

VOL. I.

LONDON, CANADA, MAY, 1884.

NO. 9

VICTOR TRICYCLE.

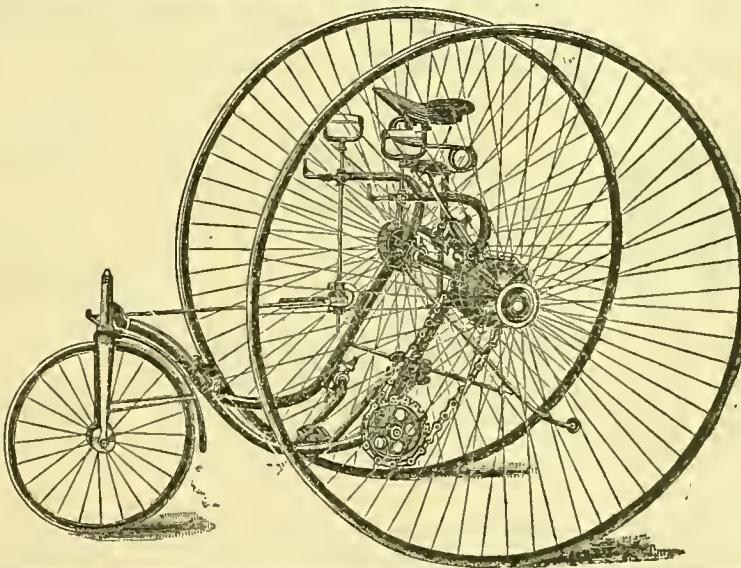
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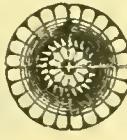
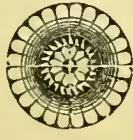
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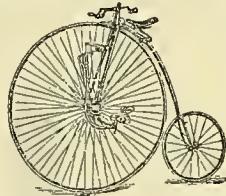
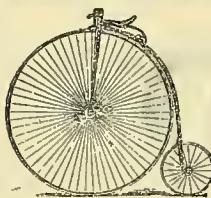
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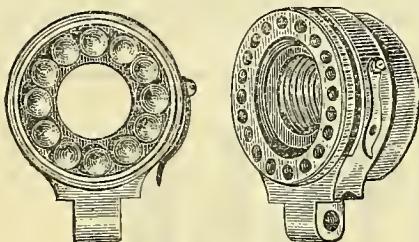
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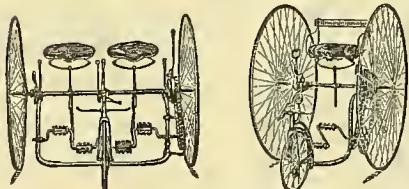
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48-inch D. H. F. Premier; Balls both wheels and Ball Pedals; Hillman Patent Spring; Automatic Gong; in good order. Cost \$130. Price \$85.

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Warranted to be the Best Illuminating Oil manufactured.

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WM. PAYNE, London.

The Canadian Wheelman.

A Monthly Journal, devoted to the interests of Cycling, etc.—The only one published in Canada.

The Official Gazette of the Cyclists' Touring Club in Canada.

PUBLISHED AT LONDON, CANADA, ON THE 20TH OF EVERY MONTH.

TERMS: \$1. a Year in Advance.

Advertising Rates on Application.

W. KINGSLEY EVANS, - Editor.
J. B. DIGNAM, - Business Manager.

C.W.A. GUIDE-BOOK.

The C.W.A. Guide Book has at last made its appearance and it certainly is a credit to its editors and the Association; the information which is contained in it will always be of the greatest convenience, and, in fact, a necessity for Canadian touring, which all of us participate in to a greater or less extent. Of course, being the first attempt at a Guide Book undertaken by the Association, the compilers have met with a good deal of difficulty in classifying and arranging the different matter, but it bespeaks volumes of praise for the manner in which they have worked, and all for the honor and good of the cause—cycling.

As Secretary Donly says: "Everybody seems to be most anxious to get hold of the Guide Book—to pick it to pieces no doubt—therefore we make a little say:

"If the various secretaries had been more careful to send an exact list of the members names, giving their full addresses, and not have the names of members who have not ridden for a year past, several instances being noticed, it would have been decidedly better, the addresses of members making it an easy matter for tourists to find fellow 'cyclists when entering a strange town or village."

If our memory serves us, the credit was usually given to Mr. C. B. Keenleyside, formerly a prominent cyclist of London and Western Ontario, now in Winnipeg, for having first conceived the idea of a Canadian Wheelmen's Association, he and Mr. Briery of St. Thomas having set the ball rolling which had the effect of the meeting being called on Sept. 11th 1882, referred to in the "Historical Sketch." However this is not of very much importance.

In glancing through the book, we find the names of the C.W.A., Officers for 1883-4, the Constitution, By-laws, Racing Rules, Rules for Government of Race Meetings, Carriage of Bicycles on all Canadian Railways, and English and American Records, all of which are of the greatest importance, the first Annual Meet at London being well described by R. D. Ross, Sporting Editor of the *Mail*.

Not the least interesting are the Road Reports, which make the book invaluable, in fact it seems a wonder how the reports of such an amount of roads could have been collected as they comprise a description of the best roads from one end of Ontario to the other, and a great number of favorite runs in Quebec. The "Recommended Hotels" are also another feature. All cyclists should make it their duty to patronize those hostels who have patronized the advertising columns of the Guide Book. Karl Kron's contributions of "Around Nova Scotia," "A Fortnight in Ontario," and "The Roads of Prince Edwards Island," are exceed-

ingly interesting, all of which will appear in XM on a Bi., which receives a deserved notice.

The trip in Northern Ontario by the Williams Bros. of Woodstock, which appeared in the November number of the WHEELMAN is also published.

We have been informed by the Secretary that the Guide Book will be circulated among the C.W.A. members just as soon as they are received from the binders, extra copies also being for sale to non-members at the small charge of 50 cents.

Everything being taken into consideration, the C.W.A. Guide Book is a success, and, has by no means, been a monetary benefit to the compilers, Messrs Donly of Simcoe, Eakins of Woodstock, and Briery of St. Thomas; and they can rest assured that their gratuitous services will ever be appreciated by Canadian Wheelmen and their Association.

We have lately had furnished us a splendid example of dealers who try to put on the market a very inferior make of bicycle with but one point in its favor, (and that a bad one), that it is cheap.

A hardware merchant of this city, lately imported some sixty iron bicycles ranging in sizes from 30 to 50 inch wheels, and in price from \$8 to \$20. A representative of the CANADIAN WHEELMAN called on him in the interests of this paper, and solicited an advertisement without really knowing the value of the machines. He was told by the merchant that the profit on the wheels would not admit of any advertising to be expended on them, and moreover he thought they would sell themselves. The machines were received from the manufactory on the understanding that if any part of a machine broke, when ordinary care was being exercised, that it would be replaced by a new one. The merchant sold them on the same conditions, and after he had supplied one boy with four new 48 inch wheels he wrote to the manufactory about it and was ordered to re-ship all wheels back to them. We would advise our friends to handle only those machines that will stand advertising.

The attention of members of the C.W.A. is called to an announcement made in the Guide-Book in reference to a map, which is to be published shortly, as an accompaniment to the Road Reports. It was found that the funds of the Association would not admit of the map's being given with the book gratis. It will however be supplied to members of the Association at the rate of \$1 per dozen, or ten cents for single copies. This price will barely cover the cost of production, providing that the entire edition of 800 copies, which it is proposed to get out is sold. It is therefore earnestly hoped by the editors of the Guide-Book, that each and every club in the Association will at once forward an order for sufficient copies to provide each of their members with a copy of the map. It will prove an invaluable companion to every tourist; will be gotten up in the very highest style of the engraver's art; will be printed in two colors on heavy linen paper, and will contain every bicycle point of interest, and all roads mentioned in the road reports.

The Cyclists' Touring Club, in Canada already has the honor of two lady members whose names appear in the C.T.C. column on another page. No doubt there are numbers of other lady tricyclists in Canada who ought to join the International Association.

This act on the part of the ladies would be very convincing that cycling is not a monopoly of wheelmen, and would also tend to increase tricycle riding among the fair sex.

Wheelmen will have quite a variety of entertainments to choose from in celebrating the Queen's Birthday on May 24th and 26th.

The attractions announced are as follows: Saturday, May 24th, Newcastle Bicycle Tournament and parade, with grand complimentary concert and torchlight procession for evening attractions, also Brantford Demonstration, including games of all kinds, with several bicycle races.

Monday, May 26th, London, Forest City Bicycle Club tournament, with Miss Ida Hammond, champion lady bicyclenne of Michigan, and C. H. Smith, professional fancy rider as leading attractions, also a number of races; and Woodstock, Amateur Athletic Association celebration, including several bicycle races, and grand concert with tableaux in the evening.

The road mileage in Canada for the season of 1884 will necessarily run very high, in comparison with past years, the Ariel Touring Club of London, which was organized strictly for the purpose of touring, having a large mileage to their credit already, and it is their intention to top the list of Canadian Club records if possible at all. From the way in which they have started, unless the other clubs wake up, they will gain the deserved honor, no doubt.

The Toronto Bicycle Club have set an excellent example to other clubs in Canada, in appointing a statistical secretary whose duty is to keep a complete record of the mileage made by each member and also by the Club when on their runs, so that at the end of the season all the various mileages may be compared. Their example is worthy of being copied.

Following the example set by older papers, we have been obliged to start "Our Editor's Album," the latest additions being the photographs of W. D. Welmet, the champion fancy rider, and Captain J. A. Muirhead of the Ariel Touring Club.

We will always be pleased to receive photographs with autographs of wheelmen, and hope to have "Our Album" soon filled.

Our readers will notice that our supplement for this issue is the "Chicago Tourist," issued by the Chicago Bicycle Club, to advertise their now famous Niagara to Boston tour.

It contains all particulars pertaining to the tour, and everyone who will be lucky enough to join them will be sure of having a grand time.

A private letter received from W. D. Welmet, the champion fancy rider of the world, informs us that he and Sewell have separated, and Mr. Welmet is traveling east meeting with the greatest success.

We will be pleased to welcome all wheelmen who may be in London on May 26th at our office, Elge Block, corner of Dundas and Richmond Sts., or at our tent which will be situated in the racing ring.

We have received through the kindness of the London Free Press Printing Co'y, a package of their new wheelmen's cards, which are advertised in another column.

The card which is a model of neatness, contains the C.W.A. crest in four colors in upper left hand corner.

Now that the wheeling season is coming on, and you are meeting strangers every day, these cards are just the thing to introduce yourself and will be of the greatest assistance in remembering names. Every member of the C.W.A. should have them.

Correspondence.**C.W.A. FEES.**

TO THE EDITOR CANADIAN WHEELMAN:

Dear Sir,—Through the columns of your paper, I would like to call the attention of members of the Association, more especially secretaries of clubs to the matter of fees. As no doubt all are aware these come due on the 1st July. Some clubs are already sending in renewals. All that have done so have forwarded only at the rate of forty cents per member instead of fifty cents, as was fixed at the annual meeting in London last July. It would be a great convenience to me, if in the future parties remitting would bear this change in mind. All those clubs that can send in their renewals during this and next month will greatly facilitate work by doing so. If all are left until the month of July, it will cause a press of business that will seriously incommodate the secretary; whether he may happen next year to be, and as that officer works for the love of the Association only, he is entitled to some consideration at the hands of the members, and as many clubs are in a position to make their remittance at once without trouble to themselves, it is but asking little of them to do so.

Respectfully yours,
H. B. DONLY, Sec.-Treas. C.W.A.

ATTENTION.

TO THE EDITOR CANADIAN WHEELMAN:

Dear Sir,—Secretaries are requested to read the following which appears as article III. of the constitution :

"Any amateur wheelman in good standing may become and remain a member of this Association upon payment of an annual subscription of \$1 00, and after publication of his name in a list of candidates, which shall be submitted to every member of the Association, and providing that no objections to his election are received by the Secretary within two weeks of date of publication. Should any club of five members or more have a rule in its by-laws to the effect that every member shall be and remain a member of the Association as long as he is a member of said Club it shall be admitted at one half of the above named fee per member."

By the above it will be seen that the fee to the Association is \$1.00 per member unless clubs join *in full*, in which case they are admitted at half-price.

Many clubs now belonging to the Association have a much larger actual membership of riding members than they are credited with upon our books, which means that they are taking advantage of the lower rate without complying with the stipulations imposed by constitution. Secretaries should at once see that *all* of their *riding* members become members of the C.W.A.

Respectfully yours,
H B DONLY, Sec.-Treas.

We are glad to see that the sport of tricycling is growing among the fair sex. Last Thursday, while sauntering down Kirkland street, we met a pretty young lady riding a Victor. Her dress was becoming. It consisted of a long skirt of some dark material, a tight-fitting waist, with a hood (the lining of which was of party-colored silk), down the back. If this should by any chance meet her eye, we would respectfully advise her not to ride on the sidewalk, and also we would tell her that a dress-guard over the chain-wheel is of great service.—*Bicycling World*.

Everybody come to the races at London, May 26.

CLARENCE H. SMITH.

It may be interesting to a large number of our readers who will attend the Forest City Bicycle Club Tournament in this city on Monday May 26th, to know something of the record of C. H. Smith of Detroit, who will give an exhibition there.

Mr. Smith was born in Gouverneur, State of New York, in 1857, and first mounted a bicycle on April 9th 1883, and rode one mile without a fall.

On April 29th he took his first long ride of twenty miles and made it in two hours. May 26th he rode from Howell to Detroit, Mich., fifty-two miles in five hours and eighteen minutes. He had the honor of being one of the six who rode *all* of the Chicago Tour from Detroit to Buffalo, and many will remember him from the graceful way in which he vaulted into his machine.

He however had bad luck, and for two days he rode with one arm in a sling—having sprained it by a nasty fall.

His mileage record for the first six months was three thousand miles, after which time he took to fancy riding, and some of his tricks are wonderful, for instance riding and turning on a newspaper, riding up a plank to the top of a table, turning and riding down, vaulting from the ground and lighting with feet on saddle; and still strange to say, he has never seen a professional fancy rider, so that all his tricks are original.

Besides being the champion fancy rider, he has won thirteen first prizes. At the Ovid, Mich., Tournament he made the fastest mile ever made in Mich., three minutes and eighteen seconds, and has since made it in three minutes and seven seconds.

He rides a 53 in. D.H.F. Premier made to order, and is perfectly satisfied with his mount. Mr. Smith has lately resigned his position as a member of the Detroit Bicycle Club, and has joined the ranks of the professional bicycle riders. We wish him success.

REMARKABLE TRICYCLING.

For 15 years the city weigher of Salem has suffered with paralysis in both legs, making it impossible for him to walk unaided, or to lift his legs, and even with the aid of a crutch it was exceedingly hard to drag himself along. As an experiment, he was advised to try tricycling. Incredible as it may seem, he became a tricyclist, and can propel his machine as well as many who have the perfect use of their legs. He has sufficient strength to push down upon the pedals, and as one pedal goes down, the other pedal lifts the other leg. He rides his Columbia tricycle to and from his office daily, and has ridden all over the city, attracting great attention, for he is one of the old pioneer ship captains of Salem, and is personally acquainted with almost everybody in the neighborhood. Recently he made a trip to Swampscott on his tricycle, a distance, out and back, of eight miles, but he was assisted by a bicyclist, who connecting the bicycle and tricycle by a rope, towed him part of the distance. The city authorities contemplate erecting a little house for the machine near his office.—*Boston Herald*.

The Springfield Wheelman's Gazette appears after an absence of some six months. The Gazette was originally intended merely as an advertiser of the Springfield tournament, but prompted by the favor with which it was received, it has come amongst us as a fixture and will make its appearance once a month. It contains a wealth of news, is very neatly gotten up, and will no doubt soon rank high up among the cycling journals of this country.

THE WANDERERS.

The annual meeting of the Toronto Wanderers was held in the club room on Thursday evening 8th., with the vice-president, Mr. Davies, in the chair. The room was crowded to its utmost capacity with members, the meeting being the largest yet held by the Club. Several important changes were brought up and discussed. The uniform is to be slightly altered and some addition to the braid and facings made so as to present a more uniform and military appearance. During the meeting a committee of ten was appointed to meet and co-operate with the Toronto Club in arranging matters for the Canadian wheelmen's meet.

The secretary's report was read, and made a very good showing, the membership up to date being 84, to which an addition of 17 more new names was made during the evening, making now a total of 101 active members. The treasurer's report also shows the funds to be in a healthy condition with a balance in the treasury.

At the election of officers the balloting in some cases was very close and exciting. The officers elected were as follows:—Pres., Major D. H. Allen; Vice-Pres., P. D. Ross, and James George; Capt., H. P. Davies; First Lieut., George E. Cooper; Second Lieut., R. J. McKee; Third Lieut., D. W. Duff; Sec., G. H. Orr; Treas., H. M. Douglas; Committee, F. W. Winstanley, Fred Murphy, and E. A. Thompson; Club-room Committee, Messrs. McBrien, Folster, and Sylvester; Standard-bearer, A. Daniels; Bugler, Will Hurst.

A summary of the secretary's report shows the following regarding the progress of the club:—The Wanderers' were formed in October, 1882, with a membership of nine. A good showing was made during the fall, and at the last annual meeting the Club had a riding membership of thirty-four riders, with wheels. During the present season a good record has been made. The funds were largely increased by an entertainment of the Club, held in October, 1883, which netted some \$150. Out of thirty-six racing events competed in by members, twenty-nine first and seven second places were secured. This record is expected to be greatly enlarged this year by the number of new riders exhibiting indications of speed, and by several well-known "fast" men who have lately joined the club.—*Toronto Mail*.

Wheelmen attending the bicycle races at London, May 26, should make arrangements to attend the grand bicycle concert at the Queen's Avenue Skating Rink in the evening.

The Springfield Bicycle Club had its third annual banquet at the Hotel Warwick Tuesday night. Plates were set for ninety. Representatives of the L.A.W. from New York, New Haven, Hartford, Meriden, Worcester, and Nashua were present.

FIXTURES.

Monday, May 26:

Newcastle Bicycle Club Tournament and grand concert; also Forest City Bicycle Club Tournament at London, Ontario.

Tuesday, July 1:

Second annual meet of the C.W.A. at Toronto, and annual business meeting in the evening.

Sunday, July 13 to Saturday, 19:

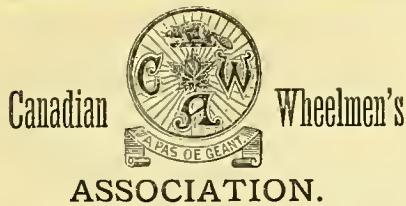
Detroit Bicycle Club tour through Western Ontario.

Sunday, July 13:

Niagara-to-Boston tour, leaving Niagara Falls July 15th.

Tuesday, Sept. 2 to Friday, 5:

Third annual meet of the Springfield, Mass., Bicycle Club, at Hampden Park.



The following is a list of the applications for membership to the C.W.A. received up to date, and which are published in accordance with Article III. of the Association. Objections must be made to me, within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs and candidates will please note if names and addresses are correct, and report errors at once to,

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

Applications:

Unattached,—598, J. A. Robinson, Hamilton, Ont.; 619 H. Currie, (of London), Toronto; 620, Godfrey S. Pelton, Montreal; 630, D. York, Cobourg.

St. Catharines Club add 1—No. 597, J. Dobbin, Thorold.

Winnipeg Club, 15.—No. 599, W. H. Vourse; 600, W. H. Arnold; 601, N. W. Mathews; 602, W. E. Slater; 603, L. Arnett; 604, I. Suckling; 605, Geo. Broughall; 606, John Peck; 607, P. W. Spearman; 608, Geo. Pate; 609, Frank Bull; 610, P. Weasley; 612, A. C. Mathews; 613, P. Goodwin, 614, J. J. Peake.

Woodstock Club, 5—No. 615, William Merritt; 616, D. A. White; 617, Jas. Scofield; 618, L. L. Holt; 619, Herb. Williams.

Simeoe Club, 1—No. 621, Alfred Miller. Carleton Place Club, 8—No. 622, Wm. Monroe; 623, A. T. Taylor; 624, John Taylor; 625, Wm. Gray; 626, Geo. Brown; 627, Jas. Peden; 628, N.H. Allen; 629, Geo. McPherson.

Seaford Club, 8—No. 631, F. A. Armittage; 632, W. Blackwell; 633, J. F. Coleman; 634, E. C. Coleman; 635, T. Coleman; 636, J. G. Dorrance; 637, W. J. Fear; 638, Harry Strong.

Montreal, 5—No. 639, F. G. Guaedinger; 640, T. S. Baillie; 641, T. O. Davidson; 642, Teny Darling; 643, D. R. Ross.

Guelph, Royal City Club, 7—No. 644, J. G. Harris; 645, G. H. Post; 646, P. Smith; 647, G. M. Gibbs; 648, H. Brock; 649, A. E. Ewing; 650, Geo. Sleeman.

Mr. W. W. Patterson has been appointed Consul for Paris, by Chief Consul Eakins, of the London District.

The Montreal Club has now 103 members in the Association, which will entitle their district to another representative upon the Board of Officers.

Mr. W. J. McIntosh, one of the newly elected representatives for the London District declines to act. The new Board will consequently at its first meeting have to appoint a successor to him.

C.W.A. ELECTION.

THE LIST OF THOSE WHO WILL COMPOSE THE BOARD FOR 1884-85.

LONDON DISTRICT.

Chief Consul:—J. A. Muirhead of the Ariel Touring Club.

Representatives:—J. S. Brierly of St. Thomas; W. A. Karn, of Woodstock; S. Roether, of Pt. Elgin; W. J. McIntosh, of London.

TORONTO DISTRICT.

Chief Consul:—T. H. Robinson, of the Wanderers, Toronto.

Representatives:—W. G. Eakins, of Toronto; C. E. Lailey, of Toronto, Toronto; H. C. Goodman, of St. Catharines; R. J. Bowles, of Brighton.

OTTAWA DISTRICT.

Chief Consul:—G. A. Mothersill.
Representative:—F. M. S. Jenkins.

MONTREAL DISTRICT.

Chief Consul:—Horace S. Tibbs.
Representative:—John H. Low.

The Secretary-Treasurer of the Association is now prepared to supply gold and silver pins to members at \$3 and \$1.40 each, respectively. The gold pin is an exceedingly handsome piece of jewellery, and should meet with a ready sale.

The only contest that took place in the late C.W.A. elections was for the position of Chief Consul for the London District. It resulted as follows: J. A. Muirhead, of London, 47 votes; John G. Hay, of Woodstock, 37 votes; Geo. Burns, of London, 19 votes; W. J. Knowles, of Brantford, 11 votes; rejected ballots, 7, total votes cast, 121.

Messrs. Perry, Wallace and Tisdale, of the Simeoe Club acted as scrutineers.

Cyclists' Touring Club.

THE INTERNATIONAL WHEELMEN'S ASSOCIATION.
FOUNDED AUG. 5, 1878.

Dues for first year \$1 in advance, or \$2.75 including silver badge: annual dues after first year 75 cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the Canadian Chief Consul Horace S. Tibbs, 26 Union Avenue Montreal, or to J. A. Muirhead, Provincial Consul for Ontario, Free Press, London, Ontario, or to W. G. Ross, Provincial Consul for Quebec, 26 University St., Montreal.

N.B.—Consuls wanted in every city and town; Provincial Consuls wanted in all provinces except Ontario and Quebec already filled.

Applications for membership:

Mrs. Horace S. Tibbs, 26 Union Ave. Montreal.

Miss. Teny Darling, 24 Victoria St. Montreal.

Robert Darling, 24 Victoria St. Montreal.

William McCaw, 225 St. Antoine St. "

L. Rubenstein, 537 Craig St. "

J. W. Davis, 758 Palace St. "

George S. Low, 953 Dorchester St. "

George A. Mothersill, Department of Rail-

way, Ottawa.

If no objection is received by the Chief Consul within seven days after publication of this paper, the above will be considered provisionally elected.

Provisional appointments:

Consuls, Montreal, J. H. Low, 953 Dor-

chester St., Montreal; Ottawa, G. A. Mother-

sill, Department of Railways, Ottawa.

There are twelve races advertised for the London Bicycle Tournament, which include 1, 2, 3, 4, and 5 mile races, also a 2-mile green race and 1-mile consolation race; so that every rider has a good chance of showing his merits.

The Toronto Bicycle Club have elected the following officers for the season of 1884: Pres., J. B. Bousted; Vice-pres., R. H. McBride; Sec'y., N. R. Butcher; Treas., C. E. Lailey; Statistical Sec'y., A. E. Blogg; Capt., A. F. Webster; 1st-Lieut., P. E. Doolittle; 2nd-Lieut., H. Ryrie; 3rd-Lieut., F. Campbell; Bugler, J. Allan.

London celebrates the Queen's birthday on Monday, May 26, so that the bicycle races will be held on that day.

PERSONAL.

Mark Twain rides a bicycle.

Mr. D. Coyne, of the St. Thomas Bicycle Club, was in this city on business May 7th.

Miss Ida Hammond, champion lady bicyclist of Michigan, at the London races May 26.

Alex Macdonald, of Robinson, Little & Co., is struggling to master a bicycle, and is quite successful.

Mr. Will Slater, formerly of Dun Wiman & Co. in this city, is now Sec.-Treas. of the Winnipeg Bicycle Club.

C. H. Smith, champion fancy rider of Michigan, at the Forest City Bicycle Club races at London, May 26.

Mr. Jas. Brydon of the Woodstock Bicycle Club, will sing at the Club's concert in that town on Monday May 26th.

A. M. Burns, of London, will give an exhibition in Fancy riding in the Skating Rink on Monday evening May 26.

Perry Doolittle rode from Aylmer to London on May 6th in about two hours, returning on the morning of the 7th.

Mr. S. W. Lane, a Brockville bicyclist, rode from there to Cardinal last week, a distance 21 miles, in 2 hours and 10 minutes.

Mr. Geo. Davis of the F.C.B.C. has sold his wheel, and on account of pressure of business will have to forego the pleasure of a spin for a while.

Messrs. Holden and Low, of the Montreal Club, have received their new Rudge racers. Each wheel weighs 24 lbs., and are respectively 51 and 52-inch machines.

Miss Ida Hammond, and C. H. Smith, of Detroit, will give an exhibition in double fancy riding at the Queen's Avenue Skating Rink, Monday evening, May 26.

Mr. Geo. E. Cooper, the 1st Lieutenant of the Wanderers of Toronto, who has secured a vest pocket camera, intends forming a collection of photographs of the Club.

Chas. H. Jenkins, a well known bicyclist of Louisville, Ky., has built a half-mile cinder path at the extremely low price of four dollars, and on this path he successfully trained for all the races he entered last year.

Robert James, the famous English professional flyer, writes a Boston wheelman that he intends shortly making his permanent residence in this country and will probably settle in Boston. He will bring with him W. F. Sutton, the best-known amateur 'cycle racer of England.

Mr. W. Kingsley Evans, of the Forest City Bicycle Club, while returning home on the wheel at a late hour Tuesday evening was attacked by foot pads and was very roughly handled.—*London Free Press and Advertiser*, May 10th.

The above is the first effusion from the very vivid imagination of a plucked-to-soon young man,

"Who is anxious for to shine
In the high tragic line,
And enjoy the notoriety
Of newspaper popularity?"

In short, he wants to pose as a newspaper reporter.

His services, no doubt, can be secured to take charge of the waste paper basket department for some enterprising journal, if an enormous salary is offered.

The CANADIAN WHEELMAN for April is a good number, including as it does a supplement. It would be more readable in the east if news notes from the various clubs, were in, each month and especially just at a period when wheeling is on the boom. Correspondents too, ought to have enough sense to make their letters as brief as possible.—*Belleville Daily Ontario*.

LOVE'S WHEEL;

Or, The Bicycle to the Rescue.

Written for the Canadian Wheelman,

BY MRS. W. Y. BRUNTON.

"No Clarice, I will never give up hope while life remains," said young Herbert Morton, as, one lovely evening in June, he and the lady of his love paced slowly up and down the secluded paths of an old-fashioned garden, sheltered and shadowed by groups of magnificent oaks, the growth of centuries.

"But Herbert," said the young girl, sadly, turning her sweet, serene blue eyes upon her lover, "I feel it is in vain to cherish false hopes. My father will never give up his prejudice against you and your family, and broken as he is, in health and spirits, how can I leave him without his consent and blessing?"

"Do not be so despondent, my own darling," replied the young man; "time will wear out the strongest resolutions, and as long as I have my faithful "silent steed" to convey me to your side every day, and your lips continue to assure me of your constancy and affection, I shall not despair."

The steed alluded to was a highly-polished bicycle, which stood at a short distance, under a clump of trees, and, to speak truly, looked very much out of place in that old-fashioned and romantic retreat.

"I know," continued Herbert, laughing, "that according to all the rules of romance I should come to woo you on a spirited charger, prepared to carry you off like another young Lochinvar, but I am afraid my bay mare, Lightning, would betray our secret, by the clatter of her hoofs over the long wooden bridge; besides she is apt to give a long, impatient neigh if she is kept standing too long. Bless the bicycle! say I; I believe it must have been invented expressly for the accommodation of lovers who are separated by long distances, and cruel fathers. Silently, yet surely my faithful wheel glides over the weary miles that part us, and bears me like a bird to the presence of my beloved one."

After bidding her lover farewell, and watching him glide softly and noiselessly away, Clarice turned to enter the house, when she heard someone calling her in a somewhat suppressed voice, and saw a young man approaching from the gate which led into the small park adjoining the grounds.

"Julian!" she exclaimed, in startled surprise, "how is it that you are not in London? I thought you had gone there for your final examination."

"Oh! to the deuce with the musty old law books," replied the young man, whose voice was thick with wine. "Now, little sister, don't look cross; the fact is I met a lot of jolly fellows at the club last night. We had a glorious night; but somehow or other this morning I found I had n't a blessed sou left of the money that governor had given me for expenses. So here I am, stranded, high and dry, and unless funds can be replenished, here I must remain."

"Oh! Julian, will you never learn prudence?" said Clarice, her eyes filling with tears, and her sweet face turning pale with consternation; "you know papa has no resource since the failure of the bank, but the life-annuity left him at my mother's death, and the next quarterly payment is not due until the end of the month. He borrowed that money you have so wantonly squandered, at a great sacrifice to his pride, hoping that you might achieve a profession, which would enable you to live independently—and now, oh Julian! Julian!"

"It's no use preaching," said the young profligate, whose muddled intellect scarcely

seemed to grasp the position in which he was placed, "a fellow must see something of life; by-the-bye—I think I'll turn in for an hour or so, for I'm due at Lady Bennet's to-night—grand masquerade ball—lots of fun; tell Manette to call me at nine o'clock," and staggering into the house, he made his way to his room and was soon sound asleep.

Julian and Clarice de Barri were the only children of the Count de Barri, the last representative of a noble, but impoverished French family, who had been exiled many years ago, for some political offence, at that time so common in France. On arriving in England, the Count made the acquaintance of a dashing young English officer, whose name was Henry Morton, the only son of a rich country squire. The two young men became bosom friends, but unfortunately for their friendship they both fell in love with the fair Margaret Mortimer, whose parents favored Henry's suit, knowing that at his father's death he would be the richest land-owner in that part of Devonshire. The young lady preferred the Count, who loved her with all a Frenchman's ardor and impetuosity, but in the end the arguments of her parents, backed by some anonymous letters which accused the Count of a disgraceful liaison with some disreputable character, prevailed with the fair Margaret, and she consented to marry Henry Morton. From that moment the bitterest hatred sprung up in the Count's heart for his former friend, which, as years rolled on, increased in intensity, as he did not hesitate to accuse his fortunate rival of being the author of the letters which destroyed his hopes. He ultimately married a rich heiress, some years older than himself, who became the mother of Clarice and Julian. This lady was furiously jealous of the Count, feeling instinctively that he had not married her for love. She was suspicious of everyone to whom he paid the slightest attention. Her unfortunate temper wore out her life, and shortly after the birth of Clarice she died, leaving her entire fortune to charitable institutions, and bequeathing nothing but a meagre life-annuity to the Count, her husband. With this and what he had contrived to save from the wreck of his family estate, he retired to the old-fashioned villa he now occupied with his son and daughter. A few years before the opening of our tale the failure of an unfortunate banking house had swept away the remnant of his property, leaving him nothing but the life-annuity, which of course would cease at his death. To add to his troubles, Julian, who was intended for the legal profession, had become a dissipated, extravagant spendthrift, and Clarice had fallen in love with the son of his bitterest enemy, whose estate lay about ten miles from the Count's residence. On learning the nature of this attachment, her father threatened to curse his child, unless she gave up all thought of Herbert Morton. This, as we have seen, did not prevent them from meeting clandestinely, thanks to the bicycle, of which Herbert was an accomplished rider. The Count, who was a confirmed invalid, and had not left the house for several years, knew nothing of the introduction of the famous "wheel," which has become such a favorite with the young men of the present day, and by whose aid the son of his hated enemy daily glided through a side entrance in the garden to the feet of the beloved one.

Manette, the one servant the household boasted, was of course, aware of these secret and delightful meetings; but Clarice, the child she had nursed and tended from infancy, could never do wrong in her eyes, and she would have died rather than betray the confidence her young mistress reposed in her. The Count fluttered himself that all communication was at an end between the lovers.

The windows of his apartment commanded a view of the main road, and no horseman could approach the villa without being perceived as he cantered over the long wooden bridge which crossed the picturesque river, and as he had learned from Manette that no letters reached the villa he felt sure that the "boy-and-girl folly," as he termed it, was entirely at an end.

"Was that Julian's voice I heard just now?" asked the Count, as Clarice entered his sitting room, after parting from her brother.

"Yes, Papa;" she answered, flushing as she thought of the disappointment her father would feel at his failing to attend the examination and the loss of the money it had cost him so much trouble to raise.

"How is it that he is not in London? Is it not to-day that his final examination takes place?" asked the invalid, looking anxiously at his daughter.

"Yes," she replied, "but—oh! Papa—I am afraid that Julian has lost the money you gave him; he was with some companions last night, and—"

"Unhappy boy!" interrupted the Count, covering his face with his hands. "What will become of him? I fondly hoped that when I was taken from you, he would be a guardian and protector to you, my child; but he cares for nothing but the selfish gratification of his base nature."

Clarice longed to speak of Herbert, her handsome, gallant young lover—his noble character, his high principles; so strong a contrast to her selfish, weak-minded brother, but she feared to rouse her father's anger.

About two hours after two gay young fellows, mounted on fast horses, dashed up to the door and enquired for Julian; they were some of his dissolute companions who were rapidly aiding him on the road to ruin and disgrace. They insisted on Manette's rousing him from his slumber. "Come, come, Julian!" said one of them, whose name was Richard Wilmot, "have you forgotten the masquerade at Lady Bennet's? Mongrave has got a nag for you," pointing to a fine bay mare, led by the other young man; "jump into your costume, you can throw a cloak over it, as we have, and we can easily be there in an hour. There won't be much fuul until ten o'clock."

"All right boys," answered the young scapegrace, "I'll be with you in twenty minutes."

It was very little more when he issued from the door, and, calling to Manette to bring him the cloak, he threw himself into the saddle, and the three galloped off towards Lady Bennet's villa, which was about seven miles distant.

It so happened that an old Indian officer, Colonel Bennet, an uncle of the hostess, who had just arrived from Calcutta, was present at this masked ball and was the observed of all observers. He wore no fancy costume, but appeared in his uniform, his breast adorned by several medals, as he was a hero of some renown. The magnificent jewels he wore were the admiration of the whole room. On his finger glittered a diamond worth a king's ransom, and in the bosom of his shirt shone priceless gems, a fortune in themselves.

"By Jove!" exclaimed young Julian de Barri, to his comrades, "one of those sparklers would pull me out of a deep hole I am in just now."

"Pooh! what would be the use? It would only be scrambling out of one hole to fall into another," replied young Wilmot.

Julian, who wore the hideous mask of a Satyr, painted red, with two short horns and a grinning mouth, amused himself by frightening all the female portion of the assembly, and by the time the party broke up, was as usual considerably under the in-

Chicago Tourist.

CHICAGO, APRIL 1st, 1884.

MANAGEMENT.

E. G. WHITNEY, 106 Dartmouth street, Boston.
J. H. ADDINGTON, 300 Main street, Buffalo.
Chas. D. STANDISH, 34 Michigan Grand Avenue, Detroit.
PAUL A. STALEY, Arcade Block, Springfield, Ohio.
ANGUS S. HUBBARD, 424 Broadway, Milwaukee.
BEN. E. MELVIN, Winona, Minn.
J. O. BLAKE, C. C., 70 Wabash Avenue, Chicago.
RICHARD GARVEY, St. Louis.
E. F. TOLMAN, New England Coovoy, Worcester, Mass.
GEO. H. ORR, Canadian Convoy, Toronto.
S. H. VOWELL, Secretary, 178 LaSalle Avenue, Chicago.
MAITLAND E. GRAVES, Gen. Agt., 207 Broadway, New York.

TOUR COMMITTEE CHICAGO BICYCLE CLUB,
B. B. AYERS, Manager,
185 Michigan Boulevard, Chicago.

CHICAGO TO BOSTON.

The Most Extensive Bicycle Tour Ever Planned.
Bicycling, Sight-Seeing, and Luxury combined.
A Summer Vacation of Rare Enjoyment.

The CHICAGO BICYCLE CLUB takes pleasure in announcing a second extended Bicycle trip, per time-table within. The success of last year's tour through Canada was all that could be desired, and it was at the finish of that famous affair that the present one was conceived; hence, the Chicago to Boston tour is based on the experience gained in Canada, on which occasion an unexpected fund of pleasure was revealed that it was resolved to develop to its fullest extent by arranging a tour that would embrace great scenic features, with alternate rail and steamer trips where the same would do the most good in the way of affording rest, and give an opportunity to better observe the interesting points by the way. The route, as planned, gives a wide variety to the tourist, affording a summer vacation at once rarely enjoyable, invigorating and instructive in the highest degree. The daily wheel mileage is correctly adjusted to the ability of the tourist to perform with ease, with transportation over the most famous routes in tourists' annals, enabling the party to cover the large amount of territory given within the time specified, without undue haste and in perfect condition. To provide for emergencies, a comfortable ambulance will accompany the tourists during wheel trips, for use of those who may feel

indisposed, or whose wheels may fail; also to carry baggage.

THE ROUTE.

A fitting commencement of the tour is at Niagara Falls. Here, at the International Hotel, will be the meeting place with other wheelmen of the tour. From thence the route lies over the foot suspension bridge and along the edge of the grand Niagara River to its mouth; the trip across Lake Ontario and the afternoon and night in Toronto. Then the four days of wheeling along the north shore of Lake Ontario, through the richest section of Canada and over the finest wheeling in the Province. A day and a half among the Thousand Islands, and the next day's trip through the famous Rapids of the St. Lawrence River to Montreal. An evening in Montreal, and the next half day's tour along the shore of the picturesque Lake Champlain, and the visit to Ausable Chasm. A day's steamboating on Lakes Champlain and George, stopping at all points on the way, with an afternoon's wheeling at the foot of Lake George. Saratoga and its superb roads, and the half day's run over famous revolutionary ground and fine roads, to the Hudson River. The Hoosac Tunnel and scenery of northern Massachusetts by rail, and the day and a half wheeling through New England villages and over roads famous in bicycling history, to the climax of the tour, Boston. The three days' wheeling about the matchless roads and suburbs of Boston, down the Atlantic coast with the Kennebec tourists, and return westward by rail, either direct, or via New York.

THE KENNEBEC TOURISTS

Will leave Boston two days after arrival of the Chicago party, and those who desire are invited to accompany them for a one week's wheel down the Kennebec river in Maine.

PREPARATION.

No baggage should be taken except what can be carried on the bicycle. More than this can be forwarded to the hotels named. The Chicago tourists will wear the Club costume, carrying the following extras, same as last year: extra pair knee pants; touring shirt; low shoes; several changes underwear and stockings; toilet brushes; sponge; handkerchiefs. All rolled in a yard of substantial rubber cloth and bound tightly with a luggage-carrier, to be attached to machine if necessary. Strict touring trim is recommended from Niagara Falls to the Thousand Islands, to which point extras in clothing may be forwarded. Rooms will be engaged in advance at all the hotels, and anything tourists think necessary may be forwarded thereto, in care of the Tour for identification, thus reducing the baggage to be transported to the minimum. There will be no occasion for other than bicycling costume.

Wheels should be in thorough repair, and to provide for contingencies, one or more light parts liable to break might be

included in the baggage. A few repairs will be carried in the ambulance, with tools for straightening bent parts.

Sunday evening, July 13th, a special sleeper will be in waiting at the M. C. R. depot, Chicago, to convey the tourists to Niagara Falls. Extra baggage-car facilities will also be provided. Wheelmen will be welcome to make their headquarters at the Chicago Club Rooms, 185 Michigan Boulevard, where every accommodation can be found. The train will arrive at Detroit at an early hour in the morning. Wheelmen centering in Detroit will stop at the Michigan Exchange. Special arrangements will be made for the convenient handling of machines aboard cars. The journey through Canada, Monday forenoon and afternoon, will be over the Michigan Central R. R.; meals served in dining cars.

Tourists will find much interest in reading "Nooks and Corners of New England Coast," and "New England Legends and Folk Lore," by Drake, (Harpers); back numbers of the wheel press, giving account of runs over roads in the tour; "Picturesque America," illustrating and describing Niagara, the Thousand Islands, St. Lawrence River and rapids, the Adirondacks, Ausable Chasm, Green Mountains, and Lakes Champlain and George.

EXPENSES.

Liberal arrangements have already been made with the transportation companies, and hotels, so the round-trip expenses from Chicago to Boston and return appear in the neighborhood of \$75.00; figures cannot be set exactly at this date, on account of some minor changes which may be made in the programme as given. At this time it is estimated that the round-trip expenses from Niagara to Boston and return will be about \$50.00. Wheelmen desiring to join the party at Niagara Falls or Buffalo, from the East or South, can secure excursion rates to these points by arranging with the General Agent of the tour, in New York. Wheelmen desiring to form one of parties from the various States can do so by corresponding with the nearest tourist whose name is given above, who will arrange with the Manager of the tour, or the General Agent, for an excursion rate if the number is sufficient to warrant it.

The expenses will be combined under the head of Transportation and Subsistence tickets, and furnished the tourist any time in July, and before starting.

Having carefully looked over the country and set out a route, after the closest study, that contains many scenic points of picturesque America, with excellent wheeling; forming, in the whole, a summer tour a more delightful than which cannot be planned, the Chicago Bicycle Club cordially invites wheelmen to participate.

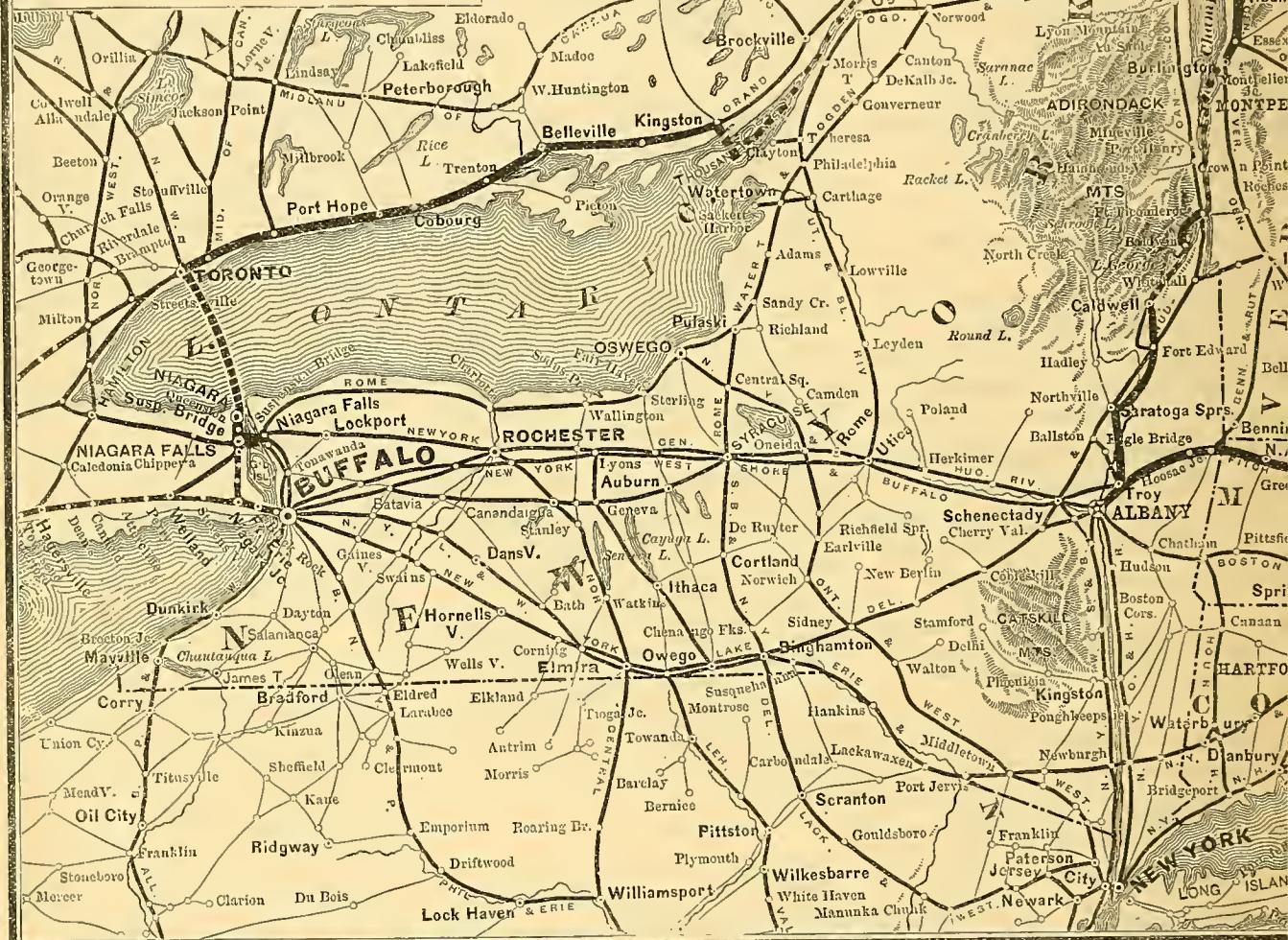
Any information not contained herein will be cheerfully supplied by addressing the Manager of the tour.

Wheelmen intending joining the tour, should advise the Secretary on or before July 1st, if possible, that correct estimates of the number may be formed and accommodations made accordingly.

NIAGARA TO BOSTON

TOUR
OF THE
CHICAGO + BICYCLE + CLUB,

Last Two Weeks of July, 1884.



LAKES CHAMPLAIN AND GEORGE.

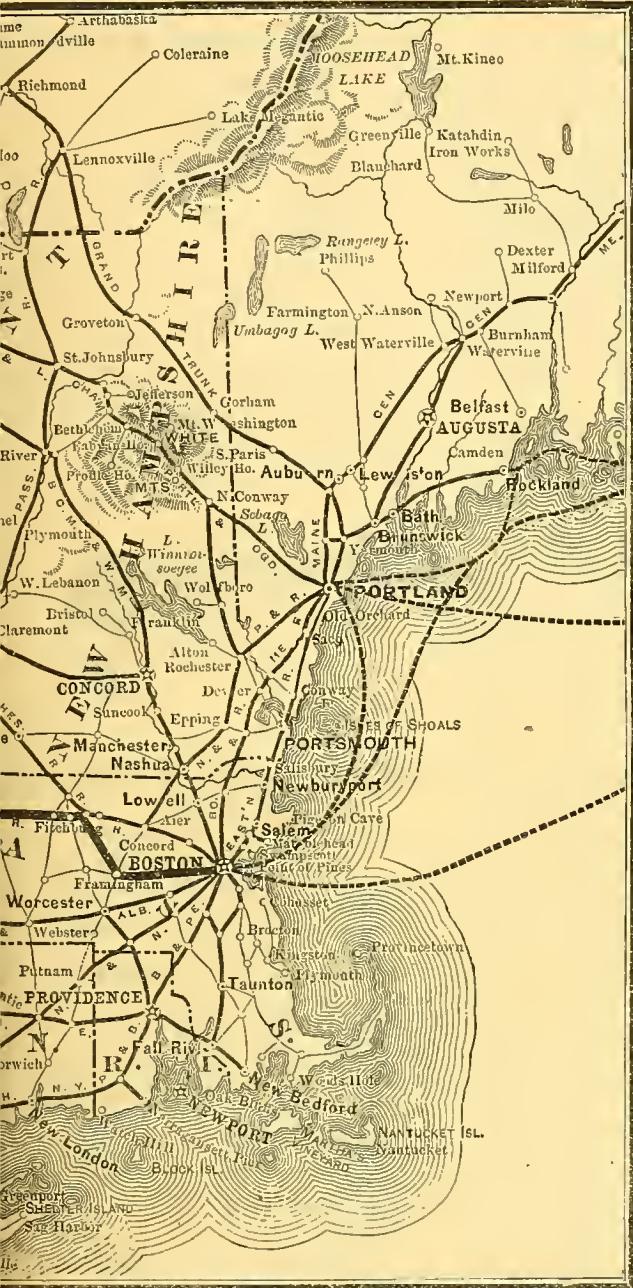
"LAKE CHAMPLAIN has ever been celebrated," says the historian, "for the beauty of its scenery, and the bold and imposing configuration of the surrounding country. Upon the eastern side the valley is wide and fertile until we pass Mt. Independence going south, when the hills approach the lake and in some places rise abruptly from its shores. On the New York side the mountains in many places extend to the water's edge—as do the Black Mountains south of Ticonderoga, the Bulwagga Mountains near Crown Point, the northern end of the West Moriah Range at Split Rock, and the Adirondacks at Trembleau Point. Each of these ranges run from the lake in a southwesterly direction, increasing in altitude as they recede, and presenting a scene at once bold and beautiful; peak

after peak rising gradually above one another, until the loftiest summit attains an elevation of five thousand five hundred feet. From the west the snow-crowned rocks of Mt. Marcy, old white Face and a dozen other giants, look down in solemn grandeur on the lake; while on the east the eye passes over green fields to trace along the lofty horizon the clear, blue outline of Jay's Peak, Old Mansfield's Chin and Nose, and Camels Hump, the poetic *Lion couchant* of the French."

It was one of the earliest, if not the first inland water, on this continent, navigated by Europeans. The love of adventure had been awakened in Europe by the New World which had, as it were, so recently sprung into existence. Thirty years after its discovery by Columbus, Jaques Cartier, a Frenchman, had discovered the great gulf and river of Canada, and it was not until April 10th, 1809, that Samuel de Champlain set out from Quebec in his

Chaloupe, passing up the St. Lawrence and thence up the Richelieu River, arriving at the Falls of Chamby in June; here he was joined by a party of six Algonquins and Hurons. Finding it impossible to navigate the Rapids with his vessel, his anxiety to behold the great water and its beautiful islands, of which the Indians had boasted, determined him to proceed. But two of his own party were found willing to accompany him, but with the help of the Indians, the canoes and arms were carried around the Rapids, when a muster was made, and his party was found to consist of sixty Indians, twenty-four canoes, besides himself and two Frenchmen who had decided to continue with him. With them he set out from the foot of the Rapids, July 2nd, and on the morning of the second day, the 4th of July, he entered the beautiful water so significantly called by the Indians "the lake of the gate of the country," which still bears his name.

No lakes or rivers in the country have so romantic a history as Lakes Champlain and George. The former was the early pathway over which the Algonquins and



TIME TABLE.

Sunday, July 13th.

Lv. Chicago, 8:40 p.m., M.C.R.R.

Monday, July 14th

Lv. Detroit, 6:15 a.m., M.C.R.R.
Ar. Niagara Falls, 2 p.m., M.C.R.R.
(International Hotel.)

Tuesday, July 15th.

Lv. Niagara Falls, .. 9:00 a.m.
Foot Bridge.
Clifton
Suspension and Cantilever
Bridges.
Whirlpool.
Brock's Monument.
Ar. Niagara, 11:00 a.m.
(Steamer.) D.
Ar. Toronto, .. 2:00 p.m.
(Rossin House.)

Wednesday, July 16th.

Lv. Toronto, .. 8:00 a.m.
1. Leslieville.
4. Norway.
8. Half-Way House.
11. Scarborough Crossing.
14. Highland Creek.
16. Ronde Hill.
18. Dumbarton.
19. Liverpool Market.
22. Pickering.
28. Whitby. (Royal Hotel D.)
32. Oshawa.
41. Bowmanville.
(Arlington Hotel.)

Thursday, July 17th.

Lv. Bowmanville, .. 8:00 a.m.
5. Newcastle.
10. Newtonville.
18. Welcome.
22. Pt. Hope.
29. Cobourg. (Arlington Hotel, D.)
Grafton.
37. Wicklow.
40. Colborne.
49. Brighton.
(Clark House.)

Friday, July 18th.

Lv. Brighton, .. 9:00 a.m.
10. Trenton.
22. Belleville. (Defoe House, D.)
Shannonville.
Milltown.
47. Napanee. (Campbell House.)

Saturday, July 19th.

Lv. Napanee, .. 9:00 a.m.
10. Odessa.
15. Westbrook.
19. Cataract.
22. Kingston. (Brit.Am. Hotel, D.)
(Steamer.)
Thousands Islands.
(Alexandria Bay.)

Sunday, July 20th.

Thousand Islands.

Monday, July 21st.

(Steamer.)
St. Lawrence River.
Ar. Montreal, .. 6 p.m.
(Windsor.)

Tuesday, July 22d.

Lv. Montreal, 9:45 a.m., G.T.R.
Ar. Plattsburgh, .. 12:45 m. D.,
D & H.C. Co.
7. Valcour.
14. Port Kent.
17. Ausable Chasm.

Wednesday, July 23d.

Lv. Ausable Chasm.
3. Pt. Kent.
Lv. Pt. Kent, .. 7:35 a.m.
(Steamer on Lake Champlain, D.,
Ar. Fort Ticonderoga, .. 12:20 m.
Lv. Baldwin, .. 1:10 p.m.
(Steamer on Lake George.)
Ar. Caldwell, .. 4:20 p.m.
(Ft. William Henry Hotel.)

Thursday, July 24th.

Lv. Caldwell, .. D. & H.C. Co.
Ar. Saratoga, D., .. D. & H.C. Co.
Lv. Saratoga, .. 3:00 p.m.
7. Ballston.
10. East Line.
16. Round Lake.
23. Mechanicville.

Friday, July 25th.

Lv. Mechanicville, 7:30 a.m., B.H.
T. & W.R.R.
Ar. Gardner 12:45 m. D., Fitch.R.R.
4. Westminster.
12. Fitchburg.
16. Leominster.
23. Lancaster.
26. Clinton.
(Clinton House.)

Saturday, July 26th.

Lv. Clinton.
5. Berlin.
8. Northboro.
14. Southboro.
20. Framingham.
27. South Natick. Bailey's, D.,
42. Boston.
(Hotel Vendome.)

Hurons of the north advanced to wage war upon the powerful confederacy of the Five Nations. Champlain himself, on his descent of the lake, was the first European who appealed to the hearts of the Iroquois by the use of fire-arms. From the month of the Richelieu to the head of Lake George, every stream and headland are associated with the heroism of the pioneers and the hard-fought battles of the border. The wheelmen should consult the local guide-books for fuller information on these subjects, but for their convenience a few of the more important events are here noticed.

In Jan., 1690, St. Helene descended Lake Champlain upon the ice to compass the midnight butchery of Schenectady.

In 1755, Sir William Johnson won his baronetcy by the defeat of Dieskau on the shore of Lake George.

The story of the surrender of Fort William Henry to the forces of Montcalm, in the summer of 1757, is well told by Cooper in the "Last of the Mohicans."

A year later, as the doomed army of Abercrombie approached Lake Champlain,

Lord George Howe, the idol of the New England troops, fell in ambush; his memory is perpetuated by a monument in Westminster Abby, erected by the Province of Massachusetts Bay.

In 1759, the victorious army of Amherst drove the French from Ticonderoga and Crown Point; and, in 1760, again triumphed in the surrender of Montreal and the downfall of the French dominion in Canada.

Not till the spring of 1775 did the Lake again witness the movement of armies. On May 7th, Ethan Allen, at the head of two hundred and seventy men, surprised the weak garrison of Ticonderoga. The fort at Crown Point was captured on the next day without bloodshed. During the summer, a large force of New England and New York troops assembled at these two forts for an expedition against Canada. Descending the lake to the Isle aux Noix, Montgomerie led his troops against the fort at St. Johns, which fell on Nov. 3d; ten days later his army entered Montreal. On December 1st he joined General Arnold's forces at Point aux Trembles; and

on the 5th their united troops, inferior in number to the British garrison, arrived within sight of Quebec. At ten o'clock, on the morning of the 31st, the army was divided and prepared to assault the city on opposite sides. The day was bitterly cold and the falling snow lay piled in deep drifts. Montgomery, advancing on the west side by a narrow cartway, was shot down by a charge from a gun from a block house, which killed every officer in front except Aaron Burr; while Arnold, moving to the assault through St. Roche, was severely wounded at the first fire and carried from the field. Morgan continued the action until his men were helpless and benumbed by cold when he surrendered.

In September, 1776, General Arnold built nine vessels upon the lake, and in the autumn had a hard-fought battle with the British fleet at Valcour Island, finally retreating to Crown point, which work was destroyed by Gates in October, who retreated to Ticonderoga.

In June, 1777, General Burgoyne descended the lake as far as Boquet River, where he received his Indian allies. He reached

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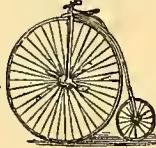
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Crown Point on the 30th, and on the 5th of July his engineers succeeded in fortifying the summit of Mt. Defiance, which commanded the works of Ticonderoga below, and rendered its further defence impossible. The American forces withdrew the same night, but an immense supply of stores and one hundred and twenty cannon fell into the hands of the British. On the 30th of July, the divisions of Burgoyne's army were united at Fort Edward. Seventeen days later Stark defeated the Hessians at Bennington. On the 18th of September the Continental Army was again victorious at Stillwater, where Burgoyne was severely defeated. The Battle of Saratoga was fought on the 7th of October, and on the 17th of that month General Gates received the surrender of Burgoyne.

No event of importance in the subsequent history of the Revolution is connected with the lakes. During the thirty years of peace which followed, many settlements were made along Lake Champlain. But from the beginning of the second war with England, there was continual skirmishes along Lake Champlain, and fighting on its waters, with no decisive results until the Battle of Plattsburgh. In this battle, which was fought on September 11th, 1814, the American Navy, under the greatest commander that had to that time adorned its history, achieved its greatest victory over a British fleet.

The Battle of Plattsburgh was fought on land and water; the naval engagement having occurred at a point midway between Crab Island and Cumberland Head. On a beautiful Sabbath morning (September 11th, 1814), the American land forces, under General Macomb, entrenched on the south bank of the Saranac River, and the American fleet, under Commodore McDonough, were simultaneously attacked by the British land and water forces, under Gen Sir George Prevost and Commodore Downie; the greater weight of metal carried by the British squadron was more than overbalanced by the position occupied by McDonough, by his careful preparations, and by the superior handling of the American guns. The engagement resulted in a complete victory for the latter, only a few small boats effecting a successful retreat. The British land forces, consisting of 14,000 infantry, proceeded against the Americans, 3,000 strong, well entrenched at the river, but were repulsed with a loss of 2,500 in killed, wounded and missing. The British Commander, deprived of his supporting fleet, made no further attempt upon the town, but at once retreated across the border.

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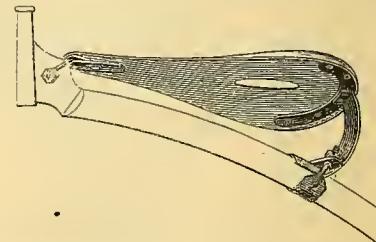
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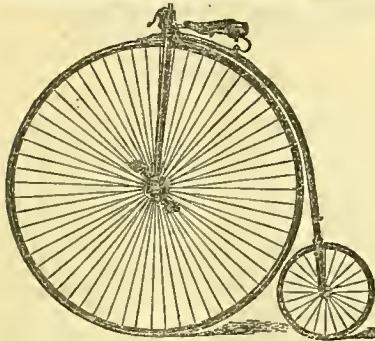


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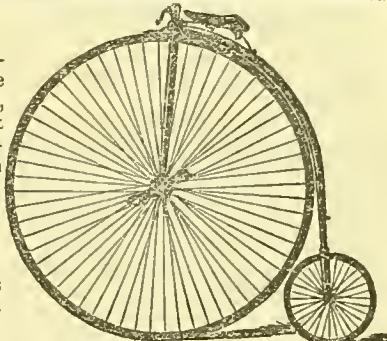
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fluence of the generous wine he had been imbibing. It was day-break as he staggered into the gates of Villa de Barri, made his way through a small side entrance, which was always left unfastened, and scrambled into bed, clothes and all.

On the following day, towards the hour of noon, while the young profligate was still wrapped in deep slumber, a loud authoritative knock was heard at the front entrance, causing Clarice and her father to start from their seats.

In a few moments Manette, appearing with a very white face, informed the Count that two officers of justice were down stairs, who insisted on seeing Julian.

The Count, unable to rise from his chair, trembled and turned pale, while Clarice hastened down to question the officers.

"What is your business, gentlemen?" she asked, striving to speak calmly.

"I am sorry to say it is rather serious, miss," answered one of the men, "I am here to arrest Mr. Julian de Barri for the murder of Colonel Beunet."

"Murder!" exclaimed Clarice; but she could say no more, and staggering forward, fell fainting into the bands of the faithful Manette.

Young de Barri was lodged in jail in the town of Ancaster, about twenty miles distant, where it was expected his trial would take place in about a fortnight. Unfortunately the evidence was strongly against him. He had been heard to remark that one of the Colonel's diamonds would extricate him from some difficulty; the body of the unfortunate Indian officer had been found a short distance from Lady Bennet's house; he had been stabbed through the heart; all his valuable jewels, and a purse containing a large sum had been stolen; the bay mare, which Julian rode, was found grazing near the spot, and close to the body lay the dog-skin cloak marked with de Barri's name and also

the red satyr mask he was known to have worn all the evening. On searching the prisoner, however, they failed to find either jewels or money, and though the cleverest detectives were employed, no trace of them was discovered.

In spite of the ablest counsel's being employed, and the strongest influence used, the unhappy young man was condemned to death, and sentenced to be hanged in three weeks from the time the verdict was rendered.

It would be vain to attempt to describe the grief and despair of the stricken family. The Count had been seized with convulsions, and afterwards lay in a stupor between life and death. Clarice, stunned by the cruel blow, wandered from room to room, scarcely able to realize the misery which had befallen them.

It was at this trying time that her lover's unwavering devotion and affection was her only comfort and consolation; every day, sometimes twice a day, mounted on his faithful wheel, he would hasten to her side, and strive as far as possible to console and strengthen her; twice he had accompanied her to visit her unfortunate brother in prison; on each occasion the young man had solemnly declared his innocence.

The time rolled swiftly away and the dreaded day arrived when Julian was to pay the extreme penalty of the law. The execution was to take place at twelve o'clock. Herbert Morton, who had not closed his eyes during the night, mounted his bicycle about eight, and started to visit poor Clarice, and endeavor to sustain her through the fearful ordeal.

About five miles from his father's residence stood a small roadside inn, called the "Morton's Arms." As he approached he perceived a crowd of country men collected around the door; one of them, on seeing Herbert, hurried forward. The young Squire was

always an object of curiosity and wonder to the simple country folk, when mounted on his mystic wheel, the mysterious evolutions of which they could by no means understand.

"Lord be praised! here be young Squire, riding on that there new-fangled thingunjig o' his," said the landlord.

"What's the matter?" asked Herbert, descending from his machine, and approaching the house.

"Oh! Mr. Herbert, I be mortal glad you've come. A young gent'leman were trying to leap over Lingdon gap, and somehow or another he and the horse fell all of a heap down the bank; the horse he killed, and the poor gentleman's back he broke, they do say; anyway he be mortal bad—poor chap!"

"Show me the way," said Herbert, "I will see if anything can be done for him."

The landlord ushered him into a small room on the ground floor. On the bed lay a young man, pale and ghastly; an ugly wound on his head was bound by a linen cloth. The doctor, who had been hastily summoned, was standing by the bedside, holding his wrist. As Herbert entered the wounded man turned his haggard eyes upon him, and the young Squire recognized Richard Wilmot, the boon companion of the unfortunate Julian de Barri.

"I am sorry to see you like this," said Herbert, approaching the bed.

"Ask him how long I have to live," said Wilmot in a faint voice, glancing at the doctor.

"Is there any hope?" asked Herbert.

"None;" replied the physician. "His spine is fractured; he cannot survive more than two hours."

A spasm contracted the sick man's features; then with an effort he said—"Mr. Morton, let everyone leave the room but yourself, I have something to say which must be said at once."

The room was immediately cleared.

"Quick! quick!" cried the dying man, "there is pen and ink on the table, and if you would save your friend, Julian de Barri, write speedily."

Herbert seated himself and prepared to write, and then to his horror-stricken listener the wretched man confessed that he was the murderer of Colonel Bennet; that, taking advantage of Julian's intoxication, he had changed cloaks and masks with him; and following the Colonel into a secluded part of the grounds, where he had gone to take a stroll before retiring, he had stabbed him, and, dragging the body some distance from the house, divested it of jewels and money; then, turning the bay mare loose, and leaving Julian's cloak and mask on the spot, he hurried away. "Cut the lining of my vest," said Wilmot, "and you will find the remainder of the jewels; I have only disposed of one."

Herbert did so, and removed a small Morocco case containing the Colonel's diamonds.

"Call in the doctor to witness my signature," said the dying man, who seemed calm and collected at this supreme moment.

Herbert, with the doctor's assistance, raised him slightly, and, placing the pen in his hand, he feebly scrawled his name, and fell back insensible.

"Oh! Heaven grant I may be in time to save that poor unfortunate," murmured Herbert, as he hurried out with the precious document in his bosom.

It was well for Julian that Herbert had his trusty bicycle that day; for neither horse nor vehicle were to be had in that secluded village.

It was now a little more than half-past eight. First he must obtain the necessary order to delay the execution from the nearest magistrate, who lived about a mile distant. Pale and breathless, he dashed into the dining-room of Sir William Thornton, and without apology, tore the document from his breast, and explaining in as few words as possible what had taken place, implored that gentleman to make out an order for a reprieve.

There was no time for hesitation, and after glancing at Wilmot's confession the Baronet made out the order.

"But how can you reach Ancaster in time? Have you a swift horse? I regret to say mine are all at the fox-hunt to-day. I, myself, should have been absent had it not been for a lame foot," said Sir William.

"Fear not," answered Herbert; "there is my steed" pointing from the window to his bicycle, "and if I live I will reach Ancaster in time."

Only pausing to swallow a goblet of milk, Herbert dashed down stairs, and, mounting his wheel, was soon lost in the distance, to the wonder and astonishment of Sir William's two grooms.

Fortunately the road over which he had to travel was tolerably level one, and at a-quarter to twelve, covered with dust and almost exhausted by fatigue and excitement, he rode up to the gates of the Town Jail in Ancaster.

An anxious crowd was gathered round the entrance to watch for the hoisting of the black flag which was to announce that the execution was over.

"Am I in time?" cried Herbert, throwing himself from his wheel, and drawing a paper from his pocket; "I have got a reprieve for the prisoner."

We see that the races of the Forest City Bicycle Club, of London, on May 26th, have been so well arranged that all riders who have not before had a chance of winning prizes will have every opportunity of doing so then.

At these words a mighty shout went up from the excited crowd.

On seeing the order, the officials instantly admitted him.

The prisoner was just about to be led to the scaffold.

"Julian!" cried Herbert, "You are a free man; Wilmot has confessed." Before he could say more the young man reeled and fainted into the arms of the jailor; his long confinement and anxiety of mind had enfeebled him so much that the re-action from utter despair to hope was too much for him.

Herbert only paused to partake of a slight refreshment, and then, hiring a swift horse and light buggy, he sped away to cheer and comfort his darling Clarice. Ancaster at that time had no telegraph; so it was late in the evening when he drove up to the door of the villa with the news.

Manette met him with tears in her eyes. "Oh, sir! where have you been all day?" she said, "I am afraid my master is dying, and poor Miss Clarice is almost broken-hearted at not seeing you."

Herbert went softly up the stairs to the Count's room; the door was open, and he paused before entering. Clarice was on her knees by the bedside. The Count lay pale and exhausted, his lips moving as if in prayer. Cautious as his movements were, the ear of love was quick to recognize the well-known step, and the poor girl rose and turning, with a low cry, threw herself into the arms of her beloved one.

"Herbert, you are here at last," she whispered. "Is—is all over?" she asked, shuddering as she hid her face upon his breast.

"Are you brave enough to hear some good news, darling?" he said softly.

She raised her head and looked in his beaming face.

"What has happened?" she asked.

He told her, as quietly as possible, all that had happened since the morning.

"Oh! Heaven be praised!" she cried; then kneeling by her father she strove to impart the glad tidings as gently as possible.

"Julian—my son—innocent?" the old man exclaimed feebly; "where—where is he?"

"You will soon see him," said Herbert, cheerily, coming forward; "as soon as the necessary forms have been gone through, he will be with you."

"You must be Margaret's son," said the Count, turning his dim eyes on the young man.

"This is Herbert Morton, Papa," said Clarice, timidly; "had it not been for him our Julian would not have been saved."

"You have Margaret's eyes," said her father, dreamily; "and it was you who saved my boy? Bless you, my lad. Ah! I have been very cruel; you love my child; let my last act be one of justice. Clarice, I give you to your young lover. Herbert, tell your father I forgive him."

The Count lived long enough to see his son restored to freedom, and it was not long before Herbert was united to his Clarice.

Julian's after life was an atonement for the past.

In a small cabinet, at Morton Manor, is still preserved that celebrated wheel, which was the means of bringing about so much happiness.

The Grounds Committee of the Forest City Bicycle Club Races have succeeded in making their one-third-mile race track one of the finest, if not the finest, track in the Dominion.

A bicycle club has been formed at Portsmouth, Ont.; W. Mooney, president, and J. Davidson, secretary.

News from the Clubs.

HAMILTON.

EDITOR WHEELMAN:

DEAR SIR,—I suppose you have long ere this despaired of ever hearing anything from us. Well, business before pleasure they say, and the fact is the boys have been so wrapped up in the former of late that bicycling has been, till within the last few weeks, rather "under a cloud" as it were; hence the neglect in not contributing to your columns earlier.

The roads around this portion of the country are now in excellent condition, and if present indications are anything to go by wheeling in Hamilton bids fair to "boom" during the coming season.

Our Club has added considerably to its membership through the winter, and although not *now* burdened with overwhelming numbers what we have do not lack enthusiasm and spirit. The club-meets, which were held in the drill-shed during the cold weather, seem to have been of great benefit to those members who attended them, as the boys who are at present turning out to the runs in full force feel much improved by their winter's practice. We have been holding our runs during the past few weeks principally in the evenings, when we go for a short spin outside the City and returning go through some very effective road-drill under the direction of our Captain.

A few trips through the country have also been participated in by individual members, the longest of which is to the credit of Mr. A. H. Ridout, viz., sixty miles.

I notice in your last issue a paragraph headed, "A new Club for Hamilton," which sets forth that a new Club has been formed with a membership of twelve and which possesses the "finest club-rooms west of Toronto." I may state with reference to this that I have not as yet had the pleasure of meeting any of its members, nor have I had the honor of visiting the luxurious quarters mentioned, but should the item be correct, I would feel pleased on behalf of the H.B.C., in wishing our "Ambitious" rivals, couped with the name of your informant, every success.

The principal topic amongst the members just now is the C.W.A. meet in Toronto on the 1st July to which they are anxiously looking forward, bearing in mind the pleasant time spent in London last year.

Programmes for the annual tournament of the "Forest City Bicycle Club" are just to hand, and I have no doubt our club will be represented in London on May 26th.

We have had visits from several outsiders during the past few weeks among whom were Messrs H. Daniels, F. Qua, and E. A. Thompson of the Wanderers, Mr. Perry Doolittle, of the Torontos also passed through the City on his way home last week. These gentlemen report wheeling in Toronto as "rushing."

The latest acquisition to the Club is a handsome banner presented by a lady friend whose kindness is much appreciated by us all.

I trust, that in future issues of your valuable journal, I will be able to keep our name before your readers, so that they will not (as seems to have been the case with a good many in the past) have any reason to question there is such a thing in existence as the "Hamilton Bicycle Club."

With best wishes, I remain, Yours truly,

? ?

Competition for the championship of Ontario and a handsome medal in fancy bicycle riding at the Skating Rink, London, Monday evening, May 26.

THE WANDERERS' RUN TO WHITBY.

A party of riders consisting of Messrs. H. P. Davies, W. Despard, F. Foster, R. J. McKee, G. H. Orr, of the Wanderers Club of Toronto, and H. M. Kipp, the 1st Lieut. of the London Aerials, met at the club-room of the former Club, on King street, for a run to Whitby on Saturday afternoon, April 26th. A start was made at 3 p.m., and with a good west wind a run was made to the Woodbine in very short time, where a dismount was made, and coats divested in short order and strapped to the machines so as to enable the riders to enjoy the cool breeze.

A hard pull up the long hill brought the party well on to a good gravel road, where some good time was made to the Half Way House; distance 9 miles. Refreshments were partaken of before starting again, and after riding over some splendid gravel the party reached the well-known three-mile stretch between the Highland Creek and Rouge Hills, which was speedily passed over at an almost racing gait. At Dumbarton Mr. Kipp's machine broke down, and considerable time was lost in repairing it. Seckers' was the next halting place, and congratulations were paid to the riders as being the first of the season to pass through. Another start and Pickering was soon reached, and the excellent sidewalk was ridden on through the town. It was there the first headers were successfully performed by Messrs. Davies and Orr, who, with remarkable precision, rode into and over each other.

Between Pickering and Whitby the roads were found to be in the best condition, and therefore the latter place was quickly reached, not, however, before Mr. McKee had exhibited his agility in getting over the handles headfirst, of the largest machine in the Club, by encountering a large and stubborn stone.

At Whitby the party was joined by Mr. Fred Morphy, who had arrived some time before. Machines were staked at the Royal, and after a stroll around town, a team of horses was hired and a visit to Oshawa was paid, where the Club were entertained by friends. A visit was also paid to the Salvation Army barracks. A pleasant ride back to Whitby and the Club retired for the night at an early hour.

Next morning the wheelmen made a start for Toronto at about eleven o'clock, and the ride from Whitby to Seckers', distance ten miles, was made without a single dismount.

Here the Club were met by Messrs. A. Daniel and E. A. Thompson, who had ridden out to meet the party. An excellent dinner was partaken of, and a start for home was made at three o'clock, the city being reached about 7 p.m. after several halts. At one of these halts a visit was paid a farmer's dairy, and the rustics were initiated into a new method of mixing milk, egg and sugar. The amount of this mixture which disappeared before the eyes of the astonished residents was calculated to depress their minds, but for certain compensating circumstances. The ride was a big success, and opened the Club's road season in a very satisfactory fashion.

BERLIN AND WATERLOO WHEELMEN.

A meeting of the bicyclists of Berlin and Waterloo was held Wednesday evening, when a club was formed and the following officers were elected:—Hon. President, W. Wells, L.D.S.; President, D. Forsyth; Vice-President, J. S. Bingham; Secretary-Treasurer, H. J. Aldous; Captain, O. Shantz; First Lieutenant, H. Bowring; Second Lieutenant, Chas. Tice; Bugler, M. Roos.

Every wheelman should attend the London races.

WINNIPEG WHEELMEN.

A most successful and enthusiastic meeting of those interested in the bicycle was held on April the 27th., for the purpose of organizing for this season's sport, about thirty members being present. The meeting was called to order by Mr. W. H. Arnold in the chair. The financial statement of the Club was most satisfactory, there being a balance of \$15 in the hands of the Treasurer. The following is the list of officers elected for the ensuing year: R. J. Whitla, President; A. C. Mathews, Vice-president; W. H. Nourse, Captain; W. H. Arnold, 1st Lieutenant; W. W. Mathews, 2nd-Lieutenant and Bugler; and W. E. Slater, Sec-Treas. As it was thought advisable by several members of the Club to take up a course of club drill and practice on bicycles, the election of Mr. W. A. Capon, late of "The Wanderers," Toronto, as Wheel Sergeant-major was unanimously made.

Captain Nourse then read a letter, which he had lately received from Mr. Hal B. Donly, the Secretary-Treasurer of the Canadian Wheelmen's Association, Simcoe, Ontario, with reference to the admission of the Winnipeg Bicycle Club into the membership of that Association. It was unanimously resolved that the Secretary should forward the names of the members of the Winuipeg Club, with the necessary fee to be enrolled as members of the Canadian Wheelmen's Association.

The subscription fee was lowered to two dollars, which also included the admission fee into the Association.

A committee of the officers was then appointed to draft a set of rules, to secure a building for storing of the machines, to select a club uniform, and to procure if possible a suitable room to be furnished in a manner similar to the headquarters of the Toronto Wanderers' Club. The membership roll numbered twenty-nine last year. The present season promises a large increase to that number, a great many new members already having joined. A number of the members of the Alert Bicycle and Athletic Club, which broke up last year, have joined the ranks of the Winnipeg Club, thus promising a strong organization of wheelmen in this city.

THE MONTREAL CLUB'S PROGRAMME FOR THE NEXT FEW MONTHS.

Last Monday night's ride brought out twenty wheels and was a very successful affair. The Club "soke" was out mounted by the "Club Dawg" and Sep Fraser, and also the tandem bicycle ridden by Messrs. Thurston and Hill. The ride was through the principal uptown streets of the city. Seldom has the Club had such a turnout at an evening ride. This is another proof that bicycling is booming in this city as well as in the more favored western cities.

The first race of the season is the annual road race. It will be held on the last Saturday in May and will be to the same place as last year, to Valois. There will be seven prizes offered, six of which will be medals, the first prize to be a most valuable gold one. It is expected that as it is a handicap race and as such valuable prizes are offered, it will bring out at least twenty starters. In any event, it ought to prove a close and exciting race, as great care will be taken to handicap the men as accurately as possible, so that the whole field will come in as nearly together as possible. Should the weather prove fine and the roads be in good condition the time will doubtless be a cracker, it being expected that the distance will be covered in the hour. Last year's time was one hour

and nine minutes, but neither the roads nor the weather were good enough for very fast time.

On the 7th June the spring games of the M. A. A. A. take place and will include probably two handicap bicycle races.

On the 14th the Argyle A. A. will hold their races, including probably one bicycle race.

On the 21st the Montreal Bicycle Club will hold a day's race meeting—not the annual race meeting which is always held on the 1st Saturday in September. The programme will be something like the following, and all the races will be open to any amateur. Two prizes will be given in each.

1. One-half mile dash (in heats).
2. One mile dash.
3. Five mile.
4. Fourth class race, one mile.
5. Third class race, one mile.
6. Second class race, two milos.
7. Three miles for roadster machines only.
8. One mile sociable tricycle race.
9. Fancy riding.
10. One mile without hands.

The races will be held on the Montreal Driving Park, Point St. Charles, as the track on the Montreal Lacrosse grounds, owing to the sharp turns, is too dangerous for bicycle races.

Ten days later the championship races will be held in Toronto under the auspices of the Canadian Wheelmen's Association. The Montreal Club intend to attend in large numbers and it is expected that somewhere around fifty will ride up (on the train).

STRATFORD.

Stratford Bicycle Club organized this evening with the following officers:—

- President—Thos. Ballantyne, M.P.P.
Vice-President—L. H. Dampier.
Captain—Geo. Bilton.
1st Lieutenant—A. W. Cassels.
2nd " — I. F. Palmer.
Sec.-Treas.—Wm. Lawrence.
Bugler—A. Mowat.
Surgeon—D. B. Fraser, M.D.

STRATFORD, APRIL 25TH 1884.

THE ARIELS.

The Ariel Touring Club of this city, have with their usual enterprise, secured the Grand Opera House for the evening of the 26th May, and have likewise secured the Holman Opera Co'y. to give their new Extravaganza "Bubbles."

They deserve a big house, and wheelmen who intend to be present at the F.C.B. tournament in the afternoon, should make arrangements to see the Holmans.

The Ariels have lately gone to considerable expense in re-furnishing their club room, and they extend a hearty invitation to all wheelmen to call on them. The room lacks one thing however, that we think essential to all club rooms—a piano.

At a meeting of the Stratford Bicycle Club held in Princess Hall on May 8th, the following uniform was adopted: dark gray patrol jacket, dark knee breeches, polo cap with a peak, and dark stockings. The membership of the Club is twelve, which is quite a nice beginning. It was decided to join the C.W.A., which is a step in the right direction.

The CANADIAN WHEELMAN is a sprightly little monthly published at London, Canada, devoted exclusively to wheel notes. Its April number is full and altogether is a good paper. It contains fourteen pages and the subscription price is \$1 a year in advance.—Mansfield, Ohio, Herald.

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75 Richmond St. West,

TORONTO.

Anything and Everything.

Six Toronto flyers have entered for the London Races.

Mr. A. E. Domville, Captain of the Hamilton Bicycle Club, paid us a flying visit on May 15th.

One-mile handicap between Miss Ida Hammond and C. H. Smith at the London Races, May 26.

The Western 'Cyclist is to be published every two weeks, sixteen pages, commencing its second volume in May.

Fred Westbrook and Harris, Fair and Patterson, of Brantford, in fancy riding at the skating rink, London, Monday May 26.

Trenton, N. J., is forming a bicycle club, and not a day too soon as some places not half the size of it have large clubs and good riders.

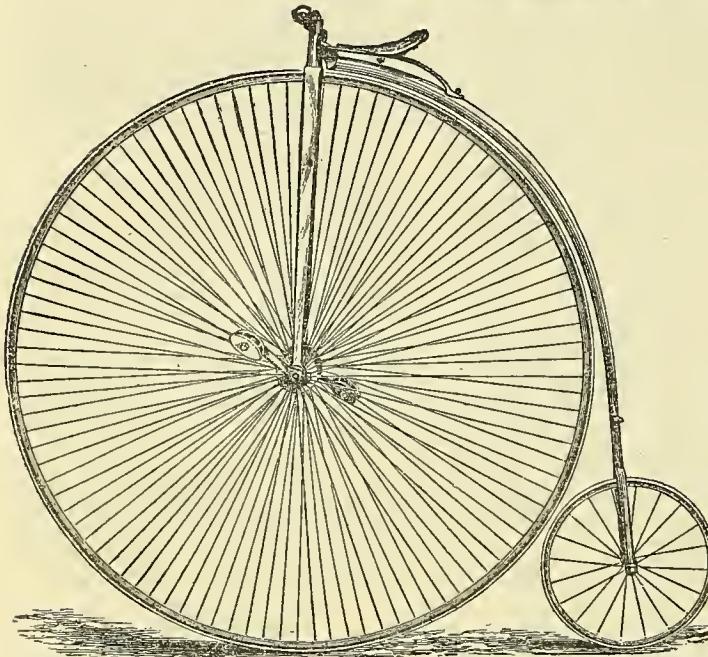
Club drill competition for a handsome cup at the Queen's Avenue Skating Rink, London, May 26.

We extend our hearty congratulations to Mr. J. A. Muirhead, Chief Consul of the C.W.A. A better man could not have been elected.

Twelve gold medals and twenty silver medals, worth \$400 to be given for prizes at the London Bicycle Races.

The following have been elected officers of the Napanee Bicycle Club: Dr. G. T. C. Ward, President; W. Smith, Captain; A. R. Boyes, 1st Lieutenant; Sam Williamson, 2nd Lieutenant; T. W. Grange, Bugler; W. J. Trimble, Secretary-Treasurer.

We notice the Queen's Avenue Skating Rink is being handsomely decorated for the bicycle concert and fancy riding exhibition on the evening of the 26th.



AFTER the RACES

— GO TO THE —

GRAND

Bicycle Concert!

Under the patronage of the Forest City Bicycle Club, at the

LONDON SKATING RINK,

— ON —

MONDAY EVENING, MAY 26th.

(The largest riding hall in the Dominion—
100 x 200 feet.)

— Fancy Riding Contest for Championship of Ontario.

— Club Drill for handsome Cup.

Miss Ida Hammond

— AND —

Clarence H. Smith

In their Double-Riding Acts.

MESSRS.

Westbrook, Fair & Patterson,

Of the Brantford Bicycle Club, in their wonderful feats of Triple Riding.

7th Fusiliers' Band. Commence at 8 o'clock.

Admission, 25c.

Committee:

GEO. F. BURNS, F. H. BUTLER, H. O. BRUNTON.

For Sale.

Advertisements under this head, one cent per word each insertion. No advertisement less than twenty-five cents.

FOR SALE OR EXCHANGE—A 53-INCH Matchless Bicycle, balls both wheels, bright parts plated; cost \$115.00. Will sell for \$85.00, or exchange for a good 52-inch wheel. Address—Drawer E, Simcoe.

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FOR SALE—A 52-INCH SPECIAL BRITISH Challenge, full-nickled, ball-bearings to both wheels, Hill & Tolman gong, ball-bearing pedals and tool bag, all complete. Has only been used part of last season and is in first-class condition, but too small for present owner. Address—CANADIAN WHEELMAN, box 52, London, Ont.

Notice to Wheelmen !

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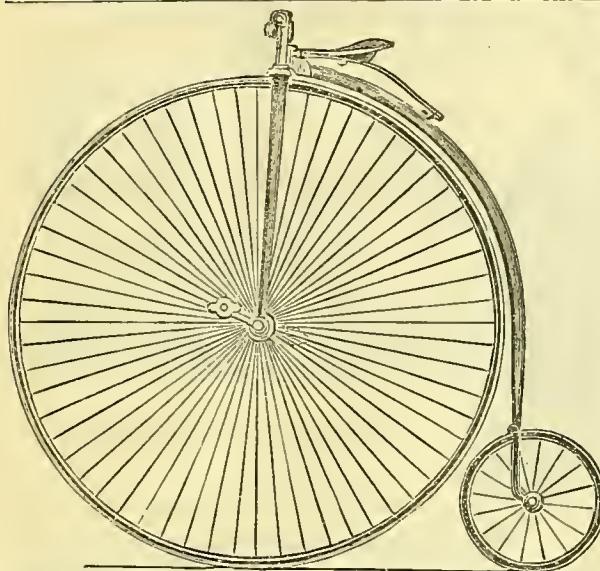
With the Canadian Wheelmen's Association Badge, printed in four colors, now ready.

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Have in Stock, and Import to Order,

Bicycles and Tricycles of Best English Makes,

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"PILOT" ROADSTER.
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"LONDON SAFETY."
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Boys' Bicycles and Boys' and Children's Tricycles all sizes.

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POSTPONED!

—THE—

**Grand Bicycle Tournament
AND RACES**

Under the auspices of the FOREST CITY BICYCLE CLUB, have been postponed from the 24th to the

1884. **26th MAY, 1884.**

**CLARENCE H. SMITH,
MISS IDA HAMMOND,**

CHAMPION OF MICHIGAN, and

CHAMPION LADY BICYCLIST,

Will take part.

\$400.00 IN PRIZES!

Races open to Amateurs only.

Grand Street Parade at 2 P.M.

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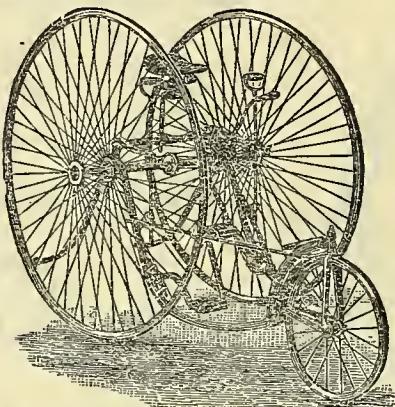
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Expert Columbia,
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Bicycles, from \$40 up.

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Montreal, 8th March, 1884
A. T. LANE Esq., Montreal.

Dear Sir.—With regard to the Special Royal Canadian Bicycle purchased from you, I can but say that I am quite satisfied. It has met all the requirements of a first-class machine. It has been run over the very roughest of Canadian roads and has stood as severe a test as ever a machine could on both road and track.

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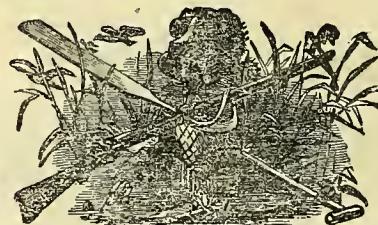
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