

A JOURNAL OF CYCLING.

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

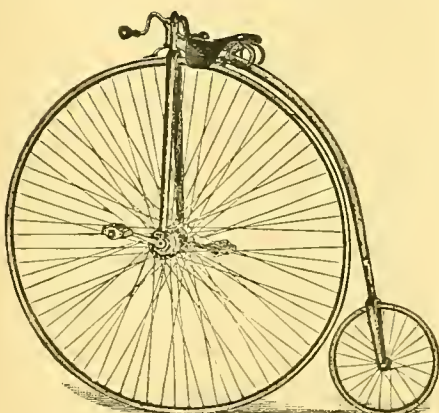
VOL. II.

LONDON, CANADA, MAY 30, 1885.

No. 9.

Victor Bicycles & Tricycles

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

<p>ALL STEEL, ALL INTERCHANGEABLE, FINEST MATERIAL, BEST WORKMANSHIP.</p>	<p>"VICTOR"</p>  <p>BICYCLE.</p>	<p>COMPRESSED TIRES, which cannot be torn from rim. BOHN'S BALL BEARINGS all over, including Pedals. and FINISHED IN HARRINGTON'S ENAMEL.</p>
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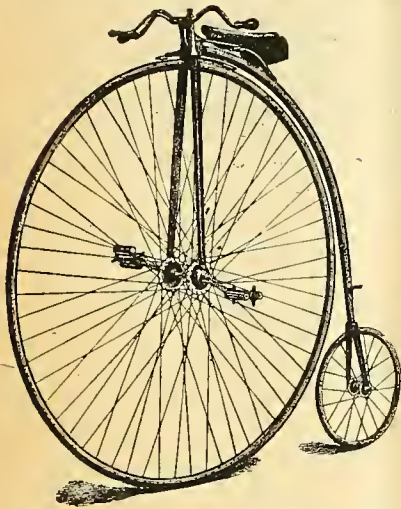
179 TREMONT ST., BOSTON, MASS., U.S.A.

CHAS. ROBINSON & CO.'S Cycling Advertiser.

22 CHURCH ST., TORONTO.

"The Rudge is to be crowned King of the May, brother."—Tennyson.

MAY, 1885.



THE RUDGE LIGHT ROADSTER

Is becoming more and more of a favorite. We have had the satisfaction of running short recently of several of the common sizes, although we thought we had laid in a stock sufficient to last through the spring. By last week's English mail we duplicated orders for six cases more, which will be here in good time; and the most pleasing feature of their sale, beyond the receipt of cheques, is the fact that their owners, in nearly every case, have, of their own volition, written us that they were delighted with their purchases. In fact, the happiness that we are spreading over this Canada of ours has a retroactive effect, and makes us to bubble up with the same good feeling. We might remark that we are prepared to spread still more joy and felicity. Terms cash.

A STRANGE CUSTOMER.

Among the many odd customers that drop in on us, by far the oddest and strangest put in an appearance the other day. Old age had silvered his locks and twisted his joints and rheumatized his bones, while his dust-covered and sun-faded clothes indicated a long journey. We gave the poor old veteran a cane-seated chair, and while he coaxed back his breath we eyed him curiously. It suddenly dawned upon our 40 x 10 intellects that we were in the presence of no less a personage than Old Father Time. Slowly and deliberately he laid down his scythe and sand-glass, and, in a voice that squeaked painfully, asked: "How much will you give for this truck in dicker for one of your new tangent-spoked, ball-bearinged Rudges?" Our astonishment made us speechless. "You see," he continued, "I've been a-trudging along on my own account for some few hundred centuries, and now find that if I don't get some new method of locomotion I'll get way behind. In fact, I had to work with all my strength to get the old year to balance up evenly last December, so I thought that perhaps we could come to terms for a trade." To make the story short, we sold the old gentleman a 56-inch enamelled Light Roadster, and will sell his scythe and hand-glass, as good as the day he got them in Eden, for \$6.00, C.O.D. We saw him a week after wheeling through space at a terrific rate. Strange to say, he looked thoroughly rejuvenated, and was actually whistling a bar of "For I'm a Jolly Good Fellow," as he shouted down to us that he was two weeks ahead of time, and was going to make a record if possible for a hundred-mile stretch on his wheel.



THE RUDGE SAFETY.

As we anticipated, this little wheel makes a sensation wherever it is seen. Our first shipment was speedily sold, and only two or three are left of the second, and in all probability they will be disposed of before this sees itself in type. However, we will keep ordering, and do our best to meet the demand. By cabling orders we save valuable time and have our orders filled within a month, if not less.

THE BEST-LAID PLANS, ETC.

A certain young man of Guelph
Sought to gain fame for himself,
By standing upright
On a fifty inch bike,
But now he's laid on the sheulph.

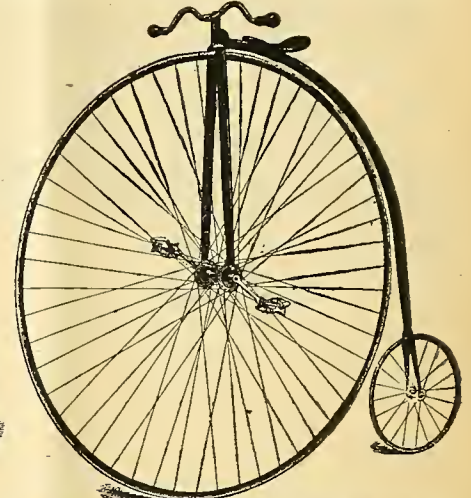
BEHIND THE TIME.

A Nickel-Plated Spoke was out strolling the other day on Wellington Street, when it met an Enamelled Backbone. Mrs. Spoke swept by with an unmistakable air of pride, as her silver dress shimmered in the sunshine, and remarked in an undertone to a Hollow Fork walking at her side that it was astonishing how people could bear to wear black. The Enamelled Backbone, turning around, retorted that black dresses were again in the fashion, and advised Mrs. Spoke to keep up with the times and the fashion. It opened Mrs. Spoke's eyes, and, enquiring at our shop on Church Street, she found she was indeed old-fashioned, and immediately gave us directions to take her measure for an enamelled dress, striped with blue.

TRICYCLING.

We are having quite a boom this Spring in this branch of cycling, and have disposed of quite a number of the new Rudge Tandem Tricycles, which, from personal testing and use, we think are the best adapted to our Canadian roads. It is compact in shape, thus concentrating the propelling power, and the ease with which it can be altered into a single machine renders it still more valuable. Probably by the time this month's WHEELMAN comes out, a Tricycle Club, with a membership of both ladies and gentlemen, will be formed in Toronto (the first in Canada), and its club runs will render tricycling still more popular.

OUR CATALOGUES.—We will be pleased to send our new illustrated and poetic catalogue, as well as our sporting goods and clothing catalogue, to any address on receipt of a three-cent stamp.



THE RUDGE RACER ON THE QUEEN'S BIRTHDAY.

A SPLENDID RECORD.

Monday, the 25th of May, was a red-letter day in the history of the Rudge Racer in Canada. Four races were won on it at Woodstock, and three at Newcastle. At Woodstock, Clarke, in the great one-mile race, rode a Rudge Racer, beating Lavender on an Invincible. Clarke also won the five-mile Ontario Championship race. Biette won the three-mile record race and the four-mile handicap at Woodstock, on his Rudge. At Newcastle, Kent, on a 54-inch Rudge Racer, won the one-mile club race and the hurdle race. We might add that Howell won the twenty-miles championship at Belgrave, England, recently, on a 58-inch Rudge Racer.

PERSONAL.

When in town, drop in and see our establishment, even if you do not leave more than a hundred dollars on the counter. You will be made perfectly welcome, and a cane-seated chair placed at your disposal. Next month we will illustrate a number of new novelties, such as Lamps, Cyclometers, Bells, etc.

RACERS FOR RENT.

If unsold, we will rent the 52-inch and 54-inch Rudge Racers (mentioned in the Bargain List) to responsible parties. Terms upon application.

A BUDGET OF BARGAINS.

NO. 1—A 52-INCH RUDGE RACE, IN PERFECT running order, weight only 22 lbs., Machine good as new. The first man who telegraphs "Send it C.O.D., \$95," can have it. This is a silver-plated, gilt-edged bargain.

NO. 2—A 54-INCH RUDGE RACER, JUST AS GOOD as the No. 1, imported from Eng. and this spring. Good as new; in fact, better than new for having been "broken in." \$95 C.O.D., f.o.b. in Toronto.

NO. 3—A 54-INCH FULL-PLATED STAR, COMPLETE with ball-bearings and all the extras and improvements that can be attached to it. Good as the day it came from the New Jersey shop. Cost new, \$170. \$140 takes it.

NO. 4—A 52-INCH FULL-PLATED SANSPARIEL, complete with ball-bearings and pedals. A little beauty. Cost new, \$130. In first-class condition, \$100.

NO. 5—A 54-INCH FULL-PLATED BRITISH CHALLENGE, with ball-bearings, etc., good as new. Cost new, \$130. \$95 cash. (These are only sample bargains. We have fifty second-hand wheels to chue e from.)

NO. 6—THE DURYEA SADDLE AND SPRING COMBINED, new pattern, sent C.O.D. for only \$4. Price reduced from \$5. Are selling heaps of them.

NO. 7—A NEW RUDGE SAFETY, COMPLETE WITH ball-bearings and pedals and foot-rests, for \$110. C.O.D.

The Canadian Wheelman:

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

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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.

A REDUCTION.

In order to increase the circulation and influence of THE CANADIAN WHEELMAN, and thus make it more than ever a thoroughly representative journal, it has been decided to offer the paper to clubs at Seventy-five Cents a-year to each member where it is made a rule of the club that every member shall receive the paper. Or the same sum per annum will be accepted where twenty subscriptions are sent in from any one club at one time. One club—the St. Thomas—has already taken advantage of this offer, and it is hoped that it will be an incentive to many wheel clubs to aid in giving THE WHEELMAN a circulation as numerous as the wheelmen of the Dominion.

THE COMING MEET.

Vigorous preparations are being made for the annual meet of the C. W. A. on July 1st, and there is every prospect that Woodstock will see the most successful meet in the history of the Association. The reasons why such should be the case are numerous. Woodstock is situated in the very centre of the section of the Dominion in which wheeling has secured its strongest hold; cities and towns with large bicycle clubs are within easy reach by rail; its railway facilities are among the best in Canada; the meet of the L. A. W. will be held in Buffalo on the 4th of July, and the date and place of the C. W. A. meet ought to attract many of the American riders, while the open races, with their valuable prizes, should find favor in the eyes of the flyers who will be at Buffalo; and last, but not least, Woodstock possesses an Amateur Athletic Association second only in Canada to that of Montreal, which will co-operate with the C. W. A. in making the meet a grand success. The Woodstock Association have, at large expense, secured the finest track in Canada, if not on the Continent, and they are determined that in every other matter over which they have control the preparations for the meet will be as complete. There is no reason, therefore, why

the Canadian meet should not equal, in number as well as in everything else, the American one; and that it may do so should be the laudable ambition of every Canadian wheelman. The secretaries of clubs will soon be furnished with printed matter advertising the meet, and they should all, for the benefit of the Association, see that the bills, etc., are properly distributed. Let every man make up his mind to be present in Woodstock on July 1st, and then let him keep to his determination, and all will be well.

EDITORIAL NOTES.

It is amusing, when perusing *Wheeling* (which, by the way, is one of our best exchanges), to notice the lack of confidence that is put in the various items relating to the one-wheel acts of our American fancy riders.

It takes an Englishman a long time to thoroughly understand what part of the globe Canada occupies. *Wheeling* in a late issue, says: "The Toronto (U.S.A.) B.C. propose making a tour of Europe this season."

And still another Canadian tour, the Clerical Wheelmen's Tour. Canada, the touring-ground of America, with its charming scenery and magnificent roads, is certainly going to be favored this time, as the party will be comprised wholly of clergy. Clergy at home and clergy a-touring are totally different, and anyone who joins their trip will assuredly have an enjoyable time.

The latest additions to THE WHEELMAN collection of celebrities are the photographs of Prince and Morgan, C. F. Lavender, Canada's one mile champion, and Westbrook and Hacker, champion acrobatic fancy riders, doing one of their marvellous acts. A very handsome panel portrait of Miss Annie Sylvester, the only lady fancy rider who has accomplished the mastery of one-wheel riding, also adorns our sanctum.

CLERICAL WHEELMEN'S CANADIAN TOUR.

We have received a very neat little prospectus of the above tour, which commences on August 5th, lasting for three weeks. The Rev. Sylvanus Stall, of Lancaster, Pa., who has undertaken all arrangements of the tour, and who issues the prospectus, is anxious to have all clerical wheelmen, both in Canada and the U.S., who can find ample time, join the tour, while partial tourists, who cannot arrange for the entire trip, are cordially invited to participate. Already a large number have signified their intention of joining the party, and it is expected that nearly one hundred clerical wheelmen will be ready to enjoy a three weeks' tour over the best roads on this Continent, amid the most charming scenery of Ontario. In next issue we hope to present our readers with a map showing the plan of the trip as already laid out. Full particulars can be received by addressing Rev. Sylvanus Stall, Lancaster, Pa.

How would you replace a broken axle when out in the country? Look around till you find an axle tree, then cut off a nice one from the tree, and fit it in. If you want help, axle little boy to assist.

Our Racing Men.

H. P. DAVIES.

H. P. Davies, of Toronto, well known by all cyclers throughout the Dominion, is undoubtedly one of Canada's fastest riders. Standing about 5ft. 9in. in height, and weighing 160 lbs. when in trim, he looks and makes a formidable opponent to all our celebrities of the cinder-path.

He has for some time past been an active member of the Wanderers' Club of Toronto, but now is one of the promoters of the new Toronto Club, The Rotas.

Socially, Mr. Davies is a great favorite, on account of his genial manner, and makes many friends on all sides.

His first race was at the first annual C.W.A. meet at London, in 1883, when he entered the green race, finishing a good second. Since then he has entered and taken prizes in the following races during the season of 1884:

Newcastle, 24th May.—2nd in one mile; 3rd in five mile handicap (cup).

Woodstock, 26th May.—2nd in one mile; 1st in two mile.

Toronto, 1st July.—Championship of Toronto challenge medal. Bank Athletic Sports—1st in one mile (closed, open only to bankers).

Woodstock, 25th August.—2nd in one mile; 1st in half mile (beating Lavender).

Toronto B.C. Games, Sept.—Championship of Toronto (medal); 2nd in one mile (beaten by Clarke); 2nd in five mile handicap (beaten by Clarke).

Toronto, Sept.—1st in one mile; 1st in two mile.

THOMAS STEVENS.

An erroneous report having gained circulation that Mr. Thomas Stevens, the hero of the remarkable bicycle ride from San Francisco to Boston, had been compelled to give up his idea of completing the journey around the world, we are glad to say that Mr. Stevens sailed from New York on the steamer City of Chicago on April 9, arriving at Queenstown April 18. He had already begun his journey on the bicycle from Liverpool, riding through London to Dover, whence he crossed the channel to Calais, and will proceed through France, Germany, and Austria to Constantinople. Mr. Stevens undertakes the journey as the representative of *Outing*, whose publishers will bear all the expenses. Much of his journey will be through territory almost unknown to white men, and if Mr. Stevens succeeds in completing the undertaking he will have a story of adventure to tell that has rarely been equalled in interest. A series of illustrated papers regarding his experience will be published in *Outing*.

THE CANADIAN WHEELMAN, the bright "Journal of Cycling," published in London, Ont., will appear twice a month during May, June, July and August. One of the most interesting papers in the current issue is an account, by Mr. A. C. Beasley, of Hamilton, of a tricycle tour in England and France.—*The Week*.

COASTING.

Much has been written about the safest way to descend steep or rough hills on the bi, and though the wheel has been in use for over six years in this country, the question as to whether "legs over" or "feet on pedals" is the best, has never been settled, so I will proceed to unload the results of my observations for the year 1884 on a suffering public.

I think that I do not err much in saying that four-fifths of the riders in the United States believe that their machines are under better control with their feet on the pedals than with legs over. Now, of all mistakes, this is the most universal. Suppose, for instance, you come to a hill tolerably rutty and stony, and essay to ride down with your feet on the pedals. You must, of course, back-pedal, which, on a stiff hill, say 1 foot fall in 10, is rather dangerous. If you fall legs under, you are almost sure to light on your hands, and your machine is liable to be damaged more or less. Back-peddalling is work anyway, and who on earth wants to work down hill? Up hill is bad enough.

Now, suppose you put your legs comfortably over the handles, sit well back on your saddle, and use two fingers of your right hand to hold your brake. You can go as slow or as fast as you like; you can, if necessary, swing your feet to either side and jump to the ground, or by a pressure on the brake lever, go over in front of your wheel, and in either case light on your feet and hold your machine up. In case you run into anything too large to ride over, all you have to do is to put on your brake and go over the front. I leave it to any one as to which is preferable, striking on your hands and having your machine hit you in the back of the head, or coming down on your feet, with your machine and your dignity intact?

In conversation with various wheelmen, I found a number of them stated that "they could not control their wheels with their legs over the handles, as well as with feet on pedals." The explanation is simple; they have never learned how to coast thoroughly, and of course they don't feel safe. I have no doubt that some of the readers of this article will think me presumptuous in making such a statement, but the facts will bear me out. The average rider can coast down a smooth hill as long as he is going at a medium rate of speed, but put him on a rough, rutty, stony, steep hill, where it is necessary to turn and twist, and down go his feet on the pedals, and he risks breaking his machine, let alone his neck, for the simple reason that he never learned how to coast properly.

Another hindrance to coasting is the wretched apology for a brake lever which is still in use on many machines. The lever should come within two inches of the handle tip, so that two fingers can be placed on the lever, while the thumb and the other two fingers have a firm grip on the handle. Thus fixed, you can coast a hill two miles long at a snail's pace, without any discomfort arising from cramped fingers.

Now, of course the above remarks are not intended for the man who lives in a level country and never goes out of it; but if any one else is "converted" without having it knocked

into him by sad and bitter experience, I shall feel that my ink has not been wasted. If, moreover, any one differs from me on the subject of coasting, I will show him, should he ever come to St. Louis, hills which he *cannot* ride down, but which he *can* coast. We have not much to brag of out in Missouri, but we can show a good gravel road, which is for 20 miles a succession of hills, the least of which would make a good showing, when compared with "ye hill in ye suburbs of Boston yclept Corey," the same which I have feasted mine eyes on.

Reckless coasting is to be deprecated, *i.e.*, "shooting" hills with cross-roads where teams are liable to be in the way, or where a curve in the road shuts off the view; but on a down grade of any consequence the rider's rule should be, "If you can't coast, get off at the top and walk;" and if this rule is followed, no falls and mighty little walking will be the result.—*The Bicycling World*.

FIRST AID TO THE INJURED.

One of the most useful things to learn is to apply a bandage. * * * * *

In applying a roller bandage, always begin from below and work upwards; the pressure must be uniformly and evenly applied; there must be no wrinkles; bandage from the inside outwards by the front, and reverse on the fleshy side of the limb. Bandages are also used in conjunction with splints for a broken leg. It is of the utmost importance that the limb should be supported with splints and bandages before any removal of the sufferer is attempted. Splints may be made out of an immense variety of things, which may be found in the hedge side, such as stakes, branches of young trees, or such as may be picked up in a dust heap, as broken card-boxes, the straw coverings of wine bottles, or a newspaper folded into a long narrow form. In the case of a broken leg, the limb should be first drawn straight, then two splints applied, one inside and one outside the limb. The splint should be padded next to the bone with anything soft, such as pocket handkerchiefs, grass or hay, then with a bandage tie the splints in position above and below the fracture. The patient may then be lifted into a cart for conveyance to a house. In case of a broken forearm, apply two splints, one reaching from the elbow to the fingers, and one from the elbow to the wrist, first of all being careful that the thumb points upwards. The pads must not be forgotten, and when the splints are placed, fastened with bandages; and make a sling from the neck in which the arm may rest. One of the most common form of accidents to which wheelists are exposed is the fracture of the collar-bone. There is not much difficulty in detecting this. The head falls to one side, and the sufferer instinctively catches hold of the elbow on the wounded side. In such an accident, roll several pocket-handkerchiefs into a ball and place it in the armpit on the side injured, which serves to raise and support the shoulder; then bind the arm to the side with a bandage, and place the forearm in a sling.

Perhaps the next most common form of accident is the fracture of a rib. The injured man in such a case feels a nipping pain, and has

difficulty in breathing. The best method of treatment is to take a long strip of calico, or linen, or a large bandage, and fasten it firmly round the chest so as to stop all movement of the body. The doctor, on his arrival, will soon put things into proper trim. In all cases of fracture the danger is increased by careless movement; a simple fracture may become a compound fracture, that is, where one end of the broken bone is forced through the skin. This is prevented by the immediate application of any kind of splint secured by handkerchiefs. In case of a broken leg, the sufferer should not on any account be moved, except on a stretcher—a field gate, the door of a sheep-pen or shutter would serve. The splints in the case of a broken leg should be long enough to include the joint on either side of the fracture; first strengthening the limb and drawing it out to the same length as the uninjured limb. An excellent substitute for better splints is to take the coat, turn the arms inside out, fill them with any soft stuff as padding, then lay the broken limb between the arms and bandage. In case of one leg being broken, after applying splints it is always well to bind the two legs together, as the broken limb is thereby greatly supported. A sharp man need never be at a loss for material wherewith to make a splint; a walking-stick or an umbrella may be utilized, the covers of flower-pots, twigs, sticks, or old baskets. In injuries to the head, the best course is to simply dress the wound, if there be any, and let the patient lie down; he will be perfectly unconscious, and what is most requisite is that he should lie down and be quiet. In case of slight concussion of the brain, a shock has been received which simply paralyzes the brain for a few minutes. The patient becomes very pale, and lies apparently insensible; if spoken to, he will look up and answer, and then probably drop off into an unconscious state again. Apply hot water-bottles to the feet, inside the thighs, and at the chest; this will probably cause vomiting, and the patient will be all right in a few minutes. If the injury be severe, the patient should be kept warm, and allowed to go to sleep. In all cases, of course, it is distinctly understood the regulations we give are for adoption only until the services of a doctor are obtained. In no case are these instructions remedial, but only provisional.—*Wheeling*.

Charles Robinson & Co. have another new advertisement on the second page of the cover, which will be found to be exceedingly readable, apart from the information which it gives about the Rudge wheels they handle. They tell us the new Rudge Safety is having a regular boom, and that a large number are being sold. Messrs. Robinson & Co. have added a sporting goods department to their bicycle business, and will send a catalogue of lacrosse, baseball, cricket and football goods to any one applying. They have also issued a large bicycle-catalogue, which our readers would do well to send a 3c. stamp for. The Rudge Racer will no doubt take a prominent part on the race track this season. Clark and Biette, of Woodstock, will be mounted out the Rudge this summer.

There is a rider in Chicago who uses a cork leg as handily as the genuine limb.

C. W. A. OFFICIAL ANNOUNCEMENTS.



THE C. W. A. ELECTIONS.

In all the Districts except No. 1, the elections this year for Chief Consuls and Representatives were by acclamation. In the District in which the contest took place a very good vote was polled, considering that both candidates for the office in dispute—the Chief Consulship—were from one club. The ballots were counted at the Secretary's office, in Simcoe, on Monday, May 11, according to the by-laws, Messrs. W. S. Perry and W. G. Wallace acting as scrutineers. Their report to the President shows, according to by the membership of each District as certified to by the Secretary, the following gentlemen elected :

DISTRICT NO. 1.

Chief Consul.—W. A. Karn, of Woodstock.—Representatives.—C. H. Hepinstall, St. Thomas ; W. E. Tisdale, Simcoe ; J. G. Hay, Woodstock ; S. Roether, Pt. Elgin ; R. N. Ballantyne, Stratford.

DISTRICT NO. 2.

Chief Consul.—F. J. Campbell, of Toronto.—Representatives.—R. T. Blachford ; H. Ryrie ; R. J. Bowles, Brighton ; H. C. Goodman, St. Catharines.

DISTRICT NO. 3.

No nominations were received from this District.

DISTRICT NO. 4.

Chief Consul.—J. H. Low, Montreal. Representative.—J. D. Miller, Montreal.

DISTRICT NO. 5.

Chief Consul.—A. J. Darch, Winnipeg.—Representative.—W. W. Matthews, Winnipeg.

In District No. 1, the vote stood as follows : For Chief Consul—W. A. Karn, 84 ; J. G. Hay, 51.

For Representatives—C. H. Hepinstall, 117 ; W. E. Tisdale, 113 ; J. G. Hay, 100 ; S. Roether, 97 ; R. N. Ballantyne, 90 ; W. A. Karn, 75.

H. B. DONLY,

Sec.-Treas.

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.

WOODSTOCK'S TOURNAMENT.

The Second Annual Sports of the Woodstock Amateur Athletic Association was held on May 25th, and, as is customary with any enterprise which the Woodstock Association undertake, proved very successful, although the number of visiting wheelmen was not as large as expected, numbering about seventy riders.

The parade was formed at the Market Square, and, headed by the Woodstock Band, proceeded to the grounds, where is laid undoubtedly the finest track in Canada, if not in America. It has been widened and relaid with a new coat of asphalt, making it very fast, but unfortunately on the day of the races a very strong wind was blowing, thus rendering record-breaking impossible.

The officers of the day were as follows :—Referee—H. B. Donly, Simcoe. Judges—J. S. Brierley, St. Thomas ; W. M. Begg, London ; R. N. Ballantyne, Stratford. Scorer—Lloyd Harris, Brantford. Time-keepers—C. H. Hepinstall, St. Thomas ; S. Woodruff and R. T. Crawford, Woodstock. Clerk of Course—E. Nesbitt. Starter—W. K. Evans, London.

The interest centred chiefly in the bicycle races, of which there were eight on the programme, as follows :

One-mile open—1st, gold medal ; 2nd, gold and silver medal. C. F. Lavender, Toronto, H. W. Clarke, Woodstock, and J. Lambe, London, mounted for this race, which was expected to be close and exciting, as Clarke had lowered the Canadian mile record last year to 2.59¹/₂, while Lavender is known to be Toronto's crack rider. Clarke had the inside, Lavender and Lambe in the order named. The first lap was finished in this order ; time, 51¹/₂ secs. It was seen that this was to be a pretty race, Clarke keeping the lead, with Lavender hugging the leader, and Lambe some few yards behind. This order was maintained throughout, and, coming in on the home stretch, Clarke put on a magnificent spurt and drew rapidly away from Lavender, winning by several yards, amid great cheering. Time, 3.15 4-5, against a strong wind.

It might be stated that Mr. Lavender was not at all well, and was obliged to drop out of the rest of the races, after exerting himself in the one-mile.

Two-mile green race (medals)—W. C. Mackay, Seaforth ; S. Mackay, Woodstock. The Seaforth man led to the finish in 7.29 3-5, the Woodstock man giving up on the last lap after riding a plucky race.

Three-mile record race—1st, silver stop-watch ; 2nd, medal—H. W. Clarke, Woodstock ; H. Biette, Woodstock ; J. Lambe, London. Clarke led in the majority of laps and won the race. Biette pressed him close several times, coming in second.

Four-mile handicap, open (cup and medal)—C. Mackay, Seaforth ; Biette, Woodstock ; Wolfe, London ; Lambe, London. All waived the handicap and started on the scratch—Biette first, Mackay second. Time, 15.05 4-5.

Half-mile without hands (medal and badge)—H. Williams, Woodstock ; A. T. Miller, Simcoe. Williams won in 2.03.

Fancy riding (medals).—There was practically no competitor against C. E. Richardson, of Ham-

ilton, who gave a very clever exhibition, performing some astonishing feats.

Two-mile championship of Oxford (silver cup)—Martin, Mackay and Biette, all of Woodstock. These three made a good race of it, Mackay winning in 17.12, a few yards ahead of Biette.

Five-mile championship of Ontario, open (gold medal)—Clarke, 1st ; S. Mackay, 2nd. Time, 18.02 3-5.

Over 3500 people were assembled upon the grounds, and showed their appreciation of the racing by cheering vociferously, especially when the Woodstock flier, Clarke, beat Lavender in the one-mile race. In the evening, the Woodstock Amateur Minstrels gave a performance, during which the prizes were presented, the Simcoe Club winning a very handsome banner for the largest representation outside of Woodstock.

BELLEVILLE RACES.

The Ramblers' Wheel Club of Belleville, who have been very enterprising and successful since their organization, held their second annual tournament on May 25th, the following being the result of the racing :

Green race, one mile—Foster won in 3.42¹/₂.

The O'Donoghue pitcher and cup, mile handicap (bicycle race)—Cooper won in 3.30.

Club championship bicycle race, one-half mile

—Won by George Davis in 1.23¹/₂.

Obstacle race (bicycle), one mile—M. F. Johnston, Toronto, first ; F. Foster, second. Time, 7.00.

Two-mile dash, bicycle race, free for all—Cooper won in 7.01¹/₂.

Fancy riding (bicycle)—F. Foster won.

Strangers' race (bicycle), one-half mile—Won by Smith, Napanee.

Consolation race (bicycle), one-half mile—W. Northcott won.

NEWCASTLE RACES.

The sports held at Newcastle on the 25th May were very largely attended. The track over which the bicycle races were held was in bad condition, and as six laps were required to complete a mile, a good time could not be expected. The first event was the one-mile race, open to members of the local club only. There were four starters, A. Kent finishing first. The one-mile race (open) was taken by H. P. Davies, of the Rota Club, Toronto, F. J. Campbell, of the Torontos, arriving home second. There were seven entries. Foster, of the Wanderers, and Campbell each took a tumble shortly after the contest had opened. Davies' time was four minutes. The combination race had four entries. H. Ryrie was first, and A. Kent second. There were four entries for the half-mile hurdle race. In this event A. Kent came out first and P. Doolittle second. There were seven starters in the five-mile (open) handicap. F. J. Campbell, of the Torontos (100 yards), won, with H. P. Davies, of the Rotas (scratch), second, and F. Foster, of the Wanderers (100 yards), third. The Torontos won the silver bugle offered to the club represented at the Newcastle meeting by the largest number of members. The Torontos had twenty-one members present. The Rotas appeared in a light-brown uniform, and wearing a peaked cap. The costume was generally admired.

With the Clubs.

THE CARLETON PLACE BICYCLE CLUB.

The annual meeting of the Carleton Place Bicycle Club on Thursday, May 14th, was well attended. The following officers were elected for the current year: President, W. H. Munro; Secretary-Treas., A. T. Taylor; Captain, G. W. Brown; Lieutenant, W. H. Allen; Committee, J. D. Taylor, W. S. Grey and James Peden. The members decided to adopt the name of the "Beaver Bicycle Club." There was a full turnout on Thursday evening, 21st, when the Beavers had their first run this season.

ST. THOMAS BICYCLE CLUB.

The annual meeting of the St. Thomas Bicycle Club was held on Wednesday evening, May 6th. There was a large attendance of members, and much enthusiasm was manifested. Messrs. C. H. Hepinstall, captain, and H. Scott, secretary-treasurer, would not consent to re-election; and after expressions of regret at their determination, the club elected its officers for the ensuing year as follows: J. J. Teetzel, captain; C. E. Lindop, sub-captain; H. J. Broderick, secretary-treasurer.

The uniform of the club was changed, light-colored knickerbockers being substituted for dark ones. It was decided that the club should join the Canadian Wheelmen's Association, and also that THE CANADIAN WHEELMAN, the organ of the Association, be supplied to each member of the club. Weekly runs will be held on each Friday evening. The club is now composed of Messrs. Hepinstall, Scott, Teetzel, Lindop, Waddell, Egan, Brierley, Coyne, Bradshaw, Broderick, Stewart, Howell, Weldon, Paulin, Caskey, Heal, Martin, Davis, Stewart, Dance and Doyle. It is expected that this number will be largely increased in a few weeks, as there are a number of riders in the city who are not yet connected with the club.

Racing Notes.

Prince and Morgan are faring well in Charlotte, N.C. On May 25th, Prince, after a four mile race against four separate trotting horses, defeating them, beat his world's record, making a mile and four yards in the unprecedented time of two minutes and thirty-five and a-half seconds. Their races were attended by 1500 people, and they had several other engagements in the same place.

At Leicester, March 28th, the race for the twenty miles bicycle championship of England took place on the Belgrave Road Grounds. The day was everything that could be desired, and the entries being numerous, a fair crowd of people paid for admission. There were fourteen entries, as follows: DeCivry, Paris; Duncan, Montpelier; Cleminson, Newcastle; Birt, Northampton; Grose, Northampton; Parkes, Newcastle; E. Miller, Newcastle; A Hawker, Leicester; T. Battensby, Newcastle; Knowles, Beauvais; J. W. Lamb, Newcastle; A. G. Newton, Wolverhampton; Howell, Coventry, and Lees, Lei-

cester. Of these, Parkes, Miller, Knowles and Lamb did not start, thus reducing the number to ten. The race for the first fifteen miles was anything but fast, and devoid of interest, with the exception of a spurt occasionally. Towards the close, however, a most interesting struggle between Lees and Howell was witnessed. The Coventry rider held the lead, but Lees, who rode on the outside position, pursued his opponent with great gameness, and gradually creeping up in the last few yards, the pair reached the post together, the judge being unable to separate them. Duncan was a good third, about four yards behind, but the positions of the remainder of the riders could not be ascertained, owing to the crowd breaking in at the finish.

DR. SARGENT ON "CLOTHING."

"The Best Clothing for Health and Cleanliness" was the subject of Dr. Dudley A. Sargent's lecture at the Boston Y. M. C. Union recently. With most persons, the lecturer said, clothing is more a matter of display, the relation of the garment to health being considered last of all. The primary object of a perfect dress is to protect the body at all points, and to provide a proper ventilation. The idea that we wear clothing to keep the cold out is erroneous, the real object being to keep the warmth in.

The temperature of the body averages from 90° to 99°. It is very necessary to keep the body at this normal temperature, and clothing should be worn with that object in view.—Woollen is considered the best for winter clothing, as it best retains the heat. The warmest materials are always the most porous, and consequently allow the greatest evaporation. In this respect flannel, as compared to linen, is as 100 to 58.

The doctor then referred to the best materials for clothing. There are some objections to flannels or heavy woollens. When moisture is long retained in woollen garments it forms a solid substance, which in itself is very irritating to the skin. Flannels are oftentimes objectionable, owing largely to our artificial mode of living, being conducive of colds and ill health by enfeebling the condition of the skin. In such cases the wearing of merino or cotton in winter is recommended, and the network gauze in summer next to the skin, supplying the deficiencies with extra outer garments when exposed to the colder air. The speaker said that he himself wore the same kind of clothing throughout the year, and suffered no inconvenience.

Cotton nightshirts should be worn by persons who wear woollens during the day, in order that the skin may have a chance to recover from the irritating influences of the woollens. A very light and well-ventilated covering should be worn on the head. The hair is really sufficient protection. Baldness is chiefly caused by closely-fitting hats. Helmet-shaped hats are the best, as they protect the back of the neck. The neck should be well protected, but not bundled up closely, as circulation is prevented, and this acts directly upon the brain. Most people wear too much about the trunk of the body. The temperature is there the highest, and less clothing is needed than on the limbs. There is nothing worse for a man than to wear a tight belt

around his waist; but if the belt is worn around the hips below the waist it will do no harm. The weight of the lower clothing should be supported by the hips instead of the shoulders.—Closely-fitting garments should be avoided on all portions of the body. The compressing effect which clothing has on the body is shown by the fact that the average man, when dressed, can inspire 130 cubic inches, but while undressed he can inspire 190 inches.

A WONDERFUL INVENTION.

We had the pleasure of inspecting, this week, a new and wonderful invention in the shape of a steam bicycle. A reciprocating engine is attached to the "Star" bicycle on the bar, which connects the handle with the small wheel in front. Benzine is used for heating purposes, and steam can be got up in a few moments. At the present time the supply of the fuel and water has to be replenished every hour, but with anticipated improvements supplies enough for several hours will be provided for. Ninety pounds of steam can be carried, but the machine can be run with twenty pounds. The machine averages about five minutes a mile over an ordinary road. The pedals can be used in conjunction with the steam power whenever necessary, and the speed will be increased accordingly. When the steam power is only used the pedals are brought into requisition for foot-rests. By the unscrewing of two bolts the entire machine can be taken off and there remains the ordinary "Star" bicycle in its entirety. Possibly the reader has pictured a machine which is both awkward and cumbersome, so he will be all the more surprised when he learns that everything connected with the steam part of the bicycle, the boiler, water-tank, engine, benzine tank and all the appliances, weigh only eighteen pounds. The engine is furnished with quarter horse-power. The machine has reached the present state of perfection only after four years of continuous study and experimenting, by the inventor, Mr. L. D. Copeland, of Phoenix, Arizona. At the request of several wheelmen, Mr. Copeland gave an exhibition with the machine at the Mechanics' Pavilion last Sunday. The few gentlemen who were fortunate enough to be present were unanimous in the praise of the invention. The ingenuity of the contrivance is a matter of astonishment to those of a mechanical turn of mind. Mr. Copeland has patented the invention, and is negotiating with large bicycle firms of the East for the purpose of entering into some engagement for the manufacture of the steam bicycle. As a great many people are desirous of examining the machine, Mr. Copeland will no doubt engage a hall where all interested will have an opportunity to see the machine at work.—*Breeder and Sportsman.*

He was a tricyclist. One day he started on a ride to Ripley, determined not to dismount all the way. He was stone deaf. Some bad boys knew of this affliction, and tied a tin pot to his tricycle. All through Merton, Kingston and Esler, the people looked at him and laughed. He couldn't make out what for, and felt very hurt. When he dismounted at the "Anchor" and looked around, he spoke words.—*Wheeling.*

Wheel Tracks.

The L. A. W. has appointed a Touring Committee.

Sanders Sellers will race again, but only to retain his hold on the challenge cups at present in his possession.

The latest additions to THE WHEELMAN collection of cycling portraits are the photographs of C. F. Lavender, John S. Prince and W. J. Morgan.

Charles Frazier, the well-known racer, has joined the professional ranks. America's field of professional cyclers will soon be as large as that of England.

L. D. Copeland with his steam bicycle is giving exhibitions at various skating rinks along with Fred. S. Rollinson, who gives his laughable act, "The Dude Learning to Ride." They seem to draw large and appreciative audiences.

The craze for tandems is accounted for by the *Cycling Times* as follows: "A young lady was heard to say that why she liked riding in front of the 'tandem' so awfully was because she always had the gentlemen *after* her then."

The report which is being circulated to the effect that Thomas Stevens has abandoned his trip around the world is not true. He gave up his trip in New York under his old management, but resumed it again under the auspices of *Outing*.

A young man went to the bicycle school to learn to ride. After an hour's amusement (!) he went to the office to pay, and the clerk inquired: "How long have you been on the floor?" "Fifty-five minutes." "Then you have another five minutes to make up an hour." "No, I was on the bicycle the other five."

A sad accident happened in Ireland recently. Mr. St. Geo. Matthews, manager of the Waterford branch of the National Bank, was riding at a high speed in the suburbs of Waterford, when his wheel came into collision with a dog, and he was thrown over the bar upon his head, falling with such force as to break his neck.

Commencing with its issue of May 2nd, *The Mirror of American Sports* is enlarged to 28 pages, making one of the best papers of its class in America. Its appearance is much improved by the addition of a neat cover, and it is, as claimed, "a journal of reputable pastimes," giving a very complete column of cycling news every week.

Cycling seems to have more attractions for the clergy than any other sport. We have yet to record the first attack of the clergy against cyclists in any form whatever, while many ministers of every denomination are riders of the wheel, thus giving the strongest proof possible of their belief in its health-giving properties and the standing of its supporters.—*Cyclist and Athlete*.

Westbrook and Hacker, the champion double-fancy acrobatic riders, who have been giving exhibitions in Western Ontario, after a successful trip west, favored London with a visit on May 15th and 16th. Fred. Westbrook has im-

proved wonderfully during the last year, and Hacker's one-wheel riding is marvellous, as he does all the feats that are attempted by the finest fancy riders in America.

"To ride, or not to ride, that is the question:

And, by bicycling, leave them?—to mount, to ride—

Whether 'tis nobler in the man to suffer

The pains and bothers of pedestrian travel,

Or to take wheel against the scourge of horses,

Ay, more,—and, by a ride, to find we end

The headache, and the thousand natural ills

That flesh is heir to. 'Tis a recreation

Devoutly to be wished."

Ernest and Walter Ridout, members of the Bay City Wheelmen of San Francisco, Cal., recently had a trying experience on a trip to the Yosemite. They had to swim three streams between Davisville and Sacramento, and were caught in a snowstorm in the mountains on the 19th, and were almost frozen to death. They were glad to strike the train at Stockton on the home trip, as their machines were somewhat disabled. The entire distance covered was three hundred and sixty-nine miles.

:o:

As far as yet, the first legal decision in Illinois as to the equal rights of wheelmen on the streets and public highways has just been rendered at Springfield, Ill. It appears that a few days ago Mr. Barnes, a cyclist of that city, was quietly wheeling his way through the streets, when a team of skittish horses belonging to a farmer named Steelman took fright, broke from their hitching post and ran away, smashing the wagon and crippling one of the horses. Steelman brought suit against Barnes for \$100 damages, and the case was tried by a jury, who returned a verdict for defendant, greatly to the gratification of Mr. Barnes and his brother wheelmen. Something like 200 cases of a similar character have been tried in the United States, and all have had a similar result. Gradually the wheel is winning its way to complete popular favor, and the time is not far distant when every invidious and unjust discrimination against it will have succumbed to public sentiment, and cyclists' rights and privileges will no longer be the subject of lawsuits.

:o:

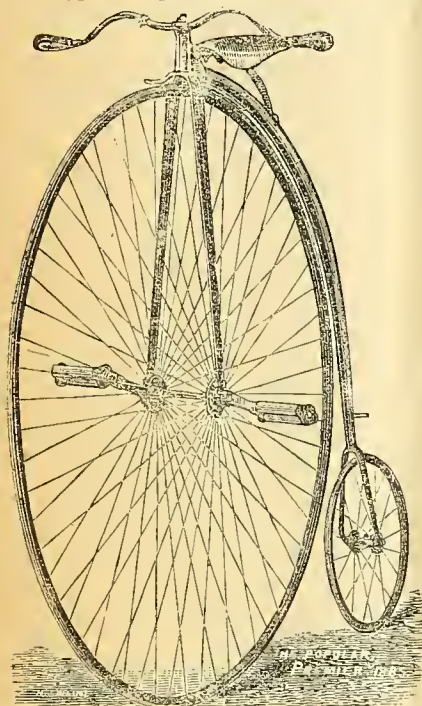
He was a singular model Kentish youth, and he rode the rollicking bi. His friendship with his spiritual adviser was warm—very, and after a time the reverend was induced to join the club which the model loved. Praying and riding alternately, with not too much of the former, and just enough, etc., their friendship fast increased. But the model was soon to be dashed into the dark realms of the lost! One Sunday morning, with a zeal worthy nobler aims, he by some means handed to the reverend his monthly list of club fixtures instead of the usual chapel notices of tea-fights, &c., as was his custom. When the man of truth and goodness announced in awful tones that "the dearly-beloved would 'scorch' to the 'Pig and Whistle' next Lord's day, at 10 a.m.," that model retired to the vestry on all fours, and the brethren turned blue to a man. They don't speak now! —*Wheeling*.

HOW A BICYCLER CROSSES STREAMS IN THE WESTERN WILDS

From Battle Mountain my route leads across a low alkali bottom, through which dozens of small streams are flowing to the Humboldt. Many of them are narrow enough to be jumped, but not with a bicycle on one's shoulder, for under such conditions there is always a disagreeable uncertainty that one may disastrously alight before he gets ready. But I am getting tired of partially undressing to ford streams that are little more than ditches, every little way, and so hit upon the novel plan of using the machine for a vaulting-pole. Reaching it out into the centre of the stream, I place one hand on the head and the other on the saddle and vault over, retaining my hold as I alight on the opposite shore. I pull it out after me, and the thing is done. There is no telling to what uses this two-wheeled "creature" could be put in case of necessity. Certainly, the inventor never expected it to be used for a vaulting-pole in leaping across streams. Twenty-five miles east of Battle Mountain the valley of the Humboldt widens into a plain of some size, through which the river meanders with many a horseshoe curve, and maps out the pot-holes and hangers of our childhood days in mazy profusion. Amidst these innumerable curves and counter-curves, clumps of willows and tall blue joint reeds grow thickly, and afford shelter to thousands of pelicans, who here make their homes far from the disturbing presence of man. All unconscious of impending difficulties, I follow the wagon trail leading through this valley until I find myself standing on the edge of the river, ruefully looking around for some avenue by which I can proceed on my way. I am in the bend of a horseshoe curve, and the only way to get out is to retrace my footsteps for several miles, which disagreeable performance I naturally feel somewhat opposed to doing.—Casting about me, I discover a couple of old fence-posts that have floated down from the Be-o-wa-we settlement above and lodged against the bank. I determine to try and utilize them in getting the machine across the river, which is not over thirty yards wide at this point.—Swimming across with my clothes first, I tie the bicycle to the fence-posts, which barely keep it from sinking, and manage to navigate it successfully across. The village of Be-o-wa-we is full of cowboys who are preparing for the annual spring round-up. Whites, Indians and Mexicans compose the motley crowd. They look a wild lot with their bear-skin *chapareros* and semi-civilized trappings, galloping to and fro in and about the village. "I can't spare the time, or I would," is my slightly untruthful answer to an invitation to stop over for the day and have some fun. Briefly told, this latter, with the cowboy, consists in getting hilariously drunk, and then turning his "pop" loose at anything that happens to strike his whiskey-bedecked fancy as presenting a fitting target. Now a bicycle, above all things, would intrude itself upon the notice of a cowboy on a "tear" as a peculiar and conspicuous object, especially if it had a man on it; so, after taking a "smile" with them for good-fellowship, and showing them the *modus operandi* of riding the wheel, I push on up the valley.—THOS. STEVENS, in *Outing* for May.


A. T. LANE, - Montreal.

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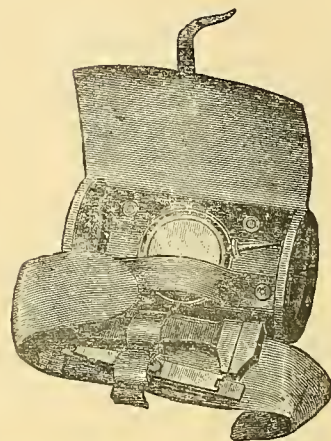
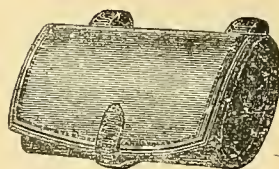
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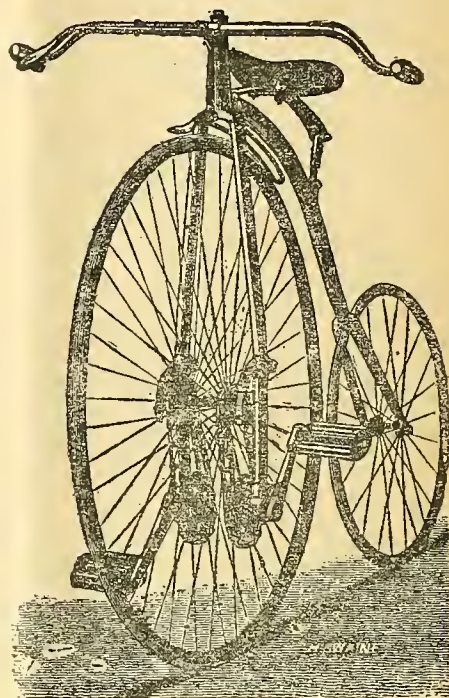
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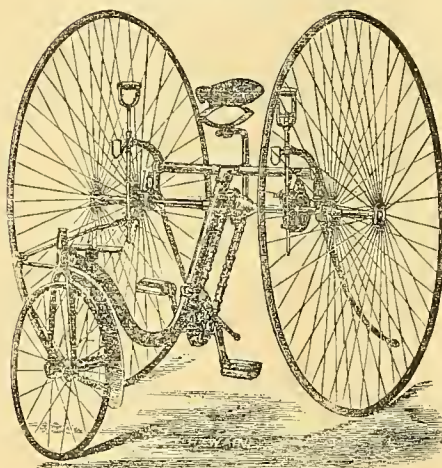
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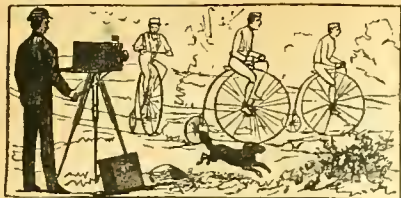
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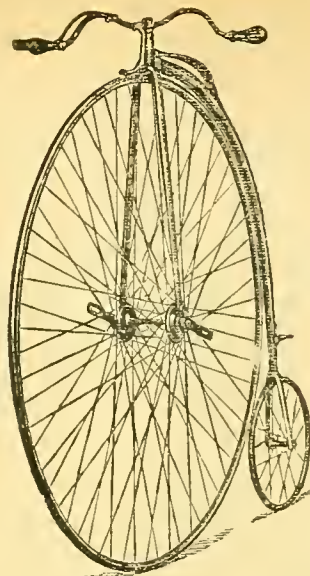
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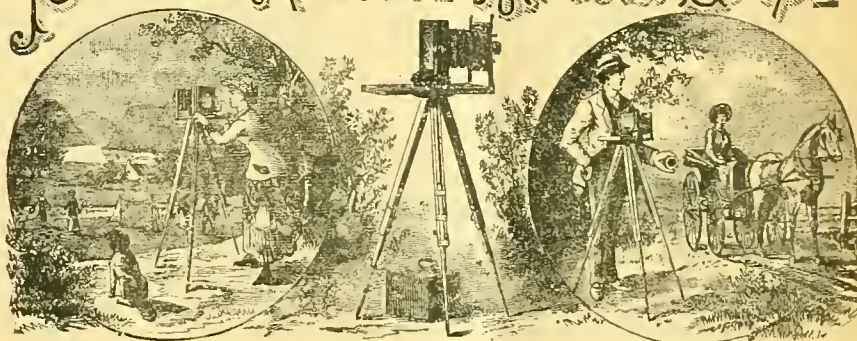
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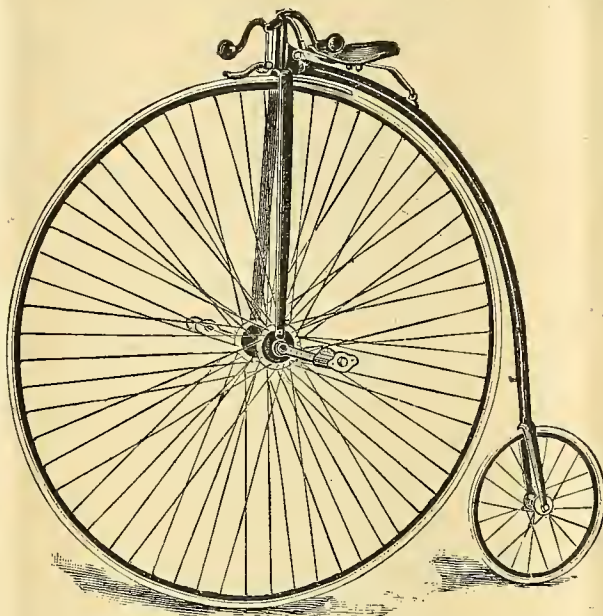
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