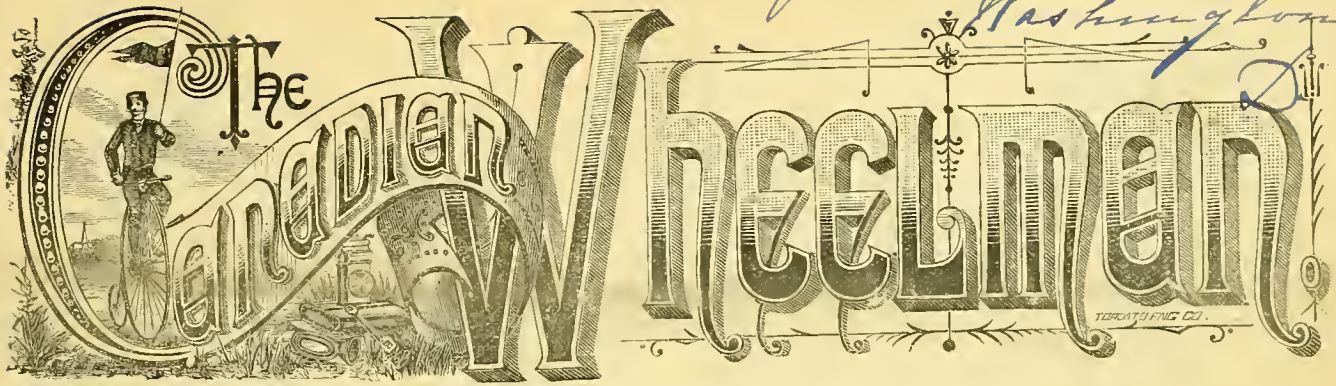


Capitol Bicycle Club
919 G. Street
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A JOURNAL OF CYCLING.

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

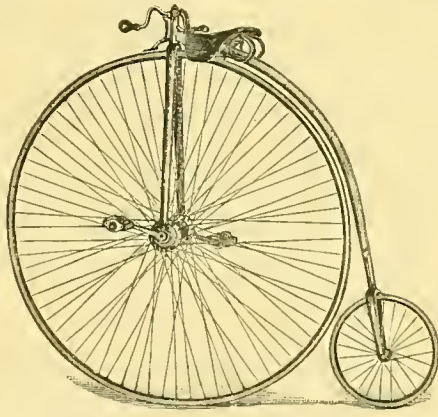
VOL. III.

LONDON, CANADA, MARCH, 1886.

No. 5.

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. BOWEN'S BALL BEARINGS all over, including Pedals. 43" FINISHED IN HARRINGTON'S ENAMEL.</p>
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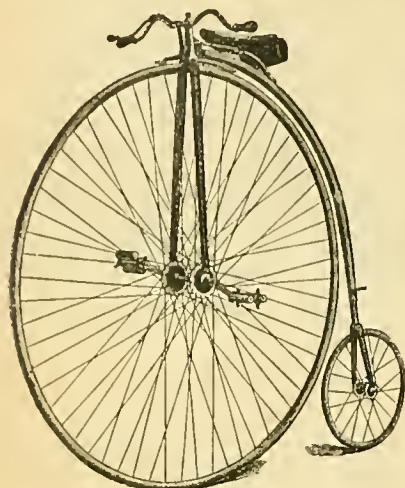
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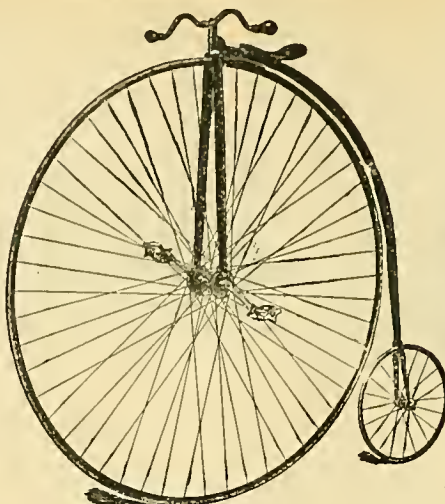
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THE MONARCH OF THE CYCLING WORLD!

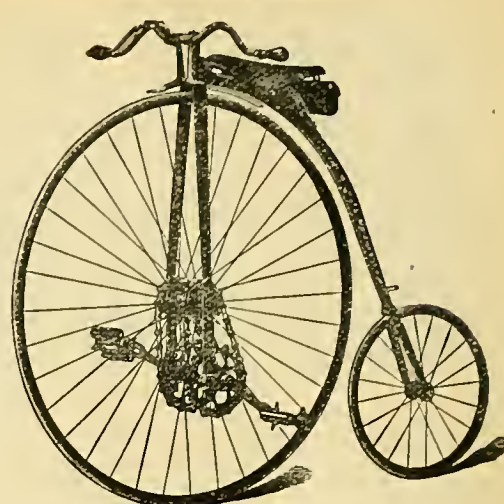
THE RUDGE LIGHT ROADSTER.



THE AMERICAN RUDGE.



THE RUDGE SAFETY.



A few of last year's Testimonials.

DURABLE AND EASY-RUNNING.

STRATFORD.—J. A. Kirk.—My Rudge Roadster has given me the best of satisfaction. It is easy riding and durable.

STANDS THE ROUGH ROADS.

KINCARDINE.—F. C. Coombe—I am very well pleased with my wheel. It runs very easily, and stands the rough roads splendidly.

SUITS HIM WELL.

TRENTON.—W. M. Ireland.—My Rudge suits me splendidly. I have taken some long tours, and have found it to be a first-class machine.

IT HAS STOOD ROUGH ROADS.

SIMCOE.—Harry Marlatte—Have ridden my Rudge over rough roads and it has stood it first-rate. It had some big falls, too, but the machine came out all right.

THINKS IT THE BEST.

THAMESFORD.—Henry Fillmore.—For finish, perfect workmanship and light running, I think my Rudge Light Roadster is the best machine in the market.

THE BEST.

BOSTON, Mass.—Fred. B. Sweetser.—While in Port Hope last summer I rode one of your Ridges. For good road-riding I consider it the best; in fact, I will ride no other.

A GOOD ROADSTER.

OTTAWA.—Maynard Rogers, and Lieut. Ottawa B.C.—I have ridden four different makes of machines, and like my Rudge better than them all. It is strong enough for road work, and light enough for racing.

WON EIGHT RACES ON HIS RUDGE.

WOODSTOCK.—A. B. Parmenter.—My 56-in. Rudge Light Roadster is the most rigid and lightest machine I have yet seen. I have ridden it a number of long distances, and have won eight races, and in every case it gave the utmost satisfaction.

ENTIRELY SATISFIED.

SEAFORTH.—Fred. W. Armitage.—I desire to express my entire satisfaction with my Rudge, after giving it a thorough test, both on road and track. I have stabled it for the winter worth every cent as much now as when first purchased. It is a wheel that combines both light weight and durability as well as excellent workmanship.

A STRONG TESTIMONIAL.

HAMILTON.—James B. Mundie, ex-captain Ramblers' B.C.—I have ridden almost every kind of bicycle, from the old Boneshaker up to my 55-inch Rudge Light Roadster, and the latter beats them all. I have made the 25 miles between Hamilton and Brantford, over one of the worst roads in the country, in 2 hours 40 minutes; from Hamilton to Niagara Falls (50 miles) in 5 hours, and similar tours on my Rudge. It is a most rigid and strong wheel—first-class, and entirely reliable.

The proof of the Wheel is in the Riding.

EVERY SATISFACTION.

BEAVERTON.—H. Westcott.—Your American Ridges gave every satisfaction.

A GOOD HILL-CLIMBER.

PARKDALE.—H. G. Todd—I ride an American Rudge, and like it very much. I find it a good hill-climber and an easy runner.

EASY-RUNNING.

WATERLOO.—George A. Bruce.—I have one of your Rudge machines, and find it is the easiest-running machine I ever rode.

THOROUGHLY SATISFIED.

TORONTO.—Jas. Malcolm, Knox College.—I am thoroughly satisfied with my American Rudge, and can recommend it as a Roadster.

STRONGLY RECOMMENDS IT.

ST. MARYS.—George Parsons.—I can ride my American Rudge a whole day and not feel tired. It is wearing splendidly, and I can strongly recommend it.

THE RUDGE THE BEST.

TORONTO.—F. Sparling.—Have ridden three different makes, but my American Rudge gives better satisfaction than any of them. It is excellent value for the money.

THE RUDGE SUPERIOR TO OTHERS.

ST. CATHARINES.—J. A. Sword.—My No. 2 Rudge has given me perfect satisfaction in every respect. Comparing it with other wheels, I find the Rudge far superior, both as to speed and durability.

IT STOOD THE TEST.

ST. CATHARINES.—E. W. Smith.—The Rudge No. 2 purchased from you last April has given me good satisfaction in every respect. It has stood the test of learning over a dozen persons to ride on a rink floor, that being one of the hardest surfaces to fall on, and with the exception of the paint being somewhat scratched, it is as good as new.

EASY-RUNNING AND WELL BUILT.

LAMBERTON MILLS.—L. B. Howland.—The 52-inch Rudge I secured from you last season has given every satisfaction, both as to bearings and durability. I have ridden for the past four years upon many differently-constructed machines, and have not, during all my experience found an easier-running and more rigidly-constructed machine than the Rudge. If I were securing a new machine it would undoubtedly be a Rudge.

AS GOOD AS NEW.

CALEDON.—C. Campbell.—My American Rudge has been in use almost every day during the past summer and has given complete satisfaction. I have found it to be a first-class bicycle, and superior to other makes in speed and finish. It has been used on roads that are none of the smoothest, but has required no repairs, and the spokes and tyres are as firm as when it was first taken out of the shop.

Practical experience is worth volumes of talk.

LIKES IT.

TORONTO.—F. A. Robinson.—I like my Rudge Safety purchased from you very much.

COULD NOT DO WITHOUT IT.

LINDSAY.—J. Riggs.—The Rudge Safety I got from you last summer gives me perfect satisfaction. I could not do without it.

WELL SATISFIED.

STRATFORD.—Wm. Boles.—I like my 40-inch Rudge Safety very well. It steers remarkably easy, and I am well pleased with it.

IT RUNS RAPIDLY.

TORONTO.—J. Carden.—I am perfectly satisfied with my Rudge Safety, and can recommend it. It is a well-made machine, steers easily and runs rapidly.

PREFERS IT TO OTHERS.

WEST TORONTO JUNCTION.—R. Burgess, C.P.R.—The Rudge Safety Bicycle received from you has given me entire satisfaction. I greatly prefer it to all others that I have used.

INVALUABLE TO HIM.

TORONTO.—Thos. Bengough.—I can speak very highly of my Rudge Safety. It is invaluable to me in getting from point to point in the city; besides, the pleasure and exercise derivable from it make it worth its price.

OF PRACTICAL UTILITY.

TORONTO.—Dr. Macdonald.—I find my Rudge Safety of practical utility to me in my profession. It has not needed a repair since I purchased it. I learned to ride it in half an hour. I can highly recommend it to my fellow-physicians.

IT HAS NEVER FAILED HIM.

NAPANEE.—A. R. Boyes.—I can say, after a season's almost daily use of my Rudge, that it has never failed to give me the utmost satisfaction and pleasure, being very easy-running, light, and at the same time as strong as heavier makes. I have tried a good many machines, but the Rudge suits me best.

A DOCTOR'S OPINION.

ST. CATHARINES.—E. Goodman, M.D.—The Rudge Safety I purchased of you last season has given me every satisfaction. I have used it in my profession often in preference to my horse, as I found it so much more convenient and exhilarating. In the matter of health, I would not be without one, and consider that there should be one in every family.

Mr. George W. Hodgetts, Manager Bank of Toronto, Mr. A. Monk and others of Ottawa, are mounted on Rudge Safeties.

The above are but a few of the scores of testimonials we have received from the purchasers of Rudge Wheels last season. They speak for themselves. Look at this page in the April issue of THE WHEELMAN for a description of our new Wheel specialties for 1886. Send 3 cent stamp for our New Illustrated Catalogue.

P.S.—We have now the sole agency for the RUDGE for Quebec, Ontario, Manitoba and British Columbia.

CHAS. ROBINSON & CO. 22 CHURCH ST., TORONTO.

The Canadian Wheelman:

A JOURNAL OF CYCLING.

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

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

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

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

LONDON, MARCH, 1886.

THE C.W.A. MEET.

The decision of the C.W.A. Board to hold the next annual meet of the Association in Montreal is one that will commend itself to the majority of the members of the Association. If any club in the Dominion deserves well at the hands of the Association it is the Montreal Bicycle Club. Somewhat laggard, perhaps, in first casting in its lot with what it may have had reason to fear would be an insignificant and short-lived Association—especially as such a move would virtually mean a severance from the old and strong League of American Wheelmen, of which the Montreal Club might almost be said to have been one of the founders. When once within the ranks of the C.W.A., it unselfishly set to work to do all in its power to advance the interests of the Association. As our Woodstock correspondent very truly remarks, the Montreal Club, almost isolated though it is from the great body of Canadian wheelmen, has pursued no dog-in-the-manger policy, but manfully done its share in insuring the success of each and every meet of the Association, no matter how far from Montreal that meet might be held, nor how little direct and personal control could be exercised by the members of the club over the preliminary arrangements. Although the Montreal Club has stood, in point of membership in the Association, very near the head, it has never, by reason of its distance from the other clubs, possessed that voice in the affairs of the Association that might reasonably have been expected. This year, for the first time, to the great body of Montreal wheelmen will be brought home a realization of the benefits that flow from their membership in the C.W.A. It will no longer seem to them an institution which they help to support for the benefit of bicycling in the abstract, but an institution of practical worth to them and to their sport.

Montreal deserves the meet, and deserves the hearty co-operation of the wheelmen of Ontario in making it a success that will eclipse all its predecessors. The wheelmen of this province will be false to the Association and ungrateful to Montreal if they do not respond in large numbers to the invitation of the Montreal Club. To hundreds it will furnish an opportunity of seeing the commercial metropolis of Canada under circumstances that may not be offered again for many years. Cheap rates will certainly be secured, and there will be little or no excuse for a small attendance from this province.

Needless to say, the Montreal boys will do their duty in the premises. They have had the experience and they possess the will, and we are looking forward to a C.W.A. meet perfect in management, large in numbers, and successful in a manner that will be a "record" hard to break.

DUES FOR 1886.

Within the next two months the majority of clubs will hold their annual meetings. In the heat of the election contests don't let the question of C.W.A. membership be forgotten. The Association should easily have a clear roll-call of 1000 paid-up members by July 1st; and if all the clubs do their duty this can be very easily accomplished. That is the date of the Association year, but all joining during the preceding three months of April, May and June are credited with membership for the year 1886-7. Send on your application to the Secretary. One dollar per annum, or fifty cents when the entire membership of a club joins.

AN ASSOCIATION UNIFORM.

The decision of the Board to recommend the adoption of an Association uniform is one that will generally commend itself to the members. All who have seen the L.A.W. uniform have been struck by its neatness and appropriate nature, and the fine effect produced by it in parades. Having stood the test of time, and proved itself an exceedingly convenient and handsome business suit, as well as fitted for the special purposes of cycling, the C.W.A. has done well in adopting it, and not, like the Athenians, spent its time in trying "to see or to hear some new thing," simply for the purpose of being different from its neighbors. A slight change in color has been deemed best, and the C.W.A. uniform will be of dark gray instead of brown. It is probable that some one wholesale house will agree to keep on hand a special line suitable for these uniforms, in which case the members of the Association will be promptly notified, and may then procure the cloth through their local tailors. It is to be trusted that the new uniform will be widely adopted.

THE GUIDE-BOOK.

The decision of the C.W.A. Board to issue a guide-book immediately was only arrived at after prolonged consideration and discussion. The expense connected with its publication was the main question, there being no difference of opinion as to the usefulness of such a book. The first C.W.A. guide-book, incomplete as it necessarily was, has been of great use to Canadian wheelmen, and was a very positive and practical return for membership in the Association. Its compilation entailed an immense amount of work upon the present infatigable Secretary-Treasurer, upon whose shoulders will again fall the main burden of the new edition. He should, however, be assisted as liberally as possible by all members of the Association. In fact, by their aid alone can a trustworthy and in any sense complete guide-book be published; and for the sake of the credit of the Association it is to be hoped

that a generous response will be made to the circulars asking for information which will soon be issued. There is no Canadian cyclist who reads this but can do his part in improving the character of the guide-book for 1886; and as the way to do a thing is to do it, let every one of them sit down at once and write to the Secretary of the Association a concise description of the roads in his neighborhood—whence they come, whither they lead; which should be ridden, which avoided, and many other particulars that will suggest themselves to the mind of every wheelman.

EDITORIAL NOTES.

Don't get your spring uniforms until you see the C.W.A. suit. Then you will have no other.

Let us have notes from every wheel centre for the April WHEELMAN. Come, boys, don't hide your light under a bushel any longer.

If there are any lady tricycle riders in Canada, THE WHEELMAN would be glad if they would use its columns to relate their experiences for the benefit of others of the sex.

The pastor of a church at Uniontown, Pa., has been compelled to resign because he can't ride a bicycle. If the rule were reversed we would have better sermons.

Mr. W. G. Ross has returned to Montreal after a lengthened visit down in Central America, where there was no small-pox. It is hoped that he will re-enter the racing lists, now that the meet is going to Montreal.

Their fame hath gone abroad throughout all the land. The *Bicycling World*, in speaking of the holding of the meet in Montreal, says: "The glorious old M.B.C. may be depended on to put the thing through in good style."

It is calculated that the cost of the guide-book will be from \$100 to \$150. Probably \$50 of this can be defrayed by advertisements. The average cost of each issue of THE WHEELMAN is \$35, less the receipts from advertising, which are an uncertain quantity. There is now between \$300 and \$400 in the Association treasury.

Let every wheelman who has the courage of his convictions, and believes that the knickerbockers are the neatest and most pleasant leg gear, wear them in business hours during '86. They would soon be the fashion. The C.W.A. uniform will make a handsome business suit.

It is not at all improbable that the next meet at Montreal will cover more than one day. The 1st of July will fall on a Thursday, and some of the Montreal boys are talking up a scheme for holding a second race meeting on Saturday afternoon, allowing Friday to be utilized for sight-seeing purposes. Saturday afternoon is a time when a large crowd could be depended upon, and if a number of the crack American fliers are in the city, as it is expected they will be, good sport could readily be provided both for Thursday and Saturday.

Says the *L.A.W. Bulletin*:

Several of our Canadian members have recently written to us relative to forming a division in that land of ice-palaces and toboggans. To all of them

we can give no better reply than to quote from a letter which we recently had cause to write to one of their number :

"There are no L.A.W. officers in Canada to my knowledge. A mutual courtesy membership can very properly be assumed in foreign organizations, but all executive or other work for mutual improvement, information or protection, is due your home organization first. This principle, which would cause us to resent interference in our own sphere, insures the protection of the C.W.A. in every relation with us in their own territory."

The kindly spirit in which the above is written will be fully appreciated by the members of the C.W.A.—except its reference to ice-palaces and toboggans. We certainly lead the world in ice-palaces and toboggan slides, but that they are typical of Canada we deny with as much emphasis as brother Aaron, of the *Bulletin*, would deny that he is a Comanche. Both are sectional characteristics of our respective countries—that is all. As the membership of the League in Canada is given as three, it would appear that those three gentlemen are decidedly ambitious.

HINTS FOR OLD AND YOUNG RIDERS.

In oiling any part of a machine, bear in mind that the object is not to have the bearings swim in oil, but merely to use enough to lubricate the parts which chafe. Too much oil acts as a dust-catcher.

If your machine squeaks, and you have been unable to locate the difficulty, examine the base-bearing of the head and you may find it as "dry as a bone." It is frequently the case that this bearing fits so snugly that no oil can penetrate it unless the head is loosened and the lubricant placed within.

See that your pedal rubbers are non-revolving. Many headers result from the slipping of pedals at critical moments.

To get the best results, use only a wheel on which you can ride up a grade without feeling that you are reaching for the pedals.

The rider of too large a machine has the following difficulties to contend with :

Inability to climb as steep a hill as on a smaller wheel.

Leg-weariness after a longer run than ordinary, also after a spurt, the difficulty being that the thigh is compelled to do the entire work, whereas if a smaller machine were ridden an ankle motion, involving the powerful muscles of the calf, would be brought into play.

Inability to stand upon the pedals when striking an obstruction or running into a hole, and consequently numerous headers.

A frequent cause of rattling about a machine is the leg-guard ; it gets too near the backbone and strikes it at every jar. I have known riders to study and search for the unaccountable rattle from this cause for months, and not be able to locate it, until I have shown them where the difficulty was. A few taps of the hammer on the guard close to the head will remedy the trouble.—MILO, in *Cyclist and Athlete*.

In the suit of the Pope Manufacturing Company against the Overman Wheel Co., manufacturers of the celebrated Victor bicycle, pending in the Supreme Court of Massachusetts, for an infringement of their patents, it is stated by the Overman Wheel Co. that a decision has been rendered in their favor and against the Pope Manufacturing Co.

WITHOUT A CHANGE.

All the makers are straining every nerve to gain records, and will go to almost any extent to accomplish their desire. It must be a great satisfaction to a dealer to be able to advertise that all the records were made on his machines, and that his machines are the only ones that can be ridden twenty-four hours without breaking down. It makes a pretty advertisement to say that the record was broken without change of machine, but at the same time it is well to keep within the bounds of truth. Of course I don't mean to say that anybody ever does advertise anything but the truth, yet I occasionally hear things that in spite of my guileless nature will sometimes awaken strange feelings of doubt and distrust. For instance, one hears A say to B : "See here, Mr. B, what makes you advertise that ——— broke that record without a change of machine?"

"Because he did," mildly responds Mr. B.

"Nonsense ! He told me himself that he knocked about all the spokes out of his little wheel on the first round, and on the second did the same with his big wheel. Isn't that true?"

"I don't deny it."

"Then how, in the name of all the unholy fiends, did he ride without a change of machine?"

"Well, I think you are a friend of mine, so I don't mind telling you, provided, of course, that you don't let it go any farther. I must see ——— and shut him up. He always did talk too much. We advertise that he rode without changing his machine, and it is true, that is, if you look at it in one way, and that is the way we, of course, look at it. If our customers don't do the same, that is, of course, not our fault."

"But you don't tell me how it was done," interrupted the impatient Mr. A.

"Why, don't you see, we put a new rear wheel in on the first round, and on the next round put a new front wheel in the same machine—the same machine, mind you."

"How about the backbone? Did that——"

"Never you mind about our backbone ; we don't advertise anything about them ; it is our wheels that we claim to beat the world on."

The waiter was whistled for, and the conversation quickly drifted into other channels.—*Wheel*.

Mr. E. H. Foote, of the Massachusetts Bicycle Club, has invented and patented an attachment to crank bicycles by which headers arising from the ordinary obstructions on the road are prevented. It consists of a small, swinging bifurcated frame, pivotally attached to the brake, and provided at the lower ends with rubber rolls which, when the driving-wheel strikes an obstacle, crowd between the rim of the wheel and the fork, thus preventing the frame of the machine from travelling forward when the large wheel has stopped. It has been thoroughly tested and found to work very well.

Maiden fair,
Cycler hold ;
Header square,
Story old.

TRADE NOTES.

Win. Payne has just received a large consignment of bicycles by the S.S. Caspian. He expects this month to have the largest and most complete stock of machines far in advance of any that he has handled the past seven years. Improvements : "Crypto" gear to bicycles ; sliding pedals ; detachable handle-bar ; double-action springs ; tilting saddle, etc. etc.

Geo. Frederick Brooks, M.D., of the Albany Bi. Club, has composed a bright, catchy waltz, arranged for the piano, which he has dedicated to the L.A.W. under the title of "The League Waltz." The title-page is unique, being lithographed from an original pen-and-ink drawing by the author. Edw. Schubert & Co., 23 Union Square, New York, are the publishers.

Gormully & Jeffery's new catalogue consists of 48 pages and cover. The cover is a handsomely-lithographed allegorical design in colors, and no expense has been spared to make this catalogue a work of the printers' art and perfect in its mechanical make-up. In it are minute and detailed descriptions of a very extended line of cycling novelties of interest to all who keep up with the times ; and it is G. & J.'s desire that every wheelman shall not hesitate to apply for this catalogue at an early date.

We are indebted to Mr. Robt. Ed. Phillips, member of the Institution of Mechanical Engineers, 10 Victoria Chambers, London, S.W., England, for a copy of his new work, "The Construction of Modern Cycles," an essay read before the Institution. It treats exhaustively of the modes of construction of all the various forms of bicycles, tricycles and tandems, illustrated by over 100 diagrams, and is a decidedly useful handbook for all interested in the principle of construction and complex mechanism of the modern cycle.

If the practical experience of a wheelman is of value as a guide to an intending purchaser, we should say that the strong testimonials in favor of the Rudge on Chas. Robinson & Co.'s advertising page were convincing proof that that machine is all that is claimed for it. Messrs. Robinson & Co. have been appointed sole agents for Rudge & Co. for Quebec, Ontario, Manitoba and British Columbia, and they are making extensive preparations for doing a large business. Their new catalogue is about to be issued.

I do not for one moment pretend to be a Sabbatarian, yet the National Cyclists' Union, with Lord Bury at its head, would have brought disgrace on the sport had it thrown out the motion at a recent council meeting to reject Sunday racing records. A quiet Sunday spin may be all very well for amateurs who are working from Monday to Saturday night, but it would be little else than a disgrace, to say nothing of the illegality, were a congregation dispersing after service to be run down by a mud-covered cyclist who was dashing through the public thoroughfares at express speed, and accompanied by the usual officials who were to verify that the rider beat record—perhaps to the end of a scheming firm of makers.—*The Bat*.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. JAS. S. BRIERLEY, *Journal*, St. Thomas, Ont.

Vice-Pres.—Mr. W. G. EAKINS, *Mail*, Toronto, Ont.

Sec.-Treas.—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

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Representatives:

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W. E. Tisdale, Simcoe.
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R. M. Ballantyne, Stratford.

DISTRICT NO. 2

Comprises that part of Ontario east of District No. 1, and west of and including the Counties of Northumberland and Peterborough.

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Comprises the entire Province of Quebec.

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Representative:

J. D. Miller, P.O. Box 1148, Montreal.

DISTRICT NO. 5

Comprises Manitoba and the North West Territories.

Chief Consul:

A. J. Darch, Winnipeg.

Representative:

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St. Catharines.—A. N. Lindsay.
Brighton.—R. J. Bowles.
Niagara Falls.—John Robinson.
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Newmarket.—Thos. C. Watson.
Markham.—Jay J. Ross.
Richmond Hill.—Theo. G. Law.

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Brockville.—A. L. Murray.
Napanee.—Alex. Leslie.
Kingston.—Wm. Nicol.
Belleville.—R. E. Clarke.
Carleton Place.—Alex. T. Taylor.
Cornwall.—H. Turner.

DISTRICT NO. 4.

Montreal City.—A. T. Lane, P.O. Box 967.
“ “ J. T. Gnaedinger, St. Peter Street.
“ “ J. K. Scales, 234 St. James Street.
Sherbrooke City.—R. N. Robins.

Mr. W. A. Karn, C.C. No. 1 District, has appointed the Grigg House as Hotel Headquarters for C.W.A. at London.

SPRING MEETING OF THE C.W.A. BOARD.

The spring meeting of the Executive Board of the C.W.A. was held in the Walker House, Toronto, on Friday, February 19th. There were present: Jas. S. Brierley, President, St. Thomas; W. G. Eakins, Vice-President, Toronto; Hal. B. Donly, Sec.-Treas., Simcoe; W. A. Karn, Chief Consul, and J. G. Hay, Representative, Woodstock; J. D. Miller, Representative, Montreal; H. Ryrie, Representative, Toronto.

The first business taken up was the revision of the Constitution and By-laws. Among the amendments suggested, which will be submitted to the annual meeting of the Association in July, was one more clearly defining the amateur rule. The Association will hereafter recognize as athletic exercises all those sports under the jurisdiction of the Canadian Association of Amateur Athletes, including running, walking, jumping,

pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug-of-war, and rowing, boxing, sparring, lacrosse, polo, roller and ice-skating; and any violation of the amateur rules governing these sports will be considered a violation of the rules of the C.W.A. The other amendments are of minor importance.

Written applications for the next meet were received from Montreal and Brantford, and a verbal one, per the Secretary, from Belleville. On a vote being taken, Montreal was selected, the Association and the Montreal Club to share and share alike in receipts and disbursements.

It was also decided to recommend the adoption of an Association uniform, the same to consist of a Norfolk jacket, similar in cut to the L.A.W. uniform, knee-breeches and stockings, all of a dark-gray color. Specimens of the cloth considered most suitable were ordered to be secured and sent to the various clubs.

The advisability of publishing a guide-book during the current year was discussed at length; the principal question at issue being whether the Association could afford to publish both THE CANADIAN WHEELMAN and the guide-book, and, if not, which would be the most useful to the Association. The consensus of opinion seemed to be that the existence of an official organ was absolutely necessary, and that the guide-book was of secondary consideration, but as the funds of the Association were in a prosperous condition—being between three and four hundred dollars—it was felt that both the paper and the guide-book could be undertaken. The work of getting the latter out will therefore be vigorously pushed forward, so that it may be ready for the cycling season.

Correspondence.

THE ENGLISH TOUR.

Editor CANADIAN WHEELMAN:

DEAR SIR,—We have heard complaints from different sources that the English touring party, which Messrs. Ryrie, Chandler and myself are organizing for this spring, is to be composed exclusively of members of Toronto Bicycle Club.

There is no foundation whatever for these complaints, and we regret exceedingly that such should be the impression. It is contrary to our intention to make it a club affair. All we wish is that it shall be thoroughly Canadian.

Owing to inconveniences of a large party touring together, we have decided to limit the number. I should like all Canadian bicyclists, and particularly members of the C.W.A., to note that we extend a hearty invitation to all those who wish to join us.

The date of leaving, although not definitely settled, will likely be about the middle of April. Time away, two months. Estimated cost, under \$250.

Further particulars will be given to those who will communicate with either Mr. Ryrie, Toronto, Mr. Chandler, Newcastle, or myself.

Yours truly,

A. F. WEBSTER.

Toronto, Feb. 24, 1886.

“Have you ridden much of late?” asked Spook of Babster’s bright boy, who is learning to ride the bicycle. “Oh, yes, off and on,” replied young Babster, with a wicked smile.

Wheelman Centres.

TORONTO.

The Toronto Club has had its annual meeting and elected its officers. I was badly left—not even being appointed caretaker of the black-board and chalk. Modesty generally militates against a person's advancement, and genuine worth is frequently overlooked. I hope this will secure my unanimous election next year. The result of the balloting was as follows:

President, A. F. Webster; Vice-President, R. T. Blachford; Secretary, A. S. Bowers; Statistical Secretary, W. H. West; Treasurer, J. F. Lawson; Captain, W. H. Cox; 1st Lieut., F. J. Brimer; 2nd do., Grant Helliwell; 2nd do., W. Robins; Bugler, W. H. Brown; Committee, H. Ryrie, C. E. Lailey, G. Helliwell, A. J. Magurn; Surgeon, Dr. P. E. Doolittle. The club now enters on its sixth year, and having elected an active and efficient staff of officers, is quite certain to make the coming bicycle season surpass all previous years.

President Webster is an A1 good fellow, and the most popular wheelman in Toronto. He does the club honor. Mr. Webster, Harry Ryrie, the jeweller, and Mr. Chandler, have laid out a foreign wheeling tour. They leave for England in April, and propose using up between two and three months' time in wheeling through the old country, France and other municipalities over there. The trio meet once a month for practice in £'s-shillings-and-pence arithmetic. Ryrie says that it takes him about seven minutes by a Waterbury watch to translate £2 6s. 4½d. into such a shape that he knows how much it really means. Besides the arithmetic school, they have secured the services of a blawsted Henglishman "just out" (of gaol?), who is teaching them to speak English "as it should be spoke." Mr. Webster is having a bicycle suit made of checked cloth, with the squares measuring 3in. x 2in. I won't say any more about the affair, as my envy is developing to enormous proportions, but I hope they'll have a good time.

Talking about tours, why do not Messrs. Brierty and Donly propose a Canadian tour—that is, a band of Canadian riders to navigate the plains of New York State, for instance?

The recent thaw has started the boys a-thinking and a-talking about wheels.

Good-by till spring and fly-time.

PETE.

Toronto, Feb. 24, 1886.

NEWMARKET.

You will have them all awake soon. We have very little news for you here at present, our club having been formed only last summer, but we expect to have about a dozen members in the spring.

The boys all intend to join the C.W.A. They think you have struck the right way of publishing THE WHEELMAN. It is just the thing for small clubs and country members, keeping them posted on bicycling news.

Of course, wheeling is all shut down at present, but cyclists, when visiting this locality, will find the following a very pleasant trip: Leaving Toronto by way of Yonge street (a good macadamized road), and passing through the villages of Thornhill and Richmond Hill, Bond's

Lake is reached, 20 miles distant from Toronto, a pretty little sheet of water, which looks very cool and inviting from the roadside, and where good bass fishing may be enjoyed in season. Proceeding north, we next pass through the village of Aurora, and three miles further reach the County Industrial Home, a large red brick building (on the west), which the tourist will readily recognize as a landmark. On turning here to the east, a distance of one mile further, the town of Newmarket is reached. Going north three miles, we reach the village of Sharon; here a building of peculiar construction strikes the eye, "The Temple," the topmost feature of which is a large golden ball, suspended between four spires, which, with another building, the "Meeting-house," belong to a religious society called the "Children of Peace," or "Danites." A visit to the interior of both will be found interesting. Continuing north over a fine gravel road to Roach's Point (15 miles), a noted camping and pleasure resort on Lake Simcoe, and where boating and other accommodation are also provided for tourists. The latter portion of the route is particularly picturesque, winding closely along the shore, and affording a fine, cool ride. If pressed for time, the cyclist may take the ferry from Roach's Point to Belle Ewart, which connects with the Northern RR., and so return to Toronto. A description of a more extended trip around the Lake will be given, with your permission, in some future issue.

A NEWMARKET ROVER.

Newmarket, Feb. 6, 1886.

WOODSTOCK.

Am sorry to see that the letters from correspondents are falling off again, as last month's issue only had one or two. However, there is nothing for it but to keep on, like Mrs. Caudle, "a-naggin' away," till the boys see the error of their ways.

Our new club-rooms are rapidly approaching completion, and we hope to be in them by the middle of next month. In my next I will give you a short description of them, as it may be of interest to other towns to know what has been done here, and can be done in any decent-sized place by a little determined effort; and the establishment of an association such as ours in any town is a step that will never be regretted.

Although there is little doing locally, the meeting of the C.W.A. Board is a matter in which we are all interested, and there seems to have been much for discussion before them this time. What has been done is of course not generally known yet, only what can be gathered from our own representatives, Mr. Karn and Mr. Hay. We certainly seem to have a progressive Board, judging from their actions respecting publishing a new guide-book, adopting an Association uniform, etc. Both of these are, I think, moves in the right direction.

Touring has been growing to such an extent, particularly during the past year, that a reliable book of information about roads, hotels, municipal rules regarding sidewalk riding, etc., will be a great boon to tourists. There seems to be a very vague idea of routes amongst riders, and this can only be helped by a full and complete "Guide," such as the last one issued certainly was not. If the present one is carefully compiled it should be good for many years to come

upon all the leading points. The adoption of a uniform is also, I think, a good move, and the price at which the one chosen can be purchased places it within any rider's reach. The effect of a C.W.A. parade with all the riders in the same uniform, each club distinguished by its cap and banner, will certainly be very fine.

The new definition of an amateur seems to be a most complete one, judging from its length as described by one of our representatives, who said it would "cover the side of a newspaper." Well, I do not think it can be too complete, for our aim should be, not to make racing and the prizes offered a regular picnic for a few who have special chances to train and can devote unlimited time to it, and who are virtually half-professional, but to try and guard it so that any member of the C.W.A. who is fond of exercise and will race for the love of it, and is in every sense an amateur, can have a good chance to win the honors connected with it. I believe that while it is very fine to have the records cut away down, that as it is hard for a pure amateur to do this, the loss is as great as the gain, looking at it in the light of keeping the sport popular. The more racers we have, all having a fair chance to win, the greater interest there will be in race meetings.

So Montreal is to have the meet this year. Well, while personally rather regretting it, as I fear I shall not be able to see it, I think they are fairly entitled to it, as the actions of the Montreal men have always been very fair-spirited in regard to it elsewhere; that is, there has been nothing of the "dog-in-the-manger" spirit about them, but they have always done their utmost to support it wherever it was held. I am glad also to hear that W. G. Ross will be on the track again this year, for, both as a racer and as a man, he is a "dandy."

While on the subject of race meetings, I might mention that everything looks very promising for our meet on May 24th. At the regular weekly meeting of the Association last night, one of our prominent members read a letter from a leading professional on the other side, in which he said that if a liberal purse was offered as an addition to a sweepstakes to be gotten up for a race to decide the much-discussed question of the professional championship of Canada, he could promise a large field of riders. He had also communicated with a number of the best amateurs, who signified their willingness to come here, so that everything points to our having the grandest day's sport ever seen in Canada. You may be sure our well known pushers here will leave no stone unturned to make it so.

The genial face of the well-known and popular Secretary of the C.W.A. brightened up the town from Saturday till Monday last, on his way home from the Board meeting. Hal. is always welcome here.

By the way, one of our leading ministers here had a whack at the Association in a sermon to young men on Sunday evening last. As, at the very outset of his remarks, he confessed that he *knew* nothing of the aim and object of its promoters, one of our leading men thinks that he would have done as well to *say* nothing.

Quite a ripple of excitement was caused here the other day by the alleged advent of another "fier" in our midst, or rather by the unexpected

discovery of one. Clarke has been praying ever since that he will spare him, and not carry off *all* his hard-earned laurels. He (the new flier) seems to go a great deal on *home* training. It certainly must be very nice to put up your machine in the back kitchen or parlor, as your "maw" will permit, and then, in such nice surroundings, "knock the tar" out of all the records; and after it is over be rubbed down and put to bed by your grandmother, or maiden aunt, or whoever is handy. The day will come when all races will be ridden at home without all the unpleasant surroundings of a race track such as jeering small boys, etc., when a man don't win. Perhaps this will meet with the approval of the aforesaid minister.

Well, I must bid you adieu once more.

Yours, etc., BICYCLE.

Woodstock, Feb 18, 1886.

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TWELVE SUGGESTIONS FOR SAFE RIDING.

President Henry W. Williams, of the Massachusetts Bicycle Club, has compiled the following rules:

1. Select a bicycle that is small enough to avoid the necessity of stretching for the pedals: a full weight roadster; one which has a full inch tire on the driving wheel; one which has a good brake; without a cradle spring or any spring capable of a sidewise movement.—2. Set the saddle well forward.—3. Do not use rubber soles, unless you intend never to mount a wheel without them.—4. Sit erect. Do not lean forward.—5. After you have once acquired the art of riding with "hands off," leave it and similar accomplishments to "trick riders."—6. Learn thoroughly the art of "treading back"—7. Cultivate quick pedalling.—8. Do not coast.—9. Ride down hills, feet on pedals, at a good, but not a reckless, pace. Do not crawl down slowly.—10. Take rough, rutty and sandy places at a good speed.—11. When you are in a bad place, don't lose your head, but stick to your wheel. It will almost invariably take you through.—12. Learn to spring back and grasp the backbone, and you are prepared for almost any emergency.

BEAUTIFUL, TIRELESS WHEEL.

COLA E. STONE'S LAST POEM.

Beautiful, tireless wheel,
Of thee I sing;
Under my tread you feel
Some living thing,
Though from me riches flee,
Friends turn away from me,
Mine you shall always be,
To thee I'll cling.

Thousands of miles we've gone,
Careless and free;
Staunchly you've borne me on,
Ne'er failing me.
Down from the hill-side high
None can so quickly fly,
No one can pass us by,
None are like thee.

Ne'er shall rough stranger hand
Lead thee away;
There's not in all the land
Wealth to repay
My graceful wheel so true—
Light, strong, and rigid, too!
Ne'er will I part from you
Till the Last Day!

A MILE IN TWO MINUTES.

Four or five years ago I predicted that the bicycle racer would, before the close of this century, equal, and probably surpass, the best trotting horse record in covering one mile. Since then I have lived to see the bicycle-racer gain a quarter of a minute on the horse. Part of this gain is due to greater perfection in the wheel, part to better tracks, part to better riding. The bicycle-rider is still over twenty seconds behind the horse. The horse is still gaining in speed. Before the century closes, it is considered probable that the horse will trot a mile in two minutes. This is over half a minute quicker than the best bicycle record. Can the man overtake the horse? The answer to this depends upon several propositions.

The gain in speed of the horse depends upon the improvement of the horse. Not more than a second or two can be gained by the horse through improvements in training or in sulkies, or both. The increase for the horse depends upon breeding better horses.

The bicycle-rider is not improving. The greater number of riders, giving a wider range for selection, increases the chances for the appearance of a phenomenal racer. A few seconds may still be gained by better training. But it is hopeless to look for a man who can ride one of the present styles of bicycles much faster than has already been done. We are not breeding men on scientific principles, for speed, like horses. Hence, we need not expect much better men to appear on the track.

The bicycle-racer must, therefore, look almost wholly to improvements in the machine for increase of speed. An improvement in the bicycle great enough to enable a racer to ride a mile more than half a minute quicker than the present record of 2.31 and a fraction must necessarily be a radical change from present forms of construction. No amount of increased perfection in details will suffice to cover that enormous odds. Besides, it is questionable if the present form of wheel can be much improved. They are now manufactured almost perfect in simplicity, lightness, strength, proportion, etc. The track cannot be improved any further, or but the merest trifle.

Evidently the radical improvement needed to greatly quicken the speed must be in the method of propulsion. The main difficulty is not that a rider has not sufficient strength, but that he cannot ply his legs with sufficient speed to go at the rate of a mile in two minutes, even if no perceptible power were required to drive the wheel. Hendee, Rowe, Weber and the English fliers have about reached the limit of possible speed in the play of the pedals. But they have not reached, nor begun to approach, the limit of power possible at a moderate speed of pedal play. Nobody knows, nobody has even guessed, the possible speed which may be attained by wheels geared to run faster than the pedals on a light-racing wheel.

I am of those who believe that the bicycle, perfect as we think it is, is still in its infancy—a crude and imperfect vehicle, compared with what it will be by-and-by. I believe that the next fifteen years will probably witness a radical and almost revolutionary change in the methods by which the power of the rider will be applied to the propulsion of the wheel—something which will retire all present forms to the scrap heap. I make this prediction

confidently, because I know that the force necessary to drive a man and wheel at the rate of a mile in two minutes is far within the muscular power of man. Exactly the power required for such a speed is easily calculated by a mathematician; and it is demonstrable that if the muscular force of a man can be applied to the best advantage, so as to transmit even seventy-five per cent. of it to the propulsive machinery of the wheel, he can exert a power sufficient to drive him, on a still day, over a level and smooth track at the rate of about a mile a minute. With the present wheel, a great part of this power is wasted in the effort required to raise and lower his legs at a speed more rapid than nature has provided for if he is to put forth the whole of his muscular force. To go a mile in three minutes, a man riding a 50-inch bicycle has to raise and lower each foot and leg, weighing about thirty pounds, over a space of about ten inches perpendicular at the rate of one hundred and forty-nine times per minute. This of itself is a great task, even if he uses no power at all to propel the wheel. The muscular machinery is too heavy for such a quick motion. It is exhausted in moving itself. Give it a slower motion and it can exert a power much greater in proportion to its speed. PRESIDENT BATES.

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ONCE AGAIN!

She was a dear little girl, and he wore a fierce, determined get-there-or-break-a-suspender look, and as they poured out their souls in one long 10-to-the-cwt. kiss on the back rail of the orchard gate, there was naught to disturb the sacred silence of their raptures but the cold, remorseless shadow of a last year's crinoline that lay neglected on the marrow-bed. Then she said, suddenly, "I don't believe you are a wheelist." "Why not, O soul of my soul?" he replied, "have I not told you often that I can ride the flying wheel?" "Well," came the reply, soft and gentle as the drowsy hum of next door's saw-mill, "anyway you don't hug half so hard as some of the other fellows in the club."—*The Wheel.*

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A FACT.—Mrs. B—loq. to cycling friends: "Yes, and last week, finding the baby wheel of Mr. B—'s bicycle on the library table, where he'd been cleaning the horrid, greasy thing, I picked it up—intending to give him a good scare by hiding it—when a whole lot of little shot rolled out from somewhere inside and were lost. Mr. B—wondered, at dinner, this evening, 'how in the world (only I don't remember that he said "world") so much sand had gotten into his little wheel.' I'm sure I don't know, for I bought some shot and put 'em in again as soon as I had lost the others, and it was as good as new."

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Thus the world moves on. What was the despised hobby of yesterday is the popular craze of to-day. But there will have to be another step in advance before the wheelmen take front rank. Until some genius invents a bicycle that will accommodate two and can be managed with one hand, the day when every one will be on wheels, which is so often predicted by enthusiasts, will never come, and buggy-driving will hold its own. —E.A.

GEORGE H. HILL.

THE adjoining cut represents a new addition to the ranks of the professional fancy bicycle performers. Along with two or three others Mr. Hill is a specimen of "home production," being Canadian born. Montreal was the scene of his arrival on this particular planet on the 14th of August, 1866. For the last five years he has lived among wheels. He early entered the employ of Mr. A. T. Lane, of Montreal, and a year ago came to Toronto, and connected himself with the establishment of Chas. Robinson & Co., bicycle merchants, of Church st. The result of this constant work among wheels led to his trying his hand in 1883, when he won a 16-mile road race of the Montreal Bicycle Club, a 3-mile race at the games of the St. Patrick's Society, and several minor events. In 1884 he began to try his hand at fancy riding, and rode against Doolittle and Brunnell on one occasion at Montreal. He gave his first public exhibition of fancy riding in the fall of 1884 in Montreal. During the present season he has assiduously continued practising, being provided with a fine silver-plated 46-inch wheel, manufactured specially for him. He made his *debut* at the Toronto Princess Roller Rink recently, where he gave a very successful exhibition. His balancing feats are specially good. One of his best feats is the



placing of his wheel on a ladder raised several feet from the ground, horizontally, and then balancing on the bicycle in a variety of ways. He rides with a remarkable ease and grace, which, combined with courage and daring, gives him the necessary qualifications for being a successful fancy rider. Mr. Hill has now started on a regular tour of Ontario, under the management of Chas. Robinson & Co., 22 Church street, Toronto.

THE SECOND PRIZE WAS A BEAUTY.

When Whittaker was in Chicago at the October races he made many friends by his jolly ways, and they will relish the following from the *American Wheelman*:

When Whittaker was up at the Chicago races he had no intention to run in the Safety race, and a walk-over was generally conceded to Van Sicklen. Before the race, however, Van approached Whit and said:

"Why don't you enter? There's an elegant second prize."

"I haven't got a wheel," replied Whittaker.

"That's nothing; borrow one," said the Chicago champion. "We can take it easy, and that second prize is a beauty."

A little more talk ensued, and when Van saw that Whittaker was about to take him at his word, he did not appear half as anxious. The St. Louis man, however, with his usual rapidity of action, immediately proceeded to hustle for a wheel. He went to Al Spalding's and tried to get a Kangaroo, but met with no success, and he would have been compelled to stay out of the race had not Phil Hammill come to the front and volunteered the loan of his Rudge Safety, geared up to 54 inches.

Once in his hands, Whittaker borrowed a monkey wrench and proceeded to divest the machine of its superfluous "fixings," brake, dust-cap, etc., all coming off, one after another. Presently up came Van Sicklen.

"Ah, ha!" said he; "you're fixed, eh?"

"You bet yer," returned Whit, going for the nuts as though time were precious.

"What's it geared up to?"

"Sixty-four," replied the joking boy from St. Louis, with a grin that Van did not perceive.

"Whew!" ejaculated the Chicago champion, with a prolonged whistle, "three inches more than mine. You'll have a walk-over for second. It's an elegant prize."

"You bet yer," replied Whit, surveying the results of his labor.

"Say," returned Van, "there's no use in rushing ourselves. Let's take it easy and just spurt at the finish, eh?"

"Suits me all right," replied Whit.

"Sixty-four, I think you said?"

"Yes, sixty-four; but I expect it'll be hard pushing."

"Well, we'll take it easy. No use in rushing, you know; you're bound to get second prize, and it's a beauty."

Shortly afterwards the racers started from the scratch and ran along side by side for one or two laps, Van taking the opportunity to again impress upon Whittaker the needlessness of rushing, and alluding to the beauty of the second prize: but, after this distance had been traversed, Whittaker's blood became warm, and he suggested the propriety of a spurt, finally telling Van if he didn't spurt he (Whittaker) would, anyhow, and, true to his word, he did, and a lively race ensued: Whittaker finally crossing the line first with a lead of sixty yards on his opponent.

"Say, Van," said Whittaker, as the two champions entered the dressing-tent, "that second prize is a beauty!"

At the dinner of the London (Eng.) Bicycle Club, Mr. Rucker read the following parody on a well-known song from the "Mikado":

I've seen a Canary (it was not a tomtit)

On a wheel oh! one wheel oh! one wheel oh!

And I said to him: Dicky-bird, how can you sit

On a wheel oh! one wheel oh! one wheel oh!

Is it balance or trickery, Birdie, I cried,

That enables you so your one wheel to bestride?

No notice he took, but continued to ride

His wheel oh! one wheel oh! one wheel oh!

I thought that I, too, would so much like to ride

On a wheel oh! one wheel oh! one wheel oh!

When I started the lookers-on cried: Get inside

Yer wheel oh! one wheel oh! one wheel oh!

I am covered with cuts, and have bruises a score;

I said: Botheration! Don't think that I swore;

But I'm darned if I ever will ride any more

On a wheel oh! one wheel oh! one wheel oh!

BULL AND BICYCLE.

There is an old half-mile racing track on the Fry farm, two miles from Elkton, Pa. It has been used but little for several years, but last summer a number of young men who owned good road horses had the track put in order to exercise their horses on, the roads in the vicinity not being in good condition. During the past week Farmer Fry has had a three-year-old blooded bull tied in the lot where the track is situated. The bull had never manifested an ugly disposition, and never took any notice of the driving or noises around the track, although he stood near it. On Friday last a young man named Stephen Pickens, a nephew of Fry, who lived in a neighboring village, went to visit his uncle. He recently purchased a bicycle, and rode to Fry's on his machine. The same afternoon he went on the race track for a spin. He had gone but twice around the track when he heard the bull bellowing behind him. Looking back over his shoulder, he saw the bull following him at the top of his speed, and only a few feet behind him. Pickens ran his bicycle as fast as he could, supposing that he could easily distance the pursuing bull, but he had not yet become an expert on the wheel, and he found that the best he could do was to keep only just so far ahead of the animal. The bull kept his position until he had chased the bicyclist twice around the track, when he began to fall behind. Pickens had been shouting at the top of his lungs for help, but the farm-house was nearly a mile from the track, and no one heard him. When he saw the bull begin to weaken, as he supposed, he thought he had escaped all danger and could get far enough out of the way to permit his making his way out of the lot with safety. On looking back, however, he saw the bull bearing down on him by a cross-cut from the track, and the next moment the animal struck the bicycle with his head lowered, and machine, rider and all, were hurled into the grass at the side of the track. Pickens does not remember how he extricated himself from his wheel, but when he recovered himself he was on the opposite side of the fence, three rods from the track. The bull had evidently been dazed also by the shock, for he was turning around and around in a circle near the spot, and shaking his head in a curious manner. A few moments afterwards he seemed to recover himself, and walked slowly away as if nothing had happened. Pickens had received some bad bruises and scratches, but no serious injury. He hurried back to the farm-house, and his uncle went to the rescue of the bicycle, which was badly wrecked. The bull, which had never seen a bicycle before, had evidently become enraged at its strange appearance in his domain, and had broken the rope by which he was tied to a stake, and started in pursuit of it.—*Exchange*.

FACT RECENTLY OVERHEARD.—Couple on a tandem tri. He: "Think, darling, you might stop pedalling for a while, if you like; we have now got over the worst bit of the hill." She (behind): "Thanks, dear, but I had stopped ever so long ago. There were so many people looking on, you know, and I thought you would like to look as gallant as possible

Wheel Tracks.

New Orleans has an excellent drill team.

Henry Sturmey advocates T or spade-handle grips for all bicycles.

Robert Cripps, the English racer, contemplates permanent removal to America.

The Philadelphia *Cycling Record* ceased publication about the middle of February.

It is rumored that Messrs. Spalding, the Western cycling firm, are going to establish an agency in Philadelphia.

Weber on his Star would astonish our English brethren. By all means let him visit England the coming spring.

Fred. Jenkins on Feb. 1 resigned his position as managing editor of the *Wheel*, and severed his connection with that journal.

Those who know best say that the Star wheel has in store for us this season greater surprises than Kluge's mile at Springfield last fall.

The Massachusetts Division of the L.A.W. has upwards of \$400 in its treasury, all of which it is willing to devote to the coming meet.

A new bicycle manufacturing concern will shortly be started in Springfield, with a capital of \$150,000. It will make the "Cyclone" bicycle.

Hendee will not race to any extent during the year 1886. He will participate in a few club races, but will not go into any of the important races.

The next annual meeting of the L.A.W. will be held at Boston, May 27, 28, 29. Already several ladies have expressed a wish to participate in the parade.

Messrs. Starley & Sutton, of the Meteor Works, Coventry, England, have received an order to supply a tricycle for the use of the Ameer of Afghanistan.

Westbrook and Hacker say they have deposited twenty-five dollars with the New York *Clipper* as a guarantee of good faith for a contest against any other team in the world.

Few at this day will dispute that the cycle is a very important factor in matters pertaining to pleasure, business and health, and it is more patent each returning spring that it is no "craze."

A three-mile bicycle race for a purse, between G. H. Hill and W. G. Hurst, at the Princess Roller Rink, Toronto, was won by Hurst by half a lap. Time, 8 minutes.

Mr. Charles E. Duryea, of St. Louis, has just patented a novel bicycle, consisting essentially of a large inclined driving wheel, with the seat alongside the wheel and over the bottom part, and a trailing wheel.

According to the annual report of the superintendent of Fairmount Park, Philadelphia, 42,382 bicyclers entered by the various avenues last year, as against 54,759 equestrians, 972,947 horse vehicles, and 6,116,972 pedestrians.

Mr. C. K. Alley has united with two other Buffalo gentlemen, under the firm name of Fleming, Brewster & Alley, for the purpose of starting a first-class printing establishment in New York. They will print *Outing* for the publishers.

Robert Neilson, of Boston, wants any rider in Canada who doesn't allow his title of the champion of the Dominion to put up his money, and sign articles. Bob contemplates visiting Canada for this purpose, in a short time.

Ducker and Goodman's "Wheelman's Reference Book" is progressing speedily. It will contain a deal of matter connected with the history of cycling, records, etc., and a special feature will be lithograph portraits of racing men and noted wheelmen.

Englishmen find America a delightful place to spend their vacation, and already a large delegation of the leading lights have expressed their intention to pay the United States and Canada a visit next fall, from about September 1st to October 1st.

The *Pall Mall Gazette* says: "Who knows but that before the next century dawns it will be recognized that the inventor of the bicycle has done more to revolutionize the religious, moral and social ideas of mankind than all the philosophers of our time?"

Harrington & Co., of England, are bringing out an adjustable Γ pin, whereby the pitch of the saddle can be altered without the use of a tilt—a most useful and yet effective arrangement which will save a vast amount of labor now spent in saddle adjustment.

Bicycling is thought to be the greatest rival of boating, and the decline of aquatic interest on the Passaic is attributed in a great measure to the popularity of the bicycle. Old oarsmen may be found straddling the skeleton wheel in every part of the country.—*Newark Sunday Call*.

The Oregon legislature recently passed a law to the effect that tricyclists and bicyclists must stop riding whenever they approach within one hundred yards of a team, and, after dismounting, remain standing until the team has passed. The wheelmen of the Portland Bicycle Club are to contest the validity of this statute.

The new C.T.C. ticket is out. It is very neat, and has lasting qualities that no paste-board can possibly possess. The ticket for 1886 is changed somewhat from that of 1885. In place of the badge which appeared outside before, we now have 1886 printed in gold right across the ticket, so that when folded the figures 18 or 86 can only be seen.

A Michigan man, who hails from Bay City, has been experimenting with his bike on Saginaw river. He found that at first an undesirable icy acquaintance was unavoidable, but by paying close attention to his wheel, and avoiding the glassy spots, he found that he could navigate quite comfortably, and wound up the day's performances by taking a run up the river a distance of eight miles.

A young American student who formerly attended the University of Michigan, and journeyed to Europe for the benefit of his health, and learned to ride the wheel in England during his short career as a tourist, has wheeled thrice over the Alps. He contemplates a journey through Italy, Spain and other countries, per wheel, and will follow the example set by Stevens and Joe Pennell by writing a book descriptive of his travels.

Peter E. Park, a lawyer and a member of the Detroit Club, has recently applied for a patent on a gearing for bicycles, whereby the wheel is made to turn faster than the pedals. The gearing is placed in the recess of the hub inside the forks, and weighs but 2½ lbs. He has spent two years on the model machine, and expects the racing records will be considerably lowered by the use of his patent.

The L.A.W. has the following membership: Alabama 8, California 89, Canada 3, Colorado 29, Connecticut 370, Dakota 4, Delaware 4, Washington 45, England 1, Florida 10, Georgia 3, Illinois 213, Indiana 70, Iowa 42, Kentucky 40, Kansas 17, Louisiana 40, Maine 53, Maryland 176, Michigan 114, Minnesota 40, Missouri 100, Montana 2, Nebraska 18, New Hampshire 72, New Jersey 547, New York 849, North Carolina 6, Nova Scotia 2, Ohio 797, Oregon 8, Rhode Island 60, Texas 4, Tennessee 38, Utah 7, Vermont 63, Virginia 21, West Virginia 19, Wisconsin 10, and Wyoming 40.

News comes to us of the death of H. L. Cortis in Australia. He had been suffering from ulceration of the stomach, and died quite suddenly on the 29th December last. As a rider he had no equal at the time he was on the path. He was the first man to ride twenty miles in the hour, and his one-mile record was phenomenal at the time it was made. The *Cyclist* has a long notice of him. It says: "The merit of Cortis's performances as a rider may perhaps be better judged when we say that, despite the improvements in machines, several of his records yet stand on the books. Shortly after his last performance, Cortis successfully passed his examination, married, and with his wife went to Australia, and arrived in Melbourne on 21st Nov. 1883."

FACTS AND FIGURES.

A correspondent of the *Bulletin* has made the following figures: A 56-inch wheel makes three hundred and sixty revolutions per mile. Sixty revolutions per minute equal ten miles per hour. Fifty-four revolutions per minute equal nine miles an hour. Forty-eight revolutions per minute equal eight miles an hour. Or, to put it in a different way, every variation of six revolutions per minute makes a difference of one mile in the hour. On a good road it is thus very easy to calculate closely the rate at which you are going. Other wheels can, of course, be figured, but the above is easily remembered and quite exact.

Outing is henceforward to be published in New York, under the editorial control of Poultney Bigelow. With him are associated in the control, Theodore Roosevelt, the author of the best book on American hunting so far published, and Cleveland H. Dodge, of Phelps, Dodge & Co., well known as a lover of manly exercise. These three gentlemen wish it to be distinctly understood by the reader that this magazine does not intend to be influenced by any special interests; that it will not encourage the gambling element in sports; but that it will promote all that is true and manly in outdoor life, whether in the military camp, the yacht, the backwoods, the tennis field, or other sphere.—The *Outing* Publishing Company, 140 Nassau street, New York.

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A COMBINATION OF STAR AND CRANK.

We have seen another new bicycle, of the safety class, which was on exhibition at the "Novelties" Exhibition, at Philadelphia. It is a combination of Crank and Star, and its shape strikes one, at first sight, as something peculiar. Admirers of the Crank will be pleased with its graceful appearance, even if they object to the pedal motion, for the steering-bar and frame follow the curve of the driving-wheel in perfect line to the small front wheel. There are ball-bearings to both wheels, and the bearings in the driving-wheel are thoroughly protected from dust by means of their position to the clutch, and the clutch is so packed with felt washers as to prevent dust from entering. The clutch is noiseless and positive in its action, and is easily adjusted, which is certainly one of the best features of the machine. We noticed, as another fine thing, that the small wheel was supported on elastic cushions to ease it over obstructions, preventing jar to machine and rider. As all the wearing parts are adjustable, and it has few bolt connections, we think it ought to make a very reliable machine, although at present it is not much lighter than other machines of the same class, but the distribution of the metal shows that it is only a matter of intelligent cutting down in the future making of the machine to make it much lighter. We understand from the inventor that the machine is not yet on the market, as he is in need of capital to enable him to manufacture it. It is only a question of time, however, as the machine is likely to meet with approval from many who are looking for grace and comparative safety combined.—*L.A.W. Bulletin*.

:O:

An imperative call of increasing business has for the past two or three years caused the Pope Manufacturing Company to earnestly attempt to increase its office and salesroom capacities, an extended lease upon the present premises being against a change of base. Recently, however, half of the second floor of its building on Washington street, Boston (a space 124 x 20½ feet), became vacated, and the Company has leased the same, to be used exclusively as a salesroom for the retail trade, in addition to the present salesrooms. This recent addition will help bridge over the difficulty of lack of room until the expiration of the lease, when in all probability the Company will open an office and salesroom second to none in Boston.

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 Two 52-in. ordinary CHALLENGE, in good order, each..... 50 00

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Send to cents postage, and we will mail you free a royal, valuable, sample box of goods that will put you in the way of making more money at once, than anything else in America. Both sexes of all ages can live at home and work in spare time, or all the time. Capital not required. We will start you. Immense pay sure for those who start at once. STINSON & Co., Portland, Maine.

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We beg to call attention to the

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the most successful Wheel of 1885. Having won the Australian Championship, 132 prizes in Germany, including all Championships, 37 prizes in Belgium, and 60 prizes in Canada, [and holds all Canadian Records from 2 to 50 miles. Out of 100 Amateur World's Records published in WHEELING, Dec. 2nd, 1885, no less than 54 were made on the "INVINCIBLE."

THE

"CLUB" SAFETY

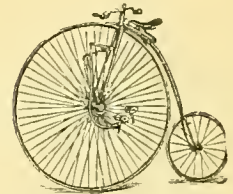
has won for itself the deserved reputation of being the strongest and fastest Safety in this market. It holds all Canadian Records for Safety Wheels.

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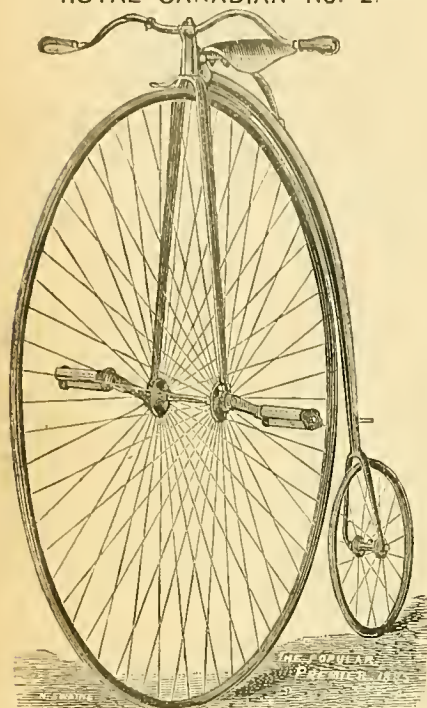
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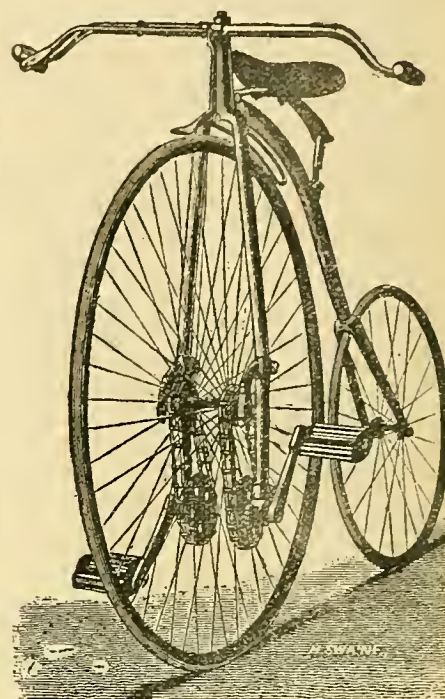
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