



A JOURNAL OF CYCLING.

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

VOL. II.

LONDON, CANADA, JUNE 30, 1885.

No. II.

Victor Bicycles & Tricycles

SHOW THE BEST RESULTS OF ADVANCEMENT IN THE
CYCLE BUILDER'S ART.

ALL STEEL,
ALL INTERCHANGEABLE,
FINEST MATERIAL,
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BICYCLE.

COMPRESSED TIRES, which cannot
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BROWN'S BALL BEARINGS all
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and FINISHED IN HARRINGTON'S BRASS.

IT IS TO YOUR INTEREST TO INVESTIGATE BEFORE PURCHASING.

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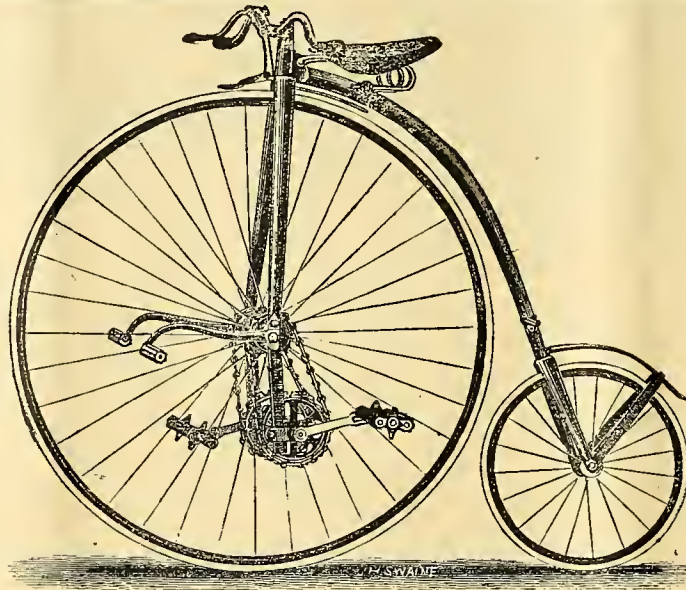
OVERMAN WHEEL COMPANY,

179 TREMONT ST., BOSTON, MASS., U.S.A.

CHAS. ROBINSON & CO.'S Dog Days' Bulletin.

22 CHURCH ST., TORONTO. "Let dogs delight to bark and bite, so long as they keep away from our Bik."—Nursery Rhyme.— JULY 1, 1885.

The *RUDGE* Safety Bicycle is noted for lightness and strength, combined with High-class Workmanship, to be found in no other Machines except the "*RUDGE*," which, up to the present, has no rival in the market.



THE NEW RUDGE SAFETY.

PRICE, complete with Ball Bearings, Ball Pedals and Foot-rests, \$110.

"I would give all my fame for a pot of ale and Safety."—Henry V.

* * *

630½ miles in 48 hours have been made on the Rudge Safety.

* * *

500 were sold in four months.

WOODSTOCK.

This is not merely woods-talk, although the town has a *Wood-roofe*, about which much might be written, but a few rambling remarks about the beautiful Western Town where the famous Irish King, Pat Ullo, reigns over the Bicycle Clubbers. In the words of the local minstrel poet—

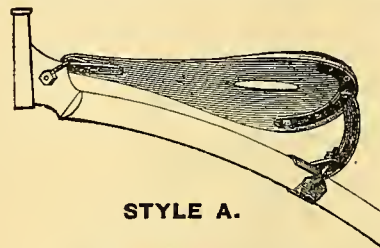
Biette it ever so humble,
There's no place like our town

Its beauties certainly *Merritt* a word of praise; in fact, as a Summer resort, it's too *Utley* utter for anything. The boys certainly seem to *McKay* while the sun shines in the matter of pleasure, and they set the *Ball* rolling on the Queen's Birthday, when we had the pleasure of *Perry*-grinating through the town. It was a *Field* day altogether, and when *Knight* came we boarded the C. V. train, feeling that we had had a high old time.

Bicycles in Court Before Judge Fudge.

Two dilapidated old bicycles were among the curious objects that appeared at the Police Court last week. A 52-inch British Challenge charged a 56-inch Premier with assault and battery, alleging that the defendant had maliciously run over the plaintiff, and then returned and rolled on top of him. The Police Magistrate, a 54 inch Rudge, charged them both with being quarrelsome *cranks*, who peddled their grievances in court-rooms and the street. He would have them *rim*-ember that such *brake-neck* combats on the streets would not tend to cement a feeling of friendship among wheels. He saddled the responsibility for the trouble upon the Premier, however, and fined him \$10 and costs. The defendant then *spoke*, and claimed he was but *axle*-erating his speed when the plaintiff ran across his course, and being a *tire-o*, evidently, he lost his *head* when it was but a *step* to a collision, whereas he might have guarded against trouble by a quick *spring* to the ground. The Magistrate held that the defendant's remarks had no special bearing on his decision, and he compelled the prisoner to *fork* over the fine.

SADDLES & SPRINGS.



STYLE A.

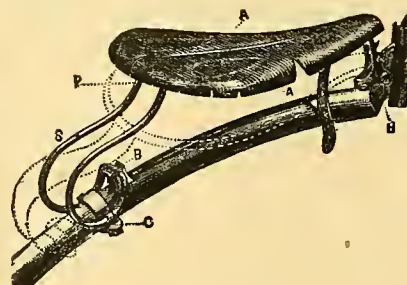
THIS REPRESENTS THE NEW

DURVEA SADDLE AND SPRING

* COMBINED.

We are selling a large number of them, and those who use them pronounce them the acme of comfort and ease.

PRICE REDUCED TO \$4.00.



THIS IS THE

Lillibridge Saddle & Spring

—COMBINED,—

and fully equals the Durvea as a comfortable Saddle.

PRICE, 6.00.

THE 1885 RECORD FOR THE RUDGE RACER.—20 VICTORIES.

During these days of keen competition among the manufacturers of wheels, especially racing machines, to have their makes win, the following records won during the last few weeks on the Rudge Racer are more eloquent of its value on the cinder track than columns of argument:

CANADIAN—

- 1.—Clarke, the Champion, at Woodstock on the 25th of May, beating Lavender in the one-mile championship race.
- 2.—Clarke, also at Woodstock on the 25th of May, winning the Ontario five-mile championship race.
- 3.—Biette, at Woodstock on the 25th of May, winning the three-mile record race.
- 4.—Biette winning the four-mile handicap on same date.
- 5, 6.—Kent, at Newcastle on the 25th of May, won the one-mile handicap and hurdle race.

June 18th, at Napanee, one-mile club championship race, won by A. R. Boyes on a Rudge Light Roadster.

AMERICAN—

- 7, 14.—At St. Louis, Missouri, May 23rd, 1885, SEVEN out of TEN races were won on the Rudge.
- 15.—At Springfield, Mass., May 30th, on the Rudge Safety a mile was made in 3.06 2-5.

ENGLISH—

- 16.—April 4th, Fifty miles professional championship of the world, at Leicester, won on a 55 in. Rudge Bicycle, beating F. Wood and all the best men of the day.
- 17.—April 8th, One mile professional championship of the world, at Wolverhampton. The Rudge Bicycle was placed 1st, 2nd and 3rd.
- 18.—April 8th, Two miles "Safety" Bicycle handicap, open to the world, at Wolverhampton. The Rudge Safety was placed 1st, 2nd and 3rd.
- 19.—April 6th, One mile "Safety" race, won on a Rudge machine, at Liverpool, beating all other from scratch.
- 20.—April 18th, Ten miles professional championship of the world, at Leicester. The Rudge first.

KIND WORDS CAN NEVER DIE.

FRED. ARMITAGE, Seaforth:—I have delayed writing you until I should have time to give the Rudge Light Roadster I bought from you a good practical test, which I have done, and I find it as good as represented, and am thoroughly satisfied with the wheel.

P. S. HICKS, Napanee:—The American Rudge came duly to hand, and in reply would say that I am well pleased with it.

W. J. SHANNON, Napanee:—I rode twenty-five miles on my Light Roadster yesterday, and like it splendidly.

The Canadian Wheelman:

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W. KINGSLEY EVANS, London, *Editor*.
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JAS. S. BRIERLEY, St. Thomas, *Sec.-Treasurer*.

All communications of a literary character or relating to advertising should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,
St. Thomas, Ont.

LONDON, JUNE 30, 1885.

EDITORIAL NOTES.

As Springfield is to United States, so is Woodstock to Canada; and Clarke is the Hendee.

The name of Will C. Marvin, of the *Western Cyclist*, was given a "strong flavor of Italy" in our last issue, by being spelled "Moroni." Of course, it was a mistake of that muchly-abused personage, the printer.

As our next number will be issued while we are with the Big Four Tour, we hope any shortcomings will be excused on the plea that we could not resist the tempting invitation of Manager Ayers to take a two weeks' outing.

We have been favored with a very handsome photograph of Mr. C. H. Genslinger, Chief Consul L. A. W. at New Orleans. By the way, this gentleman is a most ardent worker, and has done much to advance the interests of the L. A. W. in the South.

The professional question is to be brought up at the L. A. W. meeting at Buffalo this year, and there is a current opinion that the wily pros. will be admitted into the League. As this question has been agitating the wheel papers for the past few months, and been thoroughly ventilated, it is to be hoped it will be finally decided either one way or the other. Canadian professionals are so few and far between, that we are spared the bother of troubling about either them or the makers amateur.

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WHAT WE WOULD LIKE TO SEE.

Everybody at Woodstock.

Some Canadian flyers cross the tape first at Buffalo.

Some new men cover themselves with glory at Woodstock.

The Canadian champion, whoever he may be, go to Springfield.

The Canadian one-mile record lowered to 2.40 at Woodstock on the 1st.

One of the Canadians win the Century Road race of the Big Four Tour.

The best flyers from the U.S. compete with Canada's best men in the open races.

Correspondence.

PROGRESS OF "X.M. MILES."

Editor CANADIAN WHEELMAN:

A photograph of Thomas Stevens, the round-the-world correspondent of *Outing*, was taken by Shultz, of Brighton, on the last day of his ride through England; and in sending me a copy of it he says (Paris, May 15) that he had a delightful ride through England, in spite of rainy weather, leaving Liverpool May 2, with an escort of 25 cyclists, and finally sailing from New Haven to Dieppe. The roads from there through Normandy to Nantes were "regular billiard-tables for smoothness," and thence on to Paris even the inferior roads seemed better than the best around Boston. Vienna was to be his next objective point.

Last month's mail from Australia brought me subscriptions from the five provinces of Queensland, Victoria, New South Wales, New Zealand and Tasmania,—increasing to 60 my supporters in that part of the world, as compared to 89 in England, 4 in Scotland, 2 in Ireland, and a total (June 1) of 2897. No accession from Canada came to me last month; and as I am sure of showing about 3300 names by the time the final pages of my book are ready, next September, I shall not attempt much more advance canvassing in that direction. All my recent efforts, indeed, have been in the way of getting my material ready for the printer; and the first 21 chapters of "X.M. Miles on a Bi" will be in type before this present note to you is published. This month's issue of the *Springfield Wheelmen's Gazette* devotes two even pages to the first half of my Connecticut chapter, and the last half of the same will appear in the Sept. issue of *Outing*.

I have adopted the plan of adding the exact date of birth, as well as customary occupation, of each man whose road-record I insert in the book; and I therefore now ask Canadians who have sent me any such records to favor me by forwarding the desired date, on a postal card, without waiting for a printed note from me.—Let me, in particular, request Mr. Perry Doolittle not to delay sending me the report of his 10,000 miles and more of riding later than the end of this present month. If any other Canadian has kept a record whose mileage is even approximately as great, he would confer a favor by forwarding the details of it to me at the University Building, Washington Square, N.Y.—(How about the projected C. W. A. "Map of Ontario?")

June 8, 1885.

KARL KRON.

—:—

T. Fane & Co., of Toronto, with their usual enterprise, announce in our advertising columns their intention of holding a great 50-mile amateur bicycle race in Toronto during Sept. next. As this is an entirely new feature in Canada, it will be looked forward to with increasing interest. Six prizes are offered, the first being a \$120 machine to the order of the winner. Further particulars will appear in a later issue.

—:—

A German novice recently wrote to an agent in Berlin, requesting information as to how to mount, as in "some of the roads there were no trees."

A CYCLIST ON THE WING.

Winnipeg, Man., May 22nd, 1885.

Editor CANADIAN WHEELMAN:

DEAR WHEELMAN,—Having a little spare time at my disposal here, I thought it might not be uninteresting to you to write you briefly about our trip in this delightful country.

I left Stratford on the 4th of May, arriving in Chicago on Tuesday, and finding the day wet, we spent it in sight-seeing on foot. Wednesday opened out fine, and the streets were soon dried up. In the afternoon we mounted our cycles and went out for a spin on the macadamized roads and pavements of Chicago. One street in particular (Dearborn ave.) is simply grand. It is fully two miles in length, and every foot of it as level and smooth as a billiard-table. During the afternoon we took in on our wheels Lincoln Park. The drives throughout the Park are in splendid condition for bicycling.

We left Chicago Wednesday night, and had the first annoyance we have experienced at that point. The Chicago, Milwaukee and St. Paul Railway refused to check our bicycles, and we were compelled to pay double express rates and express them to St. Paul. It being evening when we started, we took a Pullman and arrived at St. Paul Thursday afternoon—enjoying on the way the grand scenery along the famous river route of the C. M. & St. Paul Ry. St. Paul, as a city, having no charms for us, after being handsomely treated by every official we came in contact with on the St. Paul, Minneapolis and Manitoba Railway, we took a local train and went across to that—as a Minneapolis man called it—"the most delightful city under the canopy of heaven." Minneapolis is really a very fine city, and is, in a great many respects, far ahead and superior to St. Paul.

Leaving Minneapolis, we went direct to Winnipeg, and stopped there over Sunday. Monday, in company with two or three enthusiastic Winnipeg bicyclers, we went for a ten mile spin. The roads were very fair, and we had, thanks to our Winnipeg friends, a very good time. My Rudge having gone on to Portage la Prairie on Monday, and as I missed the train, I rode a British Challenge kindly loaned me by one of the aforesaid fine fellows.

Brandon, Man., was my destination, and after riding around the Portage a day, I came on to that place, and put in a week of wheeling on the Rudge, which completely throws any wheeling I had ever before done altogether in the shade. The stereotyped phrase, "Wheelman's Paradise," was certainly coined when visions of some such spot as Brandon was before the coiner. Look at it in any way you like, Brandon has few equals as a bicycling hunting-ground. The streets are wide, smooth and hard, and the coasting is—words fail me!

To say that I thoroughly enjoyed my trip, is not saying half enough. My Rudge machine has not taken from my time since I left Stratford five minutes for fixing or adjusting or oiling. This is no small recommendation, when you think of the trouble and annoyance some experience with inferior machines. By its rigidity, easy riding, smooth running, and various other important adjuncts, it has made many friends. More anon.—Yours truly,

A. T. MACDONALD.

CLERICAL WHEELMAN'S TOUR.

The accompanying Map shows the route which is laid out for the above tour in August. Already a large number of clergy have signified their intention of joining, as well as some invited laymen as guests, and the tour is attracting considerable attention. The party will undoubtedly be well taken care of by their Canadian friends.



THE C. T. C.

The Cyclists' Touring Club, founded at Harrogate, in August, 1878, has achieved such wonderful things in the United Kingdom of Great Britain and Ireland, that it is highly desirable to further extend its usefulness abroad, and especially in the United States of America, and other portions of the American continent where cycle touring is practicable.

The ways and means pursued by this mammoth club are so familiar as to need no recapitulation here, my object in the present paper being to point out defects and endeavor to suggest courses by which the success that has been attained in its mother country may be repeated by the C. T. C.'s, American division more particularly, possibly as a prelude to further developments in other countries foreign to the English. Already, indeed, the large division in America is threatened with dissemination, and practical men cannot but recognize the justice of the contention, that a purely American Touring Club would be infinitely more useful, and consequently more popular, than the present branch of the C. T. C.

As far as concerns the class of American members by whom the division was originated, those who are able to enjoy the full privileges of the club by touring in England, no fault can be found; but it is unlikely that any considerable portion of the five hundred are able to obtain the benefits of the splendid organization in the mother country, and if the C. T. C. is ever to become more than a sentimental "fad" for American cyclists, its work must be extended to the American touring ground. Already, I am aware, this has been commenced in a small way; but the task of promoting touring in America cannot be accomplished without funds; and the American division of the C. T. C. cannot prosper so long as its members' subscriptions are remitted to England. Leaving out such of its members as are able to go to Europe, the only return which it receives for this annual remittance of five hundred half-crowns consists in the reception of the *Monthly Gazette*, and the privilege to wear the uniform, both of which are questionably advantageous, since the *Gazette* deals with but few topics of value to American tour-

ists, and the uniform, or imitation of it, can be purchased outside the club. Sentimentalism, therefore, is evidently the dominant factor in inducing the five hundred Americans to subscribe to the C. T. C.

Nobody will question the assertion that a touring club organization would be eminently useful in the United States, in Canada, and in other portions of the American continent where cycle touring is practicable. It is also highly desirable that the C. T. C. should retain its international character, in order that mutual advantage may accrue to each nation by co-operation. The problem is, how to enable the men who are ready to do the work in America to achieve their object without severing connection with the parent society. It must be obvious that the head centre cannot be expected to affiliate an American branch *gratis*; and yet the subscription is so small that any appreciably less remittance to headquarters would be insufficient to pay the costs incurred. The real solution would appear to lie in the direction of an increased subscription, on the part of Americans, to such an amount as would enable a substantial sum to be retained for the working of the American division after remitting to London a proportion sufficient to defray expenses. The *Gazette* printing and postage would probably be covered by half a dollar per annum, and other contingencies would be paid for by the profit made in London on the supply of uniforms; so that if the American division paid an annual subscription of a dollar per member, one-half thereof would be retainable for the practical extension of the club organization in America. On this basis, it would be feasible for the American division of the C. T. C. to spend \$250 per annum in "domestic" extension for promoting touring, without actually being a drain upon the parent body in England.

From what I have said, and from the opinions I have quoted, it must be plain to the reader that there will be no opposition on this side to the development of the American branch of the Cyclists' Touring Club on a basis of practical independence; and the matter rests entirely with the Americans themselves, who can make the C. T. C. organization in America of practical use and influential prestige as soon as they like.—"FAED," in *The Bicycling World*.

THOMAS STEVENS IN MISSOURI.

In his account of his bicycle trip across America, Thos. Stevens relates the following amusing incidents of the journey through Illinois:

"Pushing on to Lamoille for the night, the enterprising barber hustles me into his cosy shop, and shaves, shampoos, shingles, bay-rums, and otherwise manipulates me, to the great enhancement of my personal appearance, all, so he says, for the honor of having lathered the chin of the 'great and only—.' In fact, the Illinoisans seem to be most excellent folks, and I can only regret that limited space prevents a more detailed account of their attention. After three days' journey through the great prairie State, my head is fairly turned with kindness and flattery; but the third night, as if to rebuke my vanity, I am bluntly refused shelter at three different farm-houses. I am benighted, and conclude to make the best of it by 'turning in' under a hay-cock; but the Fox-river mosquitos oust me in short order, and compel me to 'mosey' along through the gloomy night to Yorkville. At Yorkville, a stout German, on being informed that I am going to ride to Chicago, replies: 'What! Ghigago mit dot? Vy, mine dear vellow, Ghigago's more as vorty miles; you gant ride mid dot to Ghigago;' and the old fellow's eyes fairly bulge with astonishment at the bare idea of riding forty miles 'mit dot.' I considerably refrain from telling him of my already 2,500-mile jaunt 'mit dot,' lest an apoplectic fit should waft his Teutonic soul to realms of sauer-kraut bliss and Limburger happiness forever.

Coming Events.

- JULY 1.—Annual Meeting and Races of the C. W. A. at Woodstock.
- JULY 3 & 4.—Annual Meet of the L. A. W. at Buffalo, N.Y.
- JULY 6.—Big Four Tour starts from Buffalo.
- JULY 10.—Big Tour Century Road Race from Cobourg to Kingston.
- AUGUST 1.—Clerical Wheelmen's Canadian Tour starts for Niagara Falls.
- SEPT. 8, 9 & 10.—Annual Tournament of the Springfield (Mass.) Bicycle Club.

C. W. A. OFFICIAL ANNOUNCEMENTS.



APPLICATIONS.

The following is a list of the applications for membership to the C. W. A. received up to date, which are published in accordance with Article III. of the Constitution. 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, Simcoe,
Sec.-Treas. C. W. A.

APPOINTMENTS AND RENEWALS.

Echo Club of Berlin and Waterloo, add 11—

C 0016, S L Doolittle	C 0022, Eph B Erb
C 0017, C W Wills	C 0023, F H Tilling
C 0018, O Shantz	C 0024, Geo A Bruce
C 0019, C E Fice	C 0025, H Krams
C 0020, Fred W Doll	C 0026, N Hunsburger
C 0021, John H Roos	

Bruce County Wheelmen, add 11—

C 0027, David Traill	C 0033, F E Coombe
C 0028, R C M'Pherson	C 0034, H Hilker, jr.
C 0029, W D Cargill	C 0035, H G M'Lean
C 0030, A E Beamer	C 0036, S Roether, jr.
C 0031, A H Smith	C 0037, A B Stennet
C 0032, H A McIntosh	

Seaforth Club, add 10—

C 0038, F F Coleman	C 0043, W J Fear
C 0039, E C Coleman	C 0044, J A Duncan
C 0040, Theo Coleman	C 0045, J A Wilson
C 0041, F W Armitage	C 0046, A Cavanagh
C 0042, J G Dorrance	C 0047, Harry Strong

Unattached, add 2—

C 0048, W C McKay,	C 0049, Chas. McKay,
Seaforth	Seaforth

Hamilton Club, add 33—

C 0050, J W Bowman	C 0067, C R Moore
C 0051, L Buckingham	C 0068, Wm Peace
C 0052, C Bews	C 0069, C Richardson
C 0053, Frank Close	C 0070, A Ridout
C 0054, A E Domville	C 0071, R A Robertson
C 0055, P Domville	C 0072, W Rutherford
C 0056, E Duffield	C 0073, D Ross
C 0057, A S Duncan	C 0074, E Robinson
C 0058, H Duffield	C 0075, R Skinner
C 0059, Harry Fearman	C 0076, L Stewart
C 0060, W J Fearman	C 0077, C W Tining
C 0061, P Field	C 0078, Wm Wynn
C 0062, T W Grant	C 0079, J J Zealand
C 0063, C Graham	C 0080, J E Nicholson
C 0064, J Laidlaw	C 0081, Thomas Ross
C 0065, Charles Henry	C 0082, James Turner
C 0066, S W Nider	

Toronto Club, of Toronto, add 8—

C 0095, T J Bremer	C 0099, Robert Virtue
C 0096, W Robins	C 0100, G H Hill
C 0097, J Segsworth, jr	C 0101, A J Magurn
C 0098, G B Toye	C 0102, J G Kent

Montreal Club, add 1—C 0103, W G Robertson

Stratford Club, add 20—

C 0104, L H Dampier	C 0114, R M Ballantyne
C 0105, A C Mowat	C 0115, M McBain
C 0106, R B Losee	C 0116, Chas Smith
C 0107, A Caven, jr.	C 0117, J McFadden, jr
C 0108, A Watson	C 0118, J F Palmer
C 0109, Wm Lawrence	C 0119, Mark Wade
C 0110, Wm Preston	C 0120, C E Nasmyth
C 0111, Jas S Benedict	C 0121, J A Kirk
C 0112, Wm Boles	C 0122, A W Cassels
C 0113, A T McDonald	C 0123, W M Dignam

Mitchell Club, add 7—

C 0124, J M Ford	C 0128, A Greensides
C 0125, F A Campbell	C 0129, T Shanley
C 0126, J A Fisher	C 0130, S A Hodge
C 0127, Johnston Harris	

Waterloo Club, add 1—C 0053, O H Bucker
Unattached, 1—C 0054, Jos Powle, Drayton

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C. W. A. HOTELS.

NO. 3 DISTRICT, UP TO JUNE 18, 1885

Ottawa . . . Windsor House . . Daniels.
Odessa . . . Queen's Hotel . . F. Switzer.
Deseronto . . O'Connor House . . P. O'Connor.
Napance . . . Huffman House . . P. Huffman.
Belleville . . . Anglo-American. John Henderson.

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CONSULS.

1. Belleville . . . S. G. Retallack.
2. Kingston . . . Wm. Nichol (Cataragui).
3. Napance . . . Alex. Leslie (Merchant's Bank).
4. Brockville . . . A. L. Murray (Main street).
5. Cornwall . . . H. Turner.
6. Carleton Place . . Alex. T. Taylor.
7. Ottawa . . . F. M. S. Jenkins (P.O. Dept.).

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THOMAS STEVENS' PROGRESS.

"I started from Liverpool at 4 P.M. Saturday, May 2, accompanied by twenty-five cyclers, and although it rained every day, the journey through England was delightful; the roads are beyond comparison with those of America. I stopped over two days with 'Faed' in London to attend the Barnes Commons tricycle meet; 512 machines were in the procession. Several tri's accompanied me to New Haven; a club of Brighton bi's rode out fourteen miles to meet us. I stayed one night at Warrington, Coventry, Tenny Stratford, Berkhamstead, London and Croydon, and embarked at New Haven for Dieppe on Sunday night at 11.15. Mr. Parkinson, an English wheelman residing at Dieppe, accompanied me to Rouen—about 42 miles. The Normandy roads are even more perfect than the English; regular billiard tables for smoothness, and the French weather has so far been delightful, save a rather strong headwind. I arrived at Paris (via Nantes, St. Germain and the Arc de Triomphe) Wednesday evening, and am waiting two days to meet two gentlemen who know the best route to Vienna, and expect to pull out to-morrow morning, May 16. The roads south of Nantes are inferior to the Normandy roads, being but little, if any, better than the 'sand-papered' roads of Boston. Between these latter and the Normandy roads there is no sort of comparison."

TOURING.

The rare sport on these events can never be adequately described—the pleasant associations and valued friendships; geographical and historical data; gorgeous time. Not for the present only have these events served to amuse, instruct, and benefit. The crowding rush of situations, from ludicrous to sublime; the constant activity and shift of scene over paths by green meadows, by the edge of great lakes, over rushing torrents, up mountains, engraft in the soul, however sombre, a shining thread of poetry and rich food for reflection years to come. Judicious wheel-touring, alone or in small or large parties, has now become one of the recognized elements from which the sedentarian makes choice of his summer vacation. To hunt, fish, sail, canoe, or luxuriously idle away the days at some idyllic resort, is ideal. All figure in the experience of a man who loves to broaden his life. Each is specific, but none general.—Lucky the man who can afford to be specific! Upon the programme of the thousand and one things that make life worth living comes the bicycle tour, that is general. The bicyclist delightfully wheels away the day—fishes, canoes, sails, and rests at the idyllic resort. Doubly ideal! To ride a wheel is joy; to ride it well and enduringly, art supreme. Art supremacy of this kind the tourist should have. To turn one's self into an engine for enjoyable propulsion requires practice or good physique. One or the other is requisite. The practice may excel physique. To possess both is great, and to such the bicycle tour is the supreme element. To make long journeys awheel, averaging the conditions of sunshine, rain, wind, up and down hill, rough roads, glaring white roads, winding cow-paths, over rolling country, shady lanes, through woody country, farm-house fare, meals at wayside inns, drinking everything that is thirst-quenching, is to pass through a period of polite roughing it. This much of roughness astonishes a man's appetite, and agreeably so. If he has not enjoyed it once, he has missed more than he knows of. Even if he has had experience in lone tours, he still has failed to witness the truly unique situations and extraordinary events inherent with a large and well-regulated party. Everywhere he goes the country seems peopled with his own "crowd." The flattest and most lonesome plains are full of life; the hills full of a strange and wonderful procession; the village seemingly doubled in population, and all his friends. There is not a moment of time on one's hands; if the days were twice as long, they would be inadequate. The great tour opens, passes away like a dream of enormous frolic, and is gone.—B. B. Ayars on "Big Four Tour."

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THE DOG-DAYS' BULLETIN of Chas. Robinson & Co., 22 Church street, Toronto, will be found on the inside page of the cover, and contains a large cut of the new Rudge Safety, for which they claim a lightness and strength and ease of steering not found in the other Safety makes. They inform us that wheeling is rapidly increasing through the ranks of young men, judging by the number of wheels they have disposed of to new comers, and that a few more years will see a very large increase in the number of riders and clubs.

ADVICE TO NEW RIDERS.

The following suggestions to new riders, and, in fact, old riders, will prove very useful if carefully read:

Always carry a small bundle of stout twine in the tool bag, as it is very useful if your tire should come loose when several miles from home, to wrap around it and hold it in place till you can properly cement it with a spirit lamp. A small piece of fine copper wire can also be used advantageously in case of the breakage of some minor part. Use the best of oil, if it does cost the most, it is the cheapest in the end. I have been in the habit of getting one-half pint at a time from some reliable watchmaker, as they use the best to be had. You can test the wearing qualities of the oil by dipping the point of a needle in it, then touch the point to a piece of tissue paper; if the oil spreads quickly it is good, and the farther it spreads the better it is. An oil that is thick gums easily. Very often a rider takes a fall, and when he examines his machine finds that the backbone interferes with the driving-wheel by being bent down towards it. Unless he has had experience in that particular case he is in a quandry. First see if the trouble has not been caused by the forks being bent forward; and, if not, take the backbone out, put the spindle of the neck in a vise and pull out on the end near the small wheel, which seldom fails to bring matters right. I have seen a wheel where the trouble was in the spindle of the neck bent in that way, that had been taken to a blacksmith, who undertook to straighten out the backbone enough to prevent it from interfering with the driver, by hammering on the perch underneath the saddle. The result was a perch no better than before, and full of small cracks where he had struck it, thus illustrating the folly of having such men tamper with work they do not understand. Handle-bars probably cause more trouble, by being bent and broken, than any other part. A good way to straighten them (if you are stout enough), so that you can finish your ride, is to place one foot on the axle where the crank is fixed, now take the handle-bar in both hands and give it a quick upward jerk with all your strength. I am personally acquainted with a plucky rider who performed the above operation in the middle of a race, then went on and finished it, coming in a winner. When anything serious happens, which is beyond your skill, it is better to take the machine to some shop where they make a business of repairing them. A bent crank is an often occurrence, and a few hints about it may be of some use. It can be done in any place wherever you can find a block of wood of sufficient size, sawn straight and true. Take off the crank, lay it on the block, with the outside of the bend up; place a small piece of board on it, then get another heavy piece of wood and strike with all your might, and if the metal is good, a few heavy blows will suffice to bring it back into its original position. As a proof of this, let me say that I have done it miles away from any shop or town. You can generally find the requisite tools that I have described in the wood-yard of the nearest farmhouse. You should always have on hand sufficient cement with

which to repair cuts in the tire; also some for cementing the tire to the rim. By all means have an "Acme" stand, or some other device as good, in which to place the wheel when not in use. And when you are away from where it is, let the machine rest against something steady by the handle-bar only; leaning it against posts, telegraph poles, fences, trees, etc., is apt to scrape the paint off a machine finished in that manner. Also keep away the irrepressible small boy, with his inevitable stick and dirty fingers, and his utter disregard for the rights of others. And the man who asks you to let him try it because he could ride a velocipede when he was a boy—take my advice and steer clear of all such characters. The practice of lending a wheel to every one who has the inclination to ask for it is a bad habit. If persisted in it will finally end in the owner finding out that, for some unaccountable reason, his mount is rapidly wearing out. Lending to personal acquaintances whom you know are good riders, or to men that you know by reputation to be such, should be done as a matter of courtesy, as "like begets like," and no one except some boor, which I am glad to say are "few and far between" in the ranks of the wheelmen, will take advantage of your kindness.

Riding the wheel: To be a good road-rider, one requires pluck, endurance, and a fair amount of good-nature stored away ready for use when some unforeseen occurrence transpires, which in some would call forth a murmur of discontent. For instance, what is more exasperating, when riding on a narrow road, dodging here and there to avoid ruts and stones, than to come suddenly upon a team standing in the middle of the road, the driver exchanging gossip with some acquaintance on foot; the calliope is blown loudly, or the bell is rung, but all to no purpose; he merely turns his head and gazes at you in open-mouthed surprise, while you approach, dismount, and, as you are leading your machine around him, to have him draw out, "Say, young feller, can't yer ride where't's rough?" Breathing maledictions on his head, you mount in front and speed away. When riding upon country roads it is best to be as accommodating as possible. If you meet a team that you think would not be safe to pass, dismount at once, and as quietly as possible; for sometimes, if you dismount with a rush and a jump (as I have seen some do), it will make a nervous horse shy, and perhaps cause an accident. Always speak soothingly to a horse as you pass him if he is at all restive. Whenever you meet a loaded team, give them the right of way; it is easier for you to turn out than it would be for them. When riding in company upon poor roads, a good rule is to keep about twenty-five or thirty feet apart at the least; in case the rider ahead of you should fall, or slow up suddenly, you will have plenty of time to avoid him; it will also give you a chance to see the road better, and enable you to pick your way with greater ease and safety. Never coast a hill unless you can see the bottom, or are personally acquainted with the nature of the ground. Just think of the danger you would be in if you should happen to come suddenly upon a bridge with a plank or two up for repairs; or a team where you would not have room to pass. In climbing hills, if they are short and steep, and the ground

at the bottom tolerably smooth, I find that the best plan is to go at them with a rush. The momentum of the machine will generally carry you over the steepest part, without any extra exertion on your part. On the contrary, for a long up-grade, work slowly, so that you will not lose your wind before you reach the top. Do not be discouraged if some of the old riders do get away from you—practice does it. When you feel your limbs begin to ache by rapid pedalling or hill-climbing, ride slower, or get off and walk up the hills until the pain stops. Be moderate, and do not expect too much the first year, and each succeeding season will find in you a marked improvement. Wear flannel, it is the healthiest and easiest to keep clean. Do not shout and yell as you pass any one. Act like a gentleman, and you will be universally treated as such. Eschew all bad habits, and cultivate those which will only bring you credit. You will thereby uphold the high moral standard which the American wheelmen, as a rule, have attained. WILL YE.

Literary Notes.

With its usual variety of matter upon topics of timely interest, *Outing* for July is essentially a college number. The leading paper, by J. R. W. Hitchcock, entitled "The Harvard-Yale Races," gives a carefully-written historical review of the famous rowing contests between our two oldest universities, since the first race in 1852. A series of fifteen graphic illustrations adds greatly to the reader's interest. Professor Edward Hitchcock's "Athletics at Amherst College" is a very intelligent presentation of the subject, in which the necessity of athletic sports as an adjunct of student life is fully recognized. This article, and the one which follows it, "Physical Education and Athletic Sport at Yale," by Prof. E. L. Richards, should have a wide reading among college men. The fourth and last instalment of Thos. Stevens' "Across America on a Bicycle" is as full of the genuine spirit of adventure as any of its predecessors, and its admirable illustrations and the pleasant style of narrative in which it is written, will only whet the appetite for good things to come in the next series. J. A. Ritchie contributes a "Catamaran Trip on the St. John," which is also fully illustrated. Fiction is well represented in the present number. Julian Hawthorne's instalment of "Love—or a Name," moralizes pointedly upon the political tendencies of the age. President Bates contrilutes another capital cycling narrative, entitled "How O'Tulliver Bard Coasted the Bridge."

"The Wheelman's Hand Book of Essex Co., Mass.," just to hand, is one of the best guide-books that has ever been published, being well written, and containing a splendid description of the various roads for which Essex County is noted. It is also elegantly printed on heavy paper, adding greatly to its appearance. Geo. Chinn, Marblehead, Mass., one of the editors and publishers, will send copies of the first edition free on receipt of 3 stamps to pay postage.

—10—

Ilston and Webber are the latest *debutantes* on the cinder path to astonish the Britishers.

Wheel Tracks.

The membership of the Toronto Club, of Toronto, in the C. W. A., is 100, and not 99, as it was placed in a late issue.

Will C. Marvin has resigned the editorship of the *Western Cyclist*. It is now conducted by Messrs. Reeves and Allen.

The English papers chronicle the safe arrival of J. S. Dean, of the *Bicycling World*, in England, where he will spend three or four months touring.

The Bay City wheelmen of San Francisco intend giving a tournament July 28, for the purpose of raising funds wherewith to send F. R. Cook to the East to compete in the Springfield and other races.

A Tale of the Twentieth Century.—New York miss: "Ma, may I go touring this afternoon?" "Yes, dear; but do not go farther than Denver, and be sure to be home in time for tea." Dedicated to all enthusiasts.—*Wheel*.

The *Scientific American* has an illustration of a six-seated tricycle which a New Jersey man has invented. It is a complicated affair, with an infinity of arms, rods, pedals, shafts and treadles, and suggests all sorts of family upsets.

The following Canadians have signified their intention of joining the Big Four Tour: Wm. M. Begg and Jas. McLean, London; Alfred M. Scott, Woodstock; Geo. H. Orr, Toronto; H. Barrett, Port Hope, and W. K. Evans, London.

A private trial in a three-mile race was held on the Rosedale grounds a few days ago. There were several starters, Campbell finishing first, Foster second, and Fane third. Time-keepers present credited Campbell with having cut the Canadian record eleven seconds.—*Mail*.

A bicycle club in Hungary is called "Buda-peshter Kerekpar-Egyesulet." When a member of the club takes a "header" he doesn't swear. Profanity is too tame to do justice to the state of his feelings. He simply pronounces the name of the club—Buda-may peshter him to do it.

Harry Etherington, editor of *Wheeling*, will leave England for America on or about August 24th, with a party of English racing men and wheel celebrities. They will arrive in America in time for the Hartford race meet; visit Boston, Montreal, Toronto and Niagara Falls; thence to New York, and to Springfield for the great meet.

Lawrence Fletcher has lowered Nixon's record for the Land's End to John-o'-Groat's journey by 6h. 40m., having completed the distance on a tricycle in 8 days 5 hours 20 minutes, and there is no doubt that he would have put this time far in the shade had it not been for the diabolical weather which prevailed incessantly throughout the first two and the last three days.

The Detroit Bicycle Club will leave for a week's tour through Canada on Saturday, 27th inst. The route is by steamer to Sarnia, thence by wheel along the famous gravel roads through London to Woodstock, where they will attend the C. W. A. meet on July 1st; thence through Hamilton, St. Catharines and Niagara to Buf-

falo, reaching there in time to participate in the L. A. W. meet to be held in that city on the 2nd and 3rd of July.

The Belleville Tourists have been formed with a membership of over forty, and the following officers: Mayor J. W. Dunnet, president; J. J. B. Flint, vice-president; T. S. Carman, 2nd vice-president; S. G. Retallack, captain; J. H. Vidal, 1st lieutenant; H. Wallace, 2nd lieutenant; T. G. West, standard-bearer; J. S. S. Retallack, bugler; and J. E. Flewelling, sec.-treasurer. The Tourists will join the C. W. A. at once in a body, and take in the coming meet at Woodstock.

Advertisements.

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One 54-in. "Empire," full plated, less Rims, Ball Bearings, - - - - -	\$90 00
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Full particulars of any of the above
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WE are pleased to state that arrangements have been made whereby the following journals may be procured jointly with THE WHEELMAN at the figures specified below:—

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" and Bicycling World,	2 25 "
" and Grip,	2 00 "
" and Cyclist & Athlete,	2 00 "

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THIRD ANNUAL MEET —AND— RACES!

To be held at WOODSTOCK, Ont.,

—ON—

WEDNESDAY, JULY 1, 1885

Bicycle and Tricycle races for the Championship of the Dominion of Canada will take place; also several events open to the world.

A Grand Street Parade!

500 WHEELMEN IN LINE.

This will be the largest bicycle race meeting ever held in Canada, as all the Canadian and American fast riders will positively be present to compete. The following is the

PROGRAMME FOR THE DAY:

- No. 1—For the best representation of any visiting club—handsome bronze clock, presented by J. F. O'Neil, manager of O'Neil House; value, \$40.00.
- " 2—Two-mile green race, on road machines—1st prize, silver cup, \$30.00, by K. T. Crawford; 2nd, rattan chain, by J. G. Hay, \$15.00.
- " 3—Half-mile dash—one prize, gold and silver medal, \$30.00.
- " 4—One-mile championship of Canada—gold medal, \$50.00.
- " 5—One-mile tricycle race, championship of Canada—gold medal, \$50.00.
- " 6—Five-mile race, open to the world—1st prize, gold stop-watch, \$125.00; 2nd, diamond pin, \$25.00.
- " 7—Half-mile without hands—prize, gold and silver medal \$20.00.
- " 8—Three-mile record race—1st prize, silver stop-watch, \$40.00; 2nd, silver medal, \$20.00; gold watch, value \$75.00, if 9.10 is beaten.
- " 9—Ten-mile, open to the world—1st prize, silver tilting water-pitcher, \$65.00; 2nd, silver cup \$20.00.
- " 10—Two-mile (bar Ross, Clarke, Lavender, Doolittle, Davies, Low and Campbell)—1st, silver watch, \$30.00; 2nd, silver timer, \$15.00.
- " 11—Five-mile championship of Canada—gold medal, \$50.00.
- " 12—One-mile Safety bicycle race (Star machine barred)—gold medal, \$30.00.
- " 13—One-mile, open to the world—1st, stop-watch, \$40.00; 2nd, gold chain, \$20.00.

Nos. 4, 5, 10 and 11 open to the amateur wheelmen of Canada. Nos. 2, 3, 7, 8 and 12 open only to members of C. W. A. Nos. 6, 9 and 13 open to the world.

Races to be governed by the rules of the C. W. A.

Entries close June 29th, noon, and to be sent to D. A. White, Woodstock, Ont., with entry fee of 50 cents, which will be returned to actual starters.

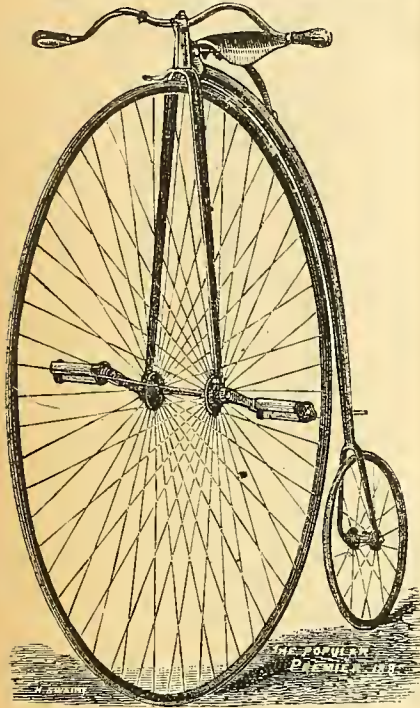
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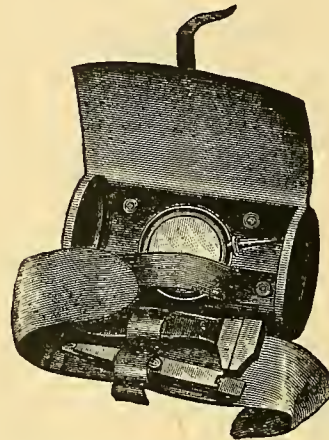
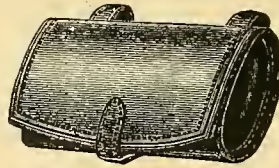
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ROYAL CANADIAN No. 2.



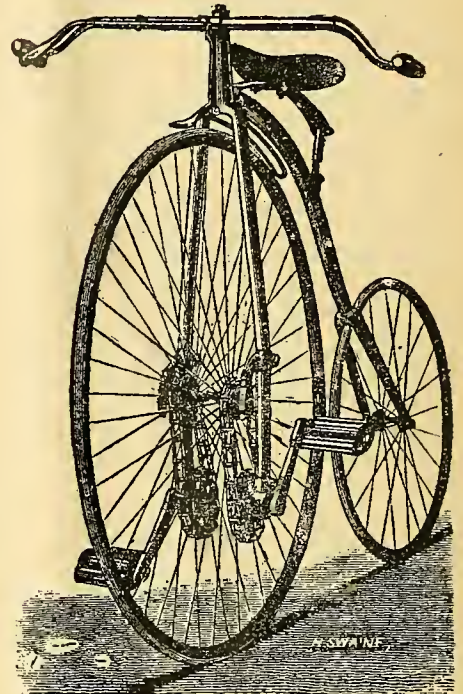
This machine has been greatly improved since last season, but price remains the same.

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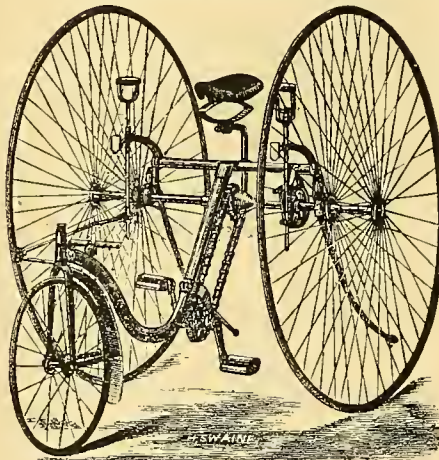
Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important particular. Price, \$105.00; Ball Pedals, \$5.00 extra.

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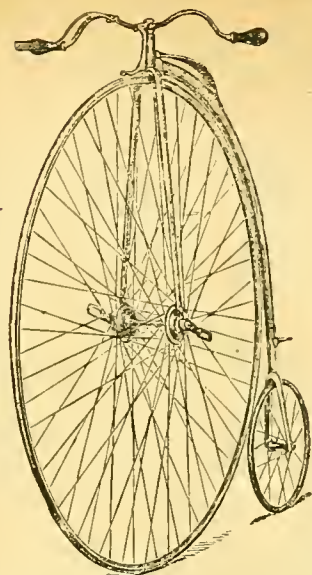
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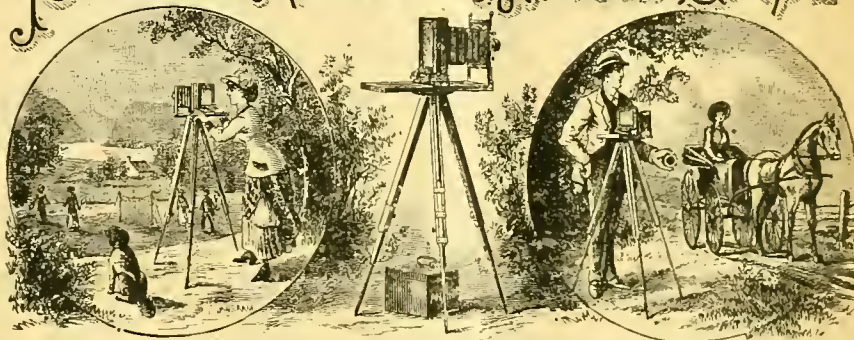
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I have ridden one *Expert Columbia* over 3,500 miles on country roads, and have never had any repairs of any description whatever to make upon it.

With its standard of rake, and your vibrating suspension saddle, I consider it *unequalled for safety* and long-distance riding. It is always in perfect order, if properly cared for, like any piece of machinery.

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I am, very respectfully,

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