



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, FEBRUARY, 1885.

No. 5.

THE VICTOR TRICYCLE.

STAUNCH

—AND—

SPEEDY.

—ALL—

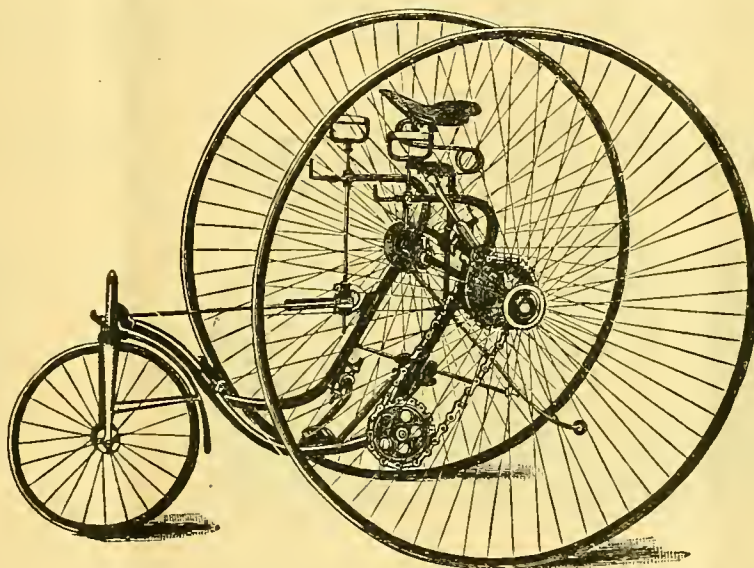
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CHARLES ROBINSON & CO.,

122 CHURCH ST., TORONTO.

The robin and the bluebird are busy tuning up for Spring; the squirrels' stock of nuts is about exhausted; the song of the woodpecker will soon be heard in the land, and we are filling our premises with everything in the Cycling line, from a nut of a spoke to a full-nickelled Rudge, so as to be ready for the first streak of road that shows itself through the snow. We will only chalk down on our bulletin board the following for this month, reserving a full page of the WHEELMAN for March in which to illustrate by cuts and more lengthy reading matter what we have in stock.

NO. 1.

THE RUDGE ROADSTER.

A thing of beauty and a joy for 20 years to come. Tangent spokes, ball bearings and pedals, etc.

PRICE, \$115.

NO. 2.

THE AMERICAN RUDGE.

Thousands sold in States. Strong, good-looking wheel. Direct spokes, ball-bearings, cowhide handle, etc.

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THE RUDGE RACER.

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Just out The 6 days' race for Championship at London Aquarium recently won on in. Don't buy a Safety until you see it.

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PRICE (WITHOUT BALL BEARINGS) \$55.
WITH BALL BEARINGS, \$65.

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THE BOY'S IDEAL.

Takes the lead as a Boy's Wheel. Highly finished. Made in sizes, from 32 inches up.

PRICES, FROM \$40 UP.

NO. 7.

RUDGE TANDERM TRICYCLE.

Convertible into Single Tricycle. Nothing to equal it in Tricycling line. Specially adapted for Canadian roads.

PRICE. - \$165.

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Just out; works by hand; well made; runs easily.

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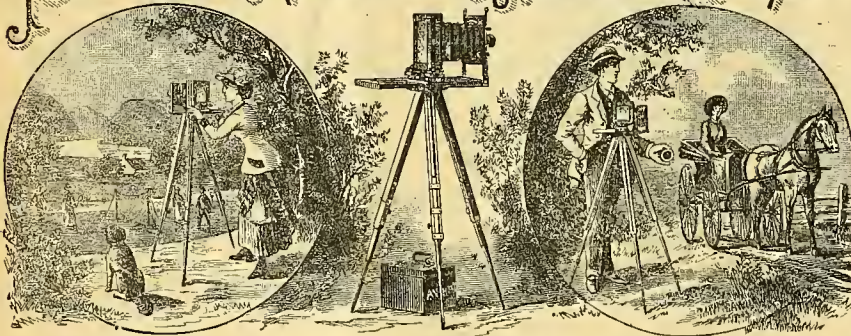
Too numerous to mention. All kinds, all prices. Send for Catalogue of them. Mention length of legs, kind of wheel wanted, and we can suit you.

Send 3c. Stamp for our New 30-page Illustrated Catalogue.

Everything New, Old and Good in Sundries kept in stock. Wheels Rented, Repaired, Stored, Sold on Commission; everything but given away. Clubs Uniformed. Come and stop a week or so with us when in Town.

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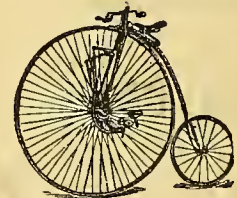
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FOR SALE—54-INCH BRITISH CHALLENGE, Enameled, with Ball Bearing Pedals, long distance saddle and all attachments. Will sell cheap. Address THE WHEELMAN, box 52, London.

FOR SALE—A 52-INCH SPECIAL BRITISH Challenge, full Nickered, all Ball Bearings. Has been ridden one season, and is a little bit worn. Will sell at a bargain. Address T. J. F., care of WHEELMAN, box 52, London.

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NEW DESIGNS.

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Five different styles of CHALLENGES in stock, all sizes and prices. A few good cheap Second-Hand Bicycles.

New Catalogues and Price Lists will be out in March.

A few Cyclists Xmas Numbers at 50c. each.

W. M. PAYNE,

DEALER IN BICYCLES,

LONDON, ONT.

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 ON THE 10TH OF EVERY MONTH BY THE CANADIAN WHEELMAN COMPANY, AT LONDON, CANADA.

Subscription Price:

ONE YEAR, IN ADVANCE - - - - \$1.00

W. KINGSLEY EVANS, London, *Editor*.
HORACE S. TIBBS, Montreal, } *Associate Editors*
W. G. EAKINS, Toronto, }
HAL B. DONLY, Simcoe, *Association Editor*.
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.

THE L.A.W. MEET.

Between the L. A. W. and the C. W. A., so far as we could ever see, there has always existed a most friendly feeling, and it is with great regret that we have noted the rise during the past few weeks of a controversy which, if persisted in, will eventually bring about a strained relationship between the two bodies that will be hurtful to both. We will briefly state the facts.

The "Big Four" is the name used to designate a number of wheelmen in the cities of Chicago, Buffalo, Boston and New York, who intend, in imitation of the Chicago tourists of the past two years, to set out from the city of Buffalo on the 6th of July on a two weeks' ride through Canada and New York State. In order to accommodate these gentlemen, it has been proposed by some of the leading spirits among them that the League meet be held in Buffalo on the 2nd and 3rd of July. Well, nobody objects to the holding of the League meet in Buffalo. In fact, with singular unanimity the wheelmen of the States have taken to Buffalo with a friendly feeling, and, without regard to sectional prejudices, seem to have settled that that city is the only available place for the meet of 1885. There is, however, one feature in this invitation which the Buffalo club, guided by "Big Four" influence, has extended to the Board of Officers of the L. A. W. Heretofore, invitations have been given without any mention of a date, leaving that to the officers to choose; and they have, on each of the few former occasions, selected the last two days in the month of May as the most suitable. Of the wisdom of this selection there can be no shadow of a doubt. It gives ample opportunity to adjust and reorganize the working of the League early in the wheeling season; it makes the parade and races contemporaneous with the annual business meeting, which, according to the By-laws, must be held before the close of the League year, which is set down as the 31st of May; and lastly, it leaves wheelmen free to employ themselves in any way they may see fit on the 4th of July, which is the date principally

mentioned in opposition to the last of May, as on that day nearly every town in the Union has some celebration, in which bicycle races are included. Yet the wheelmen of Buffalo, regardless of the position in which they place the L. A. W. officers, have extended an invitation for the meet, taking upon themselves to set a date. And this is where the matter becomes of interest to Canadian wheelmen—a fact which does not appear to have escaped the attention of the Secretary of the C. W. A., and it is to the controversy now going on in American wheel papers over the action taken by him in the matter to which we refer. Mr. Donly readily saw what would be the consequences to our meet in the holding of the L. A. W. meet in a place so readily accessible to Ontario wheelmen as Buffalo, on dates so close as July 2nd and 3rd would be to the date of our meet. Had it been customary to hold the League meet at this time of the year, of course it would be necessary for the C. W. A. to put up with the rivalry of the L. A. W. in silence, and let our meet stand on its own merits. But to have the League change its date to one that would clash with, and detract from, ours, and come and hold it just over our line fence, was regarded by Mr. Donly as a most unfriendly action, and one that should meet with hasty antagonism from Canada; and we think that no right-minded man, be he of the C. W. A. or the L. A. W., will fail to consider Mr. Donly in the right when he wrote to the *Bicycling World* and *New York Wheel* reminding the Board of Officers of the L. A. W. of what the selection of July 2nd and 3rd at Buffalo for the meet would entail, so far as Canada was concerned. For our own part, we think Mr. Donly acted promptly and in the interests of the C. W. A., and that he should be upheld by the Association. We desire to maintain friendly relations with the L. A. W., and we are confident that the bulk of the members of the L. A. W. are of a similar mind towards us; but if their officers, in face of Mr. Donly's protest, accept the invitation of Buffalo, as it now stands, their action should meet with the strongest condemnation, and be taken as an open declaration of war.

It is especially interesting to read the different replies which Mr. Donly's letter has evoked. The *Bi. World*, by far the most influential wheel organ in the States, gives it importance as a strong argument why the date of the meet should not be changed. The *Wheel* takes three columns of its editorial page to answer it, and leaves its principal argument, viz., the injustice to the C. W. A., unanswered at last. The *Wheel* is edited by a gentleman prominently connected with the Big Four, which explains its course. The *Cyclist and Athlete*, another *Big Four* paper, also sees no reason why the C. W. A. should be considered; while Mr. W. S. Bull, of Buffalo, consumes three columns of the *World* to extol the advantages of Buffalo, and in a vain attempt to bury Mr. Donly beneath a torrent of withering sarcasm for doing what was eminently his duty. The whole thing, to our mind, is this: if the L. A. W. officials, to accommodate a mere handful of pleasure-seeking tourists, desire to put itself out by disturbing the existing order of things, they have a perfect right to do so; but

it can only be done, in this case, to the injury of the C. W. A., and will entail, very properly, the enmity of that Association, which, though Mr. Bull may affect to despise, is less valuable to the L. A. W. than its friendship.

EDITORIAL NOTES.

The Woodstock Amateur Athletic Association are first in the field with their tournament for Queen's Birthday.

We wish to draw the attention of advertisers to the fact that our advertising space is rapidly being filled up, and that the first applicants will be allowed the best spaces.

Our thanks are due the Springfield Bicycle Club for their kindness in sending a complimentary invitation to attend their fourth annual concert, exhibition and ball, to be given Feb. 23rd, which will undoubtedly prove a success, as all their undertakings are.

One of the difficulties which will be met with by Canadian cyclists who are anxious to attend both the Annual Meet in Montreal and the Big Four Tour is the fact that three weeks' holidays will be required to embrace them both, and very few young men in business are able to procure holidays of such a length. Several propositions have already been made, the following one being very plausible: After attending the Montreal meet on July 1st, return to Buffalo to the L. A. W. meet and join the Big Four Tour, accompanying them as far as the Thousand Islands, which point will be reached by Saturday, 11th July, thus enabling wheelmen to return to their homes inside of the required two weeks. Any other plans proposed in connection with this important tour will be given publicity with pleasure.

Karl Kron expects to exhibit, in the February issue of the *Springfield Wheelmen's Gazette*, a geographical summary of the localities representing 2400 subscriptions to "N.M. Miles on a Bi,"—similar to the article which he supplied for the May issue of the same journal, showing the distribution of the 1000 subscribers then pledged. He informs us that the enrolment of his foreign supporters, at the end of December, stood about as follows: Australasia, 36; England, 35 (all but ten of them Londoners); Scotland, 2; Ireland, Holland, Sweden, Germany, France and Mexico, each a single representative. Bermuda supplies 3 names; New Brunswick, 4; Nova Scotia, 39 (including 17 at Halifax); Ontario, 74,—making a total of 120. Quebec has not yet supplied a single subscriber. The "Special list of hotels where the look may be found" (arranged alphabetically by towns) now comprises nearly a hundred names, but the entire Dominion supplies only half a dozen of them, and four of these are in Nova Scotia.

Judging from their advertisement, Chas. Robinson & Co., of 22 Church street, Toronto, evidently mean business. It is certainly a gratifying evidence of the rapid growth of wheeling that a new firm should find a field for a large business after having only been in existence for a season or two.

Our Racing Men.

C. F. LAVENDER,

ONE MILE CHAMPION OF CANADA.

The subject of this sketch was born in 1856, in Cardington, England. In 1875, he entered the service of Messrs. J. & F. Howard, of Bedford, and assisted in constructing one of the first bicycles of modern times, weighing 60 lbs. In 1876, Mr. Lavender was one of six who formed the Bedford Amateur Bicycle Club. In the fall of the same year, the B. A. B. Club held a race meeting, where he secured one second and one third prize. This was his first appearance on the cinder path. In the same year he joined a party in touring 5000 miles. In 1877, he won two or three handicap races and the championship of Bedfordshire, which he held up to the time he came to Canada. In 1878, there was a marked improvement in both style and speed, he succeeding in winning some important races, but doing very little riding in 1879 and 1880. The following year (1881) was undoubtedly his best year. He was riding in splendid form, winning all his races in fast time. On the 17th March, 1883, Mr. Lavender sailed for Canada. Before leaving Bedford, the B. A. B. Club presented him with an address, wishing him success in the country he was going to. Making Toronto his home, he became, in May, 1883, a member of the Toronto Bicycle Club, but did very little riding till 1884, his first event being on the 24th May, at Newcastle, where he secured one first and one second prize, the latter being a five mile handicap, in which Fred. Campbell, of the Toronto Bicycle Club, won by about twenty yards. At Woodstock, on the 26th May, he took three *firsts* in a style which created quite a sensation. On the 14th June he made a successful beginning in Toronto, winning the one mile race at the Bank sports with ease in 3.14.

Mr. Lavender's style and speed, as shown up to this time, had made a favorable impression, and there were some who doubted his ability to cope with the champion (W. G. Ross, of Montreal), but the Toronto Club had sufficient confidence in his ability to send him to Montreal for the Montreal races on the 21st June, where he succeeded in winning the two events he entered for—namely, the one and five miles, beating Mr. Ross in the former.

The next important event in wheel circles in Canada, it need hardly be said, is the annual meet of the Canadian Wheelman's Association, and the most interesting races of that meet are the one and five mile championships. The interest in these was greatly increased by the result of the Montreal races. The meet took place at Toronto on 1st July. In the one mile race Mr. Lavender again beat Mr. Ross, winning for himself the title of champion, in 3.09, which lowered the Canadian record for that distance. Mr. Ross had his revenge in the five mile race, beating Mr. Lavender, and retaining the championship for that distance. The Toronto Lacrosse Club offering a valuable prize for bicycle competition on the 3rd July, again brought these gentlemen together in a one mile race, where the first place again fell to Mr. Lavender in 3.06, again lowering the record.

Mr. Lavender's next performance was in Woodstock, on 25th August, where he won three *firsts*, lowering the record to 3.05. The Woodstock tournament ended his racing career for 1884, as, while competing in a two mile open event in Buffalo on the 27th August, he was thrown by a "Star" machine, breaking his arm in two places, consequently preventing him taking any part in the Toronto Bicycle Club races on 6th September, or any races since. Mr. Lavender, when racing, keeps a very cool head, and uses his judgment to good advantage. His successes do not make him over-confident, and his modest and retiring demeanor wins him friends wherever he goes. He is 5 ft. 7 in. in height, weighs 130 pounds, and rides a 54-in. "Invincible." He has never yet trained strictly for any event. Mr. Lavender has won eleven *firsts* and two seconds during the season of 1884. We are glad to say he has almost entirely recovered from his late accident, and we hope he will take part in the races of this coming season.

THE BIG FOUR BICYCLE TOUR.

A meeting of the managers of the Big Four Bicycle Tour was held at the Genesee Hotel, Buffalo, on Jan. 18th, to perfect organization, elect officers, and settle upon the route. The following were elected: B. B. Ayers, Chicago, manager; Fred. G. Bourne, New York, commander; Frank H. Taylor, Philadelphia, commodore; F. Jenkins, New York, general agent; H. F. Fuller, Chicago, secretary; J. P. Maynard, Chicago, quartermaster; G. R. Bidwell, New York, captain New York division; W. G. E. Peirce, Chicago, captain Chicago division; E. G. Whitney, Boston, captain Boston division; W. S. Bull, Buffalo, captain Buffalo division; Geo. H. Orr, Toronto, Canadian convoy; J. W. Clute, Schenectady, Mohawk Valley convoy; H. R. Bryan, Hudson, N.Y., Hudson River convoy. The route selected is as follows: Leave Buffalo July 6th, wheeling to Lockport, N.Y., for dinner; thence to Medina, N.Y., for the night; next day, through Albion to Rochester; next day, wheel down the Genesee River to Charlotte; thence by steamer across Lake Ontario to Cobourg, Ont.; next day, wheel along the north shore of Lake Ontario to Belleville, one night, and to Kingston by the next evening. Thence the party will take steamer to the Thousand Islands, spending three days among the Islands in canoeing, sailing, steamboating and fishing, per programme arranged, under guidance of Commodore Taylor. From the Thousand Islands the party will take evening train for Amsterdam, N.Y., thence wheeling down the Mohawk Valley to Albany, N.Y. From Albany wheel first day to Catskill, and next day to Poughkeepsie, along the bank of the Hudson River; afternoon boat will be taken from Poughkeepsie down the Hudson to West Point for the night. Next morning's boat will convey the party to Tarrytown, from which point New York city will be made before noon, on bicycle.—Elaborate arrangements are made for enjoyment all along the route. Hops, receptions, canoeing and bicycling will furnish the elements for a grand two weeks' sport. Full illustrated circular is now being prepared. Arrangements for one hundred tourists will be made. For information connected with the tour, address the manager, 56 Kinzie street, Chicago.

Literary Notes.

The February issue of *Outing* shows the substantial excellence that the public have learned to expect from this charming magazine. The leading paper describes, under the title, "The Mont Blanc of Our Switzerland," the experiences and observations of Mr. J. R. W. Hitchcock among the glaciers, the canons, and the snow-covered spurs which lie hidden within the dense forests surrounding Mount Tacoma, in Washington Territory, and is accompanied by spirited illustrations from the pencil of Mr. Henry Sandham. The present popular interest in New Orleans, makes especially timely the entertaining paper by Mr. Norman Walker, on "Out-door Life in Louisiana," in which the various delights of that "paradise for the sportsman" are pleasantly set forth. Mr. Walker mentions, as one evidence that New Orleans has yet something to learn in these matters, that all its out-door clubs are thus far "bound by the Salic law, and refuse to admit women." Mr. K. C. Atwood contributes a bright sketch of a cruise by the Pelican Canoe Club down the Merrimac, which is well illustrated by F. Childe Hassam. "His Majesty's Ultimatum," by Louise Stockton, is a strong and interesting love story, the scene of which is laid in the Fiji Islands. "The Luck of Canadarago Camp" is a readable camping sketch, with excellent illustrations. The winter element is introduced in an interesting paper on "Snow-shoeing in Canada." Maurice Thompson's "Tangle-Leaf Papers" are continued. A practical paper on the construction of model yachts, by Capt. R. B. Forbes, a veteran yachtsman of Boston; a lively account of a bicycle run from Hartford to Boston; an entertaining description of the Kennebec tour of last summer, and several clever poems, together with the usual well-filled departments, make up a number that well sustains the reputation which *Outing* has gained.

BOOKS RECEIVED:

The Canadian Pacific Railway. By Philo Veritas.—An Appeal to Public Opinion against the Railway being carried across the Selkirk Range, that route being objectionable from the danger of falls from Glaciers and Avalanches, etc. Montreal: W. Drysdale & Co. Price, 25c.

THE EDUCATIONAL WEEKLY.—In answer to several inquiries, we are pleased to announce that arrangements have been made whereby *The Educational Weekly*, Toronto, and THE WHEELMAN may be procured for \$2.25 per annum.

AS OTHERS SEE US.

The handsomely-printed CANADIAN WHEELMAN comes out for January with its usual style, and the contents are very readable, and, when selected, well selected. A paper so good at this time of the year ought to develop into a first-class periodical when the weather opens out once more, and cycling resumes its whirl.—*Toronto Mail*.

The typographical appearance of THE CANADIAN WHEELMAN compares favorably with that of any cycling publication, being also well edited.—*Sporting and Theatrical Journal*.

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.

Winnipeg Club, add 1—B 0565, A. J. Darch.
Toronto Club, add 26—

B 0646, W E Carswell	B 0659, Arnold Morphy
B 0647, T Robertson	B 0660, A Rumsey
B 0648, A Morrison	B 0661, Albert Horton
B 0649, C E Maddison	B 0662, A E West
B 0650, Guy Warwick	B 0663, A Watson
B 0651, J F Wilson	B 0664, AEGooderham
B 0652, T E Aikenhead	B 0665, H S Knowles
B 0653, Chas Warwick	B 0666, Frank Veigh
B 0654, E B Freeland	B 0667, J O Patterson
B 0655, Geo Warwick	B 0668, — Hime
B 0656, Jas Pearson	B 0669, F M Knowles
B 0657, H A Collins	B 0670, A B Eadie
B 0658, Thos Bengough	B 0671, W Goulding

TREASURER'S REPORT.

For the information of members, we submit herewith an abstract statement of the Association cash-book on the first of this month.

The Canadian Wheelmen's Association in Account with Hal. B. Donly, Treasurer.

1884. DEBITS.	
July 1—To Amount on hand \$ 59 56	
Sept. 15—" Cash from Meet Committee... 111 36	
1885.	
Feb'y 1—" 310 Subscriptn's 155 00	
	\$325 92
1884. CREDITS.	
July 27—By 3000 Certificates (Free Press)... \$ 29 00	
Jan'y 29—" W. G. Eakins, on Sec's Testimonial... 20 15	
Feb'y 1—" Postage... 7 60	
—" Express... 0 60	
—" Exchange... 1 00	
—" Stationery... 2 10	
—" Roll Book... 10 50	
—" Assistance... 1 25	
	\$ 72 20
Balance on hand... 253 72	
	\$325 92

The balance in the hands of the Treasurer of \$253.72 is certainly a most gratifying one, when we come to consider the amount of work to be done upon the small membership fee of 50 cents per annum. There is outstanding an account of some \$20 for stationery and printing; while to offset this, there is nearly a like sum still due

from the Guide Book advertisements. It might be necessary to say, in order to explain one item, that of the Secretary's testimonial, in the above account, that no money has been received by the treasurer on account of Guide Book advertisements. It was received and held by Mr. W. G. Eakins; out of it he paid for the maps and other expenses incurred by the editors of the book. The balance remaining in his hands he applied upon the grant made by the Board to the committee appointed to purchase the present for the Secretary. At the end of the Association year, when Mr. Eakins and the Treasurer balance their accounts, the Treasurer's books will show all the transactions complete.

OUR CONSULS.

The term of office of the Local Consuls expired on the 31st of December last. The list of those appointed to serve for this year should appear in this number of THE WHEELMAN; but in this frozen season it has been found slow work getting anything done. In the next issue, however, we hope to give complete lists for all the districts of the gentlemen who are to serve during 1885 in this important capacity. We sincerely hope that those who are selected will decline to accept office unless they mean to perform its duties. It seems to us that the success and life of the Association depends almost entirely upon the Consuls. If they are active, energetic, alive to their duties, the Association prospers in their locality; if they are willing to let things run themselves, careless and indifferent, their club might as well be out of the Association. We look upon the Consuls as the outposts of the army of wheelmen. It is to them the C.W.A. must look for its progress. And now, in entering upon a new year's wheeling season, that promises to eclipse the record of all other years, we would urge upon every Consul to be earnest, vigilant and active. Push forward the borders of our Association with might and main. Out of the three thousand wheelmen of our Dominion, it is not creditable to us to be only able to claim 600 as members of the C.W.A. Large clubs in many parts of the country still remain outside our pale. It is the duty of the nearest Consuls to besiege them in and out of season with reasons for joining. A little judicious canvassing on your part, gentlemen, and our membership will quickly be doubled.

OUR MEMBERSHIP.

The membership of the Association is at this date composed as follows:

Forest City, London 0	Ingersoll..... 8
St. Thomas..... 22	St. Catharines..... 21
Simcoe..... 20	Strathroy..... 9
Torontos, of Toron. 99	Listowel..... 6
Wanderers, of " 50	Paris..... 16
Brantford..... 19	Winnipeg..... 28
Woodstock..... 49	Carleton Place.... 8
St. Marys..... 5	Seaforth..... 12
Royal City, Guelph 15	Napanee..... 11
Hamilton..... 21	Stratford..... 10
Ottawa..... 14	Berlin..... 8
Montreal..... 81	Norwich..... 9
Newcastle..... 15	Belleville..... 33
Ariels, of London.. 20	Unattached..... 11
Goderich..... 15	
Kingston..... 19	Total..... 662

Correspondence.

KARL KRON'S REPORT.

Editor CANADIAN WHEELMAN:

The regular monthly reports which I have despatched to-day to the *Australian Cycling News* (Melbourne, Vic.) and the *Bicycle* (Montgomery, Ala.), give assurance to the dwellers in those warmer latitudes that the roads and weather of the New York region are still favorable to wheeling, for there is no snow on the ground now; and the interruption thus far made by winter storms have been inconsiderable. The manager of one of the bicycle agencies here tells me that he found very fair riding on Thursday last, when he covered thirty-three miles; but I presume he found few wheelmen on the road.

I myself traversed thirty-three miles on the 9th and forty-five miles on the 17th of December, amid light flurries of rain and snow; and then, on the 24th, in a heavy snow storm, I accomplished a final seven miles, in order to bring my machine home to the University Building and house it for the winter. I decided to do this, not because I believed there would be no more good weather for riding, but because I knew I had no right to spend any more time in this way, or to take any risk of disablement until after completing the task of securing 3000 subscribers and publishing my book.

The roads of this region, as I have said, are now fairly ridable; but I am kept off from them by pressure of hard work, and I assume that most of the other cyclers are kept off from them by pressure of the more attractive social pastimes and pleasures which are peculiar to winter. Hence the most important local "event" of the month in the shape of wheeling is that of the 22nd of January, when Mr. F. A. Elwell, of the Portland (Me.) Wheel-Club, intends to sail from this port with a party of fifteen cyclers, for another trial of the coral roads of that "ocean paradise," which he and I found to be so attractive when we explored them together in March of last year. The party will make the acquaintance of each other by a dinner at the Astor House, three hours before sailing; and I hope to meet them then and congratulate them on the pleasures they are about to enjoy.

Apocryphal of their departure, I have persuaded the editor of the *Springfield Wheelmen's Gazette* to give four solid pages (upwards of 8000 words) of his January issue to the description of Bermuda and its roads which I have prepared for the twenty-fifth chapter of my "Ten Thousand Miles on a Bicycle." I rather expect, also, to have some reprints made of these pages, in order that when I begin my canvass among English wheelmen I may inclose with my other circulars this specimen chapter, to show the general literary quality of the proposed volume. It will at least open their eyes to the truth that "the great American road-book" does not restrict its scope to Yankeeeland, but devotes one of its most elaborate chapters to the "Western Gibraltar," over which the British banner has been flying interruptedly for 250 years.

To-day finishes the fiftieth week of my canvass with 2301 pledges enrolled. Perhaps I may be able to close the year's record, a fortnight hence, by showing an average enrolment of 200

pledges a month; but I have abandoned all idea of getting the book out earlier than April,—and perhaps it may not appear till June, or a year later than originally planned. My last hope of prompt publication vanished when “the trade” failed to respond to the appeal which I spread out on the 125th page of last month’s *Spring-field Gazette*. I said that if each man in America who has a pecuniary interest in the increase of cycling would subscribe for even two copies of the book at a dollar each, my guarantee fund of \$3000 would be at once completed, and I should be enabled to issue the book in season to give a boom to their spring business. In addition to this, they would not only clear a dollar directly by selling the two books at the retail price of \$1.50 each, but would secure for themselves a valuable permanent business card, by getting their names and addresses inserted in my “special trade directory of agencies where this book may be bought or consulted.” So slow are tradesmen in grasping a new idea, however,—no matter how advantageous it may be to themselves,—that only a half-dozen responses (covering fifty copies of the book) have yet come to me from the *Gazette’s* efforts in my behalf. I seem, therefore, condemned to the necessity of making personal presentation of the scheme to the tradesmen, as well as to the other laggards; and, working single-handed in this way, I cannot reasonably expect that the last quarter-stretch in my race for 3000 names will be a very speedy one.

KARL KRON.

Washington Square, N.Y.,
Jan. 10, 1885.

[We regret that our esteemed correspondent’s letter came to hand too late for insertion in January No.—Ed.]

With the Clubs.

WOODSTOCK BICYCLE CLUB.

At a regular meeting of the Woodstock Bicycle Club, the following members were elected officers for the current year:

President.....J. G. Hay.
Vice-President.....F. Scott.
Sec.-Treas.....J. G. Macoun.
Captain.....W. A. Karn.
1st Lieut.....S. Woodroffe.
2nd ".....H. Williams.
Standard-bearer.....J. Scofield.
Bugler.....W. S. Hurst.

This club is now in a flourishing condition, having upwards of fifty actual riders, and an asphalt track said to be the finest in the Dominion.

TORONTO BICYCLE CLUB.

The annual meeting of the Toronto Bicycle Club was held on Monday evening, 9th inst., at the Rossin House. The chair was occupied by Vice-President R. H. McBride. The meeting was largely attended and very enthusiastic. The statistics for the past year show that the club stands second to none on the continent, which is creditable not only to those who have been instrumental in bringing about this happy result, but to the city whose name they bear.

The membership, which is already very large, is steadily increasing.

The principal business of the evening was the election of officers for the ensuing year, which resulted as follows:

President.....W. B. McMurrich.
Vice-President.....C. E. Lailey.
Secretary.....A. E. Blogg.
Treasurer.....J. F. Lawson.
Statistical Secretary...W. H. West.
Captain.....A. F. Webster.*
1st Lieutenant.....Charles Langley.†
2nd ".....W. H. Cox.
3rd ".....F. M. Knowles.
Bugler.....W. H. Brown.
Com. of Management.Messrs. Blachford,
Tubby, Ryrie & Campbell.

Mr. Blachford moved a vote of thanks to the retiring officers, especially mentioning the President, Mr. Boustead, and the Vice-President, Mr. McBride, both of whom had been members of the club since its inception, and whose names were inseparable with the club’s history. Mr. Webster, in seconding the motion, said that Mr. Boustead was one of the charter members, and had assisted the club very much. With regard to Vice-President McBride, he had been intimately connected with him in his bicycling experience, and he deeply regretted that he should find it impossible to continue connected with the club in an official capacity. He thought the club was losing one of its most faithful servants. The motion was carried in an enthusiastic manner.

Mr. McBride said he was very much flattered by the kindly way in which his name had been mentioned by Mr. Webster and the mover of the resolution. He gave a short history of the club, which he said was formed in 1881 with a charter membership of seven or eight. Since that time it had steadily increased until it occupied the proud position it did to-day. He was sorry that, through force of circumstances, he had been compelled to withdraw from official connection with the club, but his business was such that he could not spare time to take an active interest in club matters. The club had made great strides during the past year, and he saw no reason why it should not progress even in a greater ratio during the coming season. He hoped the members of the Toronto Bicycle Club would never do anything that would tend to lower them in the eyes of the respectable and moral portion of the community. He was entirely opposed to Sunday riding (of course each individual could act for himself in that matter), but he hoped that the club, as long as it was in existence, would frown upon Sunday riding, as a club. He closed by wishing success and prosperity to the T.B.C.

WINNIPEG, MANITOBA.

Here we are in a country of snow and frost, waiting for the return of the balmy days of spring to mount our wheels and again stretch our legs (pardon, limbs) by a spin over our matchless prairie trails. While waiting for this, we have not been entirely idle. Our club-hall has been fairly well patronized by the more enthusiastic wheelmen, and as late as Dec. 6th we enjoyed an out-door spin. The boys gath-

* Re-elected by acclamation. † Elected by acclamation.

ered and had a two hours’ spin on the pavement. The night was pleasant, the moon bright, and all agreed in saying it was as pleasant a two hours’ sport as they ever enjoyed. Christmas morning a number of the members of the club assembled in our hall and spent a few hours’ fancy riding, etc. Louis H. again bobbed up serenely, this time in an attempt to climb through a crack in the wall, as he was propelled from the saddle of his machine. He “Keenly-sighed” as he picked himself up and examined the damages.

The annual meeting of the club was held on the 12th January. After the annual report was read, showing the season’s work, etc., the officers for the ensuing year were elected, as follows:

Honorary President.....David Young.
President.....R. J. Whittle.
1st Vice-President...A. C. Matthews.
Captain.....W. E. Slater.
1st Lieut.....K. J. Johnston.
2nd ".....L. R. Arnett.
Bugler.....H. Osborne.
Whip.....Geo. Broughall.
Sec.-Treas.....C. B. Keenleyside.

The choice of captain was a peculiarly happy one. No better man in Winnipeg could have been found to fill the position.

One of our new riders—who, by the way, is a product of your city—intends compiling a book to be taken up mainly with a list of his leaders, classified and indexed, the most of them being the result of a tour through the Province last fall. Judging by his experience in this art, and the careful study he has given it, he may be expected to handle the matter in a masterly manner. He will also give a few facts concerning leaders which “are not” entirely of his own experience.

Mr. George Nash, an American rider of some note, gave a series of exhibitions in fancy riding and roller skating on the roller rink here a short time ago. He is a very young rider, and shows considerable nerve in his feats. His balancing is almost perfect. George made a large number of acquaintances during his short stay here, and will be warmly received by the boys should he visit this city again.

Trusting the year 1885 will be a brilliant one in the annals of cycling, and assuring you of Winnipeg’s intention to help the cause,

I remain, yours fraternally,

SPOKE ADJUSTER.

Winnipeg, Feb., 1885.

On another page will be seen the advertisement of Messrs. T. Fane & Co., of Toronto. The “Invincible,” of which the above firm are sole agents for Canada, is doing good work in Australia. We find that the amateur champions of that country all rode this machine at the recent important cycle meeting held at Melbourne. In all probability there will be a large demand for this machine in the coming season, as we are informed the Company have as much as they can do to meet the rush of orders. On entering the third year of their business in Canada, we are pleased to find they are introducing a first-class Canadian manufactured machine, the “Comet,” which should receive a fair share of patronage.

Poetry.

SONG OF THE WHEELMAN.

BY AN EARLY RISER.

I leave the busy house or store,
A rider skilled in wheeling,
And take the road for farm and shore,
A rapid speed revealing.

I see not many as I pass,
But few are up so early;
I roll my wheel along the grass
To catch the dewdrops pearly.

Around the commons then I go,
Or cut across so clever;
For men may run and men may row,
While I ride on forever.

I rattle over cobbly ways,
I bump above the ridges;
The tall and dusty weeds I graze,
I dash across the bridges.

And then I strike a sandy strip,
Aud puff like any bellows;
Whoever saw a wheelman slip?
The stout and lusty fellows!

Upon the pedals now I throw
My weight as on a lever;
For men may run and men may row,
While I ride on forever.

The busy day has now begun,
I lose no time in turning,
For from the East the morning sun
Sends down his sunbeams burning.

There could not all the winds that blow
From me my wheel dis sever;
For men may run and men may row,
While I ride on forever.

—Springfield Gazette.

A CANADIAN ADVENTURE.

Jackson's Creek, Red Deer River,
Saskatchewan, April, 1884.

DEAR OLD BOY,—I promised to write you when I had a chance, so here goes. We reached this place late last fall, and got our cabin built, and all snug before the winter set in; but no doubt you have seen my letters to Jack; so I shall not waste time telling our troubles over again. We are all right now, but at first, if the Indians had not helped us, we should have been hard up for grub, for shooting game in the woods doesn't come natural to a city clerk. I suppose you have been picking up your share of pots lately. I've only had one ride, and don't fancy I shall try another. You know I took my "bike" with me, but I found there was nowhere to use it, so it lay by and rusted till the frost set in, and our river soon got covered with a beautiful sheet of black ice. So one afternoon I thought I'd go for a ride on it, and explore the country towards Buffalo Lake before the snow fell and stopped me. I oiled up the bi. and started, first telling Jackson to leave some supper on the stove before he turned in.

You recollect our riding on the Welsh Harp reservoir some winters back, and you can guess how grand it was to spin along through the still frosty air, on an ice-path nearly a quarter of a mile broad, virgin forests on each side, with the blue mountains in the distance. The perfect silence, broken now and then by a sharp cracking sound, as of some tree split with the sudden frost, was strange and weird, and there was just enough excitement in steering clear of danger spots, where the swiftness of the current caused the ice to form less rapidly than elsewhere, to prevent things growing monotonous.

After riding about three hours I thought it time to turn back, so rode to the foot of a low cliff and dismounted, when, finding myself rather stiff, I lit a pipe, and rambled along the bank until I found a spot where I could climb to the summit of the hill, and enjoy the glorious sunset beyond a spur of the Rocky Mountains to the west. The moon was full, and though I had no lamp, yet, as there are no country by-laws here, I was in no hurry. On walking to the edge of the perpendicular rock, and, looking down on the river, I was surprised to see an animal prowling round my bi. I went quietly forward and found it was a wolf. It was standing directly below me, solemnly meditating over the prostrate machine, which it evidently took for a new kind of trap, and was quite unconscious that sixty feet above someone was watching it.

Wolves are a cowardly lot, and I puzzled myself how best to astonish him. At last, breaking off a clod of frozen earth as big as a Dutch cheese, I crept to the edge and carefully dobbed it on to him. As luck would have it, it caught him fair on his back, and broke to pieces all over him: How you would have roared to have seen the result! It knocked him out flat on the ice, his legs slipping from under him, and sticking out each side, so that he must have felt split in half. Then, when he did get up, he was so frightened, he seemed to vanish three ways at once. He jumped about all over the place and before I had half done laughing I could hear him a mile away howling like mad. I strolled down and remounted, laughing till the woods echoed again as I rode merrily back, but when, after travelling a mile or so, I still heard him howling, and looking round found he had induced a lot of his big brothers to come and investigate the matter, I shut up and commenced riding a good deal faster. They came along at a rare pace, and their noise kept bringing out first one and then another of their mats till at last there was a regular pack not a quarter of a mile behind me. I leant over the handles and put it on, and as there was no wind, and I was on the most perfect racing path you ever dreamt of, I kept easily ahead; still I could not get away from them, and there were at least twenty miles more to go. I did not funk it, but I should have liked to have been at home; if a spoke broke, or I slipped my treadle, it would be all up with me. I was obliged to keep pegging away as hard as I could ride to prevent them gaining on me, and it seemed an age before I neared home. I was getting done up, and my followers were only about one hundred yards behind when I sighted our cabin, but at the pace I was going I could not dismount,

and if I slacked up they would catch me before I could gain the door. I had not thought of that, and just when I thought myself safe, I was obliged to dash past my refuge and leave it behind me, with only time to yell frantically for help; the lights were out, and no doubt Jackson was comfortably asleep. I felt sick with dismay, and rode on for some distance before I could collect my thoughts; then I decided to risk everything, and double back, in the hope that I should be able to get round before the wolves could pull themselves up; so, when I came to a broad bend in the river, I kept close in shore, slackened speed a little, and boldly swung right across the river. It was a terrible moment. Would the tyre grip the smooth ice? It did, and the whole pack rushed past me, tumbling over each other as they struggled to stop themselves. I found when I was fairly round that I had actually gained a little on them, and, spurting as hard as possible, tore along for home, shouting vigorously as I again neared the cabin. It was no use, for the pack was still so close that I dared not dismount, and again had to pass at full speed. Once more I turned successfully, and once more screamed in vain to my sleeping partner. I saw that unless I tried some fresh plan I should most surely be pulled down within sight of my own door. At last a ray of hope flashed on me. A little above our houses were some rapids, and on passing them I had had to keep close in shore, and even then had felt the thin ice bend. It was a last chance, and I determined to dash across the centre from the further shore. Perhaps the wolves would have to keep to the sounder ice at the side, and thus give me the start I wanted. They were now very close to me, and when I turned across the ice a short distance above the spot, the leaders almost touched me as they slid by. I got round somehow, and then bent down for the final effort. Every thing depended on the speed being great enough, and I knew it. I seemed to fly, the ice bending and cracking in every direction. Even in my extremity I dare not ride quite in the middle of the stream, and to my horror the wolves boldly followed. Suddenly there was a crash behind me, accompanied by a tremendous howling and splashing, and on glancing back I saw a huge black patch with the whole pack struggling in the midst of the water. The ice had given way under them, and I was saved. I staggered to the door, and just managed to wake Jackson and tell him what had happened before I fainted. When I came to he was nowhere to be seen, but through the open door I could hear the "crack, crack" of his Winchester repeating rifle as he took vengeance on the helpless brutes. He told me afterwards that none of them escaped, as all but a few were drawn under the ice by the current, and that he shot the rest. Don't show this letter to Florence, or she may get nervous about me. I've sent her a dose of general news. Write me as soon as you can spare time, and believe me, yours exceedingly,

HARRY.

—*Wheeling Annual.*

Goold and Knowles, of Brantford, are out with their catalogue for 1885, showing many improvements in both styles and prices of their lines of machines and sundries.

TROUBLE IN THE SPRINGFIELD CLUB.

The Springfield Bicycle Club are in trouble again. This time it is not debt, but the conundrum, "Where are Treas. Fennessey's books?" Mr. Fennessey brought the books of 1883 and 1884 to the regular meeting on the evening of Nov. 20, and all the vouchers, receipts and contracts the club had made for Hampden Park track and other matters. After the meeting, Mr. Fennessey claims, instead of carrying them to the bank where they are usually kept, he locked them in a desk at the club-rooms. He states that the next day he discovered the books were missing. The directors were notified, but thought they had been taken by some member and would be returned soon. The treasurer reported on the 15th from Nov. 20, and his statement was not accepted. Members of the club censure the treasurer for carelessness in leaving so exposed books recording to the amount of over \$40,000. The directors are confident that a new set of books can be made from memoranda which members of the club possess. Mr. Fennessey says the books were taken to injure him. The club's next meeting is Feb. 5. The club have had considerable trouble of late. Not long ago a theft from a cash-box in the rooms occurred. In this box the members who played billiards were accustomed to put a small sum for each game, the fund being intended to pay for tables.

WEBB SUSPENDED.

The Edinburgh Centre of the National Cyclists' Union have suspended Mr. H. J. Webb, the well-known tricyclist, for one year, and recommended the executive to indorse the verdict. The investigation of Mr. Webb's claim for the record to John o'Groats came before the body. In a letter to the Centre, Webb withdrew his claim to the record, assigning as his reason for doing so the fact that Mr. Hall having left London, the proof which that gentleman could alone give was not forthcoming, and he therefore considered his present course the most straightforward one which he could adopt. Mr. Webb also dilated strongly on the great hardships he had of late suffered in common with Mr. Hall, and also stated that the latter gentleman had repeatedly been followed by detectives. (?) He further gave out that next year, at a suitable time, he would again attempt the Land's End to John o'Groat's record, provided a proper system of checking could be devised by the National Cyclists' Union. The opinion of the meeting tended strongly to deprecate the making of records for purely trade purposes, and also considered that when a man claims a record, and is perfectly certain—like Mr. Webb—that same is beyond cavil, he should on no account withdraw from his claim, the very fact of doing so being strong *prima facie* evidence of his guilt.

It turns out that the death of Col. Newton, who was said to have met with a tricycle accident in London (Eng.), cannot be verified. The whole thing is veiled in mystery, and English papers assert that a London reporter must have been hard pressed for "copy."

CYCLIST AND CYCLING.

The tricycle has established itself as a necessary of daily life. The number of country houses where it is to be found is very great, and rapidly increasing; and although in houses where there are plenty of horses and carriages, cycles will, of course, not assume the position of paramount importance which they occupy in more limited establishments, the presence of one will soon be the rule rather than the exception. Even where plenty of horses are kept it is popular. Wherever there are active lads and healthy young ladies there are sure to be tricycles; but young ladies and gentlemen have their horses and ponies, and to them cycling is only an additional means of amusement. To others, in such houses, it is of more importance. The butler rides off on his tricycle to visit tradesmen or friends in the neighboring towns, or some active young footman is only too delighted to save the groom the trouble of saddling a horse, and will bring back an answering note in less time than would be occupied by a mounted messenger. When one thinks of the sedentary and confined lives necessarily led by domestic servants, he sees how much improved health and cheerful service are promoted by cycling, and will do his best to promote it. In the establishments of hard-worked professional men it is very welcome. To country doctors especially it has been found a boon. One of them, with a wide district to look after, and gifted with an athletic frame, has ridden over 3000 miles per annum for some years past in the pursuit of his avocation. Clergymen used them for their rounds. I, who live by the seashore in summer, know more than one young curate, who dwells miles away inland, and who gets his morning dip in the breakers and is back in his parish before breakfast. A pianoforte-tuner rides pleasantly from one house to another: a weary tramp used to be his lot; now his longer journeys are nothing more than a healthful spin over the country roads. A music-master with whom I tore-gathered in a country lane recorded with glee his gain in health, time and shoe-leather since he took to the tricycle. He could give half as many lessons again as before. Another rider travels from farm to farm selling yeast to the farmers' wives. He has a carrier tricycle, and economises the keep of a pony. Still lower in the social scale the labor-saving result is even more observed. It is now by no means uncommon to see, in the neighborhood of towns, mechanics making their way home from their work on a bicycle. Who shall overrate its importance to these men? In the first place, it means, under the most favorable circumstances, the saving of a daily railway fare; in many it is more than that. It means the possibility of living in healthy country air instead of a deadly city slum, lower rent, healthy wife and children. And in every such instance it means sobriety as well, for nobody who had to make his daily way home on a bicycle would handicap his chance of arriving safely by too long a visit to the public-house. In the country district that I know best agricultural laborers live far away from their work, and ride morning and evening to and fro. A mechanic could easily do eight or ten miles as his daily journey when his walking power

would be limited to three or four. In the neighborhood of towns, plasterers, glaziers and carpenters, with their tool-baskets at their backs, may be seen at the close of work hours making their way through the suburbs to their country homes. In Coventry, which may be looked upon as the home of the cycling industry, and in many other towns, tricycles are almost exclusively employed to carry messages, and workmen habitually ride home in the dinner hour.—LORD BURV in *Nineteenth Century*.

A LADY RIDER.

The Boston *Herald's* New York correspondent, Miss Lookabout, has the following: "The newest performer in public is the girl who rides the tricycle. She has waited a long time before getting courage enough to make her rather unseasonable *debut* in Central Park, and only does so at length after much practice in more obscure places. She is an object of staring curiosity, and the horses are scared by her, but to human spectators she is far from hideous. She has a lithe, shapely figure, for otherwise she wouldn't display herself; and there is no Bloomerism in the costume which she has adopted. Knickerbocker trousers and a short skirt were originally prescribed for this service, but she is not such a fool as to think of seeking pleasure while looking like a fright. Her hat is a jauntily-fashionable turlan of fur, and has a feather to float behind, imparting a sense of rapid, airy motion. Her bodice is covered nearly down to the elbows by fur, but the small girth of her waist is left in view. The skirt is woollen and dark, and plenty of wide bands of fur, so that she looks warm, whether she is or not. Her shoes are solid and low, but are becomingly belittled by the fur leggings which come down over them. As her hands are in fur-backed gloves, she suggests the four paws of a kitten by the terminals of her limbs. A concealed elastic cord contracts the hem of her drapery, and therefore the expectant observer might as well wait for the wind to blow up a sunrise at midnight as to count on any waifure of her petticoats. This safeguard to her modesty is requisite, because there is no mass of underskirts which would impede her action in working the treadles. She relies on tight-fitting garments next the skin for warmth. She is usually to be seen in the forenoon, and there are as yet few duplicates of her, but she usually belongs to a family so eminent socially that she can do no wrong, and so her example will soon be numerously followed. She deems it essential to maintain the swiftest possible speed, and this practice makes the sight of her brief and flitting, but I suppose we may expect, after awhile, to see our approved heiresses as frequently on the tricycle as we do now on horseback.—*Bicycling World*."

When a man is riding a bicycle down hill he looks neither to the right nor the left, but appears to be gazing about 500 years into futurity, as if trying to solve the problem of the hereafterness of the unknowableness of the unknowable hereafter. He is not, however. He is simply wondering, in case of a sudden header, whether he would escape with his nose broken.

Wheel Tracks.

The Memphis Cycling Club have several lady readers.

Wheeling of Jan. 14th contains a portrait of John L. Prince.

The testimonial fund to John Keen, the veteran English professional, has reached \$500.

Hal. B. Donly, Sec. C.W.A., left for the New Orleans Exposition on the 15th inst.

The Emperor of Russia has just purchased two Imperial club tricycles for his own use.

During the year 1884, seventy-four bicycle clubs have ceased to exist in London, England.

The Sultan of Turkey has purchased a convertible tricycle for the use of the ladies of the harem.

The L.A.W. Board of Officers will hold their annual spring meeting at New York on the 23rd of February.

The Ohio division of the L.A.W. will hold their meet of 1885 at Springfield, Ohio, on July 20th and 21st.

The Park Commissioners of Frisco impose a fine of \$5 on bicyclists riding with "legs over" in the Park.

Cola E. Stone, the St. Louis racer, who was suspended by the L.A.W. Racing Board, has been reinstated.

The Overman Wheel Co., of Chicopee, intend removing their offices and salesroom to Boston at an early day.

Mr. S. H. Townsend, the Toronto Wanderer, who has been enjoying a bicycle tour in Europe, has returned home.

Mr. James Forsythe, president of the Ariel Touring Club, has accepted a position in Struthers' bank, Essex Centre.

Prof. John Wilson, the fancy rider, recently rode six miles on the rear wheel of a "Star" bicycle, the front wheel being detached.

Phil Hammill, the Chicago flyer, who was suspended from membership in the L.A.W. has been reinstated by the L.A.W. Racing Board.

Our many readers will be pleased to hear that the Cunningham Company, with which Mr. F. W. Weston is connected, have settled their trouble with the customs authorities, and are booming business once more.

According to a late issue of the Omaha *Herald*, the Omaha amateurs have fallen in love with Westbrook, who has taffied them out of their flutter. He is now popular there, and will remain so probably until he swindles them in one way or another again.—*Mail*.

One of the features of the Montreal Carnival was the fancy skating competition, which resulted in favor of Louis Rubenstein, of the Montreal Bicycle Club, he beating T. H. Robinson, of the Wanderers, Toronto, by two points. Both gentlemen are members of the Wheelman Co.

A cyclist coasted down the asphalt, and a specimen of the genus "small boy" ran out

waving his arms and frantically yelling "Shoo! shoo!" "What are you trying to do?" asked the cyclist. "Scare it up so I can have a shot at it," answered the small boy. Exit cyclist in disgust.

Harry Etherington, editor of *Wheeling*, sent a telegram to Prince Albert Vic-or, on behalf of the wheelmen of Great Britain, congratulating him on the attainment of his majority, and received the following reply: "I thank you for the hearty good wishes and kind congratulations on the twenty-first anniversary of my birthday, which the wheelmen of Great Britain are good enough to forward."

At a meeting of the new New Orleans Bicycle Club lately, a proposition was received from the Prince-Eck-Armando Combination of professionals that a bicycle tournament be held in New Orleans, under the auspices of the club, the latter to assume all financial responsibility, and after paying all obligations to receive 40 % of the surplus, the Combination to pocket 60 %, the cost of any prizes to be paid from the club's 40 %. Another case of professional modesty!

'Tis said that a noted Prince was recently interviewed by a Chicago reporter, and asked if he could beat the English champion, and how he would do it. "Howell I do it?" remarked Prince. "Just give me a good track and a chance at him and I will make him Howell." It is further stated that the reporter remarked, as he meandered away, that he (Howell) might, perhaps, Howell-ed his own, but we cannot vouch for the last statement, as a brickbat from a neighboring window transformed said reporter into a shapeless mass.

The muddle which the Springfield Club is in is most unfortunate. We do not believe that any of the leading members would resort to the abstraction of books to injure a fellow member, much less indulge in stealing petty cash. Some unworthy member or thieving outsider must be responsible for all the trouble. We hope the matter will be thoroughly sifted, as the facts as they are presented are liable to create a deal of unpleasant talk. Private advices assure us that Mr. Fennessey will come out of the trouble with honor.—*Bicycling World*.

Washington is the heaven of bicycles. There are 1,200 of them there, weaving merrily to and fro over the forty miles of asphalted pavements. You take a stroll down the sidewalk, and every moment in the moonlight a man with a gleaming wheel screwed to him glides by like a phantom. There are probably twice as many wheelmen there as in any other city in the world. Surgeons will testify to it. You meet three ladies and inquire after their families, and the chances are that one of them will tell you that Henry is confined to his bed—a cab ran over him; the second will inform you that her husband "lighted on his hands and bent 'em over so he can't write any more at the department;" and the third will reveal the family calamity in "Johnny took a header and broke out three of his front teeth."—*Pittsburgh Sportsman*.

The much-talked-of slow bicycle race, distance fifty yards, came off at the Le Grand rink, Chicago, Ill., on January 9th. The contestants were Edwin F. Brown and Burley B. Ayres,

Chicago Bi. Club, and James S. Gibson, Rockford, Ill. The conditions of the race allowed a standstill, for which the rider was penalized an inch. Nearing the finish, Gibson, who was leading Brown by two feet, deliberately stood still while the latter passed him. At this point Brown had two errors and Gibson one. The latter now moved forward, and both crossed the line together, but Brown, in dismounting, was charged with another error, giving the race to Gibson by an inch. But there being some doubt as to the fairness of Gibson's victory, he magnanimously offered to ride the race again, which they did on January 28th, Ayres concluding not to compete again. Gibson made one dismount at the start, and one more about half way, and one standstill. Brown made but one dismount, and came in six inches behind Gibson, winning the race.

—:0:—

"Though I am with the Canadian voyageurs up the Nile, for the relief of Gen. Gordon, I haven't forgotten your 'Ten Thousand Miles on a Bicycle'; and if it comes out before my return, I wish you to keep me a copy. I hope then to write you an interesting letter about bicycling in Cairo and Alexandria, as well as other places which I have visited since leaving Canada. My subscription was sent last winter, you will remember, from Winnipeg, Manitoba." Such is the message to Karl Kron, written by Mr. W. H. Nourse, at "Wadi Halfa, 1000 miles up the Nile, Dec. 16," and postmarked there on the 23rd. In reporting it to us January 19, Mr. Kron adds: "My total of one-dollar subscription pledges is now 2340, in support of the history of 'Columbia, No. 234.'"

A HEADER.

I.

A pleasant ride,
A gutter wide,
A bruised and battered form,
A laughing girl,
With flying curls,
Help the cyclist so forlorn.

II.

A month of calm,
To mend an aim,
His nurse, that charming dame,
Gay Cupid's dart,
Pierced cyclist's heart,
And kindled love's bright flame.

III.

A little kiss—
Ah! that was bliss—
A little blush and "Yes."
A little ring,
To bind the thing,
A clergyman and dress.

IV.

A little cot,
Where strife is not,
Nor bickering nor fuss,
A wheeling toy,
For baby hoy,
A tricycle for us.

FRED. E. SMITH.

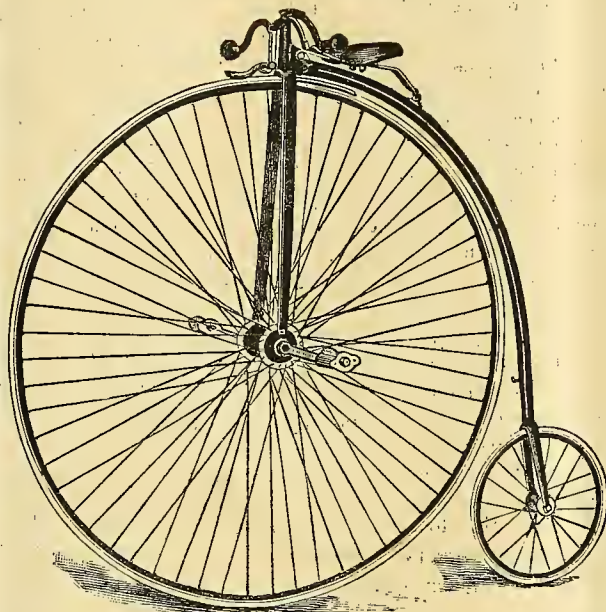
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The "COMET" is the best Roadster ever made in the Dominion, and ranks second to none to any imported machine.

It is made of the very best materials possible to be obtained in the English market, and for workmanship and finish is unsurpassed.



We are enabled to offer these machines to the public at a lower figure than those imported, not having the amount of duty to pay on the raw material as on the finished goods.

It is fitted with Bown's *Æolus* Ball Bearings to both wheels, Warwick's Patent Hollow Felloes, Ball Pedals, Laced Spokes, Cowhorn Handle-Bars, and elegantly Painted, with Handle-Bars, Head and Cranks Plated.

Weight of a 54-inch Machine, 38 pounds.

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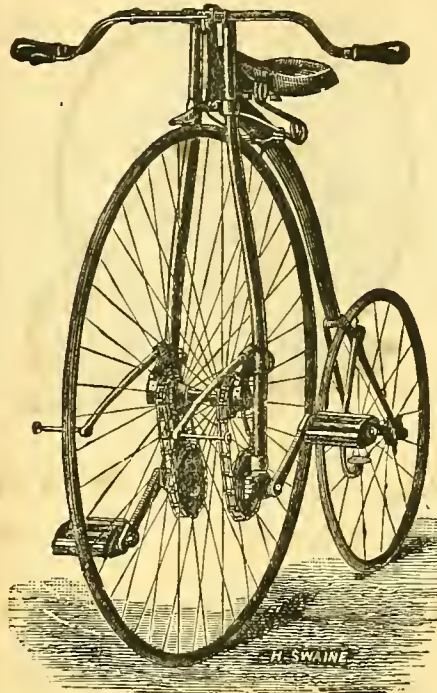
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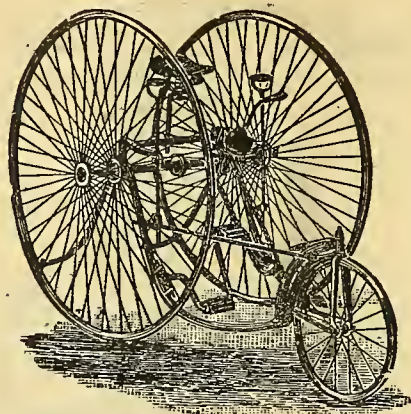
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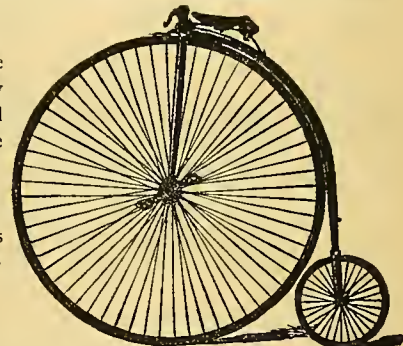
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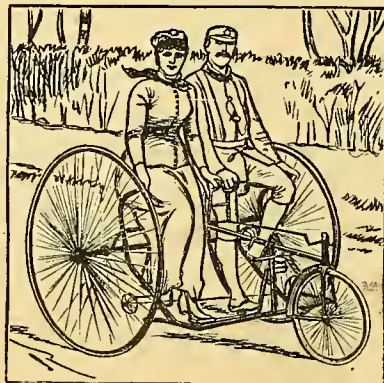
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