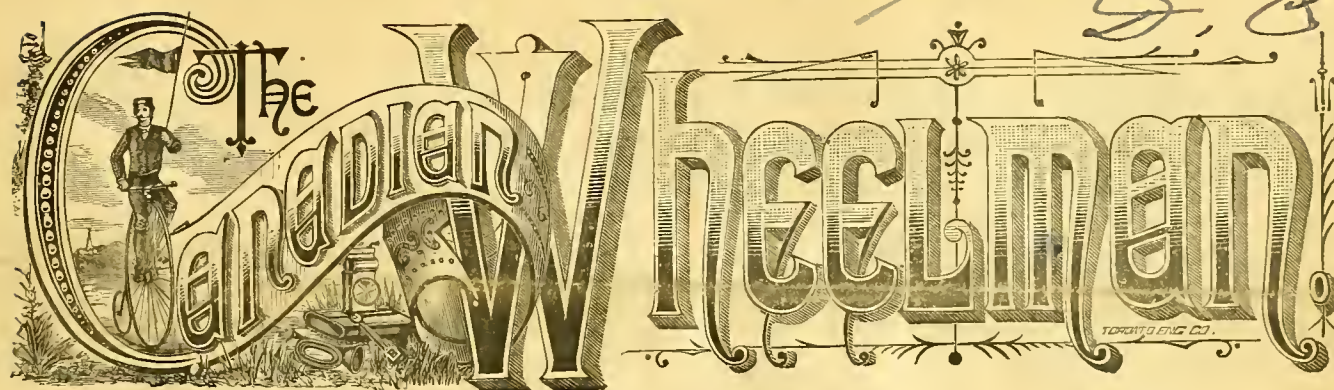


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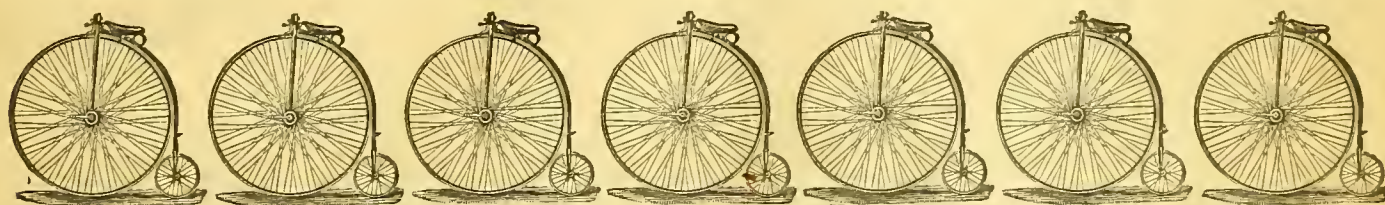
A JOURNAL OF CYCLING.

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

VOL. VI 4

LONDON, CANADA, JULY, 1887.

No. 9.



Question.—Is wheeling better than walking?

Answer.—Ves. To demonstrate, compare handling a thousand pounds of iron in a square box. and rolling the same in a cask.

Q.—Should riders lend their cycles?

A.—No; unless they have a grudge against the machines.

Q.—Does it pay to ride the best wheel made?

A.—Ves. A cheap wheel soon wares into a trap. Cheap wheels are made to sell, not to ride.

Q.—Why are "Victors" universally admitted to run easily?

A.—Because they are rigid in all points except the tire, where they show the greatest amount of elasticity in the right direction.

Q.—Why are they known to be coasters "par excellence"?

A.—Because the lines are true, and the parts in perfect harmony, making a model calculated for speed when power is not applied. The machine talks when the power is taken off.

Q.—What one feature is more important than all others in wheel making?

A.—That tires should stay.

Q.—Does any maker guarantee tires to stay?

A.—Ves. The makers of the "Victor" do; and if a compressed tire comes out, they will apologize, and re-set without charge. A compressed tire costs much more than a cemented tire.

Q.—Does any maker use rubber as fine as it is possible to make?

A.—The Victor tires are pure Para gum, with nothing added but the chemicals necessary to vulcanize. They will float in water.

Q.—Why are "Victor" rims stiffer than any others?

A.—Because they are so made as to be double thickness at bottom, where spokes are attached, and are made from fine steel, a better quality than could be used if they were cold drawn into tubes.

Q.—Who originated the square rubber pedals?

A.—The Overman Wheel Co., who also originated the "Victor" swing saddle, which has been so widely copied in the market.

Q.—Does any maker put upon the market a bicycle all forged steel?

A.—The makers of the "Victor" will pay \$100 for every ounce of cast metal found in their Bicycle.

Q.—Do the Overman Wheel Co. pay cycle papers for putting items in their reading columns claiming their wheels to be the best?

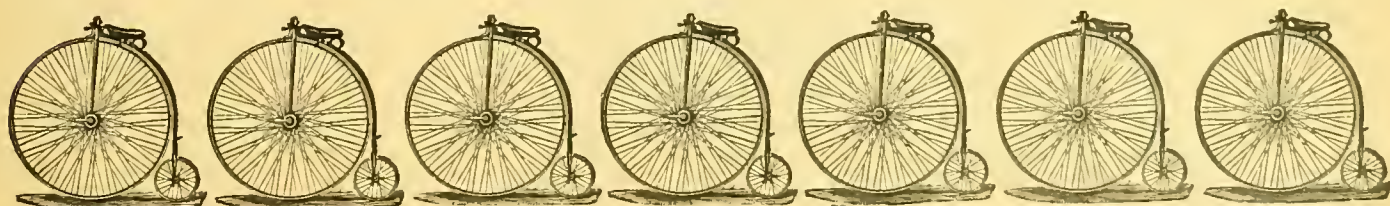
A.—No. If their machines are mentioned in wheel papers it is done without charge, as they do not countenance filling wheel papers with such "penny a line bosh." The Overman Wheel Co. have a letter from the editor of one of the principal wheel journals which says, "allow me to suggest that you use our reading columns more. Can give you space in quantity at 12½ cents per line. It is an excellent way to top off display Ads., and to keep prominently before the public."

The makers of the "Victor" wish to have riders understand that they do not "top off" their display Ads. in reading columns "at 12½ cents per line." When they get to be overly anxious about finding a market for their wheels, and consequently nervous for fear the public will not credit them with something they do not deserve, they may conclude to "top off" their display Ads. in "reading columns at 12½ cents per line." They believe that just this sort of stuff in cycling papers loses for the papers the respect of riders, and puts a large question mark in the mind of every rider as to the sincerity of anything that is said in wheel papers.

Q.—Why do the Overman Wheel Co. abstain from mentioning the names of other wheels, and the names of other makers, in their advertising?

A.—Because they have merit enough in their own wheels to talk about, without throwing mud at their neighbors. The use of personalities in print is a strong evidence of dense ignorance.

Please note that this page is paid for by the Overman Wheel Co., of 182 Columbus Ave., Boston.



→ A SCORE OF BIG BARGAINS ←

OFFERED BY

CHAS. ROBINSON & CO.,

22 CHURCH STREET, TORONTO.

Sole Canadian Agents for the famous RUDGE Machines.

MONSTER BARGAINS.

The following are among the most decided bargains we have offered this season. We do so merely to make room for several cases of New Ridges due to arrive this month:

(1). RUDGE TANDEM TRICYCLE.

This was imported by us last season and has only been ridden a little. It cost new \$180. \$100 cash will take it this month only. It is two-tracked and can be converted into a single machine. Can be taken in through an ordinary doorway. Cut of machine sent on application.

(2). SINGER TRAVELLER TRICYCLE.

For one rider. Rear-steerer. Bicycle Steering. Runs and Steers very easily. Adjustable Seat. In sound condition. Cost new \$140. \$50 cash, only asked for this month.

(3). 54-INCH RUDGE RACER.

Only weighs 22 lbs. Cowhorn handle-bars. Price new \$115. \$50 cash, the price for a few days.

(4). AMERICAN STAR.

Full nickelled. In perfect running order. Cost \$150.

We will accept \$50 cash for a short time only. This is one of the most remarkable bargains of the series.

(5). YOUTHS' IDEAL TRICYCLE.

New. Made by Gormully & Jeffery Mfg. Co. A fine machine. Reduced from \$45 to \$35 during July only.

(6). 52-INCH BRITISH CHALLENGE

Everyone knows the merits of this line of wheels. This one is in good condition. Reduced from \$80 to \$60. Who'll have it?

(7) 52-INCH BUTCHER CYCLOMETER

New. Reduced from \$11 to \$8 for this one only.

(8). 56-INCH INVINCIBLE.

This is full nickelled, and cost new \$140. Does not

show any wear, having only been ridden a short time. \$70 cash.

(9). 52-INCH RUDGE LIGHT ROADSTER.

Only a little shop-worn. \$110 takes it.

(10). 40-INCH RUDGE SAFETY.

The best type of Safety in the market. This one is in good condition. New \$115; now \$60 only.

(11). KANGAROO SAFETY.

New \$115. This one only \$80. In first-class condition.

(12). LAMPLUGH & BROWN BUFFER SADDLE.

Reduced from \$5 to \$4, only a few left. This is the best English Saddle made.

→ The above are a few of our special bargains. Send for July Catalogue of New and Second-hand Wheels and Sundries.

SPECIAL OFFER

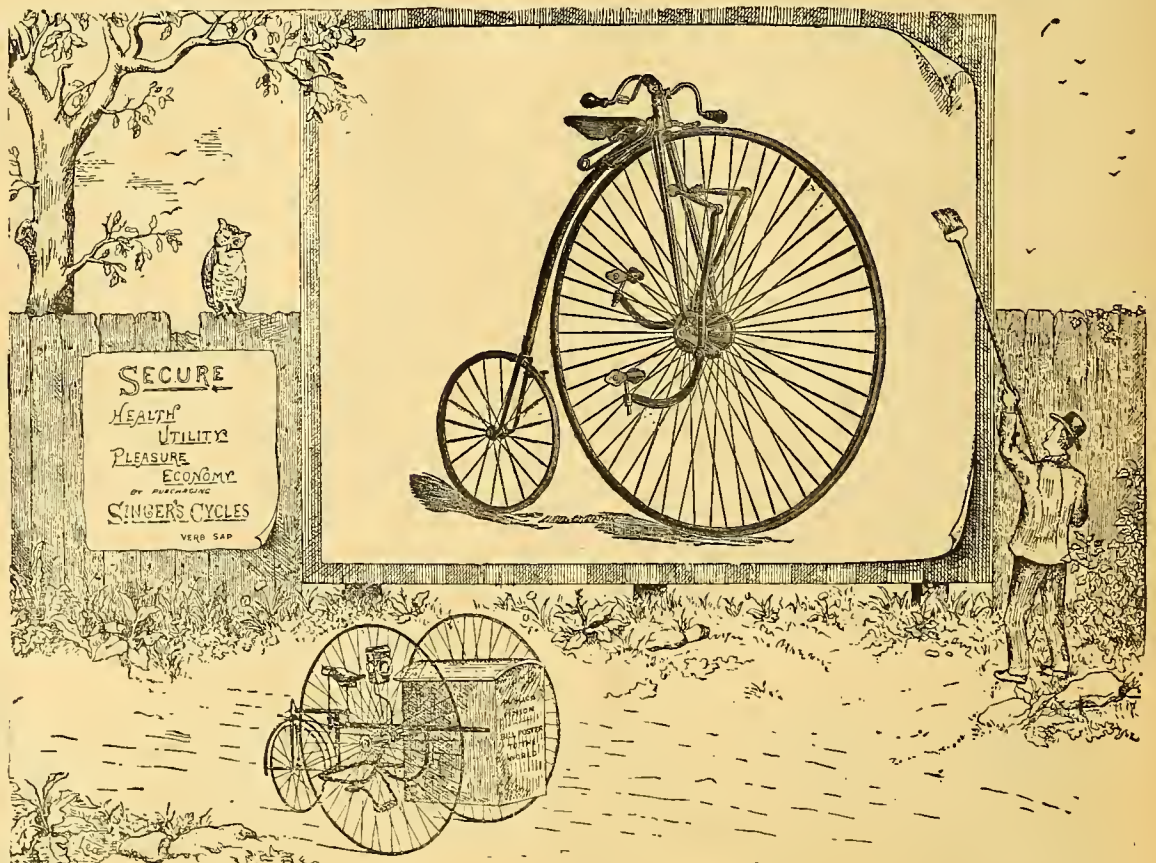
We will make the special offer of sending any of the above machines (excepting Nos. 1 and 2), by Express C.O.D., with privilege of examination, and return if not as represented, on the mere condition that consignee pays Express charges both ways.

CHARLES ROBINSON & CO.

WM. PAYNE,

LONDON, ONTARIO.

The Largest and most perfect stock of Bicycles and Accessories in Canada.



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.

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

LONDON, JULY, 1887.

EDITORIAL NOTES.

They are using the electrical timing apparatus in English races now.

Does anybody know anything about a young man named George Hendee?

The programme of the Meet was very handsomely printed, at the *Expositor* office, the cover being quite a work of art in its way.

Where was Ottawa, anyway? A meet without Mothersill and Jenkins, and a tricycle championship race without the former, looked unnatural.

Read the annual report of the Secretary, and then say if you know of a more prosperous and successful sporting organization on this continent.

Year by year the success of the annual Meet is maintained. It seems impossible for the C.W.A. to strike an unappreciative town or an unpropitious day.

'Twas very creditable to the Overman Wheel Company that Victors were ridden by the two men first in at the Clarksville road race. The name is appropriate.

Two members of the Montreal Club acted as meet reporters for the Montreal *Herald* and *Gazette*, and sent their papers very interesting accounts of the day's doings.

St. Catharines, Stratford and Ottawa will be applicants for the Meet of 1888. No chance of our Meet going a-begging, you see. Shouldn't wonder if Belleville should chime in at the spring meeting also. Eh, Brother Way?

Did you notice how fond the Brantford Mayor and Aldermen were of talking about the pretty girls of Brantford? Looked a trifle as though the girls were on their hands, but it may have been pure sympathy for the benighted foreigners.

Woodside was nowhere beside Howell, and no wonder. He expended all his wind before the races. Our American friends are still sanguine that Rowe is the champion of the world, and 'tis certainly a pity that he and Howell can not be got together.

The Wanderers having laid claim to the possession of a large number of championship

trophies, the Torontos issued a newspaper challenge for a fifty-mile ride. The Wanderers say they will accept if the challenge comes in the proper way.

Financially and numerically the C.W.A. is stronger to-day than ever. New life seems to have been infused into it this year, and it seems destined to grow and strengthen with the revolving years. So long as its present Secretary-Treasurer has the handle-bar in his hand, no fear need be felt for the C.W.A. wheel.

Hal. B. doesn't like Ducker Way's appointment to the Vice-Presidency, not that he doesn't think that Mr. W. would make the best and jolliest V.-P. we ever had, but he is afraid that the work in the Midland Division will suffer. We don't believe it. You cannot keep Way from working, unless you bury him, and then we believe he would dig his way out.

The decision of the Board of Officers to suspend all affiliated clubs from membership who do not carry out the rule requiring them to enroll all their members in the C.W.A., will have a salutary effect. Some of the strongest clubs, whose members participate very largely in C. W.A. races, and take no inconsiderable number of prizes supplied by the Association, are the greatest offenders in this respect. They may have acted in the manner they have either through carelessness or from an opinion that the Association would not venture to enforce the rule against such strong and influential clubs. But the Association cannot afford to know the strong from the weak,—for just so soon as it does not only will it depart from the path of justice, but will destroy the allegiance of the smaller clubs and unattached members. We have one rule for all. Now let it be enforced, let the chips fall where they will.

Messrs. Foster and Davies are guilty of a high crime against the C.W.A. We cannot believe that they fully appreciated the degree of obloquy they were drawing upon themselves, and upon the Association, by the loafing tactics they adopted in the five mile championship race, but that is slight palliation for the fact that two of Canada's fastest riders—one of them said to be the fastest amateur on the continent—should have disgusted their friends and the thousands of spectators who had gathered to see them race, by acting as though they were pot-hunters, and not sportsmen,—by acting as though the object they had in view was the capturing of the prize, no matter by what trickery, rather than a laudable intention to determine which was the better man upon the wheel. It was a pity that their scheme could not have been nipped in the bud by a refusal to allow them to finish the so-called race, but it is not likely that the Racing Board will allow the rules to longer go unamended in respect to such practices. The sport in Canada has been remarkably free from jockeying, and this first attempt to introduce it should, by force of compulsion, be the last.

"The knee-breeches boom in Chicago has burst. The young men had the courage, but they didn't have the legs."—*Call*. "The Philadelphia boys have the legs, but they lack the courage."—*Ex*. If Philadelphia and Chicago will waive the clause in relation to competitors being "boys," I'll back Vassar College to fill the other requirements of the "boom."—*Overl*.

PETE'S PORTION.

Toronto, June the Jubileeth, 1887.

I ask for the sympathy and tears of Canadian wheelmen. Were your vision to penetrate the distance between us, you would behold a sad, sad sight—my once manly form ignominiously laid lengthwise on a patent spring bed; my infinitesimal feet bolstered up, and my Adonis-like face disguised for at least two days to come. The club statistical secretary's report on my condition reads as follows:

- 1 blackened optic.
- 6 missing molars.
- ½ of ear detached from main body.
- 1 homebase wound on stomach.
- 1 lame leg.
- 2 toes with undue curvature of spine.

Cause: Baseball.

There you have it, Mr. Editor. I fought in the famous baseball battle last week between the never-to-be-nonplussed nine of the Wanderers and the triple trio of the Torontos. By the time victory had perched, the green sward was dotted with the striking uniforms of the fallen, and at 10 p.m. the baseball wing of the General Hospital was full to overflowing. The surgeons hope to pull us through by Dominion Day.

A JOLLY TIME AHEAD.

A return match will likely be played shortly. A good suggestion has been made to hold a cyclist's picnic down the Kingston Road somewhere, open to all club members and unattached riders, when the conflict will take place.

THE UNATTACHED ARMY.

It is a matter of surprise to me that so many wheelmen, very narrow-mindedly, and selfishly, I think, wheel the summer months away without joining a club or in any way associating with the boys. To my knowledge there are scores of riders in Toronto alone who are old maids of the wheel—enough to form a third club were they to organize, say as "The Unsocialables."

A FUNNY SYNDICATE.

Here's something rich. It appeared in the Toronto *Telegram* a few days ago:

TEN GENTLEMEN—TO JOIN ADVERTISER IN forming a syndicate to purchase for their own use the best American bicycle manufactured, at wholesale; no speculators need communicate; references exchanged; will advise a place of meeting after all communications are received. Address Box 149, TELEGRAM.

Imagine ten chaps owning a bicycle among them! Will they all ride it at once, I wonder? Ten ladies owning ten babies might as well join in the purchase of one baby carriage.

SUNDAY RIDING.

A correspondent in one of our evening papers deprecates the Sunday riding carried on by some of the members of the Wanderers. The question is an open one, and very strong advocates on both sides would no doubt be found. I, for one, am dead against it, and think that a general use of the bicycle for pleasure-seeking on Sunday would lose for us the respect we now have of the people at large, and help to degrade the sport as well.

PETE.

THE COMPLAINT OF A DEALER.

To the Editor.—I gather from my business correspondence that wheelmen generally look upon agents as full-fledged sharpers ever ready to take advantage of the innocent cyclist. If a wrench is accidentally omitted from a tool-bag, a lengthy screed is received charging the seller with fraudulent intent; if an oil-can is missing, the proof of highway robbery is positive; and if there is an oil-cap wanting, the wicked, wicked agent is beyond all hope. I repudiate the insinuations as far as the firm I represent are concerned, and my defence will apply to the other cycling dealers as well. We have a different idea of business ethics, and decidedly object to be looked upon as sharpers and our every transaction as being studied to defraud and deceive.

DEALER.

ENGLISH RACING NEWS.

The one mile bicycle and twenty-five mile tricycle championships were contested on May 30 at Birmingham. The entries for the mile championship were few but representative. First Heat—Geo. Gatehouse inside, W. A. Illston outside. Illston made the running at an easy pace, with Gatehouse waiting, and though the latter challenged, Illston easily held his own, and won by three yards in the slow time of 3m. 1 2-5secs. Second Heat—Osmond, who has been in training for the twenty-five miles tricycle championship, cut all the running at a good pace, the wind being, however, rather bad. When the bell rang Synner rushed by, and, drawing away, won easily by ten yards in 2m. 46 4-5s. Osmond's time, 2m. 47 4-5s. Final Heat—As in his heat, Osmond simply went all the way. Coming down the hill into the straight, Illston suddenly dashed to the front and held the inside. When the bell rang going up the hill Synner challenged and drew nearly level at the top corner, but, going along the top of the ground, Illston, going in marvellous form, drew away, and, turning into the straight with a clear lead, he won handsomely by two yards. Time, 2m. 45 3-5s.

The twenty-five miles tricycle championship contained a good representative crowd, without being unduly overdone with mere medal men. Amongst the entrants who were colored appeared the names of R. J. McCreedy, the holder, who rode so plucky a race last year at the Alexandra Palace, when he ran Gatehouse to a standstill on the awfully heavy path; G. Gatehouse, the 1885 holder of the title, won after one of the grandest tricycle races ever seen in the best time on record, on the Crystal Palace track, where, under the care of C. Wilson, he had been trained to use his wonderful staying powers to the best advantage, and had such men as Cripps, the two Lees, and others settled before the half distance; Frank Moore, one and twenty-five miles champion in 1882 on the bicycle; F. J. Osmond, who held the three-quarter mile bicycle record, and has shown marked improvement this season, though as yet quite a youngster, being only 19 years of age; P. T. Letchford, who has been many times amongst the records; E. B. Turner, Cousens, G. P. Mills, the road-rider, and others. Moore led for a lap or two, but the main part of the pace-making was done by Mills, who kept getting to the front, and pounding away in rare style. Gatehouse went to the front once or twice, but immediately slowed down, as if his object in taking the lead was to secure a rest, which before 20 miles were covered he sadly needed. Frank Moore, on a Quadrant, went in grand form, and made several big but ineffectual attempts to get away. Osmond, riding with very great ease, kept his position very easily, and but for a mouthful of port wine and egg at 15 miles he had nothing. Some of the others—Moore and Terry, for example—took a little light refreshment, whilst Gatehouse, during the hour and a half he was on the track, appeared to take enough food for a whole day's riding. At 19 miles, reached by Osmond in 1h. 3m. 4 4-5s., the Norwood boy hustled the crowd along for a lap or two, and one or two of the men began to look very bad, Gatehouse conspicuously so, with his shoulders up and his head hanging down, looking nothing like the fine natural stayer he really is. At 21 miles the records began to fall, McCreedy securing 21, 22 and 23 miles, as follows: Twenty-one miles, R. J. McCreedy, 1h. 9m. 57 3-5s.; previous record, R. H. English, 1h. 12m. 20s. Twenty-two miles, R. J. McCreedy, 1h. 13m. 22 4-5s.; previous record, G. Gatehouse, 1h. 16m. 3 2-5s. Twenty-three miles, R. J. McCreedy, 1h. 16m. 51 2-5s.; previous record, G. Gatehouse, 1h. 19m. 41 2-5s. "Four laps more!" shouts the judge, as the string, led by Turner and finished up by Osmond, passed the tape, when, going up the hill, with a marvellous effort, Osmond rushes past the whole field and takes a clear lead, reaching the twenty-four miles in record time as follows: Twenty-four miles, F. J. Osmond, 1h. 20m. 16s.; previous record, Geo. Gatehouse, 1h. 23m. 19s. This bold manoeuvre put Osmond in position for the final rush, but the only question was whether the boy would stay, but he has been

trained on a "staying system," and kept a sharp look-out. Along the top Osmond drew out slightly, and coming down the hill further improved his position. Terry, who was riding third, spurred splendidly, but Osmond, who was decidedly going the easiest of the crowd, took the corner into the straight in excellent form, and, having taken a good look under his arm at Moore, spurred to the finish, and won very easily by three yards in the best time on record for the distance, viz., 1h. 23m. 21 1-5s.; previous record (Gatehouse's), 1h. 26m. 29 2-5s. Terry was scarcely a yard behind Moore. Eighty yards behind the trio came G. Gatehouse fourth, dead beaten; 40 yards further off R. J. McCreedy fifth; G. P. Mills sixth; King seventh, and Turner eighth.

F. J. Osmond, of the Norwood Safety B.C., was trained by Charley Wilson, of the Crystal Palace track, upon the lines laid down in the "Training" chapter of the cycling volume of the Badminton Library. He was trained to stay, and has fully vindicated the correctness of the system. He was scarcely distressed after the race, and was laughing and talking with his friends within five minutes, whilst Moore was quite run out. Osmond rode a direct-steering Invincible tricycle by the Surrey Machinist Co., and rode in grand force, and with much improved judgment throughout.

PREVIOUS WINNERS.

One Mile Bicycle Championship.

	M.	S.
1879. H. L. Cortis, Wanderers' B.C.	2	59 1-5
1880. C. E. Liles, L.A.C.	2	55 1-5
1881. G. Lacy Hillier, Stanley B.C.	3	11 3-5
1882. F. Moore, Warstone.	2	47 2-5
1883. H. W. Gaskell, Ranelagh H.	2	55 2-5
1884. H. A. Speechly, Ranelagh H.	3	30 4-5
1885. Sanders Sellers, Preston.	2	47 1-5
1886. P. Furnivall, Berretta.	2	46

Twenty-five Miles Tricycle Championship.

	H.	M.	S.
1884. C. E. Liles, L.A.C.	1	28	58
1885. G. Gatehouse, C.U. Bi. C.	1	26	29 2-5
1886. R. J. McCreedy, Dub. U. Bi. C.	1	55	40 4-5

On the Coventry track, A. P. Engleheart made a successful attack on the safety records. Everything was against the rider, the track sticky, and a nasty drizzling rain falling all the time. Still, as all arrangements had been made, Engleheart decided to start, and succeeded in easily beating his previous best time from five and one-fourth miles up, his ten miles' time being twenty and four-fifths seconds faster than his record made on August 27th last. We append time:

Miles.	Min.	Sec.	Previous Min.	Best Sec.
5 1-4	15	31 2-5	15	32
6	17	46 2-5	17	48 2-5
7	20	49 3-5	20	51
8	23	46	23	53
9	26	43	26	54 2-5
10	29	34 3-5	29	55 2-5

Racing circles in England have been much exercised over the queer running of Synner and Furnivall for the 10 mile championship cup. To quote from a private letter: "We had something startling at the hitherto exclusive Surrey meeting. Synner rode in such questionable style that the whole of the spectators saw through the game. He let Furnivall win the cup for the second time. The result is that he has been suspended *pro tem.*, and I do not expect that he will be seen on the path for another year or so."

T. R. Marriott undertook to ride twenty-four hours on a tricycle at the Crystal Palace track, London, June 8, but he was not in the best of condition, and after covering 150 miles just inside twelve hours (a new record for the tricycle) he abandoned the attempt. G. P. Coleman was timekeeper.—On the 10th G. P. Mills set out to demolish Sydney Lee's 50 mile tricycle road record, starting from the 80th milestone (a mile on the London side of Peterborough). He rode forty miles in 2h. 27m. 32s. (record), and finished at a tremendous pace in 3h. 7m. 24 1-5s., thus accomplishing his task. Lee's time was 3h. 9m. 15s.—On the 10th, at Coventry, Howell clipped

the professional bicycle records for three-quarters of a mile and a mile, the new figures being 1m. 56 1-5s. and 2m. 35 1-5s.

The team of American bicyclists now in England took part in races at Grimsby June 4. T. Battensby, of Newcastle, beat Ralph Temple, of Chicago, in a mile handicap by a foot. F. J. Lees, of Leicester, and Temple ran a dead heat in the five mile handicap, and Lees won the ten mile handicap from scratch, with W. M. Woodside second and R. H. English, of Liverpool, third.

A quarter mile bicycle contest between R. Howell and Ralph Temple at Wolverhampton, June 20, resulted in a dead heat. Time, 39s.—equal to the best English professional record. Temple led at the start, but alternate spurts resulted in each contestant securing the lead a times.

A STRAW.—In the first twenty who finished in the Catford road race, there were 16 rear-driving safeties, 3 ordinaries, and 1 tricycle. G. P. Mills made the quickest time for the 50 miles, doing it in 2h. 54m. 15s., great time considering the wind. Mr. J. A. Smith won the race on a tricycle in 3.30, he having a handicap of 1 hour and 15 minutes; A. F. Thompson on trike second with 1 hour 30 minutes start. There were seventy-six starters.

"EDITING" IN INDIANAPOLIS.

The humorist of the *Wheelmen's Record* prints the following imaginary interview, June 2, as evidence of how "the great event of the month" has been received in Indiana:

"I suppose the inventor of the bicycle has died so often that you can't work that snap any longer?" the visitor suggested.

"Not by a good deal; he died a short time ago in San Francisco. We have just written to our Kalamazoo correspondent to kill him off again next week. He has never yet died in Michigan, and of late we have received a great many complaining letters from wheelmen in that State who feel that they have been slighted. It was an oversight. But there is one old familiar story that we shall lose very soon now, we fear."

"Can it be that Karl —?" gasped the startled stranger.

"Yes," we answered huskily; "you have divined the truth. Karl Kron is about to publish his book, for a fact. It will seem strange to us not to make the frequent announcement that 'X.M. Miles' will positively be published next week. It will seem strange, but we will have to get used to it."

"Yes," assented our visitor; "and how odd it will seem to read the cycling papers, week after week, and see no statement of how many thousand words have been put in type up to date. Your subscribers will miss it, too; but you still have the story about the boy who won the two mile novice race on a wooden wheel made by himself, with no other tools than an axe and a cork-screw, have you not?"

"Yes, that is still young and vigorous; time does not seem to tell upon it. We are working that boy and his wooden wheel into hill-climbing contests and State championships this season."

"Well, then, you don't need to feel blue about losing the Karl Kron item, because I've brought you a little lie of my own that can be worked for a few years without hurting it. Here it is, all written out. It's about a man who invented a steam tricycle. He took a —"

Apparently a funeral followed.

Men who bolt their food and then put in hard work on their machines without giving their digestive organs a chance, may take warning from the following: At Sidcup, England, an inquest was lately held on the body of Mr. Wm. Dunger, overseer of Plumstead, who was found dead on a tricycle at that place. Dr. Poole, who made a *post-mortem* examination of the deceased, said he found all the organs healthy, and assigned, as the cause of death, a syncope brought on by over-exertion after partaking of food. A verdict to this effect was returned.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. J. D. MILLER, Montreal, P.Q.

Vice-Pres.—Mr. W. P. WAY, Belleville, Ont.

Sec.-Treas.—Mr. H. B. DONLY, Simcoe, Ont.

APPLICATIONS FOR MEMBERSHIP.

MONTH OF JUNE.

Victoria Bicycle Club, Montreal, add 3:

E 0155, Frank Linn E 0160, F Willoughby
E 0161, T A McKenna

Kincardine Club, add 4:

E 0156, John Ruettel E 0158, Frank Quirk,
E 0157, Alex McIntyre Victoria, Ont
E 0159, Ed Harrison, Victoria

Dunnville Club, add 9:

E 0162, E R Powell E 0167, S C Macdonald
E 0163, J T Masson E 0168, J H Smith
E 0164, D J Blackhall E 0169, E Michener,
E 0165, W J Aikens Campden, Ont
E 0166, W T Stevens E 0455, F Smith

Trenton Club, of Trenton, add 6:

E 0180, O C Lawson E 0183, J N Ryan
E 0181, D Smith E 0184, J J Cooley
E 0182, W O Lott E 0185, T Jaques

Newmarket Club, of Newmarket, add 6:

E 0205, J Chapelle E 0208, F C Millard
E 0206, Geo Hewitt E 0209, Fred Ratcliffe
E 0207, H G Lowe E 0210, W S Sutherland

Norwich Club, of Norwich, add 5:

E 0211, M Carmen E 0213, Davis Donald
E 0212, W H Miller E 0214, H Haren
E 0215, Geo Wood

Hamilton Club, add 14:

E 0216, G W Brown E 0223, W Mathie
E 0217, C E Conely E 0224, A B Mackay
E 0218, Percy Domville E 0225, E F Robertson
E 0219, D J Fairclough E 0226, R Raw, jr
E 0220, T W Grant E 0227, C H Ross
E 0221, H P Goering E 0228, W Ross
E 0222, W Lister E 0229, A Ridout

Montreal Club, add 15:

E 0284, E P Baird E 0290, C O Lamontagne, jr
E 0285, D P Cothingham E 0291, S Myers
E 0286, R M Hannaford E 0292, H McKenzie
E 0287, W Hugenot E 0293, C A Reynolds
E 0288, R C Irwin E 0294, C S Reynolds
E 0289, A T Lemessurier E 0295, S Oppenheimer
E 0296, A Wickens
E 0297, J Wilson, jr
E 0298, A Weir

St. Thomas Club, add 1:

E 0301, Wm Martin

Forest City Club, of London, add 9:

E 0306, A R Kingsmill E 0310, E A Fitzgerald
E 0307, W E Saunders E 0311, Geo V Birrell
E 0308, W Simson E 0312, F Turville
E 0309, J Knight E 0313, S F Lawrason
E 0314, G E Coleman

St. Catharines Club, add 11:

E 0332, T W Moran E 0337, S M Daley
E 0333, S G Smith E 0338, E F Gander
E 0334, E Poole E 0339, W A May
E 0335, J T Couch E 0340, W McClive
E 0336, N A Lindsay E 0341, Chas Wilson
E 0342, Dr E R WoodRamblers, of Walkerton—Three renewals from
Bruce Co. Wheelmen; 13 new applications:E 0347, C F Huyck E 0353, W B Batham
E 0348, J Whitehead E 0354, J W Finkbinder
E 0349, C Reichenbach E 0355, S McLean
E 0350, Ben Racey E 0356, Geo G Ewart
E 0351, W C Hembruff E 0357, Geo Akelmer
E 0352, E A Adams E 0358, H O Royce
E 0359, Harry Gerhart

Couchiching Club, of Orillia, add 6:

E 0360, C L Macnab E 0363, Geo Thomson
E 0361, E O Bingham E 0364, C A Ross
E 0362, S E Cass E 0365, Walter Scott

Woodstock Club, add 7:

E 0395, Jas B Rice E 0398, James Lee
E 0396, Wm Kennedy E 0399, A S Patterson
E 0397, A Bean E 0400, Robt Patterson
E 0401, H R Lyon

Brantford Club, add 4:

E 0402, W T Seymour E 0404, Lloyd Harris
E 0403, D S Sager E 0405, Walter Hossie

Toronto Club, add 17:

E 0437, E Eaton E 0445, Earnest Hardy
E 0438, C A Tubby E 0446, Harry Lee
E 0439, Victor Lee E 0447, L B Young
E 0440, A A Macdonald E 0448, Jas Davies
E 0441, J R Adams E 0449, T W Monteith
E 0442, H D Leslie E 0450, Alfred Bryant
E 0443, J W Stanbury E 0451, Jas Pim
E 0444, H C Pease E 0452, H P Davies
E 0453, A S Bowers

Ottawa Club, add 12:

E 0466, O Connor E 0472, T A Beamont
E 0467, J N Baldwin E 0473, W H Sproule
E 0468, W Burns E 0474, J A Jackson
E 0469, D H Keeley E 0475, S J Jarvis
E 0470, E Kerwick E 0476, A G Pittaway
E 0471, J Henderson jr E 0477, R V Sinclair

Echo Club, of Berlin and Waterloo, add 5:

E 0483, S L Doolittle E 0485, C E Fice
E 0484, C W Wells E 0486, J H Ross
E 0487, O Shantz

Ramblers Wheel Club, of Belleville, add 12:

E 0488, H P Thomas E 0494, N Hunter
E 0489, A A Roberts E 0495, A E Lewis
E 0490, Geo Scales E 0496, H J Clarke
E 0491, W G Pearce E 0497, Jno N Moore
E 0492, L B Lazier E 0498, D J McKillop
E 0493, J L Jamieson E 0499, John Fenn

Hanover Club, add 6:

E 0500, Chas A Kern E 0503, Wm Messener
E 0501, E Doberer E 0504, Will Small
E 0502, Henry R Ruhl E 0505, J L Niebergall

Unattached List, add 9:

E 0186, E Rassicoe, Thurso, P. Q.
E 0187, L P Morgan, Lindsay, Ont.
E 0188, S Schneider, Drayton, Ont.
E 0194, E L Blair, Amburst, N.S.
E 0196, C B Shannon, Cleveland, Ohio
E 0216, Jos A Clark, Halifax, N.S.
E 0304, Harry Punched, Seaford, Ont.
E 0369, H C Page, St. John, N.B.
E 0370, Charles W Hall, St. John, N.B.

APPOINTMENTS.

HURON DISTRICT, NO. 1.

The following are my appointments for the
current Association year.

W. M. BEGG, C.C.

Place.	Consul.	Hotel.
London	W K Evans	Grigg House
Kincardine	F E Coombe	Royal
Listowel	F W Hay	Grand Central
Cargill	W D Cargill .....	.....
St. Marys	C S Rumsey	National Hotel
Port Elgin	S Roether	Arlington House
Stratford	A C Mowatt	Windsor
Seaford	W C McKay .....	.....
St. Thomas	C H Hepinstall	Grand Central
Walkerton	D Trail	Hartley House
Tara	W J Fawcett	Queen's Hotel
Windsor & De-	.....	.....
troit	F C Blodgett .....	.....

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the
current Association year.

W. E. TISDALE, C.C.

Place.	Consul.	Hotel.
Simcoe	W S Perry	Battersby
Woodstock	S Woodroffe	O'Neil
Berlin	F W Doll	American
Brantford	W J Knowles	Kerby
Norwich	W H Miller .....	.....
Waterloo	Chas E Fice	Huethers
Paris	W W Patterson	Windsor
Tilsonburg	R H C Wood	Matheson
Grimsby	W D Forbes .....	.....
Waterford	W C Lundy .....	.....
Jarvis	None	Commercial
Linwood	J W Bundy	Linwood House
Hamilton	S G Dunn	Royal
St. Catharines	A N Lindsay	Grand Central
Niagara-on-the-	.....	.....
Lake	W Bailey .....	.....
Niagara Falls	J H Robinson	(Clifton) Winds'r International
Welland	H A Willet	Fraser House
Caledonia	E S Munroe .....	.....
Hagersville	None	Lawson House
Thorold	John Dobbie .....	.....

TORONTO DISTRICT, NO. 3.

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

CHAS. LANGLEY, C.C.

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

* Allows 25 % off regular rates.

MIDLAND DISTRICT, NO. 4.

The revised and amended list of appointments
for the Midland District for 1887 is as follows;Official Tailors... Brignall & Thompson... Belleville.
" Repairers... J. M. Walker & Co.

Place.	Consul.	Hotel.
Bath	J A Minnes	Wemp's
Belleville	J S Bonar	*Anglo-American
Bobcaygeon	F E Bell .....	.....
Bowmanville	H Chandler	Rheubottom's
Brighton	Harry Whittier	*Central
Campbellford	J B Ward	Windsor
Cobourg	W G R Bond	*Dunham
Colborne	T Huyck	*Brunswick
Consecon	A McDonnell	*Prince Edward
Deseronto	H J Normile	*O'Connor
Ernestown	C Mitchell .....	.....
Fenelon Falls	A E Ames	Mansion
Frankford	F B Hope	Clarke
Harwood	A Will Donly	Lakeview
Hastings	E A Reid	*Royal
Kingston	D R Dupuis	*Burnett
Lindsay	W J Gallon	*Benson
Madoc	Geo Biggar	*Moon's
Marmora	W A Lingham	McWilliams's
Marysville	T McCormick	Culhane
Millbrook	C W Clelland	Roper's
Napanee	G C T Ward	*Campbell
Newburgh	G A Caton	*Hope's
Newcastle	Carl B Kent	*Windsor
Newtonville	E T Bowie .....	.....
Norwood	V Halliday	Brennan's
Odessa	W J Renton	*Sproule's
Onemee	Jas McNamara	Blackwell's
Peterboro'	G A Schofield	*Grand Central
Pictou	B W Reynolds	Royal
Port Hope .....	.....	*St Lawrence Hall
Shannonville	R E Clarke	Lorne
Springbrook	J B Wilson	McWilliams's
Stirling	C F Nicholson	Scott's
Trenton	C A P Godson	*Queen's
Wellington	G E Reid	Garratt's

* Proprietor has signed contract and gives discount of
25 % to members of C.W.A. All others are \$1.00 per diem.Yours fraternally, W. P. WAY,
C.C. District No. 4.

THE FIFTH ANNUAL MEET.

Well, the fifth annual meeting of the Canadian Wheelmen's Association is a thing of the past, and THE WHEELMAN hastens to give the story, both for the edification of those who were not there and for those who were. The latter may know all about it, but will be glad to hand down the record of how they employed and enjoyed themselves on Dominion Day, in the year of grace and jubilee, 1887.

As of yore, the sun shone brightly upon the Meet. For five successive years the C.W.A. has had Queen's weather for its annual gathering, a fact that has had no slight bearing on the financial standing of the Association. This year at Brantford the weather was intensely warm, but no one grumbled in seriousness. Wheelmen are accustomed to having red-hot times in this world, a sure omen of coolness and happiness in the next.

THE RECEPTION.

Brantford gave the visitors a right royal reception. Its wheelmen are not particularly numerous, but its pretty girls are, and the choice lunch which they so generously provided, and so graciously served, will long be remembered by all who found their way to the Agricultural Hall at the conclusion of the races. But prior to this manifestation of the hospitality of the ladies of Brantford, their fathers and brothers had given ample testimony of their good-will towards the wheelmen, and desire to do them honor. The local wheelmen were unremitting in their attentions, and the city fathers gave the Association a formal welcome to the city, a graceful act which was a new experience to the Association.

Prior to Friday, the eventful day, a large number of rooms at the hotels had been secured in advance by intending visitors, who commenced to throng the city on Thursday afternoon, and by Friday noon Brantford seemed to have surrendered unconditionally to the omnipresent bicyclist. The hotels all did a large business, the Kerby House being especially busy. By some miscalculation it was utterly unable to cope with the great number who desired dinner on Friday, but the boys took matters philosophically, and the riot act had not to be read.

THE BUSINESS MEETING.

The annual business meeting of the Association was held in Stratford's Opera House, at 11 a.m., President Karn, of Woodstock, in the chair, and about 150 members present. Prior to the opening of the meeting, a formal welcome to the wheelmen was tendered by Mayor Henry and Ald. Reid and Rothwell. Mr. Karn made a happy reply, eulogizing Brantford, and briefly sketching the history and objects of the C.W.A. After the deputation, which had been introduced by Mr. Truesdale, of the B.B.C., had withdrawn, Mr. Hal. B. Donly, Secretary, read the minutes of the last meeting, which were duly approved, and also the following highly interesting and encouraging report:

To the Officers and Members of the Canadian Wheelmen's Association.

GENTLEMEN,—Another year has rolled around and once more I am called to address to you an account of my stewardship.

Like its three predecessors that I have had the honor of penning, this annual report is one only of congratulation. In fact, I think I can with confidence say that the year just closed has been much the most prosperous of any in the history of the Association.

The annual meeting of the Association, held one year ago now in the city of Montreal, has, of course, long since become history to all Canadian wheelmen; but I will be pardoned in making a last allusion to the great success which attended the efforts of the Montreal members to hospitably entertain their brethren from the West. The financial result of the races was not, however, so good as at former annual gatherings, and our cash account is short accordingly. The profits to the C.W.A. at Montreal were only \$85.00 as against \$206.00 at Woodstock the year before.

The latter figure we hope to see eclipsed to-day by Brantford.

On July 1st, 1886, there was in the hands of the treasurer a balance of \$319.79; from this balance, however, should properly be deducted the grant of \$150 made to Secretary-Treasurer for his services during the year 1885-6. This would leave the real balance on hand at that time \$169.79. Our cash account to-day shows a balance of \$202.02. This is certainly most creditable, considering that we have had to bear the expense of the Guide Book to the amount of \$145.25; this charge would be reduced by \$45 were all the advertisements paid up.

Our membership register is at the present time in an exceedingly healthy condition. On the 1st of April, 1887, at which date we began to issue tickets good for next year, we had in the Association 612 members; since then I have received in all 401 members' fees, of which 174 were renewals; this leaves the net membership of the Association 849—a considerably larger number than we have ever had before at the end of a year.

This membership is divided among the several clubs as follows:

Forest City, London	35	Winnipeg	10
St. Thomas	28	Victoria B.C., Mon-	
Simcoe	22	treal	12
Torontos	43	Peterborough	10
Wanderers	30	Trenton	21
Brantford	36	Montreal Jr. Club	13
Woodstock	47	Listowel	5
St. Marys	6	Eastern T.C.	14
Hamilton	37	Napanee	10
Ottawa	19	Colborne	8
Montreal Sr. Club	80	Cobourg	11
Newcastle	5	Kincardine	16
Kingston	20	Welland	6
St. Catharines	36	Chatham	9
Paris	9	Dunnville	8
Stratford	52	Norwich	5
Berlin and Waterloo	11	Walkerton	16
Ramblers, Belleville	4	Orillia	6
Cornwall	8		
Bruce Co. Wheel-			789
men	11	Unattached	60
Newmarket	20		
Westminster T.C.	8		849

members per club roll-book.

Of these clubs, Napanee, Colborne, Cobourg, Kincardine, Welland, Chatham, Dunnville, Norwich, Walkerton and Orillia have joined this spring.

Membership Register shows 1,023 members for the year, less 174 renewals; making 849 members, made up of clubs as given above.

On September 1st, 1886, the following clubs were suspended for non-payment of dues and forfeited their standing in the Association: Guelph, Ariels, of London, Seaforth, Norwich, Mitchell and International Wanderers, of Niagara Falls, the majority of them, however, being small clubs.

In the early part of the year the Board of Officers divided the Province into five districts, viz.: The Huron, Niagara, Toronto, Midland and Ottawa, in place of the former three divisions. This change has been found to be most beneficial, giving the Chief Consuls much better command over their constituents and leading to a more active work in the interests of the Association on their parts.

The election of Chief Consuls and Representatives this spring attracted very little attention at the hands of the Association. There was not a single contested district, and the Board of last year was practically re-elected.

At the spring Board meeting the President and Secretary of the Association were instructed to meet a representative of the Brantford Club, and, providing a guarantee was given that the club would do all in its power to make it a success, the Meet of 1887 should come to Brantford. The President and Secretary accordingly met Mr. Fitch, the captain of the Brantford Club, and I think that the very complete arrangements for to-day that we are enjoying at the hands of the Brantford wheelmen bear ample testimony to the manner in which Mr. Fitch's promise has been fulfilled.

The Guide Book published in April has been in great demand, and has certainly met with a most flattering reception. It is only to be regretted that the great length of time that elapses between the starting of the book and the publication, caused altogether by the slowness of the receipt of road reports, make it impossible to get a more creditable typographical appearance. Printing it by fits and starts precludes the possibility of sending it to be done in a city printing establishment.

The Association is to be congratulated upon its good fortune in having so able and experienced a practical journalist as Mr. Brierley in charge of its official organ. The vast difference to be seen in the financial conduct of THE CANADIAN WHEELMAN and any other athletic association organ is in no small degree due to his splendid management. It is, indeed, a highly satisfactory state of affairs for me to be able to announce that instead of our organ being this year a draw upon our treasury, we have paid nothing towards its support, and Mr. Brierley announces a balance to good of \$126.17.

The vigilance of the Membership Committee is attested by the expulsion from the amateur ranks during the year of five wheelmen found guilty of professionalism.

The Racing Board pleasingly report that our one mile bicycle record, so long almost disgraceful in its slowness, has been put down to the respectable figure of 2:42 1-5 by the ability of one of our Canadian champions, Mr. Fred Foster, who in the race in question led over the score Mr. W. G. Crist, of Washington, D.C., one of the leading amateur flyers of the U.S.

The energetic Chairman of the Transportation Committee, in the last edition of the Guide Book, is able to report a large increase in the number of railways that carry wheels free of charge.

To sum up, we have this year presented to our members a most useful Road Guide Book, have sent free once a month a well-edited wheel paper, have protected the Amateur rule, taken full charge of Canadian wheel championships and racing generally, have obtained concessions from railway lines, steamboat lines and hotels, and all for a membership fee of one-half dollar per member. Gentlemen, I would ask you has any athletic association in the world done as much at so small a cost to its members?

In conclusion, let me return my thanks to the members of the Board of Officers who so generously met my request that the office which I hold should be a remunerated one. I should have preferred to have continued in the service of the Association without recompense, other than the thanks of my brother wheelmen, but the ever-increasing encroachments made by the work connected with the office upon my time rendered it impossible for me to do so.

It has been my endeavor in the year gone by to so perform my duties as to please the majority. If I have not satisfied all, I have only been human, and I would ask from all those whose purposes I may have appeared to have crossed as much of their consideration as they can be induced to give to a brother wheelman whose errors, whatever they may have been, have only been of the judgment, but whose best wishes have and ever will go with the C.W.A. and its members.

Fraternally yours,

HAL. B. DONLY, *Secretary.*

This report was unanimously adopted, its reading having been frequently interrupted by applause.

Abstract Statement of the Receipts and Disbursements of the Canadian Wheelmen's Association for the year ending 30th June, 1887.
H. B. Donly, *Treasurer.*

1886.

DEBITS.

July 1—Balance on hand, June 30, '86. \$319 79
Sept. 30—Profits of C.W.A. Meet, Mon-

treal. 85 00

1887.

June 30—Membership Fees, July 1, '86,
to June, '87. 38 200

\$786 79

CREDITS.

Exchange.....	\$ 1 00
Telegraph and Telephone.....	6 17
Postage.....	22 55
W. A. Karn (expenses of office).....	5 80
Printing (general account).....	54 00
Guide Book (per Statement).....	145 25
Grant to Secretary for 1885-86.....	150 00
Secretary's Salary, 1886-7.....	200 00
Balance carried forward.....	202 02

\$786 79

Audited, compared with vouchers, and found correct.

J. T. BARLOW, JR., } Auditors.
W. E. BACK, }

General Statement of Treasurer Canadian Wheelmen's Association, 30th June, 1887.

1887.	DR.	CR.
June 30—Cash Account, balance on hand.....	\$202 02	
Due from Guide Book Advertisements....	45 00	
Value of Buttons on hand.....	6 80	
Button account, bal. due Treasurer....		\$3 79
	\$253 82	
	3 79	

Assets of Association..... \$250 03

The following reports were then presented and adopted :

REPORT OF MEMBERSHIP COMMITTEE.

To the Officers and Members of the Canadian Wheelmen's Association.

Gentlemen,—The Membership Committee of your honorable body beg leave most respectfully to report that the only case that has been brought before them during the past year was a charge laid against Messrs. T. McMahon and H. Marlatt, of the Simcoe Club, and Messrs. R. Walker and E. Hiscock, of Caledonia, and S. Dixon, of Hagersville, the two first-named being members of the C.W.A. The Committee met at Simcoe on the 27th July, 1886, and having fully considered the evidence offered, instructed the Secretary to declare Messrs. McMahon and Marlatt expelled from the Association, and all five of the accused from the amateur ranks.

Respectfully submitted,

S. WOODROOFE, } Mem. Com.
HAL. B. DONLY, }

REPORT OF RACING BOARD COMMITTEE.

Mr. President and Gentlemen of the Board of the C.W.A.—I herewith beg to hand you the Report of the Committee on Racing.

Our Committee has not been overpowered in keeping track of the new records made, which few that have been accomplished, however, are very satisfactory indeed.

Mr. H. W. Clarke made at Woodstock, on July 22nd, 1886, a one mile in the time of 2m. 50 1-5s., and five miles in the time of 15m. 38 2-5s.

On May 24th, at Woodstock, Mr. Fred Foster rode a one mile in the very creditable time of 2m. 42 1-5s.

Further than this there is nothing of importance to report on.

T. G. GNÄDINGER,
Chairman Racing Com.

REPORT OF TRANSPORTATION COMMITTEE.

To the Officers and Members of the Canadian Wheelmen's Association.

Gentlemen,—Your Transportation Committee have to report that they have been able to make arrangements for the checking free of bicycles in baggage cars over the following Canadian Railways, viz. :

Grand Trunk	Kingston and Pembroke
Canada Pacific	Napanee and Tamworth
Intercolonial	Central Ontario
Canada Southern	Quebec Central
Central Vermont	New Brunswick
Canada Atlantic	South Eastern
Quebec & Lake St John	Prince Edward Island
Quebec, Montreal, Ottawa, etc.	Passumpsic

We have also been in communication with the following lines with the same object in view, viz. :

Windsor and Annapolis	International
Erie and Huron	Grand Southern
Albert	Western Counties
Eastern Extension	Boston Air Line

The only Railways refusing point blank are the

Northern & N. Western, Manitoba & N. Western

Your Committee regret very much that they have not as yet entered into any arrangement with Steamboat lines, and would most respectfully tender this branch of their duty to their successors in office.

We had under contemplation an arrangement with the Canadian Customs authorities whereby the Queen's Regulations might be so amended that the wheels of *bona fide* tourists from the United States might enter free, and the visitor spared the annoyance of the present complicated system; but after a conversation had by our Chairman with the Minister of Customs, the Hon. M. Bowell, it was thought advisable to transfer this matter also to our successors.

Trusting our actions will meet with your approval, we are, yours fraternally,

W. P. WAY, *Chairman.*

G. H. ORR, *Representative.*

The President warmly thanked the Association for the honor it had conferred upon him at Montreal last year, and stated that he had no detailed report to present, the Secretary's report completely covering the operations of the past year. He then called for nominations for

OFFICERS.

For President, Mr. J. D. Miller, of Montreal, Vice-President for 1886-7, was nominated by Mr. Tisdale, of Simcoe, and Mr. Evans, of London, and there being no other nominations, was declared unanimously elected.

For Vice-President, Mr. W. P. Way, of Belleville, was nominated by Mr. Brierley, of St. Thomas, seconded by Mr. McBride, of Toronto, and was unanimously elected, there being no other nominations.

Both gentlemen briefly returned thanks. After a vote of thanks to the retiring officers, the meeting adjourned.

THE PARADE.

After dinner, the clubs began to gather on George street, near the Market Square, where the parade was started, and, headed by the Homedale Band, paraded the principal streets to the Agricultural Park, where the races were held. The parade moved off in the following order. It was a difficult matter to ascertain the correct number in line, but there were probably between 325 and 350 :

Forest City, London—Capt. Chisholm, 35 men.
St. Thomas—A. E. Donville, Capt., 8 men.
Simcoe—W. E. Tisdale, Capt., 16 men.
Torontos—W. H. Cox, Capt., 25 men.
Wanderers, Toronto—Geo. H. Orr, Capt., 60 men.
Woodstock—W. H. Karn, Capt., 20 men.
Hamilton—Charles Graham, Capt., 28 men.
Montreal—J. T. Gnädinger, 1st Lieut., 18 men.
St. Catharines—J. D. Riley, Capt., 13 men.
Paris—Unattached, 4 men.
Stratford—C. E. Nasmyth, Capt., 50 men.
Berlin—Capt. Doolittle, 4 men.
Raniblers, Belleville—Capt. Dean, 4 men.
Brantford—C. E. Fitch, Capt., 20 men.
Newmarket—G. A. Bins, Capt., 8 men.
Whitby and Oshawa—Unattached, 6 men.
Trenton—2 men.
Dunnville—5 men.

There were, besides, a number of individual riders.

THE RACES.

which were held on the Agricultural Park half-mile track, were a disappointment to those who had witnessed the large fields, exciting finishes and keen sport of former meets, although the non-wheeling spectators, to the majority of whom the sport had somewhat of the air of novelty, seemed well satisfied. In the first place, the number of entries was remarkably small; in the second, the comparative merits of the contestants were pretty well known before the races; and in the third place, with perhaps two exceptions, the races were "walk-overs" for the winners. Such a state of things could not mean anything but disappointment to those who desired true sport, and a marked progress in Canadian racing. Instead of the latter,—instead of broken records,—we have most abominable times placed upon record as made in championship races. What will the world of wheeling think of 32 minutes as the time in which the Canadian five mile championship race was won?—a time which will be a standing monument of disgrace to the rider who made it. Outside of the green race, the only interesting one was the ten mile, in which Mr. Baird, of Montreal, struck out a strong pace from the first, speedily distancing all the other riders except Foster, who stubbornly held to his little wheel, although evidently working hard, and eventually won the race by being able to respond to Baird's quickened pace in the last lap with one of his phenomenal spurts. Baird made a plucky race, and the sympathies of the crowd were decidedly with him, owing to Foster's unsportsmanlike conduct in the five mile event. Foster's defeat by Davies in the one mile championship was provocative of much surprise, but Davies has always been a goer at the shorter distances, and as Foster claimed he was not in the best of condition, he found in Davies a man he could not trifle with. In the miserable exhibition he and Davies made of themselves in the five mile race, when they loafed around the course unmoved by the hisses and groans of the crowd, Davies gave Foster a close rub in the final lap, and his victory in the one mile was therefore not so surprising,—a victory which would have been more popular had the winner not been a party to the five mile exhibition. Nasmyth's defeat of Tommy Lane in the tricycle race was somewhat of a surprise, the former being a new aspirant upon the track. Duncombe, of St. Thomas, a promising rider, who entered for the green race, was unfortunate in having his wheel broken by a collision on the first lap. It was only a few weeks before when he broke his arm by falling while practising for this very race. The following is a summary of the events :

For the two mile green race there were ten starters, Robertson, of Montreal, went to the front at the start and was never headed although Nasmyth, of the Wanderers, pushed him hard on the home stretch and finished about half a wheel behind. Duncan, of Brantford, third. Time, 6 34.

Three mile lap race—Johnston and Davies, of Toronto, and Baird, of Montreal, started. Davies won the first four laps and retired; on the fifth lap Baird dropped out and Johnston finished second.

The club championship—Fitch and Duncan, of Brantford, started. Fitch led from the start, and won handily in 3.07.

Half mile dash—Johnston and Davies started off at a jog, the former leading. On the home stretch it looked like Johnston's race, but Davies crept up and won by nine inches. Time, 1.47 1/2.

One mile safety—Fane was the only starter, and came around the track in 3 19.

Five mile championship—This race was a fizzle of the worst sort, the time being only about a minute less than the subsequent ten mile race. Foster and Davies, of Toronto, were the only starters, and they set off at a snail's pace. This was kept up for three laps, the crowd expressing great dissatisfaction by groans and hisses. At last the referee ordered the men off the track, and this had the effect of stirring them up. They struck a moderate pace, Davies leading, with Foster at his heels. On the home stretch Foster spurred and came in about two feet ahead. Time, 32.32.

The 440 yards foot race for farmers' sons was won by Martin in 6 1 1-5. John Storey second, Fisher third. Martin's entry was protested before the start and decision was withheld.

One mile tricycle race—Only Lane, of Montreal, and Nasmyth, of Toronto, started. The latter is a new man on the track, but had not much difficulty in winning, Lane being out of condition. Time, 4.05.

One mile championship—This was a good race, Davies, Foster and Johnston starting. The latter led to the end of the first lap, which he made in 1.37 1-5. Davies and

Foster, however, soon went to the front, and the former won handsly in 3.03.

The ten mile championship race was one of the best races of the day. Foster, Davies, Johnston and Nasmyth, of Toronto, and Baird, of Montreal, started. Johnston dropped out on the third lap. Nasmyth rode pluckily, but had to retire nearly a lap behind at the end of five miles. In the meantime Davies also had gone out, and the race was between Baird and Foster, who kept well together. The former led until the home-stretch was reached on the last lap, when Foster passed him with a fine spurt. Time, 33.50.

Half mile race, without hands—Johnston and Brown, of Toronto, and Fitch, of Brantford, started. Johnston went ahead at the start and won easily, Fitch coming in next. Time, 1.35.

One mile open race—Davies, Johnston and Fitch started and came in in the order named, Fitch riding a very plucky race. Time, 3.04.

The track, a clay one, was in good condition, but a strong wind militated against the records. Police protection was badly needed at times, the crowd frequently encroaching upon the track. With this exception, the arrangements were very complete, and reflect credit upon the Brantford Committee of Arrangements.

The officers of the day were: Referee, W. A. Karn, Woodstock. Judges, J. D. Miller, Montreal; W. G. Eakins, Toronto; W. P. Way, Belleville. Timekeepers, H. Grenfell, Toronto; C. E. Nasmyth, Stratford; G. H. Orr, Toronto. Scorers, W. K. Evans, London; W. E. Tisdale, Simcoe. Clerks of the Course, C. R. Fitch, Brantford; J. S. Brierley, St. Thomas. Starter, T. G. Gnädinger, Montreal. Umpires, G. D. Heyd, H. Howell, W. Webbing. Chief Marshal, C. R. Fitch, Brantford. The Local Committee were M. Truesdale, C. R. Fitch, W. J. Knowles, R. M. Orchard, W. E. Buck and J. H. Simmons.

A tent containing refreshments, furnished free to wheelmen, was much patronized throughout the day. There was a large attendance of spectators upon the ground.

BOARD MEETING.

In the evening a Board meeting was held in the parlor of the Kerby House, Mr. J. D. Miller, President, in the chair, and the following members present: Vice-President Way, Chief Consuls Tisdale, Langley and Gnädinger, and Representatives Brierley, Nasmyth, Foster and Donly, and Sec.-Treas. Donly. After routine, Mr. J. S. Brierley, Editor of THE CANADIAN WHEELMAN, presented the following financial report, which was adopted:

RECEIPTS.

1886.		
July 1—To cash on hand.....	\$	2 50
1887.		
June 30—“ from Advertisements.....	392	91
“ “ Subscriptions..	4	50
“ due Editor.....	67	31
		<u>\$467 22</u>

DISBURSEMENTS.

1887.		
June 30—By paid for printing.....	\$442	10
“ “ addressing	12	00
“ “ discounts, stamps, etc.....	13	12
		<u>\$467 22</u>

ASSETS.

1887.		
June 30—To amount due on Advert's	\$193	48
		<u>\$193 48</u>

LIABILITIES.

1887.		
June 30—By due Editor.....	67	31
“ excess of assets over liabilities	126	17
		<u>\$193 48</u>

It was moved by Mr. Tisdale, seconded by Mr. A. W. Donly, That Mr. Brierley's report be adopted, and that he continue to publish THE WHEELMAN as in the past year. Carried.

It was moved by Mr. Way, seconded by Mr. Nasmyth, and carried, that Mr. H. B. Donly be reappointed Sec.-Treas.

Moved by Mr. Nasmyth, seconded by Mr. Way, That Messrs. Coster and Barnes and Blackhall and Keenleysides be reappointed Chief Consuls and Representatives for Districts 8 and 7 respectively. Carried.

Moved by Mr. A. W. Donly, seconded by Mr. Gnädinger, That Mr. Harry Deane be appointed Chief Consul of District No. 4, vice Mr. Way, elected Vice-President. Carried.

Moved by Mr. Foster, seconded by Mr. Tisdale, That Mr. Langley be Chairman of the Racing Board. Carried.

The following Standing Committees were elected: Transportation, W. P. Way, Chairman; C. R. Fitch and W. G. Ross. Membership: S. Woodroffe, Chairman; W. E. Tisdale and H. B. Donly. Constitution and By-laws: C. H. Riggs, Chairman; F. Foster and J. S. Brierley.

The Chief Consuls of last year who were present reported on the work of their district and the state of the Association. Their reports were adopted, and, on motion, the Treasurer was ordered to pay their accounts for postage, etc.

A lengthy discussion arose as to the loafing races that had taken place on the track during the afternoon, and the action of the two riders who were guilty of the offence was looked upon as nothing less than an insult to the Association. A motion made by Mr. A. W. Donly and seconded by Mr. Foster, instructing the Racing Board to so amend the track rules as to make it possible for the Referee of any meeting held under C. W.A. rules to suspend from the tracks of the Dominion any rider guilty of such conduct in the future for a period that he might consider commensurate with the offence, was unanimously carried. The Racing Board was also requested to amend Clause G of their rules to allow of clubs paying the expenses of any of their members to attend race meetings that are recognized by the Association. The Secretary was instructed to enforce the rule in regard to expelling clubs not renewed by the 1st of September.

The meeting then adjourned.

NOTES.

In the evening the clubs paraded to the Drill Shed, where the prizes were presented. The Wanderers were the only club that competed in the drill competition, and from the applause earned, showed their efforts on a very bad floor were well taken. They were complimented in giving the finest drill on bicycles yet given in Canada. The eight were composed of Messrs. Orr, Foster, Grenfell, Brown, Wilcox, Peniston, Miller and Capon. The club brought away from Brantford over \$200 worth of prizes, and out of twelve events won six first and two second places. Fred Foster won the five mile championship and the ten mile race; D. Nasmyth won the tricycle championship and was second in the two mile race; T. Fane won the safety race; the club won the \$60 cup for the largest number on parade, and the Drill Eight also captured the other large cup.

The Midland Brigade tour to the meet was quite a success, fifteen cyclers under the command of Mr. H. A. Deane, Captain of the Belleville Ramblers, taking part. Eight of them were from Belleville, three from Napance, and two each from Trenton and Colborne. They left Belleville by wheel on Monday morning. As far as Newtonville the roads were found pretty good, but after that they were hard-going, being for long distances covered new with gravel and awfully dusty. They reached Whitby Tuesday morning, and then boarded the train and reached Toronto Tuesday evening. From there they took the train for Hamilton Wednesday afternoon, and wheeled from the Ambitious City to Brantford Thursday.

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TRADE NOTE.

We would advise our readers to turn to the advertisement of Messrs. Chas. Robinson & Co., 22 Church street, Toronto, where they offer some tempting bargains for this month only. A full-nickelled Invincible, nearly new, for \$70, is certainly cheap enough, as are the other wheels offered. This firm report a very heavy season's business, the demand for the Rudge in its various forms being unprecedented; in fact, they are using the cable constantly for repeat orders. This not only speaks well for the wheel, but for the growth and development of the sport in Canada.

THE CLARKSVILLE 100-MILE ROAD RACE.

The men were placed in position at about 9 a.m. May 23rd, in the following order: H. G. Crocker, Boston, 53-in. Columbia; A. A. McCurdy, Lynn, Mass., 45-in. Star; Samuel Hollingsworth, Rushville, Ind., 53-in. Columbia; Robt. Neilson, Boston, 52-in. Victor; S. G. Whittaker, Chicago, 52-in. Champion; John Brooks, Blossburg, Penn., 54-in. Star; Chas. Frazier, Smithville, N.J., 54-in. Star; Chas. Ashinger, Omaha, 52-in. Champion; Wm. A. Rhodes, Boston, 59-in. Victor; L. D. Munger, Detroit, quadrant-tricycle.

Promptly at 9.16½ a.m. the men were given the word by the starter, W. M. Brewster, treasurer of the L.A.W. They got away well, and 100 feet from the start, as they shot down the steep hill, Frazier was leading. He was soon caught by Crocker, who held the lead until the Dover toll-gate was reached, 6 miles from Clarks-ville, when the order was changed, and when the racers passed through Clarks-ville the procession was—Neilson, Whittaker, McCurdy, Crocker, Rhodes, Hollingsworth, bunched; Ashinger and Brooks some distance behind, and Munger hopelessly in the rear.

On the first round, Frazier, who was suffering from a fall taken some days before, dropped out and gave his wheel to Brooks, whose machine was breaking down.

The record of the last lap for the leaders is easily told. Rhodes cut out the pace as usual, but took a header near the second toll-gate, where a farmer handed him a dipper of water. The handle caught in the wheel and Rhodes pitched forward on his knees, cutting one quite badly. He was up and soon again leading Neilson, who had not taken advantage of the fall. Rhodes, who had set the pace for 80 miles, was passed by Neilson when near the end and beaten by 100 ft. Nobody dreamed that the tall Rhodes would not cross the line first, and when the mass of humanity on the knoll near the finish saw the high wheel round the last curve first, the shout went up: "Come in, Rhodes, old boy! Come in, you've got it!"

But he didn't have it. The curve was about 800 feet from the line. A *Post-Dispatch* reporter who dropped in behind the two men a little piece down the road was close upon their rear wheels as they rounded the curve. It seemed as if both men had done their utmost and that Neilson was too fagged to spurt. But as the reporter raised his head from his amateur spurt, Neilson pulled out to Rhodes' right, straightened up for a brief moment as if to get a good breath, and then, with a lunge forward, with all his weight on his pedals, he flew past the man who had doggedly led him for eighty long miles. Rhodes saw there was no use. The thing he had feared all through the day had come at last. Neilson's famous spurt stayed with him for the close, and there was nothing for him to do but make as good a show as possible. He quickened his pace a little, and both shot down the last little grade in grand style, but Neilson's spurt lasted and carried him over the line a winner by fifty feet.

The time of the men was: Neilson, 6h. 46m. 27s.; Rhodes, 6h. 46m. 51s.; Crocker, 6h. 51m. 27s.; Hollingsworth, 7h. 12m. 30s.; Whittaker, 7h. 12m. 45s. The 50 miles were covered first by Neilson in 3h. 14m.

With the Clubs.

NEW MARKET.

After the regular club run of the Newmarket Bicycle Club, on the 20th inst., at which all the active members were present, an adjournment was made to the North American Hotel, where a tempting supper was spread in honor of Capt. Alex. Binns, who was about leaving for Toronto. On the removal of the cloth, numerous toasts, club songs and speeches were heartily given. Before dispersing, a copy of "Ten Thousand Miles on a Bicycle" was handed Mr. Binns as a souvenir of the evening. "Al." was very popular with the boys, and will make a valuable addition to the Wanderers' Club, and a candidate for future laurels on the Rosedale track.

HILL-CLIMBING CONTEST.

The *Montreal Herald* of June 15 says: Decidedly one of the most meritorious performances in the shape of bicycle riding took place last night, when Master Bertie Lane, son of Mr. A. T. Lane, succeeded in riding up the whole of the steep, and by no means well-laid, Cote des Neiges hill, beating his father, J. Robertson, J. T. Barlow, F. Scott and E. P. Baird, thus winning a most unique and hard contest. The distance is just over a mile, and the angles of the hill, which is shaped like three exaggerated steps, have been calculated to be about 26°. Messrs. L. Smith, T. Gnädinger and L. Rubenstein officiated as judges, each taking charge of a third of the distance. Precisely at 7.30 p.m. Mr. Palmer sent off Robertson. He succeeded in reaching as far as the bend opposite Beard's avenue, when he commenced to tire, and, in endeavoring to turn towards the farm wall, lost command and fell. Two minutes were allowed between each competitor. J. T. Barlow was the next to try, but he succumbed at the same spot which knocked Robertson out. Mr. A. T. Lane and his boy, Master Bertie, commenced together, the father leading till McGregor avenue was reached. Here the severity of the hill told its tale, and his progress was very slow. Bertie Lane, riding with wonderful ease and command over his bicycle, then passed his father, amid the cheers of a number of spectators; then, taking a corkscrew course up the rest of the hill, he gradually made his way up the severe bit just below the lookout over the Priest's Farm, which, it should be stated, was very rutty. Some five yards below the crest of the road the boy's little legs seemed to stop motion, but ere the conveyance could topple over he was at it again, and most pluckily did he stick to it, for a minute later he had accomplished the ascent, and having ridden about five yards further, tumbled onto his feet the winner of the silver and gold medal presented by *Sport*, and the vanquisher of the Association's best wheelmen. Bertie Lane's exact time was 10m. 20s. After a rest, the M.B.C., thirty-two in number, rode to the Athletic Club-house. "H. R. II." Allen Lowe, Le Mesurier, T. Barlow and Mr. Baylis delighted the large crowd with their songs, the first-named "in spite of the pants, got there all the same." H. Joyce was in command.

THE CRAWFORDSVILLE ROAD RACE.

The correspondent of the *Bi. World* says: "Again do the 'Victor' people come out at the head of the heap. Much disappointment was felt that Whittaker did not start, as it was on this course that he rode his record rides last fall, and great desire was expressed to have him go over the same course in competition, and see what he could do in a race. Though on the ground, and apparently in good shape, he did not come to the scratch. He is reported as expressing his fear of defeat after his experience at Clarksville. Neilson had been drinking too much buttermilk, and hence a disturbed interior. At 9.45 A.M., W. A. Rhodes (Victor), H. G. Crocker (Columbia), and S. Hollingsworth (Columbia), had the word to go. For the first fifty miles the men stuck together, Crocker finishing this distance in 3h. 34m. 35s., Rhodes two seconds later, and Hollingsworth in 3h. 35m. The roads for the last fifty miles were much better, but the pace and the heat began to tell on Crocker and Hollingsworth, and the former was overcome and had to give up. Rhodes had an easy time of it, and won, as he liked, in 7h. 57s. Mr. G. H. Hill made an American safety record for 50 miles, covering this distance in the good time of 4h. 1m. 40s. He rode an Apollo Safety, and finished hands off. This is a starter for safety records. Who next?"

Governor Hill, of New York State, has signed a bill giving bicycle riders the right to use any public thoroughfare. This includes the drives in Central Park, to secure the right to travel which was the main object of the bill.

DISTRIBUTION OF "X.M. MILES."

Editor CANADIAN WHEELMAN:

DEAR SIR,—Since my note to you of a month ago this day, I've despatched some 2000 books from the printing works at Springfield—mostly by freight to remote cities and towns in the U.S., where volunteer agents will distribute them to subscribers or make sales to new purchasers. I shall send boxes to Montreal, as well as to Cleveland, Buffalo, Boston, Philadelphia and other eastern cities, in the course of a week or so.

As yet, I've forwarded hardly a hundred books by mail—mostly to Europe and to isolated subscribers who paid in advance. All my Canadian subscriptions outside of Montreal will be filled by mail, however; and where several subscribers reside in the same town, they would do well to combine upon a single money-order, at the rate of \$1.20 each. As explained in my adv. elsewhere, I am now ready to forward the book to new purchasers at \$2.00, or to send circular and pamphlets gratis. I hope next week to wheel from Springfield to my home at Washington Square, New York City.

June 24, 1887.

KARL KRON.

BROOKLYN TO MONTREAL.

The regular annual tour of the Ilderan Bicycle Club, of Brooklyn, will leave Brooklyn on Saturday, July 9th, at 5 P.M., for a run of 300 miles over the best roads of Canada, and will embrace many celebrated points of interest, including the city of Buffalo, Niagara Falls and Rapids, a morning trip across Lake Ontario, the city of Toronto, where they will be the guests of the Wanderers, Belleville (Canada's summer resort), Kingston, the Thousand Islands, River and Rapids of St. Lawrence, and the city of Montreal, arriving home Monday, July 18. Total distance, over 1,300 miles. The arrangements now being completed preclude all delays or annoyances while *en route*; also insure the best of hotel accommodations and entire comfort while on the road, the average speed being regulated to 43 miles per day. Total expense of the entire trip will be less than \$50. Members are earnestly requested to invite their friends to accompany them. The list will be limited to fifty, and all names must be in the hands of the committee on June 20th. It can safely be said that this will be the most complete and attractive tour ever made from Brooklyn, and will afford wheelmen opportunities seldom offered. Full particulars may be obtained upon application to the Secretary, R. L. Calkins.

AN ENGLISH OPINION.

The *Bicycling News* says: An American "Star"—neither a heavenly body from Vankeeland nor a celebrated singer, but a rear-driving safety bicycle—was down at Ripley on Sunday, and caused some considerable commotion, for few of those on the road had ever set eyes on the machine that is so beautiful in theory and in safety, but so hideous in practice and appearance. As a rule, a new-fangled machine is tried by everyone wishing to extend their knowledge of things cycular; but somehow this one was left alone, even our faddist not caring to risk a fall upon it. We have no wish to disparage the machine, which strikes us as being a perfect safety, but it is fearfully complicated, with its tubes all over the place, and, as we said before, it is perfectly hideous.

Charles Robinson & Co., 22 Church street, Toronto, will send ten copies of recent English and American cycling papers or magazines to any one sending them 25 cents in stamps. They will also send a 50 cent copy of the fine Christmas number of the *Cyclist* for 25 cents.

Dr. N. M. Beckwith has served papers upon D. H. Renton, in a \$10,000 libel suit, growing out of his arrest by Renton. Here's fun, sure.

THE AMERICAN TEAM.

It is not with the desire to kick folks when they are down that we wish to note the growing dissatisfaction with which American wheelmen are watching the conduct of the so-called "American Team" in England. We understand that it is no disgrace to be defeated by such a man as Howell, but we dislike to see so much loud-mouthed bragging before a race and so much verbose explaining after a race. Before starting, this trio seemed to realize that their claims to being American were somewhat shaky. This they wished to overcome by mounting American wheels. A certain American manufacturer fitted out the team with racers, but we note that the team is doing all their racing on English wheels. The reasonable presumption is that they were offered good money for riding the English wheel, and so they "soaked" their American racers and so turned an honest penny. There is but a step from ill to good fortune, and the Pope Manufacturing Company has good cause to rejoice over a narrow escape. It is bad enough to be swindled out of a small amount, but not near so bad as to have the reputation of one's wheels suffer severely.—*Wheelmen's Record*.

Wheel Tracks.

Howell beat Woodside in three out of five races.

Rowe is said to have ridden a third of a mile on the Lynn track June 4th in 46 $\frac{2}{3}$ seconds—a 2.20 gait.

Detroit now has four bicycle clubs all in a swimming condition—the Detroit, the Star, the Ramblers, and the Cyclers.

S. P. Hollingsworth having accepted an offer to ride in the interest of a manufacturing firm, has resigned from the L.A.W.

Thos. Stevens' book is now ready for issue. The person sending the greatest number of subscriptions for the book will receive \$500.

The series of races between Con Dwyer and Bennett for the Australian championship have thus far resulted in victories for the latter in the one and five mile contests.

A ten mile race took place at Coventry (Eng.), June 11, between Woodside, Morgan and Howell. At the end of the fifth mile Morgan retired. Howell won the race by a yard.

The Montreal Cycling Club is making a strong effort to enforce its amateur rules. Allard, Engleheart, Oxborrow and Hale, all riders of note, have been permanently suspended.

L. D. Munger, who started in the Clarksville road race on a Quadrant to beat the one hundred mile American tricycle record, finished the distance in 10h. 4m., over an hour ahead of the old record.

The *Irish Cyclist and Athlete* says that twenty-five per cent. of riders of the ordinary bicycle use machines too large for them. The *Cyclist* thinks seventy-five per cent. would be nearer right.

In 1885 there were 400,000 cyclers in Great Britain and Ireland. The number is now estimated at half a million. If confronted by any great emergency, what a power they could become!

Since Neilson's success at Clarksville, he has shown some anxiety to have a "go" this season at W. A. Rowe. There is not the least doubt but W. A. will be able to accommodate the ambitious Robert.

The 100 mile bicycle race, run June 13, on the roads near Crawfordsville, Ind., was won by Rhodes. Time, 7h. 57s. Crocker was second. The 50 mile race had a close and exciting finish, Crocker coming in first. Time, 3h. 34m. 55s. Rhodes was two seconds later, and Hollingsworth's time was 3h. 35s.

Mr. Synyer, who was reported as being suspended by the N.C.U. for crooked work with Furnivall, has been reinstated. Evidently the N.C.U. made a mistake, and so hastened to rectify it with all due despatch.

They don't have "respectably-dressed" young men to appropriate other people's cycles in America, but prepossessing youths. The difference may not affect the sufferer much, but we note it as an advance in the march of civilization.—*Bi. News*.

Another inventor of "the bicycle," and maker of "the first bicycle," has appeared in Biggleswade, England. His name is Maurice Phillips, and his experiences are detailed in the *Cycling Journal*, May 20. Mr. Phillips made a form of bone-shaker in 1865.

Woodside succeeded at Coventry, on June 14, in lowering the English five mile professional record to 14m. 20 1-5s. The "best previous" English professional time is 14.28, made by R. Howell. The best world's record is held by W. A. Rowe, in 13.23 4-5.

Jack Keen, the veteran English rider, won a 20 mile race against three horses, which were ridden by Mr. Bellow, and had to negotiate 30 hurdles, at the Crystal Palace, London, May 30. About 25,000 persons witnessed the contest, which was won by Jack by 15 yards, in 1h. 5m. 43 2-5s.

"There is no use talking," says the *Bicycling World*, "there will be an aching void, caused by the Springfield Club not having a race meeting this year. Perhaps the dear public will appreciate the loss, and clamor for a tournament in so loud a voice next season as to encourage the club to try again."

The New York aldermen have adopted a resolution requiring bicycle riders to carry at night a light which can be seen 200 feet, and also a bell to warn pedestrians of their approach. Why not direct that nocturnal bicyclers should sound a fog horn every minute and discharge a pistol to indicate their course?

It is healthful as exercise: I know of nothing better. It cures headache, aids digestion and insures sound sleep. Gymnastic exercise is drudgery to me; wheeling is the keenest of pleasures. It gives hardness to muscle, agility to the frame, and tone to every function.—*A Clergyman in the Detroit Christian Herald*.

An English paper says: Last week one of our fellows was riding down the town, when a cat suddenly darted from across the road right into the wheel, with disastrous results. The rider was pitched over the handles, whilst the poor old cat was hauled out of the wheel with the head nearly severed from its body.

Fred Wood won the bicycle championship of Australia at both one and three miles on the Melbourne Cricket Club grounds, April 9. He took the mile race in 2m. 45 2-5s., with G. Wyburd second and S. Clarke third. The three mile event was won in 10m. 10s., S. Clarke getting second place and Wyburd third.

Kennedy-Child says that Gen. Sheridan is thoroughly examining the question of the wheel as an adjunct of military equipment. To provoke a discussion on this subject, Kennedy was induced by the distinguished military officer to write a paper for an army publication two months ago on the adaptability of the wheel for war purposes.

Mr. Klipstein, of St. Louis, lately had a 12 mile road race with a greyhound. Before half the distance was run, the dog showed signs of giving out, and had to be watered and sponged. At the finish the canine was used up thoroughly, and only a good rest and a good dinner enabled him to slowly toddle back to town, a very much tired pup.

We hear that Mr. H. E. Ducker is about to move away from Springfield. He offers his house on Worthington street for sale. If that is so, then good-bye to the Springfield Tournament. We shall never look on the like again, unless

Henry E. moves into fallow territory and manages to enthrone his fellow-townsmen with the old-time enthusiasm.—*Bi. World*.

The suit of Geo. W. Pressey, of Hammonton, who claims to be the inventor and patentee of the "American Star" bicycle, against H. B. Smith, of Smithville, for a royalty on every machine now in use, is attracting a good deal of attention from riders of the "coffee-mill." The suit has been brought in the New Jersey Court of Chancery, and will be brought up at an early date.

Karl Kron says there are three things he hopes for. First, that he may make some money out of his book; second, that he may keep his family name and private life out of the newspapers; and third, that he may always live "on the square." The index to his book contains 76 pp. and 22,806 references. The number of hours spent on the 908 pp. exceeds by far the number of study hours in his four years' college course!

It may be a little early in the day to talk about the next League meet, but the *Record* would like to suggest that it be held at Detroit. Detroit is well located, and has a great wealth of natural attractions. Its wheelmen are enterprising and hospitable, and back of them is the Michigan Division. This is one of the best managed of the many Divisions that constitute the L.A.W. We do not know that Detroit wants the meet, but if she does, we certainly want Detroit to have it.—*Wheelmen's Record*.

Apologies of bright wheels, an old friend—a good bicyclist—not long since took an adept lady tricyclist for a ride on his tandem. Not far out they saw in front of them a couple of bicyclers, to catch and pass whom naturally became a matter of duty. "Can you spurt?" he asked. "I can, but it will not be necessary," was the reply. "Why not?" "Why, don't you see? We shall wear them down easily—they have full-nickelled machines!" And the result proved that she was right; they were new riders, easily caught.—*Philadelphia Times*.

The term "knickerbockers" is frequently incorrectly used in describing American cycling costumes. What the writers evidently intend to refer to are not knickerbockers, but knee-breeches. It is, of course, true that knickerbockers are knee-breeches, but knee-breeches are not knickerbockers. The latter are a pattern of knee-breeches, worn to some extent abroad, which are very loose, drawn to the knee by a band and allowed to fall over the same in a baggy and, to me, ungraceful manner, while knee-breeches are tight-fitting, differing only from ordinary trousers by terminating at the knee, as the name indicates, and not at the foot, as a pair of ordinary breeches do.—*L.A.W. Bulletin*.

It is a curious coincidence that both Cortis and Keith-Falconer were reported to have died of heart disease, whilst, as a matter of fact, it turns out that the deaths of both were due to natural causes, or rather, we should say, to causes apart from heart disease, and which had nothing to do with their past cycling career. Cortis died in Australia of ulceration of the stomach, caused by fatigue and exposure in the hot climate of that country. Keith-Falconer died at that dry "hot-house" known as Aden of fever contracted in Arabia whilst pursuing his work as a missionary of the Presbyterian Church of Scotland.—*Wheeling*.

The second annual spring games of the Ottawa A.A.A. were held at Ottawa on Saturday, June 11, in the presence of a large number of spectators. No record was broken, but the events were keenly contested. The "mile bicycle" was clocked to 3m. 11s. Robertson, the winner of the open wheel race at the recent M.A.A.A. games, secured the second prize, being only beaten in the last hundred yards by M. F. Johnston, of the W.B.C., both these men being on the mark. The limit man had 125 yards. The track, which was in splendid order, is in probably one of the most beautifully-situated grounds in Canada. It is circular, and is fifteen feet wide all the way round. It is modelled after the L.A.C. grounds

at Stratford Bridge, London, England, being exactly a "quarter," and, with a view to facilitate bicycling, the inside at each end is raised about thirty inches. Mr. G. A. Mothersill is one of the mainstays of the Association.

As an outcome of the convention of the League of American Wheelmen at St. Louis, the chief consuls of the several States are now arranging for a conference of representative wheelmen from all parts of the country, to be held in New York city at an early date. The purpose of this conference will be to map out the political action of this League, with special reference to securing the recognition of wheelmen's equal rights upon the highways and parkways of several States in which these rights are denied. The officers of the League insist that these rights are constitutional, and a fixed determination seems to exist among the wheelmen to make every effort to secure them.

There exists a general feeling of regret and disappointment that Woodside should have turned out so inferior to Howell. With this feeling comes a desire that another representative might cross to England and meet the champion. It is but little satisfaction to feel that we possess a man whom we believe capable of holding his own against all comers, and I echo the sentiments of many wheelmen when I say that it would be a great thing if W. A. Rowe could be persuaded to go to England and race against Howell. He is the fastest man we have, and would undoubtedly show that he is the equal of any cyclist Great Britain can place on the path. If there is any way of sending Rowe across, let his friends in Lynn suggest it.—*Bi. World*.

"There certainly is not a track in England if we judge them from an American standpoint. Some of the tracks across the 'herring-pond' are a mile round, notably the one at Springfield, and in consequence the best man generally wins, which is not always the case in England. Not only that, but you could start some twenty riders in a scratch race, and these men could ride without fear of a collision." "They can't do this on English tracks?" "No; take the finest track here, Long Eaton, and the man with the inside position has the best chance. Repeatedly last year Fred Wood, Gatehouse and Furnivall ran quarter-mile trials against the watch, and the one who had the inside position *always* won." "Is not the Aston path at Birmingham, where all the N.C.U. championships are to be run for, a good one?" "Not to my way of thinking. The path is narrow, and the corners were rather dangerous when I saw it, although I hear they have improved it slightly. The management of the Long Eaton ground offered their track for nothing. But it was purely a case of money, and as the Aston people bid higher they got the privilege."—*Wheeling*.

A Strange Spectacle.—In the southernmost end of Coventry stands a memorial to the late James Starley, the inventor of the tricycle. At this monument a strange and half-pathetic spectacle was witnessed recently. A workman in the employ of one of the great cycle makers of the town became demented on Monday. On Tuesday he rode to the memorial on his machine with a bag of tools. Leaning his bicycle against the railings, he proceeded to take it to pieces, and after removing every ball from the bearings, he tore a newspaper into scraps, and placed a portion of the machine on each all round the memorial, and having concluded this ceremony walked away.—*Bicycling News*.

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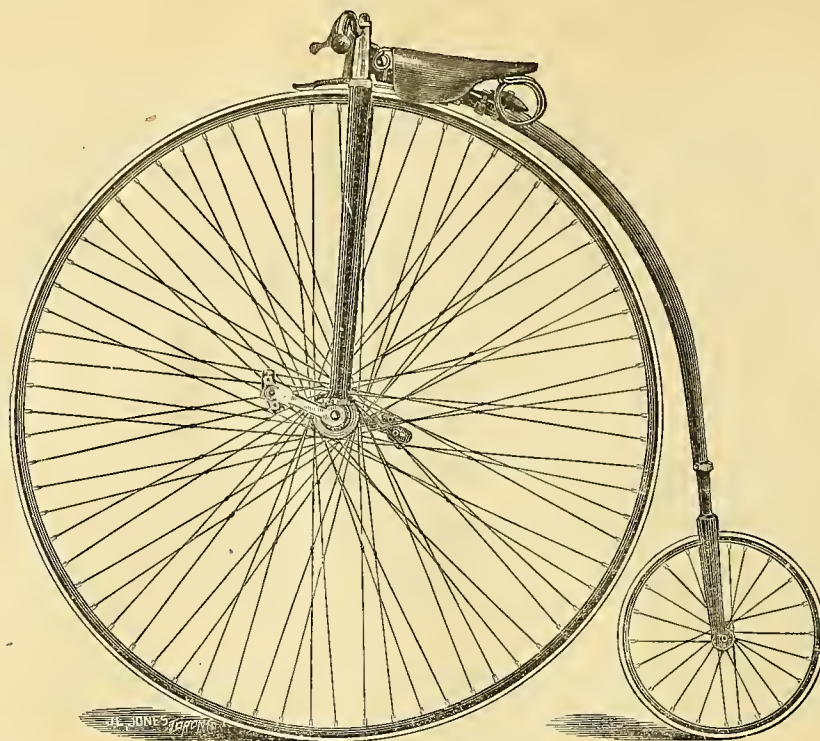
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If parties referred to are members of the C.W.A., two are required; if they are not, then there must
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EXTRACT FROM BY-LAWS.

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

6 The Association draws attention to the following explanation: A cyclist forfeits his right to
compete as an amateur, and thereby becomes a professional, by engaging in cycling or any other
recognized athletic exercise, or personally training or coaching any other person therein, either as a
means of obtaining a livelihood or for a stated bet, money prize, or for gate money, competing with,
pace-making for, or having the pace made by a professional in public or for a prize; selling, realizing
upon, or otherwise turning into cash any prize won by him. This rule does not apply to teaching
the elements of bicycling solely for the purpose of effecting the sale of a bicycle. The Association
recognizes as athletic exercises all those sports under the jurisdiction of the Amateur Athletic Asso-
ciation of Canada, including running, walking, jumping, pole-leaping, putting the shot, throwing the
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	MILES.	TIME.		MILES	TIME.
WORLD'S RECORD.....	1-4	.36 2-5	WORLD'S RECORD.....	12	32.35
WORLD'S RECORD.....	1-2	1.13 2-5	WORLD'S RECORD.....	13	35.18 2-5
WORLD'S RECORD.....	3-4	1.50 1-5	WORLD'S RECORD.....	14	38.01 2-0
WORLD'S RECORD.....	1	2.29 4-5	WORLD'S RECORD.....	15	40.41 2-5
WORLD'S RECORD.....	2	5.11	WORLD'S RECORD.....	16	43.26 4-5
WORLD'S RECORD.....	3	7.48 4-5	WORLD'S RECORD.....	17	46.14 4-5
WORLD'S RECORD.....	4	10.41 2-5	WORLD'S RECORD.....	18	48.58
WORLD'S RECORD.....	5	13.23 4-5	WORLD'S RECORD.....	19	51.40 1-5
WORLD'S RECORD.....	6	16.12 3-5	WORLD'S RECORD.....	20	54.25 2-5
WORLD'S RECORD.....	7	18.59	WORLD'S RECORD.....	21	57.07 3-5
WORLD'S RECORD.....	8	21.41 2-5	WORLD'S RECORD.....	22	59.46
WORLD'S RECORD.....	9	24.26 4-5	WORLD'S RECORD.....	23	1.08.22 3-5
WORLD'S RECORD.....	10	27.07 1-5	WORLD'S RECORD.....	24	1.11.28 4-5
WORLD'S RECORD.....	11	29.51 3-5			

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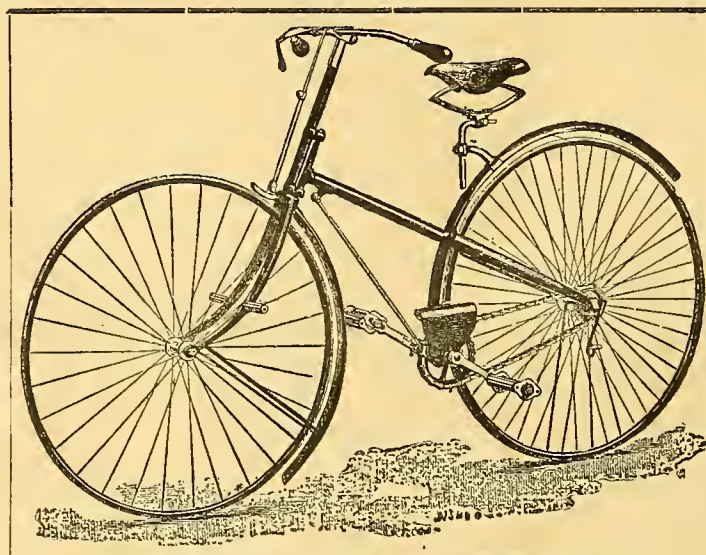


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