

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, JUNE, 1886.

No. 8.

-- 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.

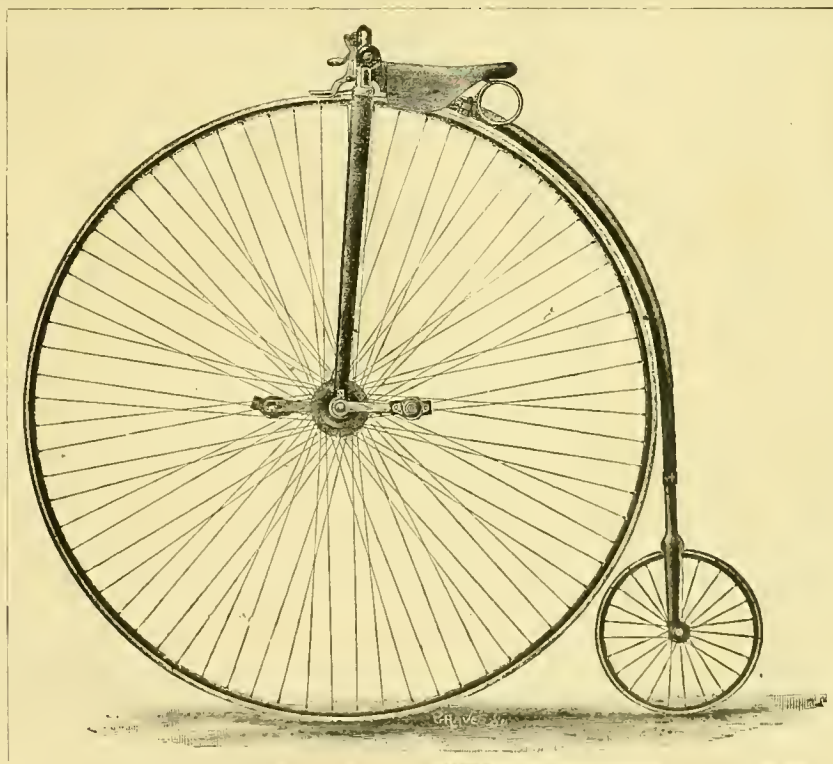
NEW DEVICE

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.

WE ARE READY FOR DELIVERY VERY
SOON.

OVERMAN WHEEL COMPANY,

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

A FEW IMPORTANT FACTS.

(1.) Neilson won the one-mile Canadian Championship at Woodstock, on the 24th, on a Rudge.

(2.) Out of the 100 Wheels in line, 51 were Rudges.

(3.) This proves conclusively our claim that the Rudge is to-day the leading Bicycle sold in Canada, with due deference to the other makes.

(4.) Stratford Club alone boasted of 28 Rudges present. It took the prize for the largest and best-appearing club in the procession.

(5.) There is not a rider of a Rudge in Canada to-day who is dissatisfied with his wheel.

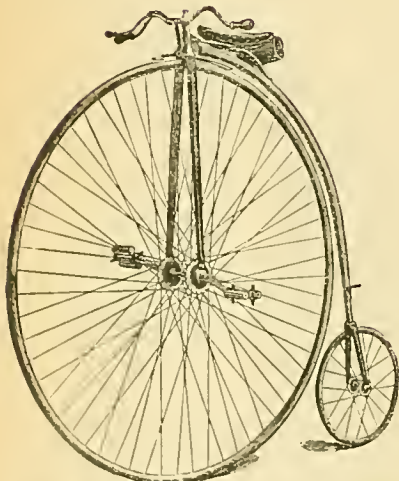
(6.) We have sold more Rudges so far this Spring than we did the whole of last season, although last year's trade far exceeded our anticipations. We have had to cable for repeat orders three times in the last two weeks.

(7.) All the Easter English Championships were won by Rudge riders.

(8.) We can supply Wheelmen with Caps and Hose to match the C.W.A. uniforms. Send for Samples.

Place your order at once for one.

THE RUDGE FOREVER!



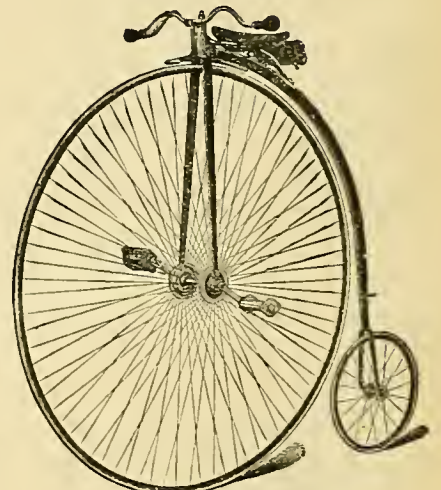
THE RUDGE LIGHT ROADSTER

\$115.00.

Send Stamp for Catalogue to

22 Church St., Toronto.

CHAS. ROBINSON & CO.



THE CANADIAN RUDGE

\$85.00.

The Canadian Wheelman :

A JOURNAL OF CYCLING.

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

PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION,
AT LONDON, CANADA, AND SUPPLIED TO ALL
MEMBERS OF THE ASSOCIATION.

Subscription Price to Non-Members..... \$1.00
per annum.

All communications should be addressed to THE
CANADIAN WHEELMAN, London, Ont.

LONDON, JUNE, 1886.

THE MEET.

Let us all be there.

It will be the event of a lifetime.

Montreal is a beautiful city.

It has a host of wheelmen, who are

Energetic,

Liberal,

Enthusiastic,

Whole-souled fellows.

They are working like beavers

To give us a royal welcome,

And to make the meet a glorious success.

Let us do our share.

Let us honor ourselves by honoring those who
honor us.

Montreal has done the "round" thing at former
meets.

Let us show that we are not ungrateful,

And that we know a good thing when it's
offered to us.

The wheelman who doesn't go to Montreal
on July 1 will regret it

Only once, and that will be all the time.

AN APPEAL.

To the wheelmen of Ontario we would address an earnest appeal to assemble in large numbers in Montreal on July 1 and 3. The reasons why they should do so are many and weighty. The credit of the C.W.A. is to be maintained, the interests of the sport are to be furthered, the individual is to be benefitted by the knowledge to be gained, and the unselfishness, the energy, and the enthusiasm of the Montreal Bicycle Club on behalf of the C.W.A. are to be acknowledged. Somewhat isolated from the rest of the wheeling centres of Canada, the wheelmen of Montreal have entered into the plans of the Association for meets in other towns with as much zest as though their own beautiful city was to be the spot favored with the meet. Let the Ontario wheelmen now show that this conduct by their Quebec brethren is appreciated. Let every club make a special effort to be largely represented. Upon reading this, let every club captain, every club secretary, go out and drum up the fellows in his club and insist that they prepare for Montreal. The rates given by the railway and steamship companies are liberal, and the choice of routes is varied. To hundreds of wheelmen Montreal is as yet unknown ground, and to them the commercial metropolis of Canada, with its

beautiful streets and parks, mountain and river, will be a revelation. With all these inducements, added to the great one of three days' glorious fun, there should be no difficulty in numbering Ontario wheelmen in Montreal on July 1, 2 and 3 by the hundreds.

Let "MONTREAL" be the watchword.

THE MAKERS' AMATEURS.

At a meeting of the N.C.U., April 13, several riders were suspended for having, as "makers' amateurs," broken the amateur laws of the Union. A full discussion took place as to the length of the period of disqualification necessary to be passed on each suspended rider in order to fulfil the object the Union has in view in endeavoring to purify the amateur ranks, and at the same time to avoid inflicting an injustice on members of a class of riders whose trespasses against the amateur laws were by no means equal in character. Ultimately, the following resolution was agreed to:

"That the suspensions passed at this and previous meetings of the executive upon riders who have offended against the amateur law by riding as 'makers' amateurs,' he terminated one week from the present date, but that the attention of each suspender be drawn to the fact that any further infraction by him of the Union rules will be carefully watched, and will entail permanent disqualification."

This shilly-shally policy on the part of England's great cycling association has created no little stir in the United States, where the Racing Board of the L.A.W. has recently suspended all suspects until such time as they furnish proof that they are innocent of professionalism. It required considerable "backbone" on the part of the Board to act as it did—and this action of the N.C.U. will materially weaken the moral support which the L.A.W.'s Board ought to receive from its own members, and it is quite possible that at the Boston meet of the L.A.W. the decision of the Racing Board will be reversed. At any rate, the fight will be sharp, and may result in the formation of a third class of riders, recognized by and eligible to membership in the League. In England, the supporters of the amateur law have already retreated, and resorted once more to threats—to calling "Wolf." It remains to be seen whether the League will exhibit more common-sense by either living up to its rules or forming new ones.

EDITORIAL NOTES.

Mr. A. T. Fane, of Montreal, has *not* received the agency for the Singer wheel. Our informant was mistaken.

The New York *Wheel* talks about the formation of a new Association, principally of western composition, if the suspension of the alleged pro-amateurs be persisted in.

The particulars of the tour to the C.W.A. meet, being arranged by Messrs. Chas. Robinson & Co., only came to hand on May 28, altogether too late for insertion. They will be published in the next issue, which will be out by June 20.

Five hundred and forty-four pages of Karl Kron's long-looked for book, "Ten Thousand Miles on a Bicycle," have actually been printed,

and THE WHEELMAN is indebted to the indefatigable author for a copy of the work, which will probably be issued this year—or next. The chief characteristic of the volume is its comprehensiveness. Every step of the road over which the author has ridden is described with almost painful particularity. Nothing seems to have been too minute to escape his observation, or too insignificant to be undeserving of record. To Canadians, the most interesting portion of the work will be "Karl's" description of his experience in Canada, which he gives at great length. On the whole, he speaks flatteringly of our country, and describes our roads as being on the average better than the main roads of the United States. The book is thoroughly practical, is well written, and must be of great value to all wheeling tourists. Its ponderosity is its chief defect, but we trust that that drawback will not interfere with the industrious editor meeting with a pecuniary return sufficient to fully reward him for the many years of laborious work that he has put into the pages of his volume.

RAILWAY RATES FOR THE MEET AT MONTREAL.

Return tickets will be issued from all stations on the G.T.R. and C.P.R. for one fare to wheelmen going to the annual meet of the C.W.A. at Montreal.

Tickets will be sold from June 28th, and will be good to return up to the 5th of July.

Railway tickets will be taken on the boats of the Richelieu and Ontario Navigation Co. for any part of the journey. Carriage of wheels free.

THE MEET.

Wheelmen generally, and especially in Montreal and Toronto, are working hard to make the annual meeting of the Canadian Wheelmen's Association in Montreal on the 1st, 2nd and 3rd July a gigantic success, and everything runs smoothly in the direction of there being one of the grandest sights ever seen in Montreal. The western wheelmen are coming down *en masse*, especially from Toronto, where they are organizing a tour, to start from Toronto on Monday, the 28th of June, of all the western wheelmen in and beyond Toronto to wheel from Toronto to Kingston, taking in all the intermediate towns and bicycle clubs between the two places. On arriving at Kingston, boat will be taken to this city. For those who cannot spare the time to take in the tour, the Montreal Bicycle Club is arranging rates from all the principal points in Ontario and Quebec to Montreal, by boat and rail, at an extraordinarily low price, so that Montreal will see the "knights of the wheel" in full force and the city crowded with sight-seers. The various committees, such as finance, transportation, grounds, reception, advertising, etc., have been struck off, and everyone has gone to work with a will and determination to make the meeting a success. The club has decided to get up a pamphlet something after the style of the programme of the League of American Wheelmen's meeting of last year, only with various improvements. The pamphlet will consist of information in general of rides, hotels, places of interest, programmes of the business meeting and races, with other information, and a map of the city, with the principal places marked on it. It will be a souvenir of the great meet, and will be well worth keeping, as the club will spare no expense in making it a thing of beauty. The Shamrock Grounds will be secured for the two days' racing, they already having given the club the refusal of them for the both days, and the Grounds Committee are determined to make the track second to none in Canada, with the help of the Shamrocks. Our racing men are all getting

in fine shape, and most of the prizes will remain in Montreal. G. S. Low and the others are already on the track, and are getting into a three-minute gait already. Low is sure to take the one-mile championship race, and possibly the two-mile also, should the Association decide to hold one. Clarke will push him hard for first place in both, but, from appearances, he will have to be contented with second place. In any event, it will be a grand struggle, and one worth coming miles to see. In the longer distances, the Montreal Club will have some good men, and will give the present champion a shake that he and others may not expect, and may prove a surprise party to all. The Toronto racing men are by no means going to be left out in the cold, they being in active training also; and Campbell, Davies and Foster are determined to do their utmost to bring back honors to Toronto in the shape of first prizes. While not saying anything about what they are going to do, they think (and are training) a lot, and may also surprise the wheelmen.

Outside of the race meeting, wheelmen coming here will spend one of the pleasantest times in their lives. Such grand roads and scenery as are around the city are nowhere else to be found in Canada; and with a city full of such interesting sights as our world-renowned Montreal is, and with everyone ready to grasp the hand of visiting wheelmen and give them a welcome—such a welcome as Montreal is famed the world over for—everyone will go away with a feeling that the meeting has been one of the most successful events ever held.—*Montreal Gazette*, May 13th.

OFF TO EUROPE.

Mr. Harry Ryrie, of the Toronto Bicycle Club, is at present wheeling on the Continent, in company with Messrs. Webster and Chandler, of the same club. Mr. Ryrie was not able to leave Toronto at the same time as his friends, but caught them in England. In a letter to his brother he says: "The first two days out were splendid, but getting gradually rougher. The third day I felt miserable, and after fighting against a desire to disgorge for two or three hours, went below and made the attempt. It was unsuccessful, however, and I have never tried since. The boat is rolling so now that I can hardly write; it has been doing so incessantly for the last two days. It is rather pleasant than otherwise when you are on deck, but I would just as soon be steady while below. The night before last it was all I could do to stop in my berth." Details of the trip of the Toronto trio will be published in future issues of THE WHEELMAN.

DISQUALIFIED BICYCLERS.

The action of the League of American Wheelmen, in disqualifying so many of the leading riders of the day and forcing them into the professional ranks, should be the means of adding greatly to the interest taken in bicycling. The professionals sadly wanted an infusion of new blood, the performances of Prince and Woodside and their few assistants becoming very monotonous. With a score of fast riders now compelled to retire permanently, or else ride in professionals, there should be plenty of racing and matches during 1886. The cleansing of the amateur ranks in this manner, though it may be a damper to begin with, will undoubtedly be productive of good, as new men will be induced to race who previously had little encouragement to do so when such men as Hendee and Rowe were so much their superiors.—*Exchange*.

PUBLISHERS' NOTICE.

In view of the C.W.A. meet being held on July 1. THE CANADIAN WHEELMAN will be issued on June 20. Advertisers and correspondents will please govern themselves accordingly. To ensure insertion, manuscripts should be in the printers' hands by the 15th of the month.

A BICYCLE FRAUD.

During the forenoon of April 28th last, a party came to me at my office under the Sherman House, and presented the following letter of introduction:

Office of J. Moodie & Sons, Importers, etc.,
Hamilton, Ont., April 26, 1886.

DEAR SIR,—The Hamilton Wheelmen beg to introduce to you Lt.-Colonel Paul Methuen, of the English army, now attached to the staff of the Governor-General at Ottawa. He is a great friend of Mr. Stevens and of Canadian outdoor sports, and wishes to learn something of the roads, etc., in the Northwest. Anything you can do for him will be regarded as a personal favor by the wheelmen of Ontario.

Yours faithfully, J. MOODIE, Jr.

Burley B. Ayers, Esq., Chicago.

When arranging the Canada tour of 1883, considerable correspondence was held with Mr. Moodie, and when our party arrived in Hamilton we were placed under many obligations to him for courtesies received. Hence I was only too glad to honor Mr. Moodie's letter of introduction. The handwriting seemed familiar, and the letter-head correct. The party presenting it was a very gentlemanly-appearing person, of strongly-marked English bearing and dress, and also accent. He was quite heavy in appearance, weighing, I should judge, about 185 or 195 lbs.; of full, smooth face, gray eyes, and on above occasion dressed in a yellowish suit of clothes and Derby hat. After presenting his letter, he prefaced his remarks by saying that he was looking over a good route through Wisconsin for a little canoe jaunt, and some members of the party he was with would like to take a short tricycle trip through some good part of the State; said he was entirely unfamiliar with the country save by hearsay, and had come to me in my touring capacity to get a few points. We adjourned to a map store, and looked over the country. Afterward he said he wanted to be identified at a bank, so he could draw some money. I took him around to the Illinois Trust and Savings Bank, and introduced him to the teller, Mr. S. A. Ribolla. The party made a sight draft for \$100.00 on the Bank of Ontario, Toronto, and I endorsed it without hesitation, when the money was paid over. That day I advised Mr. Moodie that the person had called and presented his letter. Mr. Moodie did not reply until May 2nd (being out of town), when he wrote that he had not given a letter, did not know the party, and was not in Hamilton April 26th. Draft has been returned by Toronto bank, marked "No Acct."

The object of this circular is to caution all wheelmen against this party. If he has been in any other locality, I should esteem it a favor if wheelmen would advise me, in order that some trace of his operations can be discovered. He was quite familiar with wheel subjects and Canadian matters, and it ought not to be very hard to identify him.

BURLEY B. AYERS.

152 S. Hoyme Ave., Chicago, May 1, 1886.

A dispatch from the United States Minister at Persia, F. H. Winston, to Secretary Bayard, dated May 24th, announces that Thomas Stevens, the special correspondent of *Outing*, who is making the tour of the world on a bicycle, was turned back on the frontiers of Afghanistan, and has been forced to retrace his steps to Constantinople. From here he will seek to work his way through India. This will make a very much longer journey for him; but from the spirit which he has shown, there is little reason to doubt of the success of his trip, provided he is not made the victim of a mob.

Messrs. Charles Robinson & Co., of 22 Church street, Toronto, with their usual enterprise, were represented at Woodstock, where they occupied a booth erected on the grounds and displayed a stock of bicycle sundries. They report very large sales of the Rudge, over twenty having been placed with the Stratford Club alone. They brought with them a fine new Rudge Humber Tanem Bicycle and a Rudge Bicyclette, both of which attracted a good deal of interest.

Wheelman Centres.

ST. JOHN, N.B.

At the annual meeting of the St. John Bicycling Club, on April 7th, the following officers were elected for the ensuing year: President, Geo. F. Smith; Captain, W. A. MacLachlan; Secretary-Treas., J. M. Barnes; 1st Lieut., Chas. Coster; 2nd Lieut., H. C. Page; Committee, George M. Robertson, E. H. Turnbull, and W. C. Fairweather. The captain, in his report, drew attention to the advancement the club had made during the season. The individual mileage of the club comes well to the front in comparison with other Canadian clubs, Lieut. Coster having ridden 1068 miles, Chas. Hall 854, and Messrs. Page, Robertson and Barnes over 750. We had during the season fourteen club runs, with an average attendance of eight, and the average length of runs eleven miles. Besides the regular club runs, there have been several Saturday afternoon runs, with an attendance of from four to six members, when longer runs have been taken, such as Spruce Lake and return, 16 miles; Loch Lomond and return, 24 miles; Westfield and return, 33 miles; Hampton and return, 45 miles. Messrs. Page, Coster and Barnes wheeled from St. John to Woodstock last September, a distance of about 132 miles, wheeling to Fredericton (68 miles) the first day. The Bicycle Club having amalgamated with the St. John Cricket and Athletic Club, necessary steps are being taken to have the old five-lap track remodelled and made into six laps, with long corners—the turns on the present track being unfit for speed.

The Blue Nose tour will be the leading attraction in the lower Provinces this season. In the January number of THE WHEELMAN I gave a brief outline of trip, and if not intruding too much on your space, will give a more extended description. The American party, in charge of Mr. F. A. Elwell, will meet the St. John party at McAdam Junction on Saturday, July 17, arriving at Grand Falls same evening. Sunday will be spent in strolling and sight-seeing. Monday, ride to Andover, 25 miles; Tuesday, to Florenceville, 26 miles; Wednesday, to Woodstock, 25 miles; Thursday, to "Halfway House," 32 miles; Friday, to Fredericton, 32 miles. Fredericton, known as the "Celestial City," is the capital of the Province, and is a very beautiful city. Here will be found the Parliament Buildings, University, Gibson Cotton Mill, etc. Saturday and Sunday will be spent here, giving ample opportunity to visit all the points of interest. Monday, take steamer down the St. John (the Hudson of New Brunswick) to Westfield and wheel to St. John, 16 miles. The scenery on this river is unexcelled, and will prove a very interesting part of the journey. The St. John boys will endeavor to make it pleasant for the visitors during their stay here.

A short time ago, the club presented our energetic captain, W. A. MacLachlan, with a handsome breastpin, in recognition of his valuable services to the club. The riding season has commenced, and many wheelmen can be seen out early in the morning and throughout the evening. We had the pleasure of a visit from Mr. F. A. Elwell, of Portland, Me., last week. He is very much pleased with our country, and was greatly surprised to see such good roads.

St. John, N.B., May 17, 1886.

JIM.

We regret to see a writer in the *Irish Cyclist*, signing himself "Ball's Bridge," advocating the leaning-over position, which most racing men favor. Men, we know, are few and far between who do sit upright, but they are generally admired by both riders and non-riders, and we cannot help wishing their example would be more generally followed. Wadey, of Eastbourne, is one of those riders who can sit a saddle gracefully when racing, and we have heard several flattering remarks made about his riding. Cortis was another. These men show that the leaning-over is not a necessity for fast riding.—*Bicycling News*.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association.

ORGANIZED SEPTEMBER, 1882.

President—Mr. JAS. S. BRIERLEY, *Journal*, St. Thomas, Ont.Vice-Pres.—Mr. W. G. EAKINS, *Mail*, Toronto, Ont.Sec.-Treas.—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

ANNUAL ELECTIONS, 1886.

REPORT OF THE SCRUTINEERS AND DECLARATION OF PRESIDENT.

Simcoe, May 20, 1886.

J. S. BRIERLEY, Esq.,

President C.W.A., St. Thomas:

We, the Scrutineers appointed to count the ballots in the elections of the Chief Consuls and Representatives for the year 1886-7, beg leave to report that we have this day counted the ballots cast by the several Districts, and find as follows:

DISTRICT NO. 1.

Ballots cast 111
Rejected 3

For Chief Consul:

W. A. Karn, Woodstock. 56

For Representatives:

J. S. Brierley, St. Thomas.....66
R. M. Ballantyne, Stratford61
S. Woodroffe, Woodstock.....57
W. E. Tisdale, Simcoe.....53
C. E. Nasmyth, Stratford.....40
C. S. Rumsey, St. Marys.....30
W. S. Perry, Simcoe.....24

DISTRICT NO. 2.

Ballots cast 53
Rejected 3

For Chief Consul:

Fred. J. Campbell, 11 Front Street, Toronto.....17

For Representatives:

H. C. Goodman, St. Catharines.....34
Harry Ryrie, Toronto.....30
Chas. Langley, "29
R. J. Bowles, "26

DISTRICT NO. 3.

Ballots cast 46
Rejected 2

For Chief Consul:

W. P. Way, Belleville..... 28
Geo. A. Mothersill, Ottawa.....16

For Representatives:

R. H. Fenwick, Belleville.....34
W. S. Foster, "27
F. M. S. Jenkins, Ottawa.....17

DISTRICT NO. 4.

For Chief Consul:

J. D. Miller, Montreal.....1

For Representative:

W. G. Ross, Montreal.....1

All of which is respectfully submitted.

CHAS. E. BOYD,
W. Y. WALLACE,
A. R. DOBSON, } Scrutineers.

Simcoe, May 20, 1886.

J. S. BRIERLEY, Esq.,

President C.W.A., St. Thomas:

DEAR SIR,—I hereby certify that the Districts are entitled to one Chief Consul each and the following Representatives to the Board, as shown by the Roll Book of the Association: No. 1, 4; No. 2, 3; No. 3, 2; No. 4, 1.

Respectfully yours,

HAL. B. DONLY,

Sec. C.W.A.

St. Thomas, May 21st, 1886.

I hereby declare, in accordance with the above Reports, the following gentlemen elected to the Board of Officers for the year—July 1, 1886, to July 1, 1887:

District No. 1.—Messrs. W. A. Karn, J. S. Brierley, R. M. Ballantyne, S. Woodroffe, and W. E. Tisdale.

District No. 2.—Messrs. Fred. J. Campbell, H. C. Goodman, Harry Ryrie, Chas. Langley.

District No. 3.—Messrs. W. P. Way, R. H. Fenwick, and W. E. Foster.

District No. 4.—Messrs. J. D. Miller and W. G. Ross.

(Signed)

J. S. BRIERLEY,

President C.W.A.

APPLICATIONS FOR MEMBERSHIP.

Montreal Jr. Club, 5:

D 0093, Robert H Ash D 0095, G Matthews
D 0094, G B Ash D 0096, C Logie
D 0097, F Hawkins

Woodstock Club, add 3:

D 0101, Oscar Brader D 0102, V McLellan
D 0103, F R Edwards

Unattached, 4:

D 0098, Henry Taylor, Toronto
D 0099, Neil Campbell, Niagara Falls, N Y
D 0100, Wm Campbell, "
D 0104, W C Lundy, Waterford, Ont.

Stratford Club, add 7:

D 0105, E E Bailey D 0108, A W Stewart
D 0106, F O Hyde D 0109, Chas Welsh
D 0107, Jas Matchett D 0110, K C Turnbull
D 0111, F Ubelacker

Simcoe Club, add 1:

D 0112, George Jackson

APPOINTMENTS.

Being informed that Mr. J. H. Low, Chief Consul, District No. 4, C.W.A., has left the District. I have to-day appointed Mr. J. D. Miller, of Montreal, Chief Consul, and Mr. W. G. Ross, of Montreal, Representative, for said District, until such time as the officers lately elected shall take office.

JAS. S. BRIERLEY,

President, C.W.A.

St. Thomas, May 17, 1886.

SECRETARY'S ANNOUNCEMENTS.

TO THE MEMBERS OF THE C.W.A.

I am now prepared to ship, on the day of receiving the order, any quantity of C.W.A. uniform cloth. Cash must accompany all orders. The demand for this cloth has been so great as to have delayed the prompt filling of some orders that have been sent in. I have, however, done my best to accommodate, and am pleased to be in a position to say that I can now meet promptly all demands.

I can fill orders for C.W.A. buttons by return mail. The price for the same is: Coat size, 30c.

per doz.; Vest size, 20c. per doz. Buttons for suit, coat and knickerbockers, will cost 25c.

I can supply yarn same material and color as cloth at 60c. per pound; or I can fill orders in a few days' time for stockings at 70c. per pair. Cash with order.

The mail vote on the amendments to the Constitution and By-laws resulted in a majority for the amendments of 265, there being no votes cast in opposition, and the President has declared the vote carried and the new laws in force from the 20th of May.

In future, all new applications for membership must be made upon a blank form to be furnished free on application to the Secretary of the Association. Local Consuls and Secretaries of clubs should bear this in mind. Applications for these blanks will be quickly attended to.

Secretaries of clubs can do me a favor by hurrying in their renewals. The spring is the time for this work, and all new riders should be induced to join the local clubs, and their applications for membership forwarded at once to me. Get all your clubs good on the Association books during the month of June. It will be better for your club and much handier for the Secretary.

HAL. B. DONLY,

Sec. C.W.A.

THE WOODSTOCK MEET.

It is all over now, but it was glorious while it lasted. No such other event does the wheeling history of Canada furnish as the grand two days' tournament of the 24th and 25th of May, held at Woodstock under the auspices of the enterprising Amateur Athletic Association of that town. Somebody had dubbed Woodstock the Springfield of Canada, and right manfully did the noble band of "Amateur Athletes", under the command of handsome, genial President McLeod and his able staff of lieutenants—Nesbitt, Karn, White and Douglass—demonstrate to the people of Ontario the right of their town to the proud title of head-centre of wheeling for this broad Dominion.

Wheelmen were there from all over the Province, and one at least came all the way from Montreal to convey the good wishes of the great Association in the Canadian metropolis to its younger but no less ambitious brother. Mr. Louis Rubenstein was warmly received by his western brethren of the wheel. As we said before, wheelmen were present from all directions; many with wheels to ride and clad in bicycle uniform, and many others in multi, but whose faces have been familiar at bicycle meets for years.

Every train brought in great carloads of people to join with the hundreds who drove in from the adjoining country and to mingle with the Dufferin Rifles, who were camping in the town, and all together make up one of the greatest crowds ever seen in the corporation limits of the good town of Woodstock.

The visiting wheelmen were entertained to dinner at the popular C.W.A. Hotel kept by that prince of landlords, big "Jack" O'Neil. As soon as that was dispatched, Capt. Woodroffe, with Bugler Hurst by his side, was to be seen out on the Market Square marshalling

THE PARADE.

Under his skilful directions, order was soon obtained from the tangled confusion of wheels and wheelmen, and in a few minutes down one side of the Square stretched a long line of glittering steel steeds and uniformed riders anxiously awaiting the bugle-call to "Mount." Another short pause, and the welcome note is sounded, and they are off, the Stratford Club, headed by their energetic Captain Nasmyth, with the right of the line. Forty wheelmen wear the uniform of the Stratford Club to-day, and a broad smile illumines each face, for are they not winners of the handsome tilting-pitcher given by the ladies of Woodstock for the largest club present? and haven't they a right to smile? Next to Stratford comes Simcoe, thirteen strong, deserving praise for being the first club to appear in public

uniformed entirely in C.W.A. suits, and winning applause wherever they went by their handsome appearance and capital riding. Following on were the Wanderers, of Toronto, with their jolly Capt. Riggs at their front and blood in all their eyes as they thought of the prize list and what havoc they intended to make of it. Behind the Wanderers came the Hamilton boys, with their red polos and Japanese parasols, and with them breaking the hearts of all the fair sex. Then came wheelmen from St. Thomas, London, Norwich, Brantford, St. Catharines, Toronto, and, bringing up the rear, Woodstock Club itself.

FIRST DAY'S RACES.

The ground reached, the clubs were paraded a couple of times around the track, and promptly on schedule time the races were called on in the presence of the largest attendance of spectators ever seen on the W.A.A. grounds.

The officers of the day were:

Referee.—H. B. Donly, Simcoe.

Judges.—F. W. Hay, Listowel; C. E. Nasmyth, Stratford; Chas. Riggs, Toronto.

Timers.—S. Woodroffe, Woodstock; C. H. Hepinstall, St. Thomas; R. Skinner, Hamilton.

Clerks of the Course.—E. U. Nesbitt, W. A. Karn, Woodstock.

Starter.—J. A. Muirhead, London.

Scorer.—E. C. Coleman, Seaforth.

Umpires.—G. Douglass, W. Martin, and J. A. Bryden.

One-mile novice race for C.W.A. members—Eight starters; won by Wm. Carman, Norwich; F. R. Edwards, Woodstock, 2nd; Oscar Brader, Woodstock, 3rd. Time, 3.22 2-5.

One-mile professional—An exciting race, from start to finish well contested. Won by R. A. Neilson, Boston; W. N. Woodside, Minneapolis, 2nd; John Brooks, Blossburg, Pa., 3rd. Time, 2.52 3-5.

One-hundred yard foot-race—Won easily by Bert Field, of Woodstock.

Five-mile bicycle, amateur (open to all)—The entries were: Geo. E. Weber, Smithville, N.J.; Herb. Clarke, Woodstock; F. Foster, Toronto; T. Fane, Toronto; H. S. Chisholm. At the crack of the pistol, Weber was off at the lead, and, setting the pace at a scorching rate, started to ride all competitors to death. Chisholm lasted one lap and went out, Fane followed at half a mile, and Foster finished at the three-quarter post. The mile was finished by Weber, with Clarke at his side, in 2.57. For the next 3½ miles the pace was a snail's, both men waiting for the final spurt. It commenced on the 19th lap, and continued until the scratch was crossed for the last time, the Yankee winning by eighteen inches, amid terrific excitement.

The half-mile without hands was a wonderful victory of Canada's champion, Herb. Williams, of Woodstock, over Weber. The pace was a rattling one from start to finish. Williams won by a foot or two in 1.36 4-5.

One-mile safety—Won by T. Fane, of Toronto, in 3.31 2-5; C. H. Riggs, Toronto, 2nd.

Five mile professional—There were four starters in this race, Neilson, Woodside, Brooks and Morgan. It was a most exciting race all through, the contest between Woodside and Neilson for first place being wonderfully close and interesting. The western boy proved at last too much for Neilson, and came over the scratch about a foot ahead. Brooks was third. Considering the wind, the time, 15.23 1-5, was excellent.

Two-mile green race—Won by G. H. Terry, Toronto; A. Dance, St. Thomas, 2nd.

One-mile bicycle (amateur)—Geo. E. Weber, 1st; H. W. Clarke, 2nd; F. Foster, 3rd. The other starters were McKay and Parmenter. Time, 2.56.

SECOND DAY.

On Tuesday the wind was blowing a gale, and the air was raw and cold, and the crowd, in consequence, was not as large as it should have been. The making of any good time for a distance was also an impossibility, although a couple of good quarters were made by Woodside and Foster in 36 2-5 and 37 2-5 respectively.

We clip the following from the *Mail*, as our

reporter did not remain over for the second day's races:

The first race on the programme was the two mile, 3.20 class, open to C.W.A. members. Below is the summary:

T. Fane, Toronto..... 1
W. Carman, Norwich..... 2
Time—7.1 3-5.

Parmenter, of Woodstock, was also entered in this race, and was pushing Fane very hard for first place when he took a bad header, shaking himself up very badly.

Next came the 440-yard foot race, for which there were three entries. It resulted as follows:

B. Field, Woodstock..... 1
Alex. Rankin, Oriel..... 2
C. Darrel, Tilsenburg..... 3

Field ran right away from the others, and won as he pleased in 24 1-5 secs.

The five-mile bicycle for the provincial championship was next, and was contested by the following and won as follows:

F. Foster, Toronto..... 1
H. W. Clarke, Woodstock..... 2
T. Fane, Toronto..... 3

The men struck off at a slow pace in this event, Fane leading. This was the order until the second mile was entered on, when Clarke and Foster began to liven up a little. Each held the lead alternately till the last mile, when Foster struck off at a rattling pace and took the lead. In the last lap but one Clarke began to spurt, and it was nip and tuck between him and Foster from there to the finish, Clarke reducing his lead somewhat but failing to get there. Time, 17.58 2-5.

Then came the race of the day, the two-mile bicycle race, professional. The starters were:

W. M. Woodside..... 1
R. A. Neilson..... 2
John Brooks..... 3

The three struck off at a tremendous pace, with Neilson leading. In the second lap Woodside made a rush and took the lead, holding it till the end of the first mile, the time all through being good. Entering on the second mile Brooks made a bolt for first place and passed Woodside, followed by Neilson. They held this position till the last lap, when Woodside made a magnificent spurt, and a hot rush took place between Neilson and himself, Brooks following behind. Woodside took the lead, which he held to the finish, Neilson contesting every foot of the ground. The last lap was made in 36 2-5, and the two miles in 6.12 2-5.

The half-mile foot race came next, and was contested and won as follows:

C. Darrel..... 1
R. B. Harris..... 2
J. Goyette..... 3
A. Rankin..... 4
A. Smith..... 5

This was a professional affair, Harris holding the lead till he was almost on the string, when here he weakened and was passed by Darrel. Time, 2 19 4-5.

Then came the three-mile bicycle lap race. The finish was as follows:

G. E. Weber, Smithville, N.J..... 1
H. W. Clarke, Woodstock..... 2
T. Fane, Toronto..... 3
S. T. McKay, Woodstock..... 4

Weber took the lead on the second lap, and maintained it to the close, making the three miles in 10.50. He took it easy during part of the race, but made an effort to make a fast quarter on the last lap, which he made in 38¼.

The half-mile dash bicycle brought out:

H. W. Clarke..... 1
Fred. Foster..... 2
S. T. McKay..... 3

This was interesting, because Clarke and Foster met again after Foster's victory in the five-mile race. Clarke, however, turned the tables, as he won a good race in 1.23 1-5.

For the S. Woodroffe cup, 2 miles, only Clarke entered, and rode over the distance in 6.44 4-5. As this is the third time, the cup becomes his property.

Messrs. Robinson and Terry of Toronto, rode against time on a tandem for a half-mile, making it in 1.46 2-5. The consolation race wound up the day's proceedings. This resulted as follows:

S. L. McKay..... 1
F. Westmacott..... 2
Strange..... 3
Time, 3.39 4-5.

Wheel Tracks.

The Star now holds the 50-mile world's record.

The latest name for wheelmen adopted by Chicago hoodlums is "Bi-Kicker."

The project of holding a race-meet at Vicksburg, Miss., next September, is talked of.

The initiation fee of the League has been raised to \$1.00. The new rule went into effect May 15.

McCurdy will abandon the crank machine and ride a Star racer, which is now being built for him.

John Keen rode twenty miles against horses at the Crystal Palace on Easter Monday, and won in 1h. 12m. 38s.

Percy Stone says he can beat Munger or Kluge on climbing hills, but that they can both leave him on the level.

Gormully & Jeffery are going to build a bicycle for a Tennessee man that stands seven feet eight inches in his stockings.

The English ten-mile championship was won at Leicester, April 26, by Howell; Duncan 2nd; Lees 3rd. Time, 30m. 30s.

Fred. Cooper and W. Nicholson have made a tandem record on the Ripley Road of 34.17 for ten miles. The American record is 39.

St. Louis claims to have 800 wheelmen in the city, and that they show more enterprise to the square inch than any other city in the Union.

Mr. Henry Irving has presented the London Tricycle Club, of which he is president, with a tricycle to be raced for at the first meeting of the club.

Weber and Kluge feel they have put the record for fifty miles so far ahead that they can rest in the assurance that they will hold it for a while anyhow.

V. C. Place, one of the fast men of 1881, will appear on the track this season mounted on Howell's 59-inch Rudge Racer, on which the latter rode the mile in 2.31 2-5.

A Roxbury rider tells us to take ball-bearings to pieces and lubricate them with vaseline. Once treated in this way they will last a whole season without further need for lubrication.

C. E. Kluge did so well in his first attempt on a tricycle last year, that he intends to practice this season, and the tricyclists will have to be alive if they wish to hold their records.

R. Howell won the one-mile championship race at the Molyneux Grounds, Wolverhampton, England, April 28, in 2.52-3-5, beating Duncan and DeCivry by thirty yards—a very hollow victory.

Cycler with a Kangaroo, and his best girl—Girl: "What is that funny little bag back of the saddle?" "Why, that is a pouch for tools." She: "Oh! that's why you call it a Kangaroo, isn't it?"

A club of about ten or twelve bicyclists is to be formed in Hagersville (Ont.) this summer. It is also proposed to form a club between Caledonia, Hagersville and Jarvis, about twenty wheels being in use in the three places.

New Jersey is not a large State. It ranks nineteenth in point of population, but in League membership it ranks fourth. This is owing to the liberal policy the State has pursued in distributing maps and road-books to League members.

President Cleveland, when in Buffalo, used a friend's tricycle to a considerable extent. When he got to Washington he was presented with one for his own use. Among other notables who indulge in tricycling might be mentioned Queen Victoria, two of her daughters, the Prince of Wales, Henry Ward Beecher, Rev. George F. Pentecost and Wm. M. Evarts. Schuyler Colfax, it is said, was also a lover of tricycling.

Continued on p. 92.

The Only Manufacturers

In the United States who actually manufacture their own Machines.

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MANUFACTURE

The American Champion Bicycle.

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

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

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Undoubtedly the most satisfactory Safety yet devised.

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The Recognized Standard Youths' Bicycle of the United States.

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

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Gormully & Jeffery, Chicago, Ill., U.S.A.

Canadian Wheelmen's Association

ORGANIZED SEPT., 1882.

(Open to all Amateur Bicycle and Tricycle riders.)

Fourth Annual Race Meeting to be held on the Shamrock Lacrosse Grounds (4-lap cinder track), Montreal, on Thursday and Saturday, July 1st and 3rd, 1886. Commencing at 3 p.m., weather permitting.

PROGRAMME.

(Two prizes in each event.)

FIRST DAY.

BICYCLE.

- One Mile Championship of Canada.
- Five Miles " "
- Three Miles Roadster, (Machines 40 lbs. or over).
- Half-Mile Dash without hands.
- Three Mile.
- One Mile (4th class), open to all Amateurs who have never raced before.

TRICYCLE.

- One Mile Championship of Canada.

FOOT.

- 100 Yards, in heats (best 2 in 3.)
- Quarter Mile.

SECOND DAY.

BICYCLE.

- Half-Mile Championship of Can., in heats, (best 2 in 3.)
- Three Mile Championship of Canada.
- Five Mile.
- Two Mile (2nd class), open to Amateurs who have never won a first prize from scratch except in 3rd or 4th class race.
- One Mile (3rd class), open to Amateurs who have never won a prize except in a 4th class race.

TRICYCLE.

- Three Mile.

FOOT.

- 220 Yards.
- Half-Mile.

FRIDAY, JULY 2ND.

Road Race, either to Lachine (10 miles), or the Athletic Club House (6 miles).

FRIDAY NIGHT IN VICTORIA RINK.

- Fancy Riding Competition.
- Drill Squad Competition.

Entries close 24th June, 1886.

to the Chairman of Race Committee, P.O. Box 1148, Montreal, Que., accompanied by a fee of \$1.00 for each championship event and 50 cents for each of the other events. Fees returnable to actual starters.

Entries to Friday's events are free.

Competitors entering for "class" events must submit a written statement over their own signature that they are eligible for the class entered.

Competitors are requested to give the name of their Club. Unattached competitors must furnish proper credentials of their standing as amateurs.

The Committee reserve the right to make any alteration in the programme they think necessary, and to refuse or strike out entries.

Extra cheap rates are offered on the G.T.R. and C.P.R., and on the Richelieu & Ontario Navigation Co., and in the Hotels.

For full particulars, see our pamphlets, or address the Secretary.

J. D. MILLER,

Chairman, Race Com.

FOR SALE,

BICYCLES—56-INCH.—One INVINCIBLE SEMI-RACER, latest pattern; one CANADIAN RUDGE. Both in splendid condition, and bargains.—F. J. CAMPBELL, 13, Czar street, Toronto.

FOR SALE,

52-INCH "BERKSHIRE," No. 1 \$55.00
 50-INCH "BERKSHIRE," No. 2 50.00
 52-INCH "SANSAPRIEL" 75.00
 54-INCH "EMPIRE" (full Plated) 80.00

48-inch "LONDON SAFETY" (second-hand), in perfect order, suitable for rider of 51-inch; Ball Pedals; K.O.R. Lamp; \$60.00; cost \$110.00. To close out stock.

WALLACE C. TROTTER & BRO.,
 30 St. Nicholas Street, Montreal.

BICYCLE SIGNAL WHISTLE

The loudest and most piercingly shrill whistle of its size made. Can be heard up to one mile. The exact size of a 50 calibre U. S. Government Rifle Cartridge. Made of burnished brass with nickel bullet. Invaluable as a signal for teamsters, farmers, sportsmen, and all who wish to attract attention at a long distance. Call your men to dinner with it! So attractive a little novelty that every one who sees it wants it. You should have it. To introduce our full, expensive, and interesting catalogue of guns, knives, novelties, and useful articles, we will send this whistle and catalogue by mail, post-paid, for only 25 cents in stamps. Address RENNIE & ALLSON MFG. CO., 725 Filbert Street, Philadelphia, Penna.

Wheel Tracks.

Gormully & Jeffery's working force consists of some 150 trained mechanics.

Prince believes a man riding a 54-inch wheel has a vast advantage over a man on a 60-inch.

Schock will have to look to his laurels. Snyder has beaten him twice in a twenty-five mile race.

John O. Blake has been elected Chief Consul L.A.W. for Illinois over B. B. Ayers, the votes standing 61 to 58.

It is claimed that there are upwards of 250 physicians in the United States who enjoy the delights of cycling.

Burley B. Ayers, the energetic commander and originator of the "Big 4," has pinned his faith to a 54-inch Rudge light roadster.

Munger has been riding over the 27 miles of trestle and bridge of the Northeastern Railroad, which crosses Lake Pontchartrain, La.

Miss Stone, sister of Percy and the late Cola, is a tandemness. She lately rode thirty-six miles in the evening, and finished by moonlight.

John Harrington, the English manufacturer of cradle springs, has presented Col. Pope with a three-seated settee, built on cradle springs.

Gormully & Jeffery will issue in the near future a very neat half-sheet show-card with photos of all their wheels, interiors of their factories, etc.

The English 20-mile professional champion has again been won by R. Howell, in 1h. 9m. 46s. H. O. Duncan was second, and F. J. Lees third.

It is becoming quite the thing with Boston wheelmen, who are fond of anything English, to turn the tops of their stockings down over the calves of their legs, fastening the stocking just below the knee with an elastic band. This method has at least the advantage of helping to conceal nature's shortcomings.—Globe.

It appears that Munger does not claim a record on his fifty-mile performance at New Orleans.

The London agents for *Outing*, Messrs. Sampson Low & Co., cabled over for 5,000 copies of the May issue.

A fact not generally understood by cyclists is, that the ordinary solid rubber tire, when worn out on one side can be reversed.

Howell and Wood will run a ten-mile match race for £25 a side, the result of a little "chipping" between these famous riders.

Secretary Aaron, of the L.A.W., has been obliged to leave his post and seek health in the South. He had overworked himself.

The winners of the one, ten, twenty and fifty-miles bicycle championships of the world, held in England at Easter, all rode the Rudge Racer.

Rowe and Hendee were weighed last week, and there was only an ounce of difference in their weight, both tipping the scales at about 175½ lbs.

Twenty-one thousand miles in six years, riding after business hours, is a record to be proud of, and the happy man is C. A. Hazlett, of Portsmouth.

The one-mile "home-trainer" record now stands to the credit of C. S. Holt, South Gardiner, Mass., who, on April 14, ground off that distance in 1m. 27 2-5s.

Fred. E. Van Merbeke, en route to San Francisco on a bicycle, arrived in New Orleans on May 1, having been 49 days on the road from New York.

F. Lees is coming to America with the intention of riding 21 miles within the hour, as he thinks there is no track in England where the feat can be accomplished.

The Overman Wheel Company has raised the bond required to dissolve the John Harrington attachment, and business is now running along smoothly with them.

Gaskell is a disappointed man. Speechly has won the Surrey Cup three times, and it becomes his property. Gaskell had won it twice and wanted one more try for it, but it was not to be.

A twenty-miles professional championship was decided at Leicester, England, April 17th. R. Howell won in 1h. 9m. 46s.; H. O. Duncan 2nd; F. J. Lees 3rd. The last mile was ridden in 2:53.

A. T. Lane, of Montreal, sends us his catalogue for 1886. It has an illuminated cover in black and gold, and contains a full list of cycles and accessories kept on hand by our enthusiastic Montreal friend.

The *Cyclist* does not believe in the international championship as proposed by the Springfield Club. Mr. Sturmy believes the associations of the two countries should run the championships if any are established.

Two hundred wheelmen will be in attendance at the State meet of the Michigan Division L.A.W., to be held at Detroit, Thursday, June 24. The races will be run on the new track of the Detroit Bicycle Club.

Fred. Jenkins, former editor of *The Wheel*, and now correspondent for several papers, has entered the field as a dealer, repairer and manufacturer. His office is at 21 Park Row, and the factory and repair shop at 291 West 11th street, New York.

THE CANADIAN WHEELMAN for April contains a supplement dealing with the Constitution and By-laws of the C.W.A. as amended in February by the Board of Officers. THE WHEELMAN appeals energetically for a representative Canadian champion to take rank with the Rows and Hendees of the States, and the Cortises and Howells of Britain. We echo the appeal, and hope Canada's coming man will brace his sinews to the task before him, and be not too long coming, lest we die of impatience for him.—*Wheeling* (London, Eng.).

NEW RAPIDS.

The only machine having the TRUE TANGENT WHEEL. Don't buy until you have seen them.
Fitted with Ball Bearings to both Wheels, and Ball Pedals.

PRICE, - \$115.00.

"INVINCIBLE."

We can say nothing with regard to this machine that the Cycling public don't know. Actions speak louder than words, as the following will show:

RECORDS.

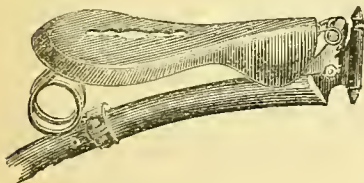
½ mile, 1.23 1-5. 2 miles, 6.29 2-5. 3 miles, 9.52. 4 miles, 13.37. 5 miles, 16.06 3-8. 6 miles, 20.29 2-5.
7 miles, 23.50. 8 miles, 27.12 1-5. 9 miles, 30.35. 10 miles, 34.33 4-5. 20 miles, 1 hour, 11.53.
50 miles, 3 hours, 07.22. ½ mile, without hands, 1.36 4-5.

The "CLUB" Safety.

Although only a short time on the market it has forged its way to the front rank as the BEST Safety made. It has proved itself a fast machine, holding every Canadian record for Safety Bicycles. Compare it with other Safeties and satisfy yourself.

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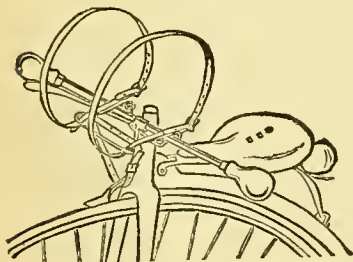
Our MR. LAVENDER, who is at present in England, has secured the services of a practical Bicycle repairer, from Coventry, England. With his services, and over 12 years' experience in the Bicycle trade, we are in a position to say that we can execute repairs in every branch, and in the best possible manner, using nothing but the finest material chosen by Mr. Lavender, at 25 per cent. less than any other dealer in Canada.



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Manufactured by us, is a decided improvement on the Lillibridge.

Having engaged a man from Boston, who has had considerable experience in the manufacture of Bicycle Saddles, we can now offer Cyclists the best Saddle ever introduced. For ease, comfort and durability, it is there every time, and we are prepared to execute all orders, wholesale and retail, for the "Comet" Saddle. Price, \$1.00.



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Frame work, nickel plated. Finished in the best style, and made from the best leather.

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WHEELMEN'S



ASSOCIATION

— FOURTH —

## ANNUAL : MEET

AND

## ◁ RACES ▷

~ ON ~

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JULY 1st, 2nd and 3rd, 1886.

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*For List of Events, etc., see other column.*

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Machines in stock :*

**RUDGE LIGHT ROADSTER,  
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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, - \$75.00.

## 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  
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All the Latest Novelties from  
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Boston, May 27th, 28th  
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## ALL WHEELMEN

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are cordially invited to give me  
a call and look through my stock  
of Wheels and accessories.

**Store is close to the Windsor  
Hotel, and is open until 10  
o'clock in the evening.**

We have the following Fittings  
in stock :

### SADDLES.—

BUFFER  
LONG DISTANCE  
BROOKS LEVER TENSION  
LILLIBRIDGE  
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SOLID COMFORT

### STEPS —

HILLMAN'S ADJUSTABLE  
HARWOOD'S "  
IDEAL RUBBER CAPPED

### BAGS.—

MULTUM IN PARVO  
MINIMUM  
KING'S OWN  
CYCLISTS' WALLET  
DON TOOL BAG  
HANDY TOOL BAG  
BUFFALO  
CHALLENGE  
PREMIER

### BELLS.—

HILL & TOLMAN AUTOMATIC  
BUTCHER AUTOMATIC  
&c., &c., &c., &c.

### LAMPS.—

KING OF ROAD  
PIONEER  
BOYS' OWN  
FOOT-REST LAMP FOR KANGAROOS, &c., &c.

### SUNDRIES.—

PERFECTION TIRE HEATER  
SPRING TOP OIL CANS  
PARADOX "  
OVERMAN SCREW-DRIVER  
HANDY HOOKS  
SPOKE GRIPS  
YANKEE WRENCHES  
CALIOPE WHISTLES  
LUGGAGE CARRIERS  
HILL CLIMBING BELTS  
BICYCLE STANDS  
ENAMEL, CEMENT, BALLS  
SPOKE GRIPS, SUSPENDERS, SHOES, CAPS,  
BELTS, STOCKINGS

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.

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They have stood the test of the roads FOR EIGHT YEARS, and so far as known there is not a COLUMBIA which by wear or breakage is unfit for use.

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The COLUMBIAS are ridden by the majority of Wheelmen at every League Meet, and are almost invariably chosen by the Long-distance Wheelmen.

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#### STANDARD COLUMBIA.

This "Old Reliable" Wheel has gone into the largest use of any Bicycle in this country. A thoroughly First-class Machine at about the price charged for Second-grade Bicycles. For the money it is the best Bicycle manufactured.

#### COLUMBIA TWO-TRACK TRICYCLE.

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