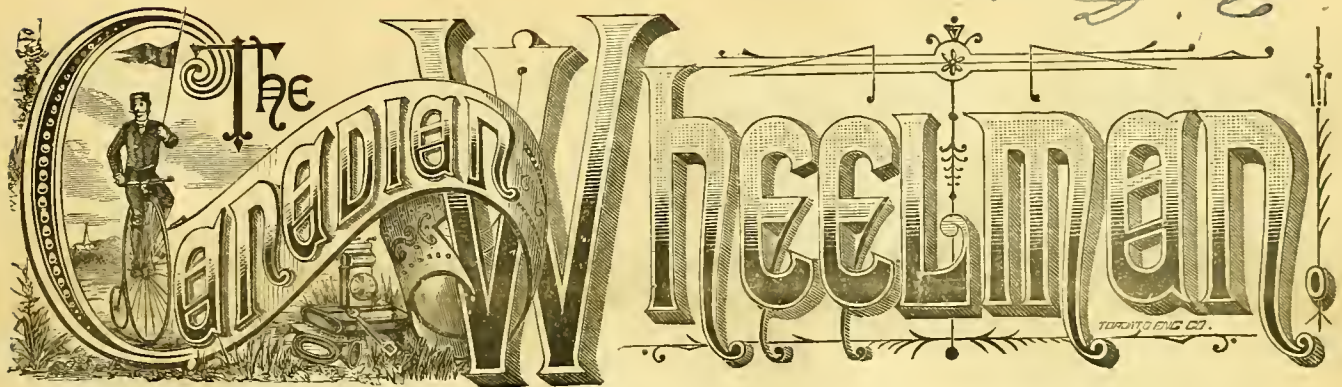


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A JOURNAL OF CYCLING.

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

VOL. (VI.) 4

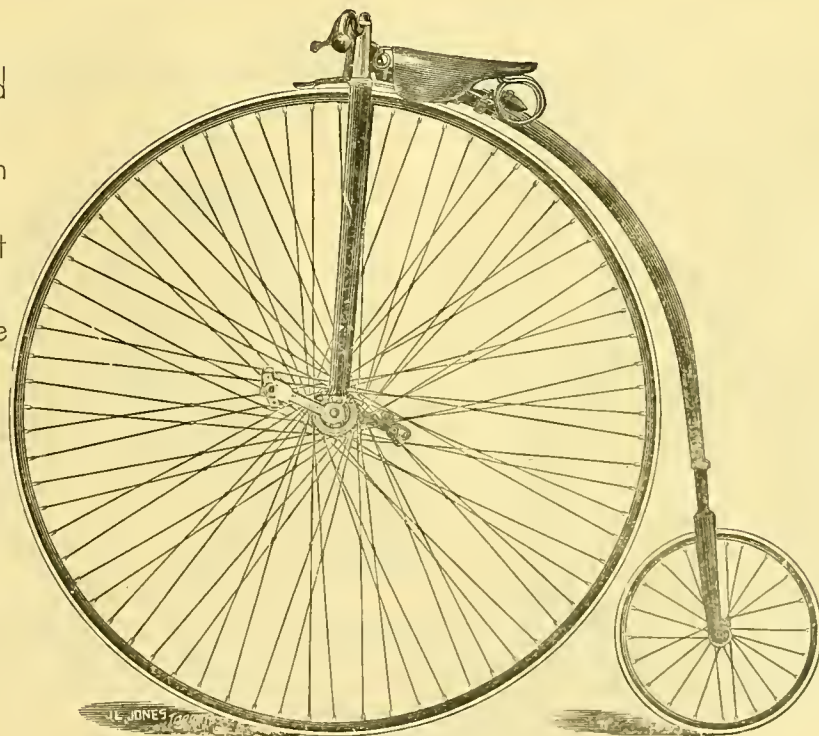
LONDON, CANADA, AUGUST, 1887.

No. 10.

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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.

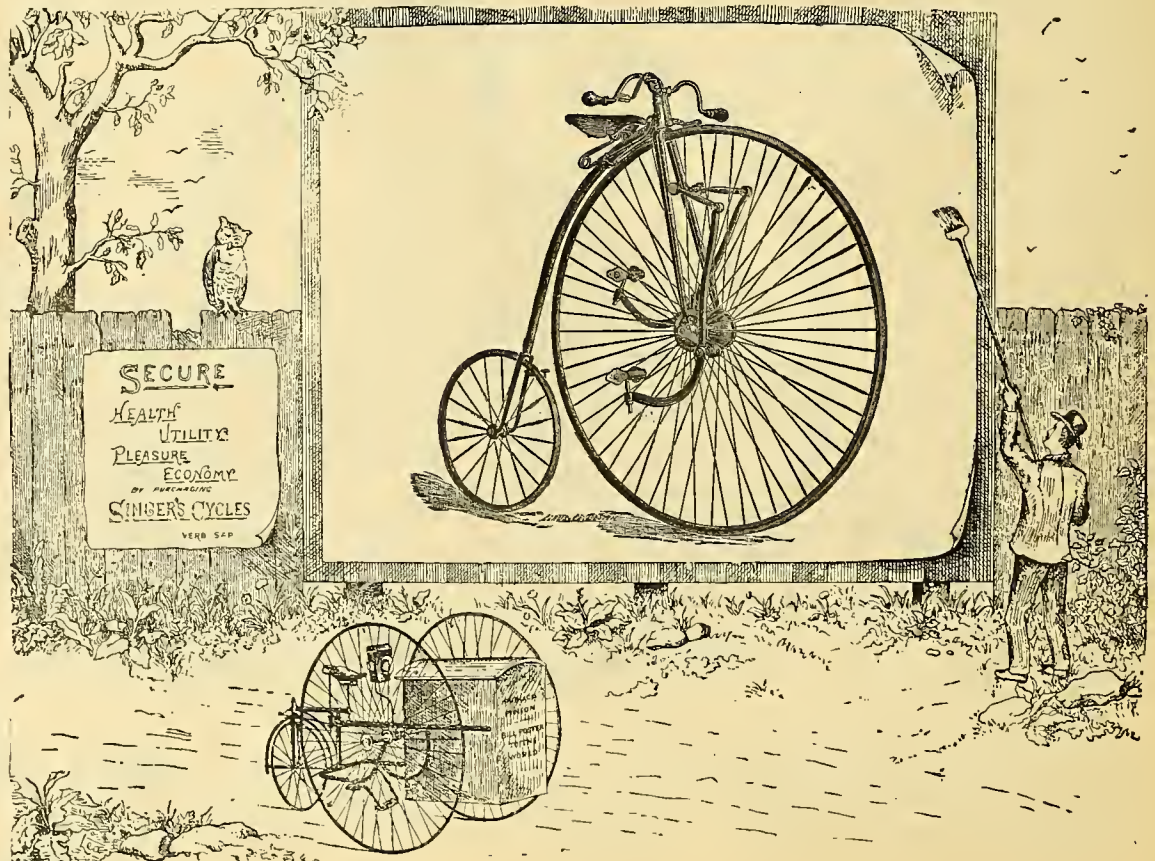
SPECIAL OFFER

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.

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The Canadian Wheelman:

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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, AUGUST, 1887.

EDITORIAL NOTES.

The Wanderers of Toronto now have 101 members in the Association—by all odds the largest number entered by any one club in the C.W.A. In fact, we do not recollect that the L.A.W. has as large a membership from one club. This testimony of the Wanderers' loyalty to the Association is especially gratifying, in that it sets a good example to the smaller clubs. The energy displayed by the Wanderers this year has been something phenomenal, and their fame is now as wide as the continent. Long may they wander.

Complaints have been received by the officers of the Association from several quarters, regarding violations by the G.T.R. of its agreement to carry wheels free. On the occasion of the late meet, the attempt was made, especially at Harrisburg, to charge wheelmen, and of course no little indignation was the result. Mr. Way, of Belleville, Vice-President of the Association, has the matter in hand, and is doing everything possible to secure an explanation and prevent a recurrence of the objectionable actions of some employees of the road.

One correspondent this month complains of the unseasonable weather for cycling that generally prevails on July 1, and asks why a day more suitable could not be selected for the annual meet of the C.W.A.? We think it would hardly be judicious to move in the matter of a change of date. For five successive years the meet has been favored with clear skies, which are of great importance to its financial success, and consequently, to the Association. Fair weather, as a rule, prevails about the first of July, and this fact, combined with the national holiday falling upon that day, more than counterbalances the slight inconvenience sometimes caused by excessive heat.

George M. Hendee and his trainer, Harry Cornish, are to take up their residence at Agricultural Park, Worcester, where the ex-champion will try to get himself in trim for coming events. It is stated that his friends expect him to be in sufficiently good form before the season is over to warrant him challenging Rowe to a championship contest.

TOURING.

There is one good thing in the fact that racing is taking a rear seat in the public's interest, and that is, that touring will most probably be a more prominent feature in the wheelman's life. We hold that there is no more delightful phase of cycling than that of touring, it is the *sensible* side of cycling. We all like to see trials of speed and endurance, and in fact, can one be found who has been brought up among English-speaking people, that does not delight in these exhibitions of skill and pluck. Still the real bodily and mental benefit to be obtained by cycling is only found in the moderate and constant use of the wheel on the road, and if a man has a notion to see what is outside his door-yard, let him take his wheel, and, with one or two congenial companions, explore unknown regions in search of adventure, health and fun. The cycling tourist, like the yachtsman, should be of a philosophical nature, ready to take circumstances pleasantly as they arise. The yachtsman has constantly to contend with adverse winds, no wind at all, and strong head tides. If he be a true sailor he will patiently bide his time and wait for better and fairer wind and tide. The cyclist has the same patience-destroying elements to spoil his disposition, one of which is the same as the yachtsman, namely, head wind. Then in place of opposing tides and rough seas encountered by yachtsmen, the wheelman can cultivate good nature by taking sand and hills, and at the same time smile sweetly and feel happy. Let the tourist's motto be "*Ohne hast*." Let him start out on a week or two trip, not caring one whit whether he covers ten or one hundred miles a day. Touring is not all joy and jubilation, there is just difficulty and annoyance enough to give to healthy, vigorous body and mind piquancy of feeling. The tourist must not be a grumbler, but with the good nature of a Mark Tapley, and the pluck of a Stevens. We are glad to notice that touring is becoming, year by year, more popular among wheelmen.—*Bi. World*.

A BIG PROJECT.

The Trenton, N.J., wheelmen are at present discussing the project of making a cinder path between New York and Philadelphia for the use of the bicycle men. This project has been agitated to a considerable extent by the *Bulletin*, the official organ of the National League of American Wheelmen, and the New Jersey division of the League, at its recent meet, held in Orange on the 4th of July, discussed the matter. It was then agreed that a committee, consisting of a member from each of the clubs in the State, should be appointed to give their opinion as to the feasibility of the thing. This committee has just been appointed by Dr. Cooley, of Plainfield, the Chief Consul of the State Division, and Mr. Gardner Cain, of the firm of Case & Cain, is the member from the Trenton club. Mr. Cain is an enthusiastic bicyclist, and has ridden the roads in that vicinity very thoroughly. He thinks that the cinder path cannot be made with any degree of success. The present route laid out in the guide-book, after leaving Trenton toward New York, is by the way of Pennington, Hopewell, Haringen, Bound Brook, Plainfield and Orange. On this route, Mr. Cain says, the roads are so narrow that there is no room for a path two feet wide, which is the prescribed width. Besides this, the farmers are bitterly opposed to bicycles, and they would not take any pains to keep the path in repair. In fact, on these narrow country roads the whole width is needed for the waggons. If the League would change the route and go up the Brunswick pike, then he thinks a path might be successfully constructed. Mr. Cain thinks the project will not be a success. The cinder path is for the purpose of making a hard, smooth track for the bicycles. The longest one in the country, and the best, is at Wilksbarre, which is eight miles in length. There are many roads which are either so sandy or rough that the bicycle cannot go over them.

SITTING UPON A GRUMBLER.

It appears that immediately after the Brantford meet an item appeared in the *Woodstock Standard*, complaining of the treatment accorded visiting wheelmen by the Brantford boys. This aroused the ire of Mr. W. A. Karn, ex-President of the Association, who sent the following letter to the *Brantford Expositor*:

Woodstock, July 6, 1887.

Clarence R. Fitch, Esq:

DEAR SIR.—Yours of the 4th to hand, and in reply would say that I was surprised and grieved to see the report in the *Evening Standard* of Saturday; I had not noticed it until you called my attention to it. I have learned that the report therein was obtained from one of our club, and you can judge of the reliability of the same when I tell you that his enthusiasm was so great that on arrival at the grounds he repaired to the shade of a tree and never left it during the afternoon. So you will readily see that the report originated from a most unreliable source. The next time this particular member goes to Brantford we will advise you to arrange for a special supply of refreshments in the shade of his own particular tree, and perhaps it may be as well to have a waiter in attendance. However, as President of the Woodstock Bicycle Club, allow me to contradict the statement referred to, and compliment (as I did at the annual meeting in your city) the Brantford Bicycle Club, the City Council, and citizens generally, and I must not forget the young ladies, for the very flattering reception tendered to us; and I say it in all sincerity, that the hospitality shown us in Brantford was the most generous I have ever experienced at a C.W.A. meet, and I have attended all except that at Montreal last year.

We are all very sorry that such a report, false as it is, should have become public, and I assure you that the sentiments expressed therein are not those of the Woodstock Bicycle Club, but of a member who was too lazy to help himself to the many luxuries so generously provided by our fraternal and hospitable friends, the Brantford Bicycle Club. Sincerely,

W. A. KARN, President.

SHALL THE DATE BE CHANGED?

Editor CANADIAN WHEELMAN:

SIR,—To-day finds me, as well as several of the St. Catharines Bicycle Club, as they say, completely broken up. I am suffering from a slight sunstroke, which made my visit to Brantford one of misery instead of pleasure. I write you to ask why cannot the date for the annual C.W.A. meet be changed to some more suitable season of the year? July 1st is always likely to bring us in contact with weather entirely out of place for wheeling. An allusion to this through your columns, in order that the officers of the C.W.A. can give the same their attention, will much oblige, Yours for pleasure,

St. Catharines, July 4, 1887. E. W. SMITH.

SUNDAY RIDING.

Editor CANADIAN WHEELMAN:

SIR,—In your Toronto correspondence of last month I notice some very queer statements over the signature of "Pete." I would like to deny his assertion that an evening paper of this city is down on Sunday riding. The piece referred to was a letter written by some "crank," which was published in the complaint column, and the terrible and awful offence was never again mentioned. Now, Mr. "Pete" has an interest probably in thus personally pulling us into print, and doubtless his "dead against" Sunday riding will influence every rider in America, who will after this lay aside his wheel on that day. It's all that's necessary to know it hurts his feelings. It might surprise Mr. "Pete" to know that many a rider from his own club has accompanied the Wanderers on a quiet Sunday run. A WANDERER.

KRON'S BOOK IN CANADA.

Editor CANADIAN WHEELMAN:

DEAR SIR.—The task of distributing "Ten Thousand Miles on a Bicycle," in freight boxes and express packages to all parts of the United States, has proved such a slow and toilsome one, that I almost regret not having adhered to my original plan of mailing the books directly to individual subscribers. Just two months have elapsed since the final pages were printed, and about 4,500 volumes have now been despatched to depositories, but I fear I shall not be able to finish this branch of the business before the end of August. I intend then to forward a circular to all subscribers whose books are not placed at these depositories, requesting each of them either to send me \$1.20 or else a post-card notice that he relinquishes the privilege of claiming his "specially numbered and autographed copy" at the specified half-rate. Meantime, I make this same request, through your columns, to all Canadian subscribers who may read these lines. Of my 130 advance supporters in the Dominion, about a dozen have already sent in their cash to me, and have expressed much satisfaction with the book. As I think a safe form of remittance is supplied by a one dollar bill and ten two-cent stamps (U. S. preferred, but Canadian also acceptable), I will bear the loss in case any such is stolen when addressed to me; but an order on the American Express Company costs only five cents and is absolutely safe.

If any subscriber will notify me, within a month after receiving his book, that he thinks it is not worth the price paid, I will return his money, with a label for mailing the volume elsewhere. I also offer to send the book "on approval" to any member of the C.W.A. who will agree that, within a week from the time of receiving it, he will either forward me its full price (\$2), or else will wrap up the volume ready for remailing, and will pay the Canadian postage on it whenever I send him a mailing label.

Canadians who may wish to buy the book outright, without the trouble of their preliminary examination, should send their \$2 order to my Montreal agent, A. T. Lane, 1421 St. Catherine street, who has kindly undertaken to sell forty copies for me. As I've paid some \$17, for Custom House charges and the like, in getting them to him, I trust he has not over-estimated the probable demand, in believing that the entire forty will find purchasers before the year closes.

The University Building, KARL KRON.
New York City, D.,
July 25, 1887.

M. B. C. ROAD RACE.

The Montreal Bicycle Club's handicap road race, from the M.A.A.A. gymnasium to the bridge works at Lachine, eight miles, took place on Saturday afternoon, July 23rd, and resulted as follows:—

	Net riding time—Min.
1. E. W. Barlow received $4\frac{1}{2}$ min.....	31 $\frac{1}{2}$
2. E. P. Baird, scratch.....	27
3. C. O. Palmer received 5 min.....	32
4. D. Pollock received $3\frac{1}{2}$ min.....	31 $\frac{1}{4}$
5. Fred. Scott received 3 min.....	31 $\frac{1}{2}$
6. A. T. Lane received 4 min.....	33
7. F. G. Gnaedinger received 7 min.....	38

This is the first of a series of three road races. The second one, to be held in August, will likely be to Valois, and the last one will be in September, destination not yet decided on, but will likely be to the bridge works, Lachine, and back to Montreal, about sixteen miles. The winner of the largest number of points in the three races will take the first prize, and so on down till the seven handsome prizes that have been donated have been disposed of. The first man in Saturday's race counts seven points, and so on, No. 7 scoring one point. The roads, except through Cote St. Antoine, were very good, and the time was excellent. The handicap was very close.

The Springfield Bicycle Club feels very bitter toward George Hendee, because he failed to run for a record at their 4th of July tournament.

With the Clubs.

TORONTO.

NOTES FROM THE WANDERERS.

Bicycling matters around the club house are now quiet, and as most members are enjoying their holidays, no active business will be done till about the 15th of August, when we will commence to boom things again, starting off with our annual trip to Rochester.

A ball team in connection with the club has been organized, and already they have "done up" the Toronto Bicycle Club twice in succession, as well as several other teams. The officers are: Capt., A. S. Rennie; Sec., W. McGee; Manager, Fred. Foster. There are no salaries paid, although fines have been inflicted.

After and before the Brantford meet our house was honored with many visitors, the Midland Tourists and Montreal clubs paying us a friendly visit. Two tourists from Cleveland made themselves at home for a day or so with us.

The Syracuse club came along to the number of six, and after staying a day or so, left the city, expressing loudly their appreciation of treatment received. But the Wanderers more than exerted themselves in the case of the Ilderan Club, of Brooklyn. Some fifteen members of the W.B.C. crossed over the lake and accompanied back an even seventeen tourists. The party were met on the wharf by about fifty Wanderers, who escorted them to the hotel. In the evening the club turned out about 200 strong, riders and non-riders. The island was visited and a sail was taken. Next day the city was shown the guests, and they left in the afternoon, accompanied by G. H. Orr as convoy and some half dozen of the club, for Kingston. To give all the little details of the time which the Ilderans had would fill a book. They think the W.B.C. could do anything, and wanted to buy out the whole club, plant and all, and take it away with them.

Another nice trip was that to Newmarket, on the 16th and 17th. Some twenty-five members were the guests of the Newmarket club, and the time they had, and the way the club out there used us, we shall never forget, as they are the liveliest and most sociable of clubs.

The Wanderers have sent in an even hundred members to the C.W.A. This was decided on at last meeting. I guess this tops the list for individual club membership.

July 24, 1887.

"WANDER'-OR."

LONDON.

NEWS FROM THE FOREST CITY CLUB.

The principal reason of my communication this month is owing to the report that has been circulated that the Forest City Bicycle Club, in the midst of their phenomenal prosperity, intend investing their club funds in a \$30,000 club-house on the main street of the city. I can, with every degree of safety, flatly contradict the story, as it has been decided to invest the funds in six dozen lemons and three pounds of sugar to make lemonade to entertain the Bay City tourists. And having got this off my mind, I will chronicle the news. The Bay City wheelmen with other Michiganders, start from Windsor on the 8th of August, and will arrive here on the 10th and spend the evening as our guests, when a big time may be expected. Our new club headquarters are finished, and about ready for occupation. They are located on York street, in rear of the Tecumseh House (no insinuations, gentle reader. Our club motto is, "Strictly Temperance") in a very pleasant situation, and are being cosily furnished, so that all may spend a quiet evening in our cycling circle. (friends and acquaintances will please accept this intimation.)

Our next event is the Forest City Bicycle Club annual outing, which this year takes the form of a ride to Goderich. The start is to be made on Saturday afternoon, August 13. Sunday being spent in as quiet a way as possible, and Monday in Goderich, returning by train on Monday evening. As there may be a number of cyclers in

Western Ontario who would like to take a spin over the famous Goderich road with a party, we cordially invite them to join us in our quiet way. Any person so inclined, will be furnished with full particulars by writing our Secretary, W. K. Evans, at 860 Richmond St., London. As he is desirous of knowing the full number before starting, it is necessary to make all arrangements by August 8.

Thos. Stevens, the round-the-world cyclist, will very probably visit London in October, and give a lecture under the auspices of the Y.M.C.A., and patronage of the F.C.B.C. As it is not definitely decided upon, particulars will appear later. Several members are away touring around the country, and in fact everyone is riding more than ever this season, a large number of tourists passing through here every week. More anon.

A BIG RUN.

The *Detroit Free Press* says:—The longest one-day ride by Detroit wheelmen was made last Sunday, July 24th, by B. J. Holcombe and C. Smith. They started from Windsor at 4 a.m. and reached Leamington, thirty-four miles distant, in three hours, making only one dismount. Here they stopped an hour for breakfast. They then started for Blenheim, reaching there at noon. Mr. Smith had not been feeling well on the run out, so that on his arrival at Blenheim he took a bath and went to bed. Mr. Holcombe meanwhile wheeled three miles past Blenheim and back to make up seventy-five miles one way. They took dinner at this point and remained two hours to rest. At 2 o'clock sharp they started for home. "Even if I am sick," said Smith, "I feel better on my wheel than in bed." A hot pace was then made for twenty-seven miles without dismount. They arrived at Leamington on the return at 5:30 p.m. and remained an hour for supper. Three miles out of Leamington Holcombe took a somersault header which so completely turned him around, that on mounting again he started to go back to Blenheim, and would not be persuaded that he was wrong until he made inquiry at a farm house.

The arrival at Essex Center was made just at dusk, and 133 miles had been covered in daylight. The seventeen miles from Essex Center to Windsor was made in darkness and with great difficulty. Arrival in Windsor was made at 11 o'clock, thus finishing the longest run ever made in one day by Michigan wheelmen. The actual riding time was 14 $\frac{1}{4}$ hours. Notwithstanding the long ride the gentlemen were at their places of business yesterday morning without any visible signs of having over-exerted themselves.

Mr. Holcombe rode a fifty-three-inch Columbia light roadster and Mr. Smith a fifty-four-inch light Champion.

AN ENGLISH OPINION.

W. A. Illston, the one mile champion, in an interview with a correspondent of the *Glasgow Evening News*, said: "Rowe is undoubtedly the best cyclist I have ever seen. I ran against him two years ago in America, and he beat me, although he was only coming out then. He is a different man altogether now. He has done the mile in 2m. 27s., a very wonderful performance indeed. I believe," continued the champion, "that the tracks in America are much faster than in England; they are half-mile tracks. My best time there was 2m. 39s." Referring to the recent English-American matches, Illston was decidedly of opinion that the recent matches between Howell and Woodside were genuine in every respect. "You see," he explained, "they were international affairs, and it was very unlikely that that being the case they would be 'faked.'" Asked his opinion of Howell, Illston smiled and confidently remarked: "I don't think there's anybody just now who can beat him. Yes," he went on, "Temple is a good man, and he is the fastest pedaller I ever saw; he rides a 53 $\frac{1}{2}$ -in."

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. HAL. B. DONLY, Simcoe, Ont.

Members desiring their addresses changed will please send both their old and new address to the Secretary, at Simcoe. All complaints in reference to the non-delivery of the paper should be sent to THE CANADIAN WHEELMAN, London, Ontario.

:o:

APPLICATIONS FOR MEMBERSHIP.

MONTH OF JULY.

Unattached, add 4 :

E 0506, J King, Whitby, Ont.
E 0507, J P Lachland, Oshawa, Ont.
E 0512, R W Wright, Cleveland, Ohio.
E 0734, A R Stuart, Thurso, P.Q.

Ottawa Club, add 1 :

E 0511, W G Stedman, Ottawa, Ont.

Peterboro Club, add 1 :

E 0515, Herbert Haultain, Peterboro, Ont.

Stratford Club, add 19 :

E 0558, C M Laurence E 0567, Fred Tiffin
E 0559, R H Brotherhood E 0568, H G Walton
E 0560, A S Fuller E 0569, P C B Harvey
E 0561, D D Hay E 0570, W S Watson
E 0562, Geo Tiffin E 0571, Mark Wade, jr
E 0563, Jos Pequegnat E 0572, T H Fuller
E 0564, G F Macfadden E 0573, M A McFarlane
E 0565, H S Macdonald E 0574, W K McLean
E 0566, L Robertson E 0575, E Schmidt
E 0576, George Kay

Wanderers' Bicycle Club of Toronto, add 70 :

E 0597, Dr. A Macdonald, 180 Simcoe St.
E 0598, T H Grey, 84 Huntly St.
E 0599, E A Thompson, cor. Church & Front St.
E 0600, Charles Doherty, 35 Front St.
E 0601, H L Billing, care of Pearson & Co.
E 0602, C Miller, 169 Victoria St.
E 0603, J H Sperk, Merchants Bank
E 0604, A B Cameron, 25 Murray St.
E 0605, Will Shaw, care of Simpson & Simpson
E 0606, C P Orr, 9 Toronto St.
E 0607, A D Brown, 60 Alexander St.
E 0608, R A Shaw, 249 Jarvis St.
E 0609, E Macklem, Globe Office
E 0610, G Dean, care of T Eaton & Co.
E 0611, Alf. Thompson, 20 Front St. W
E 0612, J Alexander, Mail Building
E 0613, L W Buller, 72 King St. E
E 0614, Thos Sheard, 16 McGill St.
E 0615, W C Price, 290 Queen St. E
E 0616, Wm Equi, 269 Yonge St.
E 0617, J H Gerrie, care of Forest and Farm
E 0618, A S Rennie, 10 King St. E
E 0619, A T Cleghorn, 82 Walton St.
E 0620, C A Walker, 52 Church St.
E 0621, W Parkhill, 219 Sherbourne St.
E 0622, C T Callo, 48 Bredalbane St.
E 0623, B T Nicholas, 32 King St. W
E 0624, W Turner, care of Sampson, Kennedy & Co.

E 0625, J G Doran, care of B C Chambers
E 0626, W G Collins, Phoenix Mfg. Co.
E 0627, N McQueen, 77 Front St. E
E 0628, R Gain, 64 Rose Ave.
E 0629, T C Thompson, 52 Church St.
E 0630, A Austin, 334 Parliament St.

E 0631, A Taylor, 22 Toronto St.
E 0632, A Knowlton, 27 Church St.
E 0633, C S Stewart, 754 Queen St. W
E 0634, S Campbell, 64 Yonge St.
E 0635, J Binns, 179 Yonge St.
E 0636, W Clendenning, 98 Duchess St.
E 0637, A E Hurst, 219 Sherbourne St.
E 0638, W Henderson, 249 Ontario St.
E 0639, Bert Brown, 60 Alexander St.
E 0640, J Harrison, 72 Richmond St. W
E 0641, E Fletcher, 526 Yonge St.
E 0642, M Smith, 46 Isabella St.
E 0643, R Galbraith, 3 Maitland St.
E 0644, S G Beckett, 155 Seaton St.
E 0645, J J Clarke, 440 Yonge St.
E 0646, C M Ryan, World
E 0647, John Morrison, 528 Jarvis St.
E 0648, John McBrine, care of John Macdonald
E 0649, F J Capon, Moss Grove, Moss Park
E 0650, W Despard, Loudon & Co.
E 0651, A O Hurst, Copp, Clark & Co.
E 0652, John King, J D King & Co.
E 0653, M J Taylor, J D Taylor
E 0654, R S Penniston, 3 Court St.
E 0655, Harry Barker, 317 3/4 Queen St. W
E 0656, W Yorke, No. 6 Union Block
E 0657, D Naismith, 16 Maitland St.
E 0658, George Toye, 228 Carlton St.
E 0659, W Millicamp, care of John Macdonald
E 0660, R Hoirocks, Gas Office
E 0661, J F McQuaig, 27 Gifford St.
E 0662, Charles Grey, 84 Huntley St
E 0663, T Morrison, 20 Front St. E
E 0664, T E Higgin, "Palace," cor. Front & York Sts.

E 0665, A Lawson, 409 Church St.
E 0666, B O'Keef, 72 Church St.
E 0667, M W Wells, care of John Macdonald
E 0668, C B Lowndes, 499 Sherbourne St.
E 0669, A E Patro, Queen's Hotel
E 0670, B W Wood, 305 King St. W
E 0671, L H Lucan, 26 Metcalfe St.
E 0672, W McGhee, Gonld & Church
E 0673, S Samuel, care of Samuel, Benjamin & Co.
E 0674, A Duffell, cor. Yonge and Wilton Ave.
E 0675, F Whebbard, 141 Yonge St.
E 0676, F Creighton, Simpson & Co.

St. Thomas Club, add 1 :

E 0677, M D Teetzy, West Lorne, Ont

Rambler's Wheel Club, Belleville, add 1 :

E 0678, W H Biggar, Belleville

St. Catherine's Club, add 4 :

E 0716, J H Henderson E 0718, H B Page
E 0717, W C Ditman E 0719, Edge Carroll

Forest City Club, London, add 2 :

E 0731, J Tilby, London
E 0732, A Walker, London

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APPOINTMENTS.

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*
Whitby.....	Jos King.....
Oshawa.....	J P Lanchland..

* Allows 25 % off regular rates.

:o:

An English medal maker advertises to buy back medals at eighty-five per cent. of original cost. The attention of snow-white amateurs is respectfully called to this place of enterprise.—*Wheelmen's Record.*

FIFTH ANNUAL MEET OF MICHIGAN DIVISION L.A.W.

The following is an account of the fifth annual meet of the Michigan Division L.A.W., held at Detroit, July 11. Weather: Fine, no wind. Track: Quarter-mile gravel, slightly bumpy.

1. One-mile, novice—1, J. D. Lamont, Chatham, Ont., 3.25 4-5; 2, W. K. Bradish, Detroit Star Club, 3.27 2-5. 2. Half-mile, open—1, Harry Davies, Toronto, Ont., 1.23 1-2; 2, T. B. Nicolson, Crawfordsville, Ind., 1.23 3-5; 3, Bert Hedges, Adrian, Mich., 1.28. 3. One-mile, 3.20 class—1, G. E. Lane, Detroit Bi. Club, 3.11 2-5; 2, J. D. Lamont, Chatham, Ont., 3.15 4-5; 3, B. Hedges, Adrian, Mich. 4. Quarter-mile dash, for Detroit L.A.W. members—1, Geo. E. Lane, Detroit Club, 0.43 3-5; 2, W. E. Metzger, Detroit Club, 0.43 3-5. 5. One-mile, State championship—1, F. N. Spranger, Detroit Bi. Club; 2, Geo. E. Lane, Detroit Bi. Club; 3, B. Hedges, Adrian, Mich.; 4, M. D. Hubbard, St. Johns, Mich. The judges declared this "no race" on account of loafing. The riders there-upon "kicked," and the matter will be referred to the racing board. 6. One-mile tandem—W. E. Metzger and A. F. Peck, both of the Detroit Club, start alone to make a record for the city; time, 3.31 1-5. 7. Three-mile, L.A.W. championship—1, T. B. Nicolson, Crawfordsville, Ind., 9.47 1-2; 2, F. X. Spranger, Detroit Club, Ont. 9. Half-mile, consolation—1, M. D. Hubbard, St. Johns, Mich.; 2, B. Hedges, Adrian, Mich., 1.44 2-5.

:o:

A SEVERE CRITICISM.

Our esteemed contemporary, the *Boston Herald*, in its review (16th inst.) of Karl Kron's "Ten Thousand Miles on a Bi." speaks with no uncertain sound. It says, to begin with: "Whatever interest this book may have for the 3000 subscribers who have their names printed in the place usually assigned to the index, it will have small interest for the general reader." This is not bad for a starter, and seems to have warmed the writer up to his work, for he continues: "The author is eminently bumptious; he is a man of one idea, and that idea sticks out in his story to the exclusion of everything else. The bicyclers have queer literary tastes, and possibly they may like this sort of literature, but it is all Dutch to the man who does his travelling on two feet instead of two wheels. Why on earth this self-coceited son of genius has put the story of his senseless wanderings through America into 907 pages, of which the type is so small that you must put on eye-glasses to read it, is beyond one's guess. For absolute stupidity, even to bicyclers, this volume must take the prize as being one of the most worthless ever written. It is the work of an idiot, not of a sane man. The only sign of common sense is shown in the beautiful portrait of Karl Kron's favorite bull dog, to whose memory the book is aptly dedicated. More rubbish was never more closely compacted into small space." For direct and explicit phraseology this could not have been surpassed by Karl himself, and yet, if the reviewer had looked at the small print a little more closely through his glasses, he would have discovered not a little of interesting fact and information. On the whole, Karl is to be congratulated, for if a review like the foregoing does not produce sales to the non riding public, nothing will.—*Bicycling World.*

:o:

TRADE NOTE.

By reference to our advertising space, it will be seen that the Toronto Bicycle Club will hold its sixth annual tournament at Rosedale, on Monday, August 15th (civic holiday). It will be seen that there will be seven open events adapted to all classes of riders. No doubt the Torontos, as usual, will make this meet a success. The Rosedale Athletic Grounds Association are making extra efforts to put the track in such condition as to enable Canadian records to be lowered.

Poetry.

LITTLE DUDE. BIG BICYCLE.

Now vas der merry mont' of May,
Ven all der bull-frogs sing so gay,
Und Vinter's cold vas shased away,
Und melted vas der icicle.

Now comes der leedle dandy dood,
Reshplendent in his nobby suit,
Und mit his mustache curled so cute,
A-riding on his bicycle.

Und in her "bloomer" by his side
Der sweete doodine does swiftly glide,
A-vishing do she vas his bride,
Oopon a brand-new tricycle.

Und he vish too dot very same;
So riding oop to her he came
Und tried a radher risky game—
To kiss her on dot tricycle.

Youst den von leetle shtone he shtruck,
Und mit his vheel von heddar took,
Und pitched head first, gonfound der luck!
Oopon her mid his bicycle.

Dot settled him youst like a book;
Der doodine gwick dot fresh dood shook,
Und gave him youst von icy look
Dot freeze him like an icicle.

—Boston Globe.

HE STAYED RIGHT WITH 'EM.

[The Wheelmen's Record.]

The other day, a party clothed in grey jeans and the delicate odor of new-mown garden truck, came shuffling into our office, cast a suspicious glance around him and asked: "Is this here where you print the *Wheelmen's Record*?"

We admi ted the truth.

"An' you print about races, an' sich like news, I reckon?" he ventured inquiringly.

Another candid admission on our part.

"Don't charge nothin' for printin' about 'em, I reckon?"

We assured him that we published such things as a matter of news.

"Well, bein' as I was comin' to town to-day, Pete Burgess, he 'lowed he'd like to have me come up here an' tell you about them Terry Hut races last week. Pete, he was afeared some other fellers would git in ahead of him an' tell their side of the story an' git you to print what wasn't true. You see, they was right smart prejudice agin Pete at Terry Hut, jist 'cause he went in an' won their blamed old race, when they wasn't expectin' it."

"Very well," we said, "let us have your report. Just as briefly as possible, please."

"That's what I was comin' to," he drawled. We've only got one velocipede rider in Shuckville, but he's a daisy!

"One day I says to Pete, says I: 'I hear they's to be some big races at Terry Hut; what hosses is entered, eny of your pap's?'"

"Pete says, says he: 'There ain't no hosses entered, it's a bisickle race.'

"Then I says, says I: 'Why don't you go in an' jine 'em?' But Pete, he was kinder afeared he wouldn't stand no show. He said they was goin' to have some mighty big races there at Terry Hut. They had fast men comin' from Chicago, an' Sent Louis, an' Boston, an' Pennsylvania, an' all them big towns.

"I says to him, says I: 'What do you care for them fellers, can't you run, too? Didn't you an' your velocipede run away from Squire Burk's bull dog last Saturday? Didn't you beat Abe Parker's yaller mare, out on the mill road? What are you afraid of, anyhow? I'll back you up, I says, says I: 'You jist go into that race an' stay right by 'em!' An' he done it.

"Me an' him went over to Terry Hut the day

before the races, an' Pete, he entered in the five mile championship race. That was the longest, and I advised Pete to go into it, 'cause I know that his main holt would be in stayin' right with 'em. An' he done it, too.

"When the time come to race, all the big guns from Crawfordsville, an',—an' all them places, was there, with their spidery lookin' velocipedes. As they come up into line, one at a time, each feller's friends reared up an' hollered for their man. But you'd ought to seen 'em cheer when Pete come up to the line! Why, every last one of 'em yelled like he'd split his neck!

"I reckon they kinder suspicioned that Pete would win.

"They all fetched up in line; six of 'em; an' each racer had a man standin' back of him to give him a shove. I was back of Pete, an' jist before they started I whispered to him: 'Pete, recollect I've got four dollars an' a yallar cow up on this race. Stay right with 'em.'

"Then somebody fired a shot gun, an' when I seen all the rest startin', I judged that was the sign to start, so I jist gave Pete a shove an' I reckon I sent him about a hundred yards. I was feelin' a little frustrated an' I kinder started him off a little might crooked, an' he slammed up agin another fellar an' knocked him clear off the track. But Pete, he didn't have time to stop, he jist stayed right with 'em.

"Perty soon the other racers shot ahead of Pete, but I didn't let that scare me none, 'cause I knowed what Pete was. He wasn't goin' to wear himself out at first—he 'lowed to wear the rest of 'em out.

"So before Pete had got around once, the rest of 'em was comin' around the second time an' jist as they was goin' to pass him, Pete kinder edged across the track so as to git on the other side for a change, an' a couple of 'em what had their heads down an' weren't lookin' where they was goin', run smack into him. Pete, he didn't let that bother him none. He steadied himself up a little, an' stayed right with 'em, but the other two dropped all in a heap an' they carried 'em off the track.

"Jist about this time, one of the men that was bossin' the race seen how things was goin'. He knew by the way Pete stayed with 'em, that he was sure to win. I reckon he had it fixed up with some other fellar to do the winnin' an' he didn't want no foreign talent to come in an' bust his man. So he run around to where Pete was, an' hollered at him an' tried to git him to come off the track, but Pete, he didn't pay no more attention to him than he did to the rest of 'em. He jist kept on an' stayed right with 'em.

"They was only two others runnin' now besides Pete, but I wasn't gittin' scared. Pete, he jist kept right on without tryin' to wear himself out, 'cause it was his plan to take it easy, you see, an' stay right with 'em.

"By an' by the other boys began to ketch up with Pete agin, an' jist as I came down to the track to give him a drink of water, Pete stopped an' one of 'em ran plump into him agin. Broke his leg, but it served him right for tryin' to race when he didn't know how to ride no better than that. But it didn't addel Pete none. No sir-ee, he stayed right with 'em.

"Pete, he started out agin. There was only him an' the other fellar on the track then, an' as they was a right smart piece apart, Pete didn't have no more trouble about bein' run into.

"They was gittin' mighty near to the end of the race an' all the crowd got to yellin'. Some of 'em was hollerin' fer the other man, but most of 'em was yellin': 'Go it, hay seed! Git there, old corn stalk!' an' all the while Pete was stayin' right by him.

"When the fellar passed him fer the last time, I reckon they wasn't more'n a dozen yards from home. But jist then Pete, he fetched a powerful whoop, jist to let the young feller know he was right with him, an' he looked around kinder scared like, an' jist then he took the worst gosh-all-hemlock fall you ever seen; went right through his machine like it was a paper hoop, an' Pete he went in an' won. An' you'd ought to heard 'em yell.

"But they was a few of them that was mad, an' wanted to lick Pete, 'cause the other fellers run

into him. Jist as if he could help it! But I says, says I: 'The man that licks Pete licks me too, 'cause I'm here to back him up. I've won four dollars an' a cow on this here race an' I can afford to blow in a little fer a 'salt an' battery fine jist as well as not.'

"They didn't say no more about fightin', but they cheated him out of his brass medal jist the same. They had a lot of fine drawn excuses to git out on. Said he run into the other fellers an' fouled 'em when anybody could saw that they run plump into him. An' they said that Pete didn't finish the race by two miles; but I took notice that Pete was the only one of 'em that had the sand to stick to it till the race was over, an' if he didn't win, I'd like to know who did.

"As I said before, they is right smart hard feelin's over this thing at Terry Hut, an' some of them fellers may come around here tryin' to work some lies into your paper about it. But what I've been tellin' you is the solid truth, an' whatever you say about the race, you jist make this remark: 'Pete Burgess went into that 'ere race to stay right by 'em all the way through. An' he done it.'"

THE SYRACUSE CLUB'S TOUR.

The Syracuse correspondent of the *Bicycling World*, telling of the Ontario tour of the Syracuse club, says:—"God save the Queen." The Canadian trip is a thing of history, and all the party live to spin their yarns. At Lewiston a boat was taken for Toronto. The party was the guest of the Wanderers' Club at Toronto, and the visitors were enjoyably entertained by Captain Orr and several club members. Friday's ride was to Bowmanville, a distance of about fifty miles, through Norway, Highland Creek, Pickering and Whitby. Notwithstanding the fresh gravel these fifty miles are a good day's pull, as the road is full of grades and hills. There is nothing whatever to see after Toronto is left, and a wheelman would lose nothing by beginning his trip at Bowmanville or New Castle. Toronto is about all there is in the line of a town on the entire route. The Canadian cities are fair American towns. But from Bowmanville on, the roads, scenery and country itself, all improve. The party, the second day out from Toronto, made eighty miles with ease, riding to Belleville. Port Hope and Cobourg are good sized towns and quite lively for Canada. Dinner was had at Cobourg, and the party increased by three Port Hope wheelmen who were bound for Belleville. The afternoon ride was through Grafton and Newton to Brighton, where the party was joined by two wheelmen, members of the Star Club of Cleveland, Ohio, who are touring to Boston, and the entire company made the run from Brighton to Belleville, twelve miles, in fifty-five minutes. The night and Sunday morning was passed in Belleville, and the remaining fifty miles to Kingston made Sunday afternoon, the riders receiving a cordial welcome at the hands of the Napanee wheelmen. Monday morning an early boat was taken for the Thousand Islands, and Monday and Tuesday spent at Round Island Park and on the St. Lawrence. The entire road riding distance covered was 225 miles, and for a week's outing this trip cannot, in the estimation of the "Big 6s," be excelled. There is a variety to it that few trips afford, and the scenery in the region of the Falls, Niagara River and Lake Ontario is, grand. The Ilderan club of Brooklyn, is travelling the same trip at this time, and we hope they are enjoying themselves, and meeting with as kind hospitality at the hands of wheelmen along the route as we did.

Twenty-two members of the Portland Wheel Club arrived at Quebec, July 25th, from Cacouna. The party left Portland on July 14, by train for Bangor, Me.; from Bangor by wheel to Edmundston, N.B.; thence to lake Temiscouata; from the lake to River du Loup en Bas, thence to Cacouna, where they put up at the St. Lawrence Hall, where they were tendered a grand reception. They rode out on their wheels to the falls of Montmorency, and during the afternoon they visited all the places of interest.

Wheel Tracks.

R. J. McCreedy won the five miles tricycle championship at Ashton.

George Ace, of Wales, and William J. Morgan, have made five bicycle matches for 1, 5, 10, 25 and 50 miles each.

L. S. C. Ladish is no longer connected with the *American Wheelman* of St. Louis. He has sold his interest to Rogers and Gordon.

McCreedy owns and rides what is supposed to be the lightest racing tricycle in the world. It is a "Cripper," and weighs only twenty-seven pounds.

Harry E. Ducker has removed to Buffalo, N. Y., where he has taken the position as superintendent of the book and job department of the Gies Printing Co.

Mr. C. W. Brown, of the London (Eng.) Tricycle Club, lately rode 100 miles on the road in 7h. 54m. 10s., beating "the best" by about 35 minutes.

Woodside cut the two-mile English professional record down to 5m. 32.4 s., at Coventry, Eng., June 14, but Howell lowered it to 5m. 27s., June 17, at Wolverhampton.

The residents of Martha's Vineyard have subscribed \$500 towards defraying the expenses of the expected visit of the Massachusetts Division of the L. A. W., to take place in August.

A young lady of Tottenham was married last Friday, and after the usual wedding breakfast the happy couple started for their honeymoon tour on tricycles, amid showers of rice and good wishes. —*Tottenham Herald*.

Geo. Nash, the fancy rider, has been astonishing Providence people by riding down eighteen steps from the City Hall to the street. He does this wonderful feat on a single wheel, sans every thing except the pedals.

President Kirkpatrick, of the L. A. W., has a big head for the development of original ideas. His latest feat in that line is to establish a "cabinet," the members being composed of the heads of the various national committees.

The American team have engagements all through England for the month of August; they will then go over to the "Continong," to fill engagements in France, Germany, Austria, Norway, Holland, and other Continental countries.

The League membership in the five largest States is as follows:—New York, 2,025; Pennsylvania, 1,532; Massachusetts, 1,201; New Jersey, 798; Ohio, 752. It is a pity that Massachusetts has been allowed to drop from first to third place.

We should like to see such men as Howell, Battensby, Lees, Duncan, Medinger, Dubois, Temple, Woodside, and Bob English competing in races over distances from five to twenty-five miles, which would prove a very exciting competition. —*Cyclist*.

It is said that Percy Furnivall is to "figger" as a hero in a novel, the plot of which is based on Browning's poem of Waring. It is really stated as a fact that the author has taken Mr. Furnivall, and proposes to work him over into a most delicious hero. —*Bicycling*.

Percy Furnivall has appeared on the platform and delivered a lecture on "Training," presumably with special reference to bicycle racing, in which department of sport the author of the paper has excelled in so great degree. His ideas on the subject should be of value.

Harper's Weekly states that Beecher prophesied some twenty years ago, that the bicycle (then the velocipede) would be developed so as to be a practical road machine. It is stated by the same authority that the great preacher essayed to become a rider of the trike, but failed.

The kind words spoken for Woodside by the English press must be a very comforting balm for the sore heart of the Irish-American. *Bi. News*

says: "We are heartily sorry for Woodside, for his failures must have told on his spirits, but we trust the well-earned rest he is now taking will make him a new man."

An American named Nichols, who is stated to have been at one time private secretary to Gen. Garfield, has a new scheme in hand. It is a "tricycle railroad," which is to run on a single track, suspended above the existing railways. Mr. Nichols claims a speed of 220 miles an hour for it, and talks of running from New York to San Francisco in a day on it. He is trying to float a company to work it. We do not know upon what he bases his calculations, or how the thing would be worked. —*Cyclist*.

A remedy suggested by an Englishman, to prevent scaring of French horses, is to "whistle a tune as soon as you meet a restive horse, and, in five cases out of six, you can pass him without dismounting. Most readers will laugh at this simple thing, but perhaps they do not know that French boys and men never whistle in the streets, therefore it is a novelty that attracts the horses' attention more than the motion of the feet going around, and, if anything, they say animals are charmed by music."

The important event in the 4th of July races at Lynn was the three mile professional handicap in which the entries were Rowe (scratch), Crocker (200 yds.), McCurdy (300 yds.), Schurman (1 lap). To the surprise of all the spectators, Rowe refused to race unless McCurdy's handicap was cut down to 175 yards. As he left the track he was hissed by the crowd, and when Rowe was hissed at Lynn, it means something that is not to be proud of. But Rowe or no Rowe the race was run, and Crocker won by about 10 yards.

An English clergyman, who a short time ago visited Hammerfest, in Norway, the most northern town in the world, informs *Bi. News* that the first thing he saw on landing from the steamer was a young man on a Coventry-made bicycle, who was pedalling around to the admiration of a wondering little crowd, and apparently with immense satisfaction to himself. When the North Pole is discovered, we prophesy that the explorers will find a jaded cyclist resting his steed against the earth's axis, and wondering whether there is a C. T. C. consul in charge.

I hardly dare to whisper it—it may be still another of those false alarms which have been so numerous "rung in" on Chicagoans. But the fact remains that the enterprising firm of Gormully & Jeffery have offered to give a cool thousand dollars to arrange a grand tournament this fall. They think that the other manufacturers might fall in line, and between them raise an amount which would give us an amount which would equal the mighty Springfield. It is just a thing of that kind that this city needs to arouse public enthusiasm. —*American Wheelman*.

A St. Louis policeman conceived the idea of utilizing the tricycle as a quick means of covering his beat. With the same exertion required in walking, it was estimated he could, on a tricycle, cover his beat five times in the same time as now required to walk it. This enlightened policeman suggested to his chief the idea and said that he would furnish the tricycle. The chief, who possesses pre-Adametic notions, put a very decided quietus on the idea, and so the policeman will continue with his capacity kept down to that of one man and not increase it to five men, as would be the case if the "chief" was not a blockhead.

The *Bicycling News* gives us news from home. It says: "The military cycle movement is spreading. If you doubt it, read the following, which we clip from an American exchange: 'The Victoria Rifles of Canada [Montreal] have taken unto themselves a bicycle corps, to be used for scouting and signalling purposes. It is composed of a sergeant and seven men, all members of the Montreal Bicycle Club. They were out with the corps for a drill and march the other day, and made quite an addition to the corps. They are placed immediately behind the band. At present they are mounted on ordinaries; but if they are to be

a success it is likely they will have to come down a little lower in the world and ride safeties of some sort, likely of the Rover or Premier type.'"

Cyclists seem to have hitherto laboured under great disabilities in the German capital, for we learn that permission has only just been granted by the president of the police for tricycles to be driven in the streets of Berlin. This is likely to increase the present demand for tricycles, which is already very large; and the great sewing machine firm of Dresden, Seydel and Naumann have already begun to manufacture them. That Germany is, however, only in the initiative stage, is shown by the figures. England numbers 500,000 cyclists, and the whole of Germany 20,000 only. A German contemporary estimates their machines to represent a value of six million marks, "the greater portion of which has hitherto gone into the pockets of England"—and we fancy it is likely to remain so. —*Invention*.

Mr. A. is an enthusiastic and muscular tandem. Mrs. B. had never ridden until the other day, but she has aspirations in that direction. Mr. A. is visiting Mr. and Mrs. B., and he offers to take Mrs. B. out on his tandem. They go six or seven miles and return. The roads were typical Rhode Island roads, in their typical condition—rough, stony and dusty. But Mrs. B. is delighted. "Why, John," she cries to her husband as she springs across the threshold, "it was just too delightful for anything. Why, it was no effort at all; I'm not tired or anything; the machine just runs itself." At this juncture Mr. A. enters, dusty and dripping with perspiration; he drops into a chair and calls faintly for a glass of water. Mr. B. discovers at a glance how the machine "just runs itself," and now Mrs. B. wonders why her husband is so dead set against tandems. —*Providence Journal*.

A gentleman named J. A. McLaughlin, living in Warden, P. Q., thus writes: "I saw in the *World* a few weeks ago, that rat terriers mounted wheels in Boston. I don't think we have any terriers on wheels in Canada, but I have a rat that has ridden the wheel with me for two years, and he seems to enjoy the sport as well as I do. I took him out for a turn last week, and while descending a hill I took a header, and when I picked myself up I found Mr. Rat on the saddle all serene. Find enclosed his photo, which is not very good, but you can see him if you look sharp." The cabinet picture is before us and shows the writer standing by his machine, holding it by the handle-bar. Mr. Rat appears seated on the saddle looking like a veteran scorcher. We doubt whether this story of Mr. McLaughlin and his rat can find parallel in the history of cycling. —*Bicycling World*.

"London W.," in *Bi. World* says: While taking a short cut over Meeting House Hill last Saturday, on my way to the Eastern Road Club's race, I was accosted by a man in working clothes, who asked me one of the hackneyed questions about the comparative merits of the machine I was riding (a rear driving safety), and the ordinary bicycle. I saw the man had the iron spurs used by linemen to climb telegraph poles, strapped to his legs, and as he said something about riding every day, I detected a matter worth investigating. He told me that he worked for the New England Telephone Company, and that he and seventeen other linemen were this spring equipped with bicycles by the company, and used them in travelling from place to place repairing wires. He said he covered about forty-five miles a day about his work. The company was led to the use of bicycles from motives of economy, as the travelling expenses of the linemen, before they mounted cycles, was from two to three dollars a day each, so that the saving was considerable. It is needless to say that I gave all the information I could about the machine I was riding, and even tried to initiate him into the vagaries of the safety. This is a big thing. It is the recognition of the cycle as an economical, practical vehicle for a certain kind of business. Tell the Governor of New York this, and then what reason can he give for not putting cycles on the same footing with all other road carriages.

Thos. Stevens is down for a lecture in London, Ontario.

An effort is being made to start a bicycle club in Amherstburg. About half a dozen members have joined.

Maltby, the American trick rider, is now in India, the last advices being from Calcutta. He had a very successful tour in Australia.

The Toronto Bicycle Club will hold its sixth annual tournament at Rosedale, on Monday, August 15 (Toronto's civic holiday).

A one-legged bicyclist is attracting attention in the western part of Pennsylvania. He travels with his crutch strapped upon the backbone of his wheel.

The eleventh club run of the Star Bicycle Club, of Detroit, will be held Friday, July 29th, leaving the fountain in East Grand Circus Park, at 7 o'clock p.m. sharp.

Bicyclers are interested in a recent discovery in the manufacture of aluminium. This metal will be produced soon at one-tenth of its present cost, and a bicycle made of it would weigh about half as much as at present.

The Boston Club's Victoria is creating lots of fun for its members. The machine will carry six persons, and it can be adjusted to carry four. The cost was about \$600. The members claim that they can pass anything on the road with it.

At Birmingham, July 16th, Temple won the half-mile bicycle championship, and beat the quarter-mile grass record made at Norwich on Thursday. Woodside lost the twenty-five mile championship race by a yard. In the same race Morgan's machine collapsed while he was leading.

The Detroit Correspondent of the *Bicycling World*, says: The most magnificent specimen of a man Detroit has seen in a long time is Harry Davies, of Toronto. He is about five feet eleven inches, and weighs 163 pounds in training. His physique is superb, and being good looking to boot, was a favorite of the ladies.

Daniel J. Canary, the trick rider, is now fulfilling a two months' engagement at the Cirque Price, in Madrid, Spain. From there he goes to Stockholm and Copenhagen, returning to Paris Nov. 1st, when he begins another engagement at the Folies Bergeres. He has made a great success abroad, and it may be years before the States will see "Dan" again.

The race committee of the Toronto Bicycle Club have completed their list of races for their third annual tournament, to be held on Civic Holiday, on Rosedale Grounds. No less than seven open events were decided upon. Entries from all over Canada and the United States are expected to make this the most successful race meet yet held in Toronto.

Two new records were made at the jubilee tournament held at the Alexandra Palace track, near London, Eng., June 23, 24. R. J. McCreedy rode a quarter-mile in 42 1-5s., and half a mile in 1m. 25 3-5s. On the 27th, McCreedy rode against the quarter-mile tricycle record, and succeeded in beating it, doing 1m. 24s., and he also rode three-quarters of a mile faster than it had ever been made before, 2m. 4s.

Two championship races of the National Cyclists Union were decided at Birmingham, Eng., July 4. The first, one mile tricycle, was won by E. Kiderlin, Delft Stud B.C., the Dutch champion, in 2m. 54 2-5s.; G. Gatehouse second, by twenty yards; R. J. McCreedy third. The second event, twenty-five miles bicycle, was won by W. A. Illston, in 1h. 19m. 2 3-5s; W. F. Ball second, by fifteen yards; J. E. Fenlon, third, by ten yards.

A New York reporter credits Mr. George R. Bidwell with saying: "The wheelmen will undertake another important piece of work next year. They have formed a plan to get the roads of this State put into good condition and macadamized.

If they succeed in this, even drivers of horses will have reason to regard the man on the bicycle with some degree of favor." We trust this news is true. New York seems to have found the true mission of the League.

On the evening of June 10th, Minneapolis enjoyed the spectacle of a lantern parade by cyclists. Just one hundred and seventy-one wheelmen rode in the line, and each man had from two to twenty lanterns hung on his machine. The decorations were not confined to lanterns, as some of the machines were one mass of colored paper and ribbons. The affair has proven such a success that it has been decided to hold another during the Exposition, in which it is intended to "out illuminate and out parade anything of the kind ever seen."—*Bicycling World*.

Says the *Hamilton Times*: The ride of the two young men, J. C. Coombs and Joseph Gibson, from Nashville, Tenn., on bicycles, over the ordinary roads and at a rate of over 70 miles per day, would make it appear as if a regiment mounted on bicycles would be a mighty handy thing in war time. The matter is now being talked up and probably mounted companies will be formed in the city corps. The 14th battalion at Kingston has already applied for leave to form a company. A cavalry regiment with fresh horses could not make over 50 miles in a day, and then the animals would be dead broke. On the other hand, bicycles never tire; in fact, the only trouble is that they become untired occasionally.

An English paper says: At the run of the Southsea T.C. last night, Mr. Edwin Izod, the captain, was riding a Quadrant lighted by electricity. It seems that the idea came into his head that an electric light of small power would be far more effectual than an ordinary light of greater power produced from oil, and after the usual preliminary experiments and failures, he has, by perseverance, produced a light which is strikingly pretty, and, as far as it has gone, quite a success. The ordinary lamp-box is used, but instead of the oil can inside a small incandescent lamp is fixed. This, in front of the bright reflector, throws up the pure white light with great effect. It remains to be proved whether this light will be found to answer all purposes in touring. Last night's experiment, at any rate, was in every respect a complete success.

France may be a land of liberty in a great many things, but in matters connected with wheeling there are certainly far too many restrictions. One of the rules of the N.V.F., which is the N.C.U. of France, is that in a race the costumes must be of a dark color, and a man, however neatly or properly dressed in white, would not be allowed to compete. A man's racing clothes might be indecently tight and wretchedly dirty, but as long as they are dark they pass, whilst a white costume would be rejected. Anything more inconsistent or idiotic we never met with, and it is more astonishing coming from the French nation, which cannot be accused of prudery in matters of bathing costume, for instance, and as a matter of appearance one has only to think of the numerous well-known men who invariably race in white here, to say that there can be no cause for objection on that score.—*Wheeling*.

The *Bi. World* says that it learns that D. Rogers & Co., agents for the Cunard cycles, left Newark, N. J., on Friday, June 24th, without the ceremony of bidding numerous creditors good bye. It seems to be that the firm have left these shores for the more salubrious climate of Europe, leaving many people who would like to be able to receipt certain bills now due from D. Rogers & Co. Although the firm was exceedingly liberal advertisers in the press, their business was not profitable and their stock of machines meagre. The members of the firm were popular and were enabled to borrow small sums of money, which, together with advertising and other bills, bring its liabilities up to several thousand dollars, with assets next to nothing. Among the creditors were Herbert Knight, who has a chattel mortgage on their stock for \$500; J. C. Pierson, their landlord, for \$17 for one month's rent; Mr. W. F.

Bell, \$200; advertising bills amounting to about \$3,000, and numerous smaller creditors.

The danger of reckless riding was forcibly exhibited at Landport the other day. James Folan, aged twenty, a postman, was racing on the road, or, at any rate, proceeding at fifteen miles an hour, in company with a friend, when he ran into a pedestrian, fell heavily from his machine, and died a few hours later. So terrible an occurrence should convey a lesson to the numbers of riders of all ages who are to be found propelling their cycles at a dangerous speed in the suburbs of our great cities on any fine evening. Such an accident is grievous enough in itself, but its effect on the general public is perhaps even more to be regretted. Cycling is not yet sufficiently established in the public mind as a safe means of progression. Twenty years hence, when all cycles are safeties, and as accidents become fewer and fewer, people will look on an occasional fatal fall as one of the misadventures which occur in every amusement or business. They will cease to regard cycling as a specially dangerous sport, which, indeed, it is not. But as long as the reckless rider rushes wildly up and down streets, so long will fatal accidents be frequent.—*Bicycling News*.

While the Ilderton tourists, of Brooklyn, were on their way to Kingston the other day, accompanied by a number of Toronto wheelmen, a notable incident occurred. The party were met by a team driven by a farmer, who has reached a bad eminence in the eyes of bicyclists for "crowding" travellers on the wheel into the gutter whenever he meets them alone, seeming to take a malicious delight in giving them a choice between a collision with his heavy rig and a tumble in the gutter. The advance pair of bicyclists were a Torontonion and a Brooklynite, the latter rather diminutive in stature. The farmer so directed his horses as to compel the little man to ride dangerously near the edge of the road, and at length jump as the only means of avoiding a header. But as soon as he touched the ground the offended wheelman was up and after the farmer's rig, which he mounted, and, tackling the occupant, began "milling" him in scientific fashion. The other resisted, but other bicyclists were soon on hand to help, and the agriculturist was given a severe drubbing until he roared for mercy and vowed he would offend no more. The wheelmen gave him orders to halt his team until they got a mile down the road, which he tearfully promised to do, and they left him.

—:O:—

"The Welcher," writing in *Wheeling*, tells of a very pretty rover safety dismount, which is very popular in France: "As you are riding along put the brake on, throw the right leg in between the handles and the saddle, as though you were going to ride side-saddle, and step onto the ground with the right. This dismount looks very neat, is perfectly safe, and with a little practice can be done when a machine is going fairly fast.

In the war in the cycling journals on the "tough" in cycling another equally obnoxious genus has been overlooked. The "freshy" on the wheel is as obnoxious and more dangerous. He it is who, to show off, rides as close to you as possible, rides behind, slaps you on the back and gives you a bad fall. All these things are immensely entertaining to a "freshy," who always selects a time and place when the public is looking on. There is very little hope, too. A "tough" can be pounded into an intelligent condition, but no sledge-hammer ever made can hammer any sense into a "freshy."—*Post-Dispatch*.

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ROSEDALE ATHLETIC GROUNDS.

(TORONTO'S CIVIC HOLIDAY,) * Monday, August 15th, * AT 2.30 P.M.

PROGRAMME.

- | | | | | |
|-------------------------------|---|---|---|---------------|
| 1. One Mile, 3.40 class, | - | - | - | Open. |
| 2. Half Mile | - | - | - | Open. |
| 3. Two Mile Championship, | - | - | - | Club. |
| 4. Fancy Riding, | - | - | - | Professional. |
| 5. One Mile, Handicap, | - | - | - | Open. |
| 6. One Mile, Boys under 15, | - | - | - | Open. |
| 7. Three Mile, Handicap, | - | - | - | Open. |
| 8. Quarter Mile, Combination, | - | - | - | Club. |
| 9. Half Mile, Married Men, | - | - | - | Open. |
| 10. Five Mile, | - | - | - | Open. |

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DEAR SIR,—

Enclosed you will find \$1.00 for Membership in the CANADIAN WHEELMEN'S ASSOCIATION, to which I hereby apply for admission. I declare myself to be an Amateur within the meaning of the definition printed below. I refer to the undermentioned persons.

(Signature)

Club..... Address.....
(If any)

Date.....

REFERENCES.

If parties referred to are members of the C.W.A., two are required; if they are not, then there must be three.

FEES.—For Unattached Members, \$1.00, which pays to the end of the Association year—June 30. For Members of clubs affiliated with the Association, 50 cents. Persons joining after April 1st in each year receive certificates good until the 30th June of the following year.

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 professional 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 Association of Canada, including running, walking, jumping, pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug-of-war, and rowing, boxing, sparring, lacrosse, polo, roller and ice-skating and snow-shoeing.

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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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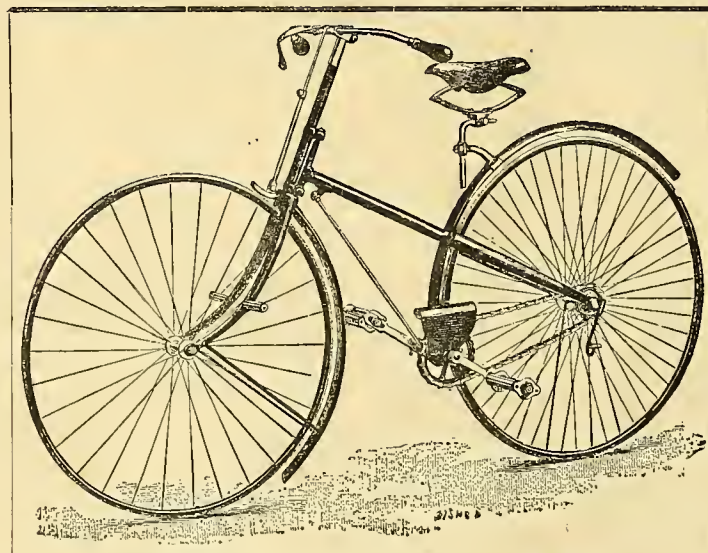


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