were about the only ones when enough snow fell to interfere with cycling in the region of New York; and the warm sunshine of these first days of spring has already obliterated all traces of it. I don't suppose many wheelmen have been out upon the roads since November; but I certainly would have tried them every week, were I not under the necessity of working night and day at my long-drawn-out task of writing and publishing a road-book.

Just now, I am struggling with the eighth chapter, descriptive of "The Roads Around New York," and I've sent off the first half of it for publication in this month's *Springfield Wheelmen's Gazette*, which I presume will also print my list of 500 towns that have supplied subscribers to "X.M. Miles on a Bi.;" for that article, though put in type four weeks ago, was crowded out of the Feb. issue. I have given the contract for the making my book to the Springfield Printing Company, of whose establishment the editor of the *Gazette* is the superintendent; and the first seven chapters are already in the compositors' hands. The electrotype plates of the twenty-fifth chapter are also finished; and I have had 3,000 copies of it struck off for free circulation as an advertisement of my book. It is a 16-page pamphlet, descriptive of my visit to "The Coral Reefs of Bermuda," a year ago, and it contains nearly 10,000 words. A good share of the first 1,000 copies (printed Jan 28) were mailed by me, during the following fortnight, to wheelmen in England and Australia; and the time for possible replies from them has not yet come. The second edition of 2,000 copies (printed Feb. 28) will be distributed by me very generally among American wheelmen about the end of the present month; and I hope the result will be a rapid closing-up of the gap that yawns in my subscription-list between the number now enrolled (2,513) and the needed 3,000.

I had a talk with my fellow-voyager of a year ago, Mr. F. A. Elwell, of the Portland (Me.) Wheel Club, both on the 22nd of Jan., when his party of twelve sailed from this port for Bermuda, and on the 15th of Feb., when a majority of them landed here again,—two having returned by an earlier steamer, and one remaining later. Spite of sea-sickness, and a few slight mishaps, all the tourists were delighted with their visit to the "ocean paradise for wheelmen," and, like myself, anxious to return thither. It seems certain that the circulation of 8,000 copies of my Bermuda story (3,000 in pamphlet form, and 5,000 in the book itself) must ultimately have considerable influence in sending cycling tourists to that beautiful island. *Outing* for March devotes two pages to my report of "The 'Bermuda Case' in the Custom

House," which resulted in the rule classifying a passenger's bicycle as personal property and entitled to free entry into the United States; and this will form a part of the 25th chapter when it is published in the book. By-the-by, can you tell me whether the C. W. A. has yet persuaded the Government of the Dominion to adopt the same sensible rule, as to letting a tourist freely enter Canada with his bicycle? If not, what sort of regulations do the customs officers pretend to enforce?

The contracts which I have made show that my cash outlay in printing 5,000 books and distributing the 3,000 subscribers' copies will certainly exceed \$2,700, and may possibly leave no margin whatever from the guaranty fund of 3,000 one-dollar subscriptions. The only chance I have, therefore, of getting any return for my two years' work upon the scheme is the chance of my selling the final 2,000 copies of the edition at \$1.50 each. I am therefore, as it were, "under bonds" to use every endeavor to make the book commend itself to wheelmen's approval. If it fails to "go," after being put in the market, next June, the fact of having gained 3,000 subscribers will profit me nothing. But I haven't yet gained that many; and I am willing to immortalize a few more Canadians, in addition to the 120 now on my rolls. Subscription pledges, or applications for the specimen Bermuda chapter, should be addressed to me at the University Building, on Washington Square.

KARL KRON.

New York, March 4, 1885.

Woodstock, March 9, 1885.

HAL. B. DONLY, Sec. C.W.A.,
Simcoe, Ont.

DEAR SIR,—On behalf of the Woodstock Bicycle Club, I, through you, as Secretary of the C. W. A., make an application for the annual meet for the year 1885. Our grounds are in excellent condition, and our asphalt track now very fast, and will be made faster when spring opens.

I am, Sir, yours truly,

J. G. MACOOM,

Sec. Woodstock Bicycle Club.

Montreal, March 11, 1885.

H. DONLY, Sec. C.W.A.,
Simcoe, Ont.

DEAR SIR,—I am instructed by our committee to withdraw our application of June 12th last, asking to have meet for 1885 held in Montreal.

Our reasons for this withdrawal are that we have been greatly disappointed in a track that promised, at one time, to be very good, and also that another track we have had in view cannot be relied on to be in a satisfactory condition this season; and again, since the decision of the L. A. W. to hold their meet so close to our borders, and at almost the same date, we fear that many members of the C. W. A. would visit Buffalo in preference to Montreal.

We give you this early notice so that you may communicate with the Woodstock Club.

Yours fraternally,

J. D. MILLER,

Hon. Sec. Montreal Bi. Club

THE FIRST SEASON.

Every rider of the bicycle, whether man or boy, experiences a new sensation when he takes his first ride upon the road. In the school there was no obstruction of any kind, and the thrust required upon the pedal was almost inappreciable; but on the road, no matter how smooth, a positive and continuous push alone preserves motion and keeps the machine erect. In the school nearly the whole attention and strength can be given to balancing and steering the wheel, but on the road half the strength must be used for propulsion. The result that the rider often thinks on his first trial that the road is hard and discouraging, or that he has tried it too soon. Perhaps both are true, but two or three days' experience will work a wondrous change. The thrust of the feet will become a natural motion, and strength and facility will increase rapidly.

On beginning road-riding, it is important that the cyclist form good habits, for his later riding will be largely influenced by what he learns now. If he becomes reckless and awkward, he will meet with accidents, and he can only rid himself of bad habits by months of watchfulness. If he becomes careful and graceful, he will get the largest amount of pleasure and benefit from his steed. Recklessly used, the wheel may become dangerous; used with care and reason, it is always safe.

SIZE.—In the school the learner was first placed on a comparatively small wheel. As he improved he was given a larger one, and he doubtless soon became ambitious to use as large an one as possible, thinking to gain in speed and appearance from the increased size. Both these ideas were wrong. For road-riding, comfort, safety and speed, favor a size below your limit, and appearance depends upon graceful carriage of the body and limbs and perfect control of the wheel. Ease, comfort, safety, speed and appearance come with that mastery of the bicycle's movement which is only attained when the pedals are always within full control. If the thrust is longer than your leg, and you lose your grip, though it be ever so little in each revolution, you have, for that instant, lost some degree of control, and also added an element of danger. To secure the greatest advantages possible, select a size below your limit. Generally, dealers' catalogues giving tables of sizes are reliable. For the average machine, a leg measuring thirty-three inches fits a 50-inch, and every inch of leg corresponds to two inches in the size of the wheel. These sizes give good control and are best for general use. A size larger *can* be used by an old rider, or by a beginner on a machine with a low spring; but there is nothing to be gained by so doing, and there are disadvantages in the shape of (a) lessened stability, (b) harder work in hill climbing, and (c) greater resistance offered to the wind—all considerable items.

POSITION.—Having your wheel selected, look well to the position of the seat. The nearer you place it to a perpendicular drawn through the centre of gravity, the easier is the machine propelled; but less resistance is offered to obstacles, and the danger of a header increased. A beginner should place his seat as far back from the neck as he can, and still feel his pedals firmly dur-

ing their whole revolution. After a few months he can move the seat forward. This should be done by degrees, and only half an inch at a time, as every half inch makes an appreciable difference in the saddle. When in the saddle, sit up straight and well back. No matter how fast you are riding, keep erect. It is foolish and useless to lean far forward over the handles. It is awkward, and the small gain in speed obtained can never compensate for the largely-increased danger. When leaning far forward, a trifling inequality in the road will cause a header, and headers taken in this way are always dangerous.

ACCOMPLISHMENTS.—To become a good rider of the wheel, it is not necessary to learn fancy tricks, but there are a few accomplishments which are important. When first trying the road, it is supposed that you can mount and dismount with some little ease. Be satisfied with that until you can sit easily in the saddle without grasping the handles like a vice. In a few weeks this point will be reached. It will come quickly if you will try to hold the handles as lightly as you can, and frequently change the position of your hands on them. The best method, as a whole, is the overhold; but it is restful to often grasp the ends of the handles, or occasionally to take the underhold. As soon as you can steer with a light grasp, let go with one hand, and guide the wheel with the other. This will, at first, put quite a strain upon the guiding arm, because you are doing all the guiding with your arm, and none with your feet—but you cannot help that yet. Try this with each hand, until you can run a little distance easily, and in a fairly straight line. When you reach this point, remove both hands from the handles for an instant. If you have learned to hold the pedals firmly with your feet, you will find that you can guide the wheel a little by them. If you have not done so, you must do it now. Keep your knees well in towards the forks (always see that you do not ride in bow-legged style), and press evenly on the pedals. When the wheel swerves, a little pressure on a pedal will right it. Practice a little at a time, but often, and you will soon be able to ride with hands off, and use your hands for anything required. When you can do this, it will be possible to grasp the handles lightly, even on rough roads, because you will steer largely by the pedals. By this time, perhaps, a couple of months will have elapsed. When you reach the saddle, you will no longer feel that you are on a strange steed, but will be more or less at home. Practice is the chief thing needful. Every day will bring improvement, until you feel like part of your wheel.

At a very early date try back-pedaling. Run moderately fast, and slow up by reversing the action of your feet and pressing back gently. Try this very often, until, in fact, you can control your machine perfectly by it. It is a very important accomplishment.

When you are able to ride lightly in a tolerably straight line, you can essay an easy coast. Take a *smooth* and *gentle* hill. Throw one foot lightly over the handle and pedal carefully with the other. The machine will be less steady than usual, but if you have followed these directions you will get down safely. The next

day coast with the other leg up. Try it half a dozen times, or until you can do it comfortably, with each leg, before you try both legs. The first time you have both up you may feel shaky, but if you keep cool you will come to no harm, and it will be easier and steadier every time. At the end of the coast, take your legs down carefully, at the same time steadying the machine. Keep them both well away from the pedals till you have good control of the handles. Then look down quickly and catch one pedal, the other foot will follow naturally. I have seen riders put down their feet quickly without steadying their machines, and before they could catch the pedals or reassert their control, run wildly into the gutter and a bad fall. Coasting is so fascinating that it is apt to lead to recklessness; but if you never coast where you cannot safely pedal, and never try a strange hill when you cannot see the bottom, you reduce the danger to a minimum. The brake must be used very cautiously at all times, and only when it is imperative; but it is necessary to practise with it so that it may be used at need.

These few points comprise nearly all that it can be called *necessary* to learn. When they have been mastered, many little things will readily occur to the rider. But it should be remembered that it is nearly impossible to make any accomplishment perfect, and that a good rider will always exert himself to improve. Six months of riding ought to give a good facility, and an easy and complete control of the wheel. Nothing is gained by carelessness or recklessness. Never take an unnecessary risk. Keep the machine well in hand. Sit well up, keep cool, by all means have your eyes and wits about you, and then, if any risk is necessary, the danger will be decreased. Be courteous on the road. Don't assume the sole right of way to be yours. Never frighten or annoy any man or beast. If you heed this, you will get courtesy in return.

The great secret for a learner is to "make haste slowly." In bicycling, everything depends upon the rider. It is, therefore, in the highest degree important that he fully understand his steed and learn to control it thoroughly, and that he be always cool and self-controlled. To acquire these requisites, take time, patience, and intelligent practice, and nothing will replace them.

CARE OF WHEEL.—Common-sense generally dictates how a wheel should be cared for, and more or less complete directions are so accessible in many little manuals, that a few simple directions are the most practical. Always wipe off well on returning from a ride. Oil a little at a time and often. Watch screws, nuts and spokes, and keep them tight. See that the tire is firm, and repaired if much cut. Carry oil, a cloth, twine, and wrenches in your saddle-bag. Familiarize yourself with all parts of the machine, but do not unnecessarily take it apart. See that any luggage you may carry is firm. If anything gets out of gear, and you cannot fix it, consult some one who is posted, or take it to a competent mechanic.

When well learned, bicycling is the pleasantest, most harmonious and beneficial of all exercises, and the most exhilarating of sports.—*The Bicycling World*.

Poetry.

ONLY A GIRL.

I hear a sharp ring on the frosty way,
 And I catch the gleam of a cycle bright,
 Just a glimpse of a form in Quaker gray,
 And then, the dear boy! he is out of sight.
 Ah, out and away, ere the sun is high,
 While the early clouds are all rose and pearl,
 And the air like a wine that is bright and dry;
 And I'm—only a girl.

I think of the hollows where leaves lie dead;
 Of the gaunt trees' shadows against the sky;
 Of the cool, clear stretch of blue overhead,
 And the low, lush meadows he rattles by.
 I look on the road with its dusty track,
 Where the wind-gusts meet to whistle and whirl;
 And—yes! I may look for his coming back,
 For I'm only a girl.

I may watch and wait all day for the ring
 Of his pretty plaything's glistening steel;
 And, dressed in my gayest, may sit and sing
 Over my work till I hear the wheel.
 Then I shall see the eyes o' my lad,
 And he a cheek and a drooping curl;
 And—well, yes—perhaps—I'm a little glad
 That I'm only a girl!

—RUTH HALL, in *Outing for Jan.*

For THE CANADIAN WHEELMAN.

A TWO WEEKS' HOLIDAY ON A BICYCLE.

The following is from the diary of Samuel Roether, of Port Elgin:

On the 24th August last I mounted my bicycle bent on a two weeks' trip through Western Ontario. I left our pleasant little town at 7 o'clock, bound for Goderich the first day. Before going many miles the weather clouded up, with a strong south wind and sprinkling rain, which made it anything but pleasant and easy to ride, as it was directly in my face, continuing to get stronger as the day passed by. I, however, managed to reach Kincardine in three hours, a distance of 24 miles, passing through Underwood and Tiverton over a first-class gravel road. After having a few hours' rest and some dinner, I again mounted my wheel. Mr. F. E. Coombe kindly accompanying me for several miles. The roads to Goderich were newly gravelled, which made it hard wheeling, but next summer I think will find them good. When about eleven miles from Kincardine, the wind increased to almost a hurricane, which made it impossible to mount. The prospects for having a pleasant trip were not at all good by this time, being about 25 miles from Goderich, with a strong head wind and a drizzling rain. But I had not long to wait until a young man overtook me with a horse and buggy, and I arranged to wheel behind him for about six miles, when I had a chance of some supper, after which I again faced the task, bound to reach Goderich in some shape. When about nine miles from Goderich, darkness overtook me, and I found the wind too strong to permit me lighting my lamp, so had to ride in the dark until I reached

a corner store, where I got shelter to light up, and I found myself just eight miles from Goderich, five miles of which was fresh gravel. However, I managed to reach Goderich in an hour and a half, tired out and covered with dust, sixty miles away from home, and expecting to be laid up for the next week.

Arising next morning, I still found a very strong wind, but happily in a different direction, it being a nor'-wester. I started at 11.30, to make my second day's trip—to London—which proved to be a pleasure trip, and not like the previous day's work. Abler pens than mine having described this road, suffice it to say that bicyclists cannot expect to find a better road for such a long stretch. On reaching London, I was surprised, on reckoning the distance, to find that I had made it in eight hours' running time, which I thought was very good, considering the hard day's work I had the previous day.

The afternoon of the third day found me bound for St. Thomas, in company with Mr. Ellis, of the St. Thomas Club. We reached St. Thomas in two hours. The afternoon and evening were agreeably and pleasantly spent with our worthy vice-president, who kindly piloted me around the city and then to Port Stanley, returning by train to St. Thomas.

The fourth day I was bound for Simcoe. I reached the pretty little town of Aylmer in time for dinner, after which I started for Simcoe, but on reaching Richmond I got off the track, and found myself about two miles astray; so, retracing my steps to Richmond, I reached there in time to escape a passing shower, and, as it had every appearance of rain, I made quick time for the nearest R. R. Station, which was Corinth, a distance of four miles, and from there I took the train to Simcoe, and the next day to Hamilton, as I found the roads impassable on account of the rain which fell that night. Even with fair weather, I cannot see how the roads can be very good from Aylmer to Hamilton. From Hamilton I took the "Southern Belle" for Toronto. On tendering payment of my fare, I was also asked to pay for my wheel, which I did, but I told them that I would not charge anything for letting my fellow-wheelmen know about it, and in future would not trouble them with my custom.

After spending several days in Toronto, I left on the 2nd Sept. for Niagara Falls by steamer "Chicora." On this steamer, instead of being asked to pay for my wheel, I was assisted to stow it away in a place of safety. After reaching Niagara Falls, I started to wheel to Buffalo, but seven miles was as much as I wanted to wheel on that road, so I took the train for Buffalo, arriving there about 3 o'clock, after which I spent the balance of the afternoon on their asphalt streets, which are really splendid. Any wheelman going within fifty miles of Buffalo should go and see them.

I left there next morning for Niagara Falls, leaving there at 9 o'clock, bound for Hamilton. I got to St. Catharines for dinner, where I met several members of the C. W. A., who all reported the roads as being good, but I failed to find any good roads until I came near Beamsville, and from there to Hamilton they are first-class. There is considerable side-path riding

near Grimsby. After leaving Grimsby I was met by Mr. A. H. Ridout, of the Hamilton B. Club, who accompanied me to the city. I was amply repaid for going over the rough roads by the magnificent scenery, and would recommend this trip to all lovers of scenery; but after making it, I think a person can go over any kind of a road.

I left Hamilton next morning by train for Woodstock, where I met several members of the C. W. A. After doing justice to a good dinner, I started for Stratford, which town I reached in time for supper. I found the road very good, but could get nothing to drink all the afternoon. I enquired at Tavistock for a soft drink, when I was handed lager beer, but I declined it, as I thought it would be too soft for a hot day.

At Stratford I also met several members of the C. W. A., who, like all other bicyclists, have their hearts in the right place. I left next morning for Goderich, distance 42 miles; splendid roads, but that day very dusty. Leaving Stratford, a person could go easily 24 miles without a dismount, the roads being very free of hills until Seaforth is reached, and then only one or two until we reach Clinton, where I think all the hills in that part of the country have been placed. But still the roads are first-class, and I made the 12 miles to Goderich in 1½ hours.

Left Clinton next morning at 9.30, after having the dust laid by a heavy shower. Mr. Geo. Cox kindly accompanied me as far as Carlow. The road to Lucknow cannot be beat; made six miles in 25 minutes. Several wheels at Lucknow, but I was told that they were kept in glass cases.

After dinner at Lucknow, started for Walkerton, distance 26 miles, *via* Black Horse, Riversdale and Enniskillen, on the Durham Gravel Road. Kincardine can also be reached this way, it being about 18 miles from Lucknow. I reached Walkerton in the evening, almost prostrated with the heat, it being excessively hot, with a strong sun and hot wind on my back all day. I stayed there until Monday, and then took train for Port Elgin, it being too hot to wheel with any comfort.

Before starting out, I invested in a ten-cent straw hat, and placed therein a cabbage leaf, changing it several times a day, which I found an excellent covering for the head, as neither rain, sun, nor dust can spoil it.

I found the C. W. A. Guide Book indispensable, and a great help in securing first-class hotel accommodation. After riding 50 or 60 miles a day, I found myself a pretty hard-looking case, covered from head to foot with dust and dirt, for there is no use trying to keep clean when out on a bicycle. And I believe that if it were not that I was on a bicycle I would have been run out of several hotels and sent to the cells as a tramp; but the bicycle saved me.

I returned with a ravenous appetite and weighing eight pounds heavier, and the next week I gained another eight pounds. I did not meet with a single accident, and had fine weather generally, and enjoyed it immensely, only sorry that it was not two months instead of two weeks.

INTERESTING DESCRIPTION OF THE ELECTRICAL TRICYCLE MOTOR.

A writer of the *Cyclists' Touring Club Gazette* gives an interesting account of the electrical motor designed for tricycles and patented by the English firm of Ayrton & Perry. He says: "The machine constructed is a single-driving rear-steerer. The frame of the machine carries a platform, on which rest the accumulators, or secondary batteries, ten in number, charged with electricity. This platform is carried about a foot from the ground, to keep the centre of gravity low. The electro motor, or machine which supplies the motive power, is carried beneath the seat, and is driven by two light flexible wires from the batteries. As this machine runs at a very high rate of speed—1500 to 2000 revolutions per minute—it must be geared down. This is very easily done. A light but strong spur wheel is fixed on to the rear wheel of the tricycle, concentric with it; into the teeth of this fits a small pinion wheel, which is driven direct from the spindle of the motor. This motor is a wonderful little machine; it is about nine or ten inches long, and weighs 36 pounds. It is capable of developing a power on the spindle varying from three-tenths to four-tenths of a horse-power. This is far in advance, weight for weight, of any steam-engine in existence. The rider sits on a comfortable seat, with his feet on a foot-board (if I were having a tricycle built I should have central gear, with pedals as auxiliary), and steers with his right hand, while with his left he holds another handle which increases or diminishes the speed at leisure. Two five-candle power incandescent lamps can be turned on at will, which show the road better than any oil lamp. I understand that the patentees do not make those tricycles, but only supply the motors, which are a marvel of cheapness at £5. However, I should think any good tricycle maker would fit them to a machine at a small cost. Again, the accumulators would have to be obtained from another source, viz., the Electrical Power Storage Company, whose works are at Millwall. Some of your readers may ask, 'What can this tricycle do?' Well, with one charging it will carry a man, without any exertion on his part, at a speed of eight miles an hour for eight hours, a long enough run for most old veterans who have lost the power of their legs."

The Pope Manufacturing Company, of Boston, the makers of the Columbia bicycles and tricycles, has just opened a Branch House at No. 179 Michigan avenue, Chicago. Major William M. Durell, who will assume the management of this branch, is familiar with the bicycle trade, having had, for several years, the New York management of the Western Toy Co.'s business. The major also has quite a military record. He entered the Confederate army when a lad, fought in the battle of Bull Run, and to the close of the war. He was on Gen. Ewell's staff, and lost an arm in the battle of Spottsylvania. The Chicago Branch House will carry a large and full assortment of Columbia bicycles and tricycles, the machines manufactured by the Western Toy Co. and R. P. Gormully, and a complete line of parts and sundries.

Wheel Tracks.

Woodstock for 1885.

The Springfield tournament this year is fixed for Sept. 8th, 9th and 10th.

Asa Dolph, the Ohio flyer, is training to break the record the coming season.

Battleford, N.W.T., can now boast of a wheelman in the person of Mr. Harkey Gisborne.

The Springfield Bicycle Club's ball on Sept. 23rd was a grand success, netting several hundred dollars.

The Belleville Bicycle Club have already set to work preparing for their tournament on the 24th of May.

Tony Pastor, the celebrated manager, is organizing a minstrel company on wheels, and intends purchasing one for his private use.

Harry Etherington, the editor of *Wheeling*, London, England, is going to organize a party of English cyclists to take in Springfield this year.

Morgan, the professional, who writes under the *nom de plume* of "Spokes," is doing a deal of writing in the various cycling and sporting papers lately.

The members of the Woodstock Bicycle Club have always shown the ability to entertain fellow-wheelmen, and no doubt they will do justice to the annual meet of '85.

Rouge-et-Noir, the organ of Trinity College, Toronto, contains some choice reading, and is conducted by Henry K. Merritt, a member of the Toronto Bicycle Club.

H. L. Cortis will soon arrive in England from Australia, and will probably be seen on the track again this season. He was the pioneer among the sensational bicycle riders.

Westbrook, of Brantford, and Hacker, an American rider, are making a tour of Nebraska, giving bicycle exhibitions. Nebraska papers are quite lavish in praise of their skill.

Harry Leeming, who acted as trainer and right-hand man for Sellers and Howell during their trip to America, has been charged with embezzlement from the firm of Rudge & Co., in whose employ he was engaged.

As Mr. A. E. Domville has resigned his position as captain of the Hamilton Bicycle Club, on account of leaving the city, the following officers have been elected: Harry Fearman, captain; W. Rutherford, 1st lieutenant; Frank Close, 2nd lieutenant.

All members of the C. W. A. will bear in mind that the annual election of officers of the C. W. A. for 1885-6 takes place during April, and all nominations, duly seconded, must be in the hands of the Secretary-Treasurer before the 1st of April.

We are in receipt of a photograph of W. D. Wilmot, who is now giving exhibitions in California, showing him in twenty-four different feats of fancy riding. Mr. Wilmot was recently presented by his friends in San Francisco with a \$50 gold medal as a token of esteem. He intends making a tour of the rinks in California.

Sylvester Baxter succeeds Charles E. Pratt as editor of *Outing and the Wheelman*. Mr. Baxter was formerly of the *Boston Herald* staff. He is one of the oldest wheelmen in Boston, and was at one time a member of the Middlesex Bicycle Club.

Messrs. L. Lillard & Co., the extensive manufacturers of tobacco, have under consideration a novel plan of advertising. They propose to mount upon bicycles a party of men uniformed as a club, who will travel upon the machines throughout the country distributing circulars and supplies.

The bicycle has just achieved a great triumph in Pittsburg. A horse had shied at a human wheeler, the driver of the horse hurt, and there was a suit for damages. The judge ruled that the street belonged to the wheeler so long as he was not careless in his rampage. Horses must be more careful hereafter. If they frighten and hurt wheelmen, their owners are liable to damages.—*Clipper*.

S. Conant Foster, the well-known bicycling enthusiast, a member of the Citizens' Bicycle Club of New York, and the author of a book of verses published under the title of "Wheel Songs," fell a victim to pneumonia on Sunday morning, March 8th. He was but thirty-one years of age, and was a son of the late Colonel George Foster. His funeral took place on the 10th, and was numerously attended.

The Robinson Springfield medal business has cropped up again, and Mr. Abbott Bassett, chairman of the Racing Board of the League of American Wheelmen, writes a long letter of protest against the retention of the medal by "Doodle." This young gentleman is eccentric and peculiar enough, Heaven knows; but I believe in this instance he carries the sympathy of every British rider who knows anything of the facts of the case. In common with the N. C. U., who, however, are careful not to commit themselves to any public statement, I hold that the medal was only described as a challenge one *after it had been won*, and that the Yanks are doing nothing more nor less than trying to bounce A. H. R. out of it. They have certainly not a rosy chance of succeeding in this little game.—*Wheeling*.

One of the handsomest and most unique and original ideas in chromo-lithography is the Columbia Valentine, just issued by the Pope Manufacturing Co., of Boston, Mass. The design, which is in twelve colors and mounted upon a panel, is a genuine work of art. The picture, from a painting by Copeland, of Boston, is artistically divided into three scenic sections: the first, a view of early sunrise, with fine atmospheric effect, represents the wheelman's morning ride; the centre scene, appropriately framed by the tire of an Expert bicycle, is a strikingly beautiful view of picturesque country, a lady riding upon a tricycle, accompanied by a mounted bicyclist, crossing a rustic bridge in the foreground; the last scene is a wheel by moonlight, the bright rays of the hub-lights cutting the semi-darkness. Upon the back of the panel a descriptive poem is tastefully printed.

J. Moody, jr., of Hamilton, will start this month for England. He intends to make a bicycle tour through Great Britain.

ALL
BICYCLE MEDALS
FOR 1884.



ALL
TRICYCLE MEDALS
FOR 1884.

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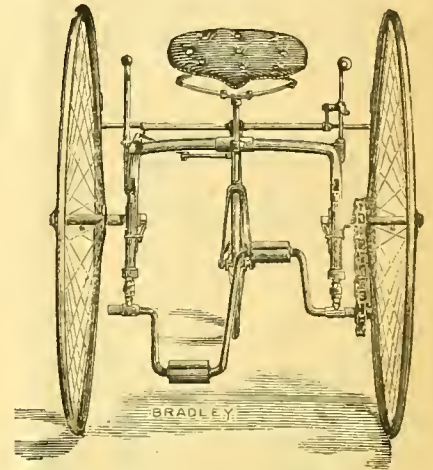
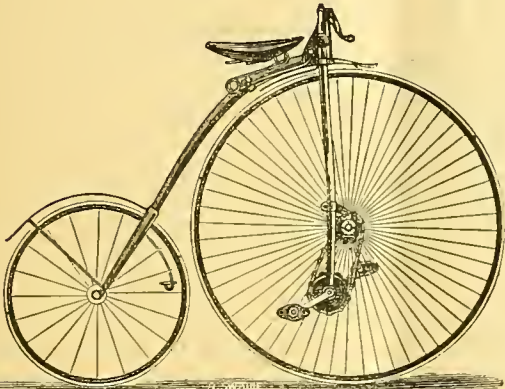
BICYCLES

—AND—

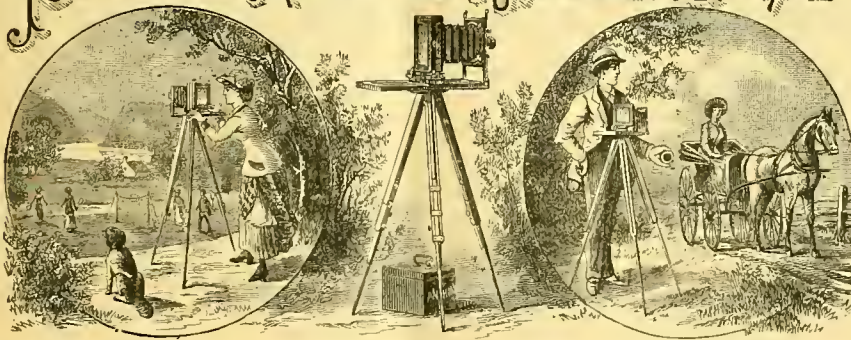
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WANTED—THE NAME and ADDRESS of every Cyclist in Canada.—Address THE WHEELMAN.

WANTED—THE SECRETARY of every Club in Canada to send his name and address to THE WHEELMAN.

FOR SALE—A 52-INCH SPECIAL BRITISH Challenge, full Nickered, all Ball Bearings. Has been ridden one season, and is a little bit worn. Will sell at a bargain. Address T. J. F., care of WHEELMAN, box 52, London.

FOR SALE—A CHALLENGE BICYCLE, full enamelled; has been used two years, but is in good condition. As the machine is too small for present owner, it will be sold cheap.—Address THE WHEELMAN, Box 52, London.

TRICYCLE FOR SALE!

IN GOOD RUNNING ORDER, MADE BY
ZEPHYR CO., OF COVENTRY, ENG.

Front steerer, 22 inches; drivers, 50 inches; balance gear and geared level; balls to all wheels and pedals; Harrington's cradle spring and clip; eclipse saddle; one-inch tyres; enamelled plain black; would suit rider up to 160 lbs. weight; am getting one to carry 190 lbs.

PRICE, \$110.00.

On Cars in Ottawa.

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For Sale Column.

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FOR SALE—54-INCH BRITISH CHALLENGE, Enamelled, with Ball Bearing Pedals, long distance saddle and all attachments. Will sell cheap. Address THE WHEELMAN, box 52, London.

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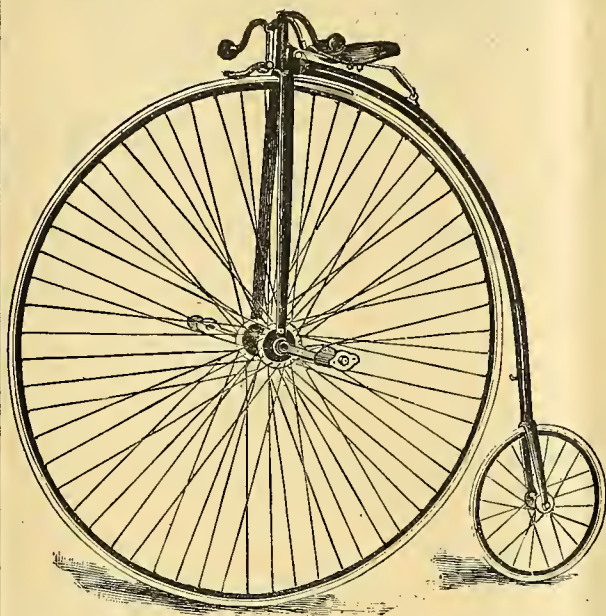
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WE BEG TO CALL ATTENTION OF THE WHEELMEN OF CANADA TO OUR LATEST CANADIAN MANUFACTURED BICYCLE,

Having had considerable practical experience from the infancy of Bicycling, and having become acquainted with the Canadian roads, we have built this machine to meet the requirements of the demand, being especially adapted to these roads, it being very rigid, and at the same time not too heavy.

The "COMET" is the best Roadster ever made in the Dominion, and ranks second to none to any imported machine.

It is made of the very best materials possible to be obtained in the English market, and for workmanship and finish is unsurpassed.



We are enabled to offer these machines to the public at a lower figure than those imported, not having the amount of duty to pay on the raw material as on the finished goods.

It is fitted with Bown's *Cæolus* Ball Bearings to both wheels. Warwick's Patent Hollow Felloes, Ball Pedals, Laced Spokes, Cowhorn Handle-Bars, and elegantly Painted, with Handle-Bars, Head and Cranks Plated.

Weight of a 54-inch Machine, 38 pounds.

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WHY?

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All Amateur Championships are won on it.

It has gained its reputation on its own merits, and not by paid racing men.

It is the lightest, strongest and fastest, and requires no repairs.

It was the first machine ever ridden twenty miles under the hour.

THE LATEST NOVELTY.

THE "INVINCIBLE" SAFETY. The only Safety that is fitted with laced spokes and hollow rims, and caused the most attraction at the late Stanley Bicycle Exhibition, London, England.

ALSO, AGENTS FOR THE

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DON'T decide on purchasing a Wheel for the coming season until you have seen our stock. SIXTEEN distinct patterns to select from.

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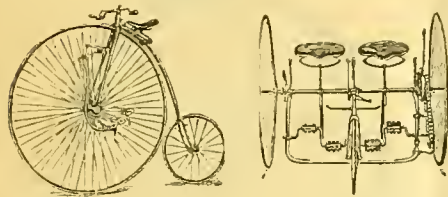
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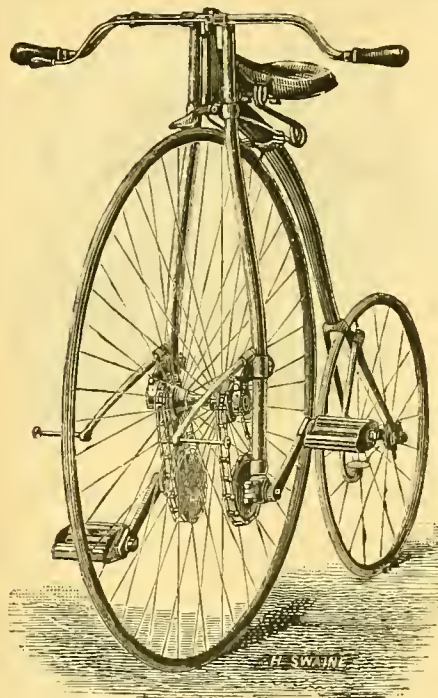
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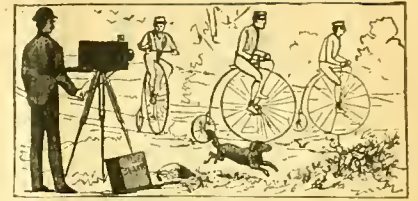
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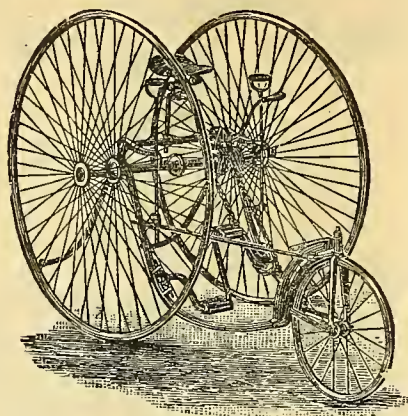
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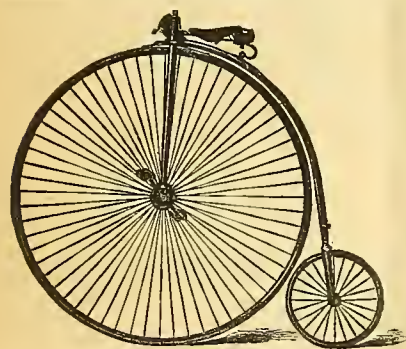
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