

J. S. Brierley



A JOURNAL OF CYCLING.

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

VOL. III.

LONDON, CANADA, SEPTEMBER, 1886.

No. II.

-- THE VICTOR --

1886—LIGHT ROADSTER—1886

SHOWS ALL THE IMPROVEMENTS WHICH A YEAR'S EXPERIENCE CAN SUGGEST.

LIGHTER, WITHOUT SACRIFICE OF
STRENGTH.

NARROWER TREAD.

*Compressed Tires much
Improved,*

Doing away with the dead rubber
down in the rim.

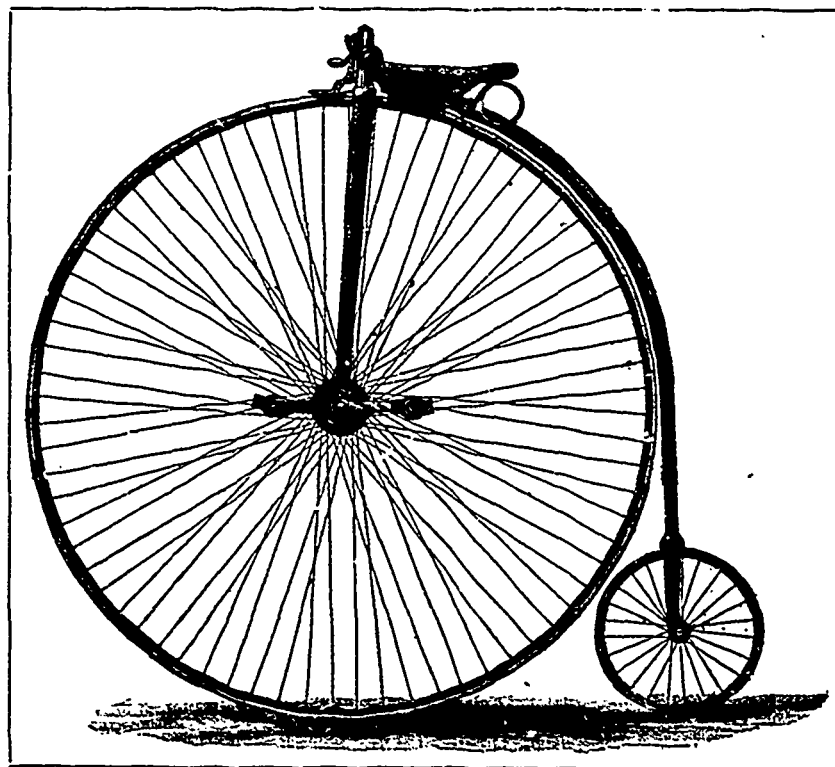
NEW DEVICE

FOR LOCKING THE HEAD,

Avoiding the constant annoyance
of its coming loose.

HANDLE BAR

Entirely changed and
improved, past a reasonable
chance of breakage.



Saddle much Improved,

longer and narrower,
with wrench strapped on
underneath.

We cannot enumerate its many
good points here, but will claim the

Handsome and Easiest-Running

LIGHT ROADSTER

EVER OFFERED IN THE MARKET.

You will make a mistake if you
buy without investigating.

WILL BE READY FOR DELIVERY VERY
SOON.

OVERMAN WHEEL COMPANY,

182 COLUMBUS AVE., BOSTON, MASS., U.S.A.

THE RUDGE.

Was there ever wheelman
With a heart so cold,
But he loved the cycle
Upon which he bowled?

Was there ever cyclist,
Callous to all worth,
But he thought his own wheel
Best of all the earth?

I have rarely met one,
So devoid of zeal,
But he sang the praises
Of some maker's wheel.

Nor am I exception
To the mighty throng,
Neither, when I praise one,
Do I others wrong.

All makes have their lovers,
Each as best they claim,
But the wheel most perfect
Is the one I name.

Of all, 'tis most graceful;
Yields in speed to none;
Faster than its compeers,
Records best has won.

Lighter than all others,
As "light roadster" claimed;
Stronger than the strongest
Which "light" wheels are named.

Firm, and very rigid;
True beyond compare;
On the coast the fastest,
Like a bird of air.

Smoothest in its motion,
Fastest up the hill;
Like a sentient being
Yielding to the will.

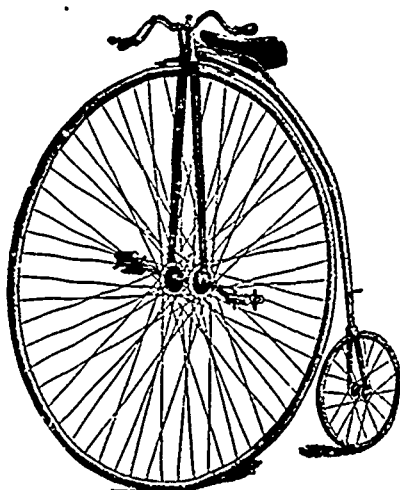
More than any other,
Life-endowed it moves;
Its surpassing virtues
Always fresh it proves.

Ask you what the wheel is,
Chiefest known to fame?
Need I but pronounce it—
LIGHT RUDGE is its name!

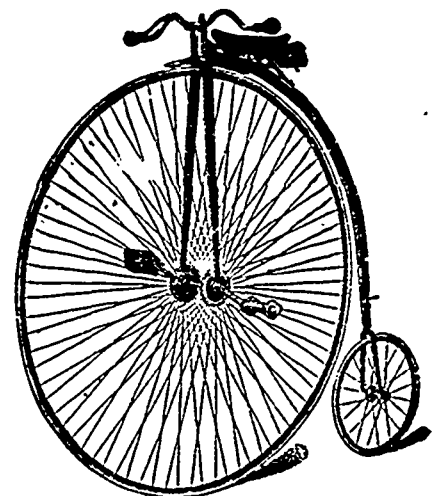
N.B.—We fully indorse the above. They represent our sentiments.

(Signed)

250 CANADIAN RIDERS OF THE RUDGE.



THE RUDGE LIGHT ROADSTER
\$115.00.



THE CANADIAN RUDGE
\$85.00.

Send Stamp for Catalogue to

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CHAS. ROBINSON & CO.

FACTS, NOT FANCY.

It's a solid fact that the most noticeable feature at the meet of the Toronto Bicycle Club's Races was the absence, with but one solitary exception, of all machines but the

“NEW RAPID,”
“INVINCIBLE,”
and “CLUB,”

as the following will sustain:

NAME OF RACE	MACHINE	WON BY
One Mile 3m. 40s. class	“Club”	F. J. Brimer
One Mile Open	“Invincible”	H. P. Davies
Two Mile Club Championship	“New Rapid”	M. F. Johnston

“CLUB” SAFETY.

Its strength, ease of running, simplicity of construction, and other improvements combine to make this machine the most perfect in the market.

□ □ □ □ □ □ □ □

“UNIVERSAL CLUB,” No. 3.

Ball Bearings to both wheels, Cow-horn Handle-bar, and all latest improvements. Cheapest in the world. PRICE, \$60.

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 TORONTO, ONTARIO.

The Only Manufacturers

In the United States who actually manufacture their own Machines.

Gormully & Jeffery,

222 & 224, N. FRANKLIN ST., CHICAGO, ILL.

— MANUFACTURE —

The American Champion Bicycle.

A Bicycle of the HIGHEST GRADE, at a reasonable price.

The American Challenge Bicycle.

Positively the Best and Most Durable Roadster for the Money ever placed on the Market.

The American Safety Bicycle.

Undoubtedly the most satisfactory Safety yet devised.

The American Ideal Bicycle.

The Recognized Standard Youths' Bicycle of the United States.

The American Ideal Tricycle.

A beautiful little Two-track Tricycle for young ladies, and of same grade and finish as The Ideal Bicycle, and

→ A LARGE LINE OF SUNDRIES. ←

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The Canadian Wheelman :

A JOURNAL OF CYCLING.

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

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LONDON, SEPTEMBER, 1886.

LAST NOTICE.

On September 1st all parties who have not renewed their subscription fees to the C.W.A. for the year 1886-7 cease to be members, and all clubs in a like position are deprived of their rank in the Association. This is the last number of this paper that will be sent out to delinquent members.

SELF-COMPLACENCY—BROTHERLY ADVICE.

The harmony that has been a characteristic of all the proceedings of our wheel association to the north of the great lakes compares very favorably with the discord which for months has been evidence that the League is a veritable house divided against itself. Of course, there are potent reasons in existence why the difficulty of conducting, satisfactorily and amicably to all concerned, the official business of such a widely-distributed body of wheelmen as compose the L.A.W., is of the most serious nature. Our friends are at present passing through what is evidently a crisis in the affairs of their association, the trouble arising from difference of opinion on the amateur question being aggravated by personal quarrels between a number of the leading officials of the organization. The formation of the American Cyclists' Union, with the irrepressible Henry E. Ducker, of Springfield, at its head, is the outward and visible sign of the discontent that reigns within the League; and while it does not appear to bid fair to diminish the importance of the League, it may have a beneficial influence if it awaken the members of the latter body to the necessity of such a revision of its constitution as will destroy all reason for the existence of such an organization as the A.C.U.

We in Canada have happily not had to face the amateur question in the way in which it has been brought before the League. The members of the latter have been called upon to say whether they will recognize the existence of any but the amateur rider, pure and simple, or lose from their ranks the men who have done the most to make bicycling meets attractive to the masses, and have shown by their skill and endurance what the wheel is capable of accomplishing. They have chosen the latter course; whether they will pursue it consistently remains to be seen. We believe

the interests of cycling will be best served if they do not, but recognize the existence of the makers' amateur, and relegate him to a special class, in which he will be known as what he really is, and in which he will be subject to the rules of an organization whose chief aim is the uplifting and advancement of the sport. The influence of an association such as the League upon such a class of men as the promoteurs could not but be salutary, and confer far greater benefit upon cycling in general than if these men were practically ostracised from "good society," and left, unhampered by written rules or by the obligations of good-fellowship, to run amuck of every temptation that bestrews the track of the professional.

Maintain a stone wall between the amateur and the promoteur by all means; but is it advisable to cast the latter into outer darkness? Is it advisable to let the A.C.U. remain a necessity, to perpetuate feuds and weaken the strength of the League? We think not. Still, after all, it's none of our funeral, and perhaps it would be as well for us to let the Americans run their association to suit themselves. Some people are so sensitive to interference, you know.

BELLS AND LANTERNS.

Some time ago the Orange Wanderers, an influential club in New Jersey, acquiesced by formal motion in the by-law of the town authorities compelling all cyclists to carry lantern and bell. A furious storm of words has been the result, Karl Kron leading the cyclone by attacking the Wanderers for their treacherous conduct towards wheelmen in general. The Wanderers defend their action by claiming that the ordinance is a reasonable one, and one that all wheelmen should be willing to obey. On the other hand, Mr. E. J. Schriver, of the New York Bicycle Club, expresses in a clear and dignified manner the views of many wheelmen, both resident and non-resident, on the subject. He makes the sound point of questioning the constitutionality of such an ordinance, and offers assistance should an arrest furnish a test case. The New York Club has, by formal resolutions, protested against the by-law and the action of the Orange Wanderers, and called on the League Officers to test the constitutionality of the ordinance.

In England, we believe, it is compulsory to carry both bell and lantern; and while it is to be hoped that years may pass before a similar rule prevails in this country, there is no little force in the contention that if sleighs must carry bells for the warning and protection of the public, cycles, being equally noiseless and swift, should also carry them. All that cyclists have ever maintained is that their wheels should stand on the same footing in the eyes of the law as other public carriages, and in placing them in the same catalogue as sleighs it does not appear to us that anything unreasonable is being done. Bells are a nuisance, certainly, but lanterns should be carried by every rider by night for his own safety.

us be free as long as possible to do as we please.

It is reported that L. D. Munger, the speedy road-rider, has been paying too much attention to the best girl of a hot-blooded young Southerner, and as a result the wheelman has been invited to fight a duel with real revolvers and genuine 32-calibre cartridges.

"COAST" OR "SHOOT."

Commenting on the prevailing tendency among English wheel papers to fall into the use of slang and the abuse of local phrases and catch-words usually in quotations, a writer in the C. T. C. Gazette says:

"But I began with reference to literary style, and I would beg to close with the expression of an opinion that the English language, as used in Great Britain, is comprehensive and good enough for all purposes when writing for the edification of ordinary English folk. There is a communication in the November Gazette from '5247,' in which he says: 'I frequently coast a moderate hill.' Well, I venture to believe that not a few of his readers will fail to jump at the conclusion as to what is the meaning of the word. If he had said that 'I frequently shoot,' or 'I frequently rush,' or 'I frequently run a moderate hill,' he would have been instantly understood. The word 'coast' is a word in use in the New England States of America, and is applied to shooting down a hill at the fastest velocity in a hand-sleigh (or sled) over the snow in winter, and is analogous to 'tobogganing' with the Canadians. It is true that American cyclists have taken to use the word as indicating rushing down a hill, but there is no need in Great Britain to resort to its use."

Why "coast" is so objectionable, while "shoot" is quite understandable, we in America fail to see. Coast is peculiarly suitable to express the desired meaning, as to one acquainted with tobogganing it implies the very action referred to, that of hanging on like grim death and letting the "masheen" go its own sweet will. On the other hand, neither "run," nor "shoot," nor "rush," expresses the idea of unaided movement, and each one of these words, when used in the sense spoken of, might be taken in their ordinary meaning, which has no relation to cycling. Let us have a distinctive word for a distinctive action when we may.

EDITORIAL NOTES.

Mr. Gibbons, St. Catharines, road reporter for the Canadian Wheelmen's Association, was in the city the other day, inspecting the roads from Owen Sound to Hamilton via Barrie. They are in good condition.—*Guelph Mercury*.

The idea is not a bad one. Let every rider constitute himself a road reporter.

So the Land's End to John o' Groats record has again gone down, this time before G. P. Mills, of Liverpool. Mr. Mills covered the distance in five days, one hour and forty-five minutes, beating Lennox's record no less than one day, six hours and forty minutes. As he had only some five hours' sleep during the entire time, the physical strain on his constitution must have been of an extraordinarily severe and dangerous nature.

Bicycling News, the English wheel paper edited by "George Lacy Hillier, amateur bicycle and tricycle champion, all distances, 1881," never yet saw anything good come out of America. Its latest fad is an attack upon the value of the prizes given at the Springfield tournament last year. We know not the value of the prizes, nor whether there was any deception as to their value, but we do know that the *Bicycling News*' position towards everything transatlantic is not calculated to promote that good-fellowship which is so desirable between all cyclists, and especially between those of the two great English-speaking nations, but is contemptible, discreditable, picayune, and unworthy of any paper that professes to voice the opinion of English wheelmen.

THE TORONTO MEET.

The fifth annual tournament and races of the T.B.C. were celebrated on Saturday, August 21. On the preceding evening a Chinese lantern parade was organized, open to the three city clubs, to visitors, and also to unattached riders. Probably well on to 100 riders participated, and numerous styles of machines were represented, from a \$200 Humber tandem and ordinary bicycles of all kinds and prices, crank and Star machines, to the \$10 tireless steed of the 12-year-old boy. The lanterns were for the most part tastefully and effectively attached, and the whole procession, extending in a long line of brilliant light, had a most imposing effect upon the crowds of spectators who lined the streets centre, west, north, east and south, through which the column wended its way. After about an hour and a half of riding, the wheelmen assembled in a social gathering for the close of the evening, the programme of which was, as usual, refreshments, speeches, recitations and songs from the representatives of the Toronto Clubs and visitors from Detroit and Rochester. The tournament itself was advertised to begin at 2.30 instead of 3 p.m., as originally intended, owing to the programme having been lengthened by an arrangement entered into for an exhibition lacrosse match between the Irish Gentlemen and a team of the Torontos, in addition to the bicycle races. The day opened bright and promising, but as the morning wore on the weather assumed an unpromising appearance, and just a few minutes before the advertised time for starting the rain began to fall, and it appeared as though the event would prove a financial failure. Such, however, was not the case, as, except for a short shower, the rain kept off during the races, and about 2,000 spectators assembled and heartily appreciated the entertainment provided for them. The officers of the day were:

Referee: Mr. J. B. Boustead. Judges: W. A. Karn, President C.W.A.; H. C. Kelly, Captain Irish Team; H. P. Dwight; R. H. McBride; Timekeepers: W. K. McNaught; Fred. Garvin; R. A. Punnett. Clerks of the Course: H. F. Wyatt; C. E. Lailley. Scorers: C. H. Riggs; J. Littlejohn. Starter: C. H. Biggar. Races Committee: F. J. Campbell, Chairman; A. F. Webster, Secretary; J. F. Lawson, Treasurer; R. T. Blachford; W. H. Cox; R. G. McLean; A. S. Bowers; H. Ryrice; W. H. West; A. J. Magurn; Chas. Langley.

The first event was the one mile 3.40 class race, open, and was run in three heats. Of the entries, there came to the scratch in the first heat F. J. Brimer, Toronto; W. Shephard, Niagara Falls, N.Y., and Oscar Brader, Woodstock, who completed the first quarter in the following order: Brader, Shephard, Brimer. For the remainder of the race, however, this was exactly reversed, the latter two getting right away, and then being sure of a place in the final heat, taking it easy and crossing the line in friendly companionship, to the amusement of the spectators, Brimer slightly ahead. Time, 3.20.

Messrs. W. H. West, Toronto; C. L. Macnab, Orillia, and W. H. Brown, Toronto, came up for the second heat and got away in this order: Macnab, West, Brown, which was maintained for two laps (half-a-mile), after which Brown retired, being too heavily handicapped by the hundred pounds avoirdupois of his Star machine; West then forged ahead, and kept his lead to the finish. Time, 3.27.

The next event was the two mile handicap, for which there were three prizes offered and eighteen entries, out of which only four came up to the contest, Messrs. Albert Schirck, Rochester; T. Fane, Toronto; M. F. Johnston, Toronto, and W. S. Campbell, of Niagara Falls, N.Y. The first mile was completed in 3.23, Johnston leading, and followed in order throughout the mile by Campbell, Fane and Schirck (on a Star). During the fifth lap the men got to work, Johnston still managing to keep in front, and Campbell and Fane crossing together. Campbell continued his effort and passed Johnston in the next lap, Fane doing the same in the last one. The winner was well in advance; second and third had an ex-

citing tussle and came in very close together. Time, 6.19.

The final heat of the one mile 3.40 class was then run off, the contestants being Shephard, Brimer, Macnab and West, which was the order maintained by the men for the first quarter; in the next West passed Macnab, and in the third Brimer went ahead of Shephard, after which no change was made to the finish, Brimer winning in 3.12.

The event of the day was the one mile open, for which a very handsome and valuable first prize was offered, a silver service of five pieces and salver, besides a useful second prize in the shape of a dressing-case. The participants were Messrs. H. P. Davies, Toronto; H. Clarke, Woodstock; S. L. Mackay, Woodstock, and Albert Schirck, of Rochester (Star). Davies went ahead in the first lap at a rattling pace, and with grim determination showed at once that he meant business, and in spite of Clarke's utmost efforts kept his lead right to the end and came in winner, well ahead, amidst vociferous cheering from the grand stand; the others came in in the order in which their names are given above. Time, 2.58 1-5.

A variation in the programme was then made by an exhibition of fancy riding by Wm. H. Barber, of Rochester, N.Y., who showed himself quite at home in the performance of the usual tricks, and added others quite new to the spectators.

The field was then cleared for the lacrosse match between the Irishmen and a team of the Torontos, the latter winning by three goals to two.

After the lacrosse interlude, the two mile club championship was contested by Messrs. F. J. Campbell and M. F. Johnston, the prize being trophy and medal; the other entrant, Mr. F. J. Brimer, did not compete. Campbell led for three laps, when his want of training appeared to be telling upon him, and he had to be content with second place for the remainder of the race, and finally retired in the seventh lap, leaving Johnston to win in good style in 6.38. Time of first mile, 3.28.

Wm. H. Barber, holder till recently of the world's unicycle mile record, then made an attempt to lower it again, but from the nature of the track found it impossible to do so. Times: 1st lap, 1.1; 2nd, 2.1; 3rd, 3.3; 4th, 4.6.

For the five mile open race—prizes, gold medal and cup for first and ornamental clock for second—the contestants were Messrs. Fane, Davies, Johnston and Campbell. This race resulted in a chapter of accidents. The above order was maintained for six laps, but in the seventh Johnston's tire coming off he had to retire, fortunately unhurt; the other three continued in the same order till, halfway through the tenth lap, Fane's backbone breaking, he was thrown to the ground, and Davies being just on his little wheel, also unfortunately came to grief, and had his machine badly damaged; Campbell, of Niagara Falls, being some distance in the rear, was able to pass the wreck without accident, and finished the 10th and 11th laps alone, when Johnston, who had run six laps before his accident, rushed on to the scene once more with the object of securing second prize; unfortunately for his purpose, however, the friends of Davies immediately set about getting him off on the same errand, as he had completed three more laps than Johnston before meeting with disaster; the latter again retired, after having run two laps. It was, of course, impossible for Davies to overtake Campbell now, and the latter won the race in 17.16 1-5. Times: 1st, 3.20; 2nd, 6.40; 3rd, 10.0; 4th, 13.34.

The concluding race was the half mile handicap club race, for which the contestants were Messrs. W. H. West, W. H. Brown (on a crank machine this time), F. J. Brimer, and M. F. Johnston (scratch). In the first lap, West passed Brown, and Brimer came in third; but in the final one both he and Johnston went ahead, West finishing third man, and Johnston just failing to overhaul Brimer, made a very exciting finish to the race. Time, 1.29.

This being the last event in the programme, Mr. H. C. Kelly, Captain of the Irish Lacrosse Team, was requested to present the prizes, which completed a very satisfactory afternoon's proceedings.

THE "BLUE NOSE" TOUR.

The Boston correspondent of the Chicago *Sporting and Theatrical Journal* has the following to say of the late "Blue Nose Tour." His remarks ought to be taken *cum grano salis*:

The Blue Nose tourists have completed their two weeks' outing. The trip was a very pleasant one, and for Down East tours is said to be the liveliest on record. In fact it was so lively that, so I am informed, Mr. Elwell, manager of the party, threatened to leave them at one time. They got to smashing things in a way that was far too rich for his blood. You see in past seasons Elwell has been accustomed to pilot a very sedate crowd of fellows, many such as you or I would term old maids, the sort of fellows who are satisfied to pass a day wheeling over twenty miles of beastly roads, and when reaching their destination at night be content to dispense with a bowl of bread and milk, or toast and tea, and straightway retire to their virtuous couches, to arise when the cock begins his diabolical serenade. The crowd he had with him this year was nothing of that kind. Half a dozen of them participated in the Big Four tour of last year, and as a school for devilment, that tour would certainly carry off the palm.

This year the Blue Nose tour was one continual circus from start to finish, and the inhabitants of some of those towns of way back must indeed have been painfully shocked at the doings of the merry gentlemen in knee breeches. When they arrived at a hotel they took entire possession of the building, and the landlord might just as well keep his mouth shut as to urge them to keep quiet. At the first hotel they struck in Canada they made things everlastingly hum. At dinner they sprung the old racket of yelling the chorus for whatever they wanted. This the landlord objected to, and angrily rushing into the room shouted that if they did not keep quiet they would not get any dinner, and he further explained that he was running that hotel. "No you're not," yelled in reply one of the tourists from Springfield, "I guess we are running this hotel, and we are going to run you too. Let her fly, boys." Instantly a rain of bread, beets, radishes, potatoes, and everything the wheelmen could lay their hands on was descending upon the unhappy host, who was glad to beat a hasty retreat. Manager Elwell objected to this decidedly, and said if they did not behave more like gentlemen in the future he would separate from them, and they could look after themselves as best they could. They promised to be real good, but the very next hotel they began cutting up, and the poor manager's heart was well nigh broken, but he forgave them yet again and again.

Your correspondent has talked with a number of the tourists, and they say that for the most part the roads were found to be very good, and for fifty miles of the road unexcelled by any about Boston. The hotel accommodations were, of course, not of the best, but they only had cause for serious complaint once or twice. There were but few accidents on the trip, and none which resulted in severe personal injury.

THE JOHN-O'-GROATS' RECORD.

This record is coming down to very small figures. Now we have the eight hundred and sixty-one miles traversed by G. P. Mills, of the Anfield Bicycle Club, in five days, one hour and forty-five minutes, beating the best previous record by one day, six hours and forty minutes. He rode an ordinary bicycle, 53-inch Humber, with ball bearing head. Mr. Mills started from Land's End at midnight, 11th July, and, helped on by pacemakers and fellow-clubmen, he reached Edinburgh in three days. After leaving Perth he encountered a heavy wind, which blew against him till the finish, reaching John-O'-Groats at 1.45 on Saturday morning. Mills is not satisfied with this record, and says that if it had not been for the wind, he would have made two hundred miles a day.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association, ORGANIZED SEPTEMBER, 1882.

President—Mr. W. A. KARN, Woodstock, Ont.
Vice-Pres.—Mr. J. D. MILLER, Montreal, P.Q.
Sec. Treas.—Mr. HAL. B. DONLY, Reformer, Simcoe, Ont.

APPLICATIONS FOR MEMBERSHIP.

St. Marys Club, add 2 :
 D 0455, W. H. Hogg D 0456, H. Goldie
 Forest City Club, add 1 :
 D 0464, Thos Knowles
 Ottawa Club, add 4 :
 D 0466, C. W. Wiggins D 0468, F. A. Bradley
 D 0467, G. C. Holland D 0469, W. L. Blair
 Paris Club, add 3 :
 D 0508, D. Maxwell, jr D 0509, R. Thomson
 D 0510, R. Whitehead
 Peterboro' Club, add 1 :
 D 0515, George E. Scofield
 Montreal Jun. Club, add 1 :
 D 0520, Walter C. Adams
 Toronto Club, add 4 :
 D 0531, J. N. Smith D 0533, A. H. Gregg
 D 0532, C. Miller D 0534, C. P. Sparling
 Ramblers' Wheel Club, Belleville, add 4 :
 D 0571, A. P. Walker D 0573, T. G. West
 D 0572, S. W. Lazier D 0574, Wm West
 Unattached, 7 :
 D 0465, W. A. B. Pattison, Clarenceville, P.Q.
 D 0511, Chas. H. Gibbons, Acton, Ont.
 D 0512, R. H. Tremaine, Amherst, N.S.
 D 0513, A. C. Casey, Amherst, N.S.
 D 0514, C. R. Hanning, Toronto.
 D 0518, H. A. Willett, Welland, Ont.
 D 0519, E. S. Munroe, Caledonia, Ont.

THE ASSOCIATION MEMBERSHIP.

Many club secretaries are slow in sending in renewal subscriptions for their members. Some neglect the matter entirely, others renew for enough to keep the club good on our books and then let matters rest. They forget that our by-laws admit clubs at the half rate of 50 cents only when the entire membership of the club is in the C.W.A. It is a difficult matter for me to tell when a club official sends renewal fees for all his members. I am not able to know how a club is progressing from year to year. But when one year a club reports say forty good members and the next year half that number, I am inclined to suspect that that club official is, through lack of energy to collect his membership fees or some other less honest cause, cheating the Association out of a portion of its none too extensive income.

I am, however, confident that upon having this matter called to their attention, there are in every club in the Association members loyal to it who will stir up their secretaries to complete their work where it has been partially done, and do it at once where it has been neglected.

The above explains my reasons for publishing the following complete statement of the Association membership.

HAL. B. DONLY,

Sec. C.W.A.

HURON DISTRICT, NO. 1.

W. M. Begg, London, Chief Consul; Representatives, Jas. S. Brierley, St. Thomas, and R. M. Ballantyne, Stratford.

Forest City Club	8
St. Thomas	20
St. Marys	6
Listowel	5
Stratford	52
Bruce Co. Wheelmen	11
Westminster Club, London	8
Unattached	3
	113

NIAGARA DISTRICT, NO. 2.

W. E. Tisdale, Simcoe, Chief Consul; Representatives, S. Woodroffe, Woodstock, and H. C. Goodman, St. Catharines.

Simcoe Club	22
Brantford	10
Woodstock	39
Hamilton	24
St. Catharines	25
Paris	8
Unattached	10
	138

TORONTO DISTRICT, NO. 3.

Chief Consul, C. Langley, Toronto; Representatives, Geo. H. Orr and H. Ryrie, Toronto.

Toronto Club, Toronto	43
Wanderers' Club, Toronto	30
Newmarket	14
Unattached	5
	92

MIDLAND DISTRICT, NO. 4.

Chief Consul, W. P. Way, Belleville; Representatives, R. H. Fenwick and W. E. Foster, Belleville.

Kingston Club	12
Ramblers', Belleville	46
Peterboro'	10
Trenton	15
Unattached	1
	84

OTTAWA DISTRICT, NO. 5.

(No officers appointed.)

Ottawa Club	18
Cornwall Club	8
Unattached	1
	27

QUEBEC DISTRICT, NO. 6.

Chief Consul, F. G. Gnaedinger; Representative, W. G. Ross, Montreal.

Montreal Club	64
Victoria Club, Montreal	8
Montreal Junior Club	13
Eastern Townships Club	10
Unattached	2
	97

WINNIPEG DISTRICT, NO. 7.

Chief Consul, S. B. Blackhall; Representative, J. S. Housser, Winnipeg.

Winnipeg Club	10
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MARITIME DISTRICT, NO. 8.

Chief Consul, Chas. Coster, St. John, N.B.; Representative, J. M. Barnes, St. John, N.B.

Unattached	5
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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 Rumsay	Colman House
Port Elgin	S Roether	Arlington
Stratford	A C Mowatt	Windsor
St. Thomas	C H Hepinstall	Grand Central
Walkerton	D Trail	Hartley House
Tara	W J Fawcett	

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	None
Waterloo	Chas E Fice	Huethers
Paris	W W Patterson	Windson
Tilsonburg	R H C Wood	Matheson
Grimsby	W D Forbes	None
Waterford	W C Lundy	None
Jarvis	A E Youmans	Commercial
Linwood	J W Bundy	None
Hamilton	None	Royal
St. Catharines	"	Grand Central
Niagara Falls	"	(Clifton) Windsor
Welland	H A Willet	None
Caledonia	E S Munroe	None
Hagersville	None	Lawson House

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	Corner King and Yonge streets
"	W H Cox	Toronto
Acton	Chas Gibbons	Acton
Drayton	J W Powley	Drayton
Palmerston	A Knowles	Palmerston
Markham	J J Ross	Markham
Newmarket	J J Watson	Newmarket

MIDLAND DISTRICT, NO. 4.

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

W. P. WAY, C.C.

Place.	Consul.	Hotel.
Kingston	W Nicol	None
Napanee	None	Campbell House
Belleville	James Bonar	Dafoe & Anglo-American
Trenton	C W Thomson	Queen's
Brighton	None	
Colborne		
Cobourg		
Port Hope		
Bowmanville		
Newcastle		
Peterboro'	G A Scofield	
Lindsay		
Madoc		

OTTAWA DISTRICT, NO. 5.

(No return.)

MONTREAL DISTRICT, NO. 6.

The following are my appointments for this District for the current Association year:

Consul.	Place.
F. G. Farwell	Granby
E. W. Farwell	Lennoxville
R. N. Robins	Sherbrooke
J. E. Ireland	Lachute Mills
F. Briggs	Waterloo
A. T. Lane	Montreal
Loggie	"
M. H. Ramsay	"

Woodstock, August 25th, 1886.

I have to-day great pleasure in appointing, as officers of Winnipeg District, No. 7, the following gentlemen: as Chief Consul, Mr. S. B. Blackhall; as Representative, Mr. J. W. Housser, both of the city of Winnipeg.

W. A. KARN,

Pres. C. W. A.

TORONTO WANDERERS

Foster, the champion, is at present in Springfield, getting into shape with the best men in America for the coming large tournaments. He has his eye on large prizes.

The Rochester trip, which is the trip of the year for the boys, has now passed some time, and of course everybody says it's better than the last one.

Mr. J. B. Ostell, who will be remembered as one of the energetic committee of the Montreal Club, is now in Toronto, and connected with the Wanderers.

Owing to the absence of so many of the club for their holidays, this month is an unusually quiet one.

Our new president, Dr. McDonald, is a rider, and is voted one of the "right sort" by all the boys.

The club intend going to Buffalo on the 4th September to see the races. On the 6th, Geo. Orr will start on the L.A.W. tour from Buffalo.

The Bicycleette, commonly called the "Club-horse," on account of its appearance, and also of its corpse-like rider, is voted the best and easiest-riding machine in the lot.

A party of American visitors were entertained by the Wanderers not long ago. The following paragraph from a letter received speaks for itself: "We had heard of the Wanderers, but now we know them. You boys are the liveliest club we ever met, and in our whole tour we had the best time in Toronto." Thanks to "Fuzzie" and "Sadie" and others.

Coming up from Montreal: Pullman car-conductor to Wanderer, "Will I make up your berth?" Wanderer: "Thanks, old man; that was made up twenty-two years ago."

Toronto, Aug. 12, 1886.

F. J. S.

WHY McCURDY FAILED.

At Waltham, Mass., McCurdy attempted to beat Hollingsworth's performance. He chose a 12½ mile course, and rode back and forth on that. His course had a number of sharp hills and short corners, and was probably not as good as Hollingsworth's. A large number of Lynn men went to see him start. After he had gone 75 miles he was given a rub down, and at that time he looked so bad that Rowe and others predicted that he would not go 150 miles, but he struggled on to 280. He was sick when he started, his stomach being very weak, but he said that, as he was advertised to start, and all the Lynn boys would be coming up to see him, he would not disappoint them. There was a heavy wind blowing all day, which, coupled with his condition, soon showed us that he would fail; but he struggled manfully all night only to miss it by two miles. On Monday, August 9, McCurdy had the course surveyed by Edward S. Smiley, surveyor, who makes the distance covered by McCurdy at Waltham, 286.559 miles.

PRESIDENT BECKWITH ARRESTED.

Dr. N. Malon Beckwith, President of the L.A.W., has been arrested on a charge of criminal libel preferred by D. H. Renton, of 228 Broadway, as has also Edward F. Hill, ex-chief consul of the New York State Division. The charges of Mr. Renton are based on his expulsion from the League for conduct unbecoming a gentleman, and for threatening to have an officer of the League arrested. Last July, Renton, who has gained some fame as a racing man, competed at a race given by the Scranton, Penn., Bicycle Club. Just after the races a communication was published in the *Bulletin* calling upon racing men to be more particular in their dress on the race-track. This was written by Col. George Sanderson, and it was commented on by Editor Aaron, who said it was timely, and that a reform was needed. Though no names were mentioned, Renton took it to himself, and has used the courts to defend himself against what he considers a slander. Editor Aaron was arrested in New York on a charge of criminal libel, was tried at West Brighton last September, and compromised by publishing a retraction and paying the cost of court and the fee of plaintiff's counsel. At a meeting of the board of officers of the League, held in New York on February 22, charges were made against Renton, and he was expelled. That did not suit his ideas of justice, and at another meeting of the board, held at Boston, May 29th, he petitioned for a hearing, which was denied him, his communication being laid on the table without being read.

THE A. C. U.

After the tinkering always necessary with the constitution and by-laws of a new association, the A.C.U. has at last got down to a working basis. The country has been divided into five racing districts, as follows:

District No. 1, to be known as the Eastern District, composed of the New England States and Dominion of Canada.

District No. 2, to be known as the Atlantic District, to be composed of the States of New York, Pennsylvania, Delaware, Virginia, New Jersey, Maryland, North Carolina, South Carolina, Georgia, Florida and the District of Columbia.

District No. 3, to be known as the Central District, composed of the States of Ohio, Indiana, Illinois, Michigan, Wisconsin, Iowa, Minnesota, Kansas, Nebraska and Colorado, and all Territories east of Rocky Mountains not included in any other district.

District No. 4, to be known as the Southern District, composed of the States of Alabama, Mississippi, Louisiana, Kentucky, Tennessee, Missouri, Arkansas, Texas and Indian Territory.

District No. 5, to be known as the Pacific District, composed of the States of California, Oregon, Nevada, and all Territories west of the Rocky Mountains.

There are to be three important committees—on membership, on racing (to be called the Board of Review), and the Executive Committee. To these committees are referred all matters under their jurisdiction. The Board of Review is to consist of fifteen members, three members of the board to be appointed from each racing district, who will constitute a district board for such district. The President is given authority to appoint all committees but the executive, which is elected by ballot.

The provisions for membership have been somewhat changed. Clubs may obtain membership upon the payment of an annual fee of \$10; unattached riders shall pay 50 cents, and track associations, other than cycle clubs, shall pay \$20 annually.

Do you like to take headers? All right, then don't purchase one of Foote's anti-header attachments. Your friend, however, may like to know that he can get one of the Overman Wheel Company, 182 Columbus ave., Boston. Price, \$1 50.

RACING AT DETROIT.

At Detroit, August 21, J. S. Prince, and J. W. Eck, ran one mile. Eck took a start of 90 feet which in the first lap Prince reduced to six lengths. He then crept up gradually, passing Eck by half a wheel at the finish. The third and one-mile amateur open race was started by Munger, Hollingsworth and H. D. Osborne. Munger had the lead, and the race was nip and tuck between him and Hollingsworth. The latter made a spurt, dashed by Munger, and won the race prettily in 3 min. 5 1-5s. The one-half mile amateur race was won by S. P. Hollingsworth in 1 min 10½ sec. The fifth race was the event of the day, the five-mile handicap, between Prince and Eck, the latter taking a start of 250 yards. By the end of the first mile Prince had reduced the lead by 75 yards, and on the second lap of the second mile the distance was worn down to 100 yards. Entering the third mile, Eck had a lead of about 60 yards. He made a spurt in the 10th lap, but immediately began to lose ground again. In the 13th lap Eck made another spurt, and gained a trifle, but Prince soon commenced to gain again, and in the 17th lap was only seven lengths behind. Then Prince spurred and in the nineteenth lapped his opponent. Then commenced a struggle which drove the spectators wild with excitement. Eck spurred again and again, passing a wheel or two ahead, and then dropping back even with Prince. At the end of the lap Eck made a grand effort and shot ahead two lengths, but Prince collared him again, lapped, and then rushed ahead, and at the finish stood two lengths to the front. Time on miles, 3.22, 6.55, 10.36½, 14.27, 18.03 1-5. Eck's time was 18.03 2-5. Eck is 30 years old, was born at Prince Albert, Ont., and has been wheeling for five years.

NEW TRICYCLE RECORDS

Tom Battsby has taken all the English professional tricycle records to ten miles. The evening of Monday, 26th July, was fixed for the attempt, and the track was in grand order, although a strong wind made riding anything but easy. Punctually to time, Battsby, on his Crescent racing tricycle, weighing 42 pounds and geared to 64 inches, came up to the scratch accompanied by Hawker. At the word "Go!" he was quickly under way, and finished his first quarter in 47s., his second quarter taking 44s. only. Riding wonderfully easy and carefully coached by Hawker and Farndon, Battsby reeled off the miles as follows:

Mile.	Min.	Sec.
First	3	3
Second	6	9
Third	9	12
Fourth	12	18
Fifth	15	25
Sixth	18	35 2-5
Seventh	21	47
Eighth	24	48 2-5
Ninth	27	19
Tenth	31	2 1-5

TRADE NOTES.

Gormully and Jeffery are already at work on novelties for next year. They intend to add a number of machines to their present line.

During the Springfield tournament, the Pope Manufacturing Co. will open an office at the Massasoit House, and the Columbia tent upon the grounds will afford an excellent rendezvous for visiting wheelmen, who are cordially invited to make it their headquarters.

How many more victories? The one-mile bicycle championship of the world (first prize, £50), open to all comers, was won on a Rudge. Besides this, over one hundred prizes have already been won this year on Rudge Roadsters, Racers, Royal Crescents, Rotaries and Bicycleettes.—*The Cyclist*.

Curtis's 1st records have gone. Fenlon has done it. 25 miles in 1h. 14m. 38s.

Wheel Tracks.

Hartford, Ct., Sept. 8, 9.

Springfield, Sept. 14, 15, 16, 17.

Lynn, Mass., Sept. 23, 24, 25.

Newark, N.J., Sept. 30; Oct. 1, 2.

Tom Eck says Hendee will go in 2.25 this year.

The Meriden Wheel Club is building a \$1,500 track.

The professional races at Springfield will be all handicaps.

R. H. English has decided to join the professional ranks.

The trial in the Benton-Beckwith case has been set for Sept. 22.

It is said that Schock wants to meet Prince in an 18-hour race.

Japan is the paradise of the cyclist, the roads being magnificent.

St. Louis is preparing for a big time on bicycles on Oct. 1, 2 and 3.

C. D. Vesey, the well-known English amateur, is in Canada visiting his brother.

L. D. Munger will retire from the racing path for the balance of the year at least.

The Springfield and Lynn Clubs will forbid racing on their tracks on Sunday.

Ware, of Marblehead, Massachusetts, rode a mile in 2.42, the first time he ever raced.

W. Kingsley Evans is making a big effort to get the Forest City Club, of London, on its feet again. The effort deserves success.

Karl Kron puts the rate of speed proper to fellows on a tour as five or six miles an hour.

Lynn is determined to have a track on which it will be possible to lower the Springfield records.

A League blouse or touring jacket has been decided upon. It is of seersucker, and costs \$5.

Wm. B. Page, of Philadelphia, is going to cover 2,000 miles in his usual annual tour this year.

The great Springfield meet commences on Tuesday, Sept. 14, continuing on the 15th, 16th and 17th.

McGarratt, of the Springfield Club, has got the quarter-mile on Buffalo home-trainer down to 21.2-5.

The Springfield Club has issued a very handsome lithograph advertising their "great moral show."

Corcoran, the old Harvard boat crew trainer, is handling Neilson and Foster, of Toronto, this season.

A. A. McCurdy still feels confident that three hundred miles in twenty-four hours is within his capacity.

The Western Touring Board is after the C. and N.W.R.R. because of that road's shabby behavior lately.

Wheeling is showing commendable independence in exposing the misleading statements of advertisers.

Twenty-four hour records made over twelve mile courses have received a quietus at the hands of the A.C.U.

The "Blue Nose" tourists wore a badge for each tour they have attended. Mr. Elwell hid behind nine of them.

A monthly bicycle paper is to make its appearance in San Francisco. It is to be called *The Pacific Wheelman*.

Fred. Foster, of Toronto, is going to be a hard nut for Rich, Valentine, Kavanaugh & Co. to crack this fall—*Cycle*.

J. Fred. Jenkins is going into racing as the manager of a track. Jenkins and Ducker will now be business rivals.

After reading the English wheel papers, one begins to wonder if the rain ever ceases raining on the tight little island.

Welford H. Barber, of Rochester, made the unicycle record in 3.51. This feat was performed at Rochester, N.Y., July 22nd.

Investigation will reveal the fact that all the records of the present day are held by riders of wheels 56 inches or less in 'ze.

McCredy, the Irish champion, has carried off the English 25 mile tricycle championship, defeating Gatehouse in 1h. 55m. 40.4-5s.

Mr. Daniel Dwyer travelled from Zurich to Exeter, a distance of 12½ miles, on his bicycle recently, in one hour and ten minutes.

Prince writes that he will soon try and put twenty-one miles into sixty minutes at Chicago. He has faith to believe that he can do it.

G. Gatehouse, amateur, rode two miles on a tricycle in 5.56½s. (best on record), at the Racing Cyclists' meeting in London, Eng., July 15.

H. J. Pausey, an English manufacturer, took a header on the Ripley Road, July 18, and striking on the top of his head, was instantly killed.

"A pure amateur," by the name of Foster, has been discovered by Bob Neilson, and he will be trained for the fall races.—*Bicycling World*.

The L.A.W. Racing Board has located the five-mile championship with the New York Division, to be contested at Buffalo in September.

The Star machines are to be fitted with a coasting step. It is fastened on each side of the steering rod, and affords a comfortable rest for the feet.

A correspondent of the *Bulletin* wants the age limit of the League reduced. A reduction of two years would bring in a great many desirable members.

A use for the "Great Eastern" steamship has at length been discovered. Mr. William Holland proposes to acquire the boat and turn it into a cycling track.

J. J. Walker, of London, was thrown from a bicycle near Arva the other day, and had his right wrist broken and the left sprained, besides sustaining other injuries.

G. P. Mills, of Liverpool, has scored another remarkable record, beating the 24 hours' record handsomely, by doing the astonishing distance of 273 miles within the time.

A sort of vague suspicion that there is some sort of a ring in the League, and that its headquarters are in New York, is creeping upon Massachusetts Division members.

The Pope Manufacturing Company refuse to go into any newspaper controversy *in re* D. E. Hunter's amateur standing, but they offer to furnish proof to the Racing Board.

Henry Nelles, secretary of the Westminster Bicycle Club has resigned his position, having removed to St. Thomas. Mr. Wm. Piper takes the office of secretary in the club.

Herbert W. Hayes has received his appointment as chief consul of Massachusetts, *vice* Ducker, and President Beckwith has notified Massachusetts wheelmen that no other person should be recognized.

Major Wm. M. Durell, widely known among the wheelmen of America, and western agent of the Pope Manufacturing Company, died quite suddenly Wednesday morning, August 4th, at Chicago.

Sanders Sellers, of Preston, Eng., the well-known amateur, who was the first in the world to make the mile inside of 2.40, will participate in the American tournaments. He will find faster men this time.

John S. Prince was defeated at Akron, Ohio, July 20 in a five-mile race for \$100, by W. W. Richardson's trotting mare Eva R. The mare won by half a second. Time, 16.09½. The track was sandy.

W. M. Woodside is to shortly attempt the feat of riding a bicycle twenty-one miles in an hour, at either Springfield or Lynn, Mass. "Woody" is reported to be in grand shape now. He is under the care of Wm. J. Morgan.

The "Blue Nose" tourists speak of the splendid hospitality shown everywhere by the Canadians,

and they are all dying to be able to return some of the kindnesses accorded them as members of the "Blue Nose" tourists, 1886.

Furnivall is suffering from synovitis of both knees. This is inflammation of the synovial membrane, which contains the synovial fluid that oils the knee joints. It is a dangerous disease, and if he does not rest he will be crippled for life.

Jo Pennell has been escorted across the French border and allowed to return to England. He was in prison for ten hours on one occasion, and a whole day on another. He is now free to use his pencil, and will probably tell us all about his prison life.

The Woodstock Bicycle Club held three races on Tuesday, July 27, with this result: Half-mile—McKay 1st, in 1m. 27s.; Brader 2nd. One mile—H. Clarke 1st, in 2m. 50.1-5s. Five miles—Phillipoy, 2¼ laps start, 1st; H. Clarke, scratch, 2nd, in 15m. 49s.

The anti-header will do all that is claimed for it. Any short of contact with a stone wall can now be encountered with safety. Foote's anti-header is owned and sold by the Cverman Wheel Company. Get one and see for yourself. \$1.50 is all they cost.

The Canadians rise and expostulate at the manner in which Mr. D. Edgar Hunter tried to come it on them. They say, D. Edgar, that you tried to pass as a Canadian citizen. So show your colors, D. E. Stars and stripes or St. George's Cross?—*Bicycling News*.

W. H. Langdown, amateur champion bicyclist of Australia and captain of the Pioneer Bicycle Club of Christchurch, New Zealand, has sailed for Springfield. He will take part in the bicycle tournament there, entering the one-mile race for the championship of the world.

Ricaton, who is to go to the Arctic regions on a trike in the interest of *Outing*, is a great and economical traveller. He has "done" Brazil and 1,800 miles of the Amazon for \$225. He has been to Iceland, and it only cost him \$200 from New York and return, so he claims.

Rumor, which is always very busy just before a big race meeting, tells us that Rowe and Burnham have been making some fast time on the track at Springfield. Rowe is credited with a mile in 2.29½, and Burnham covered the same distance in 2.32. Burnham also made two miles in 5.18½.

R. Howell met with a nasty spill while training lately, on the Belgrave Road Grounds. His collar-bone was broken, and other serious injuries were received. This knocks his chances of appearing in any event this season. It is even feared he may not be in shape for Springfield this fall.

Dan Canary's engagements in Great Britain already extend far into 1887. He is shortly to make a tour on the Continent, and at Christmas he will return to Manchester for a thirteen weeks' engagement at one of the pantomimes. He will be a feature of the West End Cycle Company's show in the early part of 1887.

It is to be hoped that the action of D. E. Hunter, of Salem, at the Montreal races is not indicative of "pure amateurism." Hunter claimed to be a resident of Canada for the purpose of entering the championships. It is a satisfaction to know that he was soundly beaten by the Kanucks.—*American Wheelman*.

Percy Stone, of St. Louis, went down to Columbus and took in all the best prizes. Percy captured six firsts and one third prize. In the two mile handicap, the limit man was given three hundred yards. Still Percy came in first by two hundred feet; made the first one-half mile in 1.17, one mile in 2.52, two miles in 6.01.

A party of the Toronto Wanderers, composed of Messrs. Riggs, Daniel, Orr, Thompson, Wilcox, Despard, Grenfell, Fane, Westmacott, Lalor, Gibson, Wright, Whitehead, Sylvester, Creighton, Spink, Beatty, Shaw and others, left on the Empress of India for Rochester on the evening of the 24th July, and spent a most enjoyable day in that charming city.

The Toronto Bicycle Club took the third of its series of runs on Saturday afternoon, Aug. 7, going by Norway. Arriving at Norway, five of the wheelmen entered in the road race to the Halfway House and return, a distance of seven miles. Fred. Brimer finished first in 30½ m., which is nearly ten minutes better than his time at the previous race which he won. The roads were dusty and poor.

We have received the "Wheelmen's Reference Book," published by Ducker & Goodman, Hartford, Conn., and can afford it our unqualified praise. Profusely illustrated with portraits of all the leading men in the American cycle trade and on the path, it contains biographical sketches of all wheelmen of note in the States, club directory, record tables, hints on touring, and all sorts of valuable information. The price is 50 cents.

Speaking of Clarke's defeat at Toronto, the Woodstock *Sentinel-Review* says: It was a great surprise to his many admirers, as there is no "quit" to Herb. He said the blow he received on the head on the day previous, while playing lacrosse, had been very painful all night, and that when he started to do fast work the blood rushed to his head; besides, he was not in proper training to ride a hard race. He did not start in the other races for which he had entered.

A despatch from Quebec, dated Aug. 5, says: "There was probably more interest in the last of a series of bicycle races terminated here to-night than in any local event which has taken place for years. The races were contested by H. P. Williams, of Wales, and Colin Hetherington, of this city. The first race of one mile was won by Williams in 2:55. The second, two miles, by Hetherington, in 6m. 10s. The third, three miles, by Hetherington, in 9m. 18s. The fourth, five miles, by Williams, in 15m. 02s. The fifth and last race to-night was won by Hetherington, he covering his ten miles in 29m. 40s. These races all took place in the roller skating rink and attracted immense crowds."

About nine o'clock on Wednesday evening, says the Toronto *Globe* of a late date, Mr. S. Corrigan, a Yonge street tailor, was coming west along Carlton street riding a bicycle. Just as he arrived at the corner of Ontario street a gentle-

man on horseback came down the street at a rattling pace. A collision occurred, and both riders were thrown heavily to the ground, the horseback rider breaking his wrist. Mr. Corrigan received a severe shaking-up, and his bicycle was badly damaged.

The many friends of Fred. Jenkins will be pleased to learn that he has just undergone a successful operation on his eyes, or rather his left eye. That optic was drawn out of the true focus, but the result of this operation will allow it to return to a proper position, with the result that Fred. will no longer be saddled with spectacles.

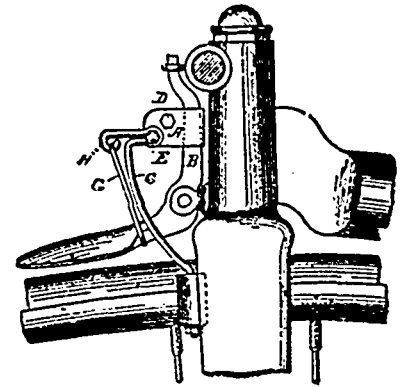
After McCurdy had finished his attempt on the 24-hour record, Mr. F. W. Perry, of the Massachusetts Bicycle Club, started out on his 55-inch Apollo to break the 20 and 25-mile road records. He was supplied with pacemakers, and made a good run. The 20-mile distance was marked off with great care. Perry scored as follows: 20 miles, 1h. 12m. 35s.; 25 miles, 1h. 32m. Previous records: Eldred, of Springfield, 20 miles in 1h. 19m. 50s. Munger's record at New Orleans was 1h. 24m. 46 s-5s. for 25 miles.

At 5:30 a.m., August 8th, Messrs. Bonar, Cooper, Dean and Wilson, four enthusiastic "Ramblers," met on Charles street, and, girding up their loins, headed for the "Limestone City," making the fifty miles in exactly four hours and forty-eight minutes. On the return trip, they left Kingston at 12 10 p.m., reaching home 6.30 p.m., or, leaving out fifty minutes for stops at Odessa, Napanee, Marysville, Shannville and a farmhouse, the actual ride home was made in five hours and thirty minutes, or the total "century" in ten hours and eighteen minutes.—*Belleville Intelligencer*.

SEVERAL RECORDS BROKEN.

SPRINGFIELD, Mass., Aug. 28.—To-day Woodside reduced the five-mile professional record of 14-23 3-5 to 13-50 1-5; Rhodes brought it down to 13-30, beating Woodside's time 20 1-5 and the world's record by 47 2-5. His second, third and fourth miles were also records, as follows: 2nd, 5-19; 3rd, 8-15 1-5; 4th, 10-48 4-5. Ives beat the one-mile record without hands of 2-58 4-5, making a record of 2-44 4-5.

Foote's Anti-Header!



Attached to any modern Bicycle in two minutes. Prevents nine-tenths of the headers. Steadies the Bicycle. Makes pedal mount easy.

\$1.50 Post Paid.

**OVERMAN WHEEL COMPANY,
BOSTON.**

**SILENT STAR—45-INCH—FOR SALE
CHEAP.** In first-class condition.—W. E. SAUNDERS, London, Ont.

GOLD

fields are scarce, but those who write to Stinson & Co., Portland, Maine, will receive free, full information about work which they can do, and live at home, that will pay them from \$5 to \$25 per day. Some have earned over \$50 in a day. Either sex, young or old. Capital not required. You are started free. Those who start at once are absolutely sure of snug little fortunes. All is new.

EXTRAORDINARY
—AND—
CRYPTO 'XTRA
BE SURE AND SEE MY!
\$90.00! BICYCLE
BEST VALUE EVER OFFERED. LARGEST
STOCK IN CANADA.
REVISED PRICE LIST NOW READY.
WM. PAYNE
LONDON, ONT.

SECURE
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CHINER'S CYCLES
1890-1891

BICYCLES.

A few good second-hands to be sold at once.

- One 52-in., S.B.C. Plated, \$65.00.
- One 52-in., Part Plated, \$75.00.
- One 55-in., Part Plated, \$75.00.
- One 50-in., Plated N.C., \$50.00.
- One 50-in., Part Plated, \$40.00.

Two 54-in. Racers, one Plated and four Shakespear Light Roadsters to exchange for Roadsters, any good make.

Send for Catalogue of New Machines.

Wm. Payne,
LONDON, ONT.

A. T. LANE, - Montreal.

*We have the following
Machines in stock:*

**RUDGE LIGHT ROADSTER,
LIVERPOOL LIGHT ROADSTER,
ROYAL CANADIAN SPECIAL,
ROYAL CANADIAN, NO. 2,
THE BOYS' OWN IDEAL,
AMERICAN CHALLENGE,
KANGAROO SAFETY,
PREMIER CRIPPER TRICYCLE,
HUMBER TANDEM TRICYCLE,**

And about 70 Second-hand
Wheels of all makes.

SEND FOR LIST.

A BARGAIN.

52 inch Liverpool Racer, "Æolus"
balls to both wheels and pedals. T
handles. *Never been ridden.*

PRICE. - \$80.00.

A first-class Light Racer in perfect
Condition.

ANOTHER BARGAIN.

54 inch Sanspareil, ball bearings to
both wheels, all nickle plated, but
felloes; has been ridden very little
and is in perfect order.

PRICE. - \$35.00.

AND STILL ANOTHER.

Coventry Rotary Convertible Soci-
able Tricycle, in first-class order, made
by Rudge & Co. Not ridden 100
miles.

PRICE. - \$125.00.

1886.

NEW

CATALOGUE

75 ENGRAVINGS

Is now ready. Send 3-cent
Stamp for it.

JUST IN

All the Latest Novelties from
Bicycle Exhibition held in
Boston, May 27th, 28th
and 29th.

Store is close to the Windsor
Hotel, and is open until 10
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We have the following Fittings
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KING OF ROAD
PIONEER
BOYS' OWN
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YANKEE WRENCHES
CALIOPE WHISTLES
LUGGAGE CARRIERS
HILL CLIMBING BELTS
BICYCLE STANDS
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SPOKE GRIPS, SUSPENDERS, SHOES, CAPS,
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Have you got a *Screamer*? If not,
then send 50 cents for one, and be
happy ever afterwards.

Have you got a roll of *Tire Tape*
in your valise? If not, send 25 cents
for 3 rolls; it is invaluable.

A. T. LANE, - - MONTREAL.

On the Road. THE COLUMBIAS On the Path.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS ON COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD,
JULY 5.

3/4-MILE (World's Record).....	1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition).....	2.34

WM. A. ROWE AT LYNN,
JULY 5.

4 MILES (World's Record).....	11.05
5 MILES (World's Record).....	13.57 2-5
6 MILES (World's Record).....	16.47
7 MILES (World's Record).....	19.38
8 MILES (World's Record).....	22.24 2-5
9 MILES (World's Record).....	25.18
10 MILES (World's Record).....	28.03 2-5

THE COLUMBIAS AT BOSTON,
MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE.....	A. B. RICH
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE.....	A. B. RICH

THE COLUMBIAS AT LYNN,
MAY 31.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN,
JUNE 11, 12.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN,
JUNE 17.

1-MILE NOVICE RACE.....	S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5.....	W. A. ROWE.
2-MILE LAP RACE.....	GEO. M. HENDEE.
2-MILE HANDICAP RACE.....	F. S. HITCHCOCK.
1/2-MILE PROFESSION'L TRICYCLE RACE, T. W. ECK.	
World's Record. Time—42 2-5.	

CHAMPIONSHIPS ON COLUMBIAS,
SEASON OF 1886.

1-MILE BICYCLE.....	L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE.....	L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE.....	N. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE.....	L. A. W. CHAMPIONSHIP.

THE COLUMBIAS IN THE WEST.

THE RECORD BROKEN.—SPLENDID PERFORMANCE OF
S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY,
JUNE 19.

25-MILE INTER-CLUB ROAD RACE.....E. H. VALENTINE.
On Columbia Light Roadster.

THE COLUMBIAS AT BROOKLYN,
JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.

LONG-DISTANCE RIDERS ON COLUMBIAS,
SEASON OF 1886.

AROUND THE WORLD (ON THE WAY)....	THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO,..	(ON THE WAY)....F. E. VANMEERBEKE.
FROM NEW YORK TO SAN FRANCISCO,..	(ON THE WAY).....S. G. SPIER.
FROM NEW YORK TO SAN FRANCISCO AND RETURN,	GEO. B. THAYBR, CORRESPONDENT OF THE HARTFORD Post.
(ON THE WAY.)	

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