

A JOURNAL OF CYCLING.

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

VOL. II.

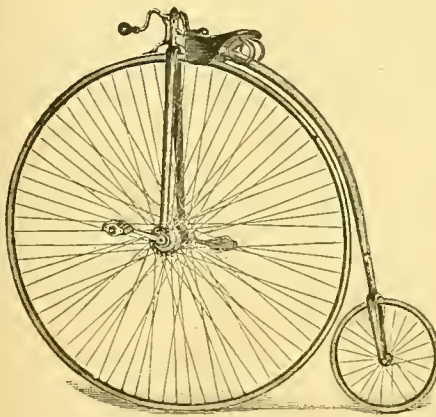
LONDON, CANADA, SEPTEMBER, 1885.

No. 15.

Victor Bicycles & Tricycles

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

“VICTOR”



BICYCLE.

ALL STEEL,
ALL INTERCHANGEABLE,
FINEST MATERIAL,
BEST WORKMANSHIP.

COMPRESSED TIRES, which cannot
be torn from rim.
BOWEN'S BALL BEARINGS all
over, including Pedals.
FINISHED IN HARRINGTON'S ENAMEL.

IT IS TO YOUR INTEREST TO INVESTIGATE BEFORE PURCHASING.

—SEND FOR CATALOGUE TO—

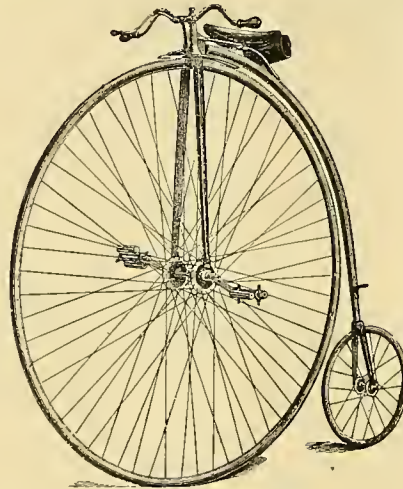
OVERMAN WHEEL COMPANY,

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

CHAS. ROBINSON & CO.'S

Early Fall Bulletin.

SEPTEMBER, 1885.

THE RUDGE**THE MONARCH OF WHEELS.****AT HARTFORD,** Sept. 2 and 3, 1885.

Five Mile Professional Race, won by Howell on a Rudge Racer.
One Mile Safety Race, won by Chambers on a Rudge Safety.
Ten Mile Professional Race, won by Howell on a Rudge Racer.

AT SPRINGFIELD, Sept. 8 and 10, 1885.

Five Mile Professional Safety, won by Howell on a Rudge Safety.
One Mile Professional, won by Howell.
One Mile Professional Safety, won by Howell on a Rudge Safety, reducing the record to 2.55.
Three Mile Professional, won by Howell.

AT SEAFORTH, Aug. 19, 1885.

Eight Victories on the Rudge.

AT TORONTO, Sept. 17, 1885.

Two Mile Race, won by Clarke on a Rudge.

AT TORONTO, Sept. 19, 1885.

One Mile Open Race, won by Clarke on a Rudge.

SEND FOR CATALOGUE.

CHARLES ROBINSON & COMPANY,
22 CHURCH STREET, 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 WHEELMAN COMPANY, AT LONDON, CANADA.

Subscription Price:

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

W. KINGSLEY EVANS, London, *Editor*.

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.

LONDON, SEPTEMBER, 1885.

THE WHEELMAN.

With this number terminates the year during which the Canadian Wheelman Company had bound itself to publish a paper in the interests of the C. W. A. The paper has fallen short of the desires of its promoters, but this has been in great part by reason of the apathy and indifference of the members of the Association in properly strengthening the hands of the enthusiastic score of wheelmen who last year assumed the responsibility of the publication of this paper. Communications have been the exception instead of the rule, as they should have been in order to maintain the proper degree of local interest in the paper. Subscriptions have been insignificant in number, compelling the Company, in justice to its advertisers, to send out many free copies. But, even with these disadvantages, THE WHEELMAN has done something towards knitting closer together the wheelmen of the Dominion, and has helped materially in the work of the Canadian Wheelmen's Association, and therefore its publishers, although considerably out of pocket by their venture in the interests of the wheel, do not feel that their efforts have been entirely wasted, or that their labors have been absolutely fruitless.

THE WHEELMAN will not cease to exist, but will no longer be published under the same auspices.

THE RECORDS.

The bicycling season of 1885 is drawing to a close, and is being wound up by a series of race meetings in all parts of the States and Canada. The records, both English and American, have been smashed at Springfield within the month, although by English flyers. Of Canadian records it is to be regretted that as much can not be said. When the season opened, expectation was high that when the fall time came Canadian records would stand in no unfavorable comparison with those of our brethren across the lines. With such racing timber as Clarke and Ross, Davies and Lavender, in the field, this was not an unreasonable expectation. But it has not

been fulfilled. Ross has, to the regret of every wheelman, withdrawn from the cinder-path, and Clarke has never been pressed, or has, as at the late Toronto meeting, had unfavorable circumstances with which to contend. So the Canadian records are away up. Is it too late yet to put them where they ought to be? There is, we believe, some talk of a closing meet at Woodstock. Would it not furnish an admirable opportunity for accomplishing the desired end?

—:o:—

After a week's experience in America, *Wheeling's* representative, presumably Mr. Harry Etherington, sums up his knowledge of American cycling in general in the following paragraph:—"Although the United States may now boast a very large number of wheel-riders, yet we must admit they have very few advantages in the way of practising riding except in large towns.—Throughout America the roads are unridable; and the banks of rivers and canals, with the four-foot way in railways, are poor substitutes for a good, though sometimes rough, turnpike road, as they have been commonly called amongst us. In many large towns the wheelmen of America are not yet in the enjoyment of common privileges even with respect to their parks. For while the local authority in some places allows of wheel-riding in them, others forbid them.—These are difficulties for which we would make every allowance; but for the "bunkum" about the fastest riders in the world we have only laughter and ridicule. Already the title to be the champion of the world, which Hendee claimed, has been snatched from him under circumstances which wore somewhat of a ridiculous character, as he ran in seventh, over a distance which was considered to be specially his own. Now that Hartford is over, we look forward with anticipations of increased pleasure to Springfield, and have no doubt whatever that our representatives will increase the number of their victories, and prove to their American cousins that they have still a few things to learn—and nothing whatever to teach English wheelmen."

—:o:—

EDITORIAL NOTES.

The death of Cora Stone, the St. Louis champion, will be regretted by all our readers, few of whom may have met him, but all of whom have read of his gallant victory in the century road race in July last. He is described as the most daring and reckless of riders, and his extraordinary performance between Cobourg and Kingston proved that he also possessed wonderful staying powers. He should have died later.

Notwithstanding the adverse criticism which has been made of Canadian roads during the past year, there has been far more touring done this season, especially in Western Ontario, than ever before. And the majority of the tourists have expressed themselves as being highly pleased with the ground which they covered.

Richard Howell, the world's champion bicyclist, made a half mile at Springfield, Mass., on September 28th, in 1.13 3-5, beating the world's record for that distance by 1 2-5 seconds. He will attempt later on to lower the one mile record. Fred Wood will also try to make 2.30 if Howell makes 2.35 or less.

Literary Notes.

Outing for September is an admirable number, of special interest to lovers of aquatic sports and of cycling, while the general reader will find the usual array of attractive matter in its pages. The leading paper, on "The Buffalo Meet of the League of American Wheelmen," by Chas. Richards Dodge, is a description of the annual meeting of this national association of cyclists from the picturesque standpoint. "Isle au Haut" is a very readable sketch, by Arlo Bates, wherein one of the most charming islands on the Maine coast is graphically pen-pictured. Jay Howe Adams tells of the exploration, a-wheel, of a quaint locality contiguous to Philadelphia; the paper is entitled "Through the Neck on a Bicycle," and is fully illustrated. Karl Kron contributes a paper on the "Naugatuck and Farmington Valleys," Connecticut; and there is a review of "A Canterbury Pilgrimage," with a number of Joseph Pennell's charming illustrations. A sketch, in the humorous vein, "On the Proper Economy of Truth," is one of the best of the admirable series contributed by President Bates, and points a useful moral that should be heeded by those concerned.

"A Canterbury Pilgrimage," by Joseph and Elizabeth Pennell, and published by Charles Scribner's Sons, New York, should be read by all true lovers of the wheel. It tells of a pilgrimage made by Mr. and Mrs. Pennell from London to Canterbury on a tandem tricycle one morning in August of last year. The story of the ride is charmingly told, and the illustrations which crowd every page are in Mr. Pennell's happiest vein.

—:o:—

The secret of Prince's failure at Springfield, which he has kept so quietly, came out lately. On his left shoulder is a scar still unhealed, the traces of the surgeon's knife with which an abscess was cut out two weeks ago. The header which the wheelman took at the Cleveland meeting proved a tremendous shock. He was bent far over on his wheel, and he had made the first quarter in 35 seconds, when the left axle slipped between the bearing and hub and threw the rider straight over so that he struck in his bent position on the tip of his left shoulder. As he says, it completely laid him out, and for almost a minute he could not breathe. The next day the abscess began to form, but was so small that he let it run five days. A doctor told him that if he wanted to race the rest of the year he must have the sore cut out. He submitted, and had but just risen from a seven days' confinement to bed when he went to Hartford. Against the doctor's wishes he entered the races, the efforts made on his machine opening the wound and drawing on his strength tellingly. It will still be three weeks before he will be in good form, so that he expects to give his rivals hard work at St. Louis. He says, "I did not go to making excuses when the meeting opened here because I thought the other men would try to do better if they did not know I was in such poor shape to meet them." Any one who sees the scar of the wound will feel sure he has labored at considerable disadvantage.—*Springfield Republican*.

THE FIFTY MILE RACE.

The fifty mile bicycle race for the "Invincible" trophy offered by T. Fane & Co. came off on Wednesday, Sept. 16, on the Rosedale Grounds, Toronto. There were scarcely a score of persons present when the start was made, and less than a hundred witnessed the finish. Out of twenty or more entries, eleven riders came to the scratch. The names of those who started are: M. F. Johnson, Toronto; Craib, Summerville; H. W. Clarke, Woodstock; H. Davies, Toronto; F. Campbell, Toronto; R. Daniels, Toronto; W. Bowers, Toronto; — Thompson, Toronto; H. Kent, Newcastle; H. Beattie, Toronto; and F. Capon, Toronto.

At fifteen minutes past 3 o'clock the word was given and the eleven wheelmen were in motion. Johnson at once took the lead, and before two miles had been completed he was a full lap, or one-quarter of a mile, in advance of the next best. Beattie occupied second place, and Clarke third. The others were strung out in a line, but each one close up to the man immediately in front of him. The positions of the three leaders were maintained up to the sixth mile, when Beattie fell behind and Clarke came into second place. Johnson was still a half mile ahead, but already his pace was beginning to tell upon him, although he bravely attempted to keep it up. Occasionally Clarke and Davies (the latter had been gradually drawing near) caught up on him, but every time he put on a spurt and rode away from them again. It was evident, however, that the two flyers last mentioned were reserving their strength, and could readily have left Johnson behind at any time. The first five miles were completed by Johnson in 17.43, being about half a mile in advance of the second man.

When Craib, of Summerville, had put eight miles behind him he concluded that he had done enough work for one afternoon, and consequently retired from the track. The ten miles were completed by Johnson in 36.4, Clarke and Davies being close upon his hind heel, and all the others fully a mile in rear. Entering upon the fifteenth mile Davies and Clarke finally passed Johnson, and from thence to the finish rode rapidly away from him. About this time Thompson, who was already miles in rear of everybody else, announced to all concerned that he knew when he had enough, by jumping off his bicycle and leading the tired steed to a convenient corner. Davies was first to finish fifteen miles, and did it in 54.22, with Clarke hanging close behind in a most provoking manner. The twenty miles was completed by Davies in 1h. 11m. 53s., and Clarke followed a second later. Johnson was still third, but a mile and a half behind the two leaders. Capon took pity on his bicycle when he had covered twenty miles, and dismounting, put it to rest. Davies was still leading when the blackboard announced 25 miles completed, and his time was 1h. 30m. 2s. Clarke glided over the line a second later. Johnson, who was looking sadly fagged, was going behind with remarkable rapidity, and helping the next man, Campbell, to creep up on him. Bowers finished 25 miles, and retired to receive the congratulations of his friends. He was not ambitious to complete the 25, and would have been

satisfied with 20, but he was urged to keep on and did so for five miles longer. Another man who seemed ready to wish evil to the day upon which he saw a bicycle was Kent, of Newcastle, and Beattie also looked somewhat unhappy. — Neither did Daniels wear a particularly pleasant expression. There were now only seven riders on the track, and at least five of those looked as if they would rather have been somewhere else. Davies completed his thirtieth mile in 1h. 48m. 13s. from the start, and a couple of seconds later Clarke went rolling by. Campbell had taken third place, and Johnson had fallen behind to fourth place. Beattie was fifth, Daniels sixth, and Kent last. Davies and Clarke had each covered 33 miles in two hours from the start. At this point Daniels woke up, and began to roll around at a lively rate.

Thirty-five miles were completed by Davies in 2h. 7m. 36s., with Clarke a second or two later. These two riders had been keeping the same relative positions from the fourteenth mile, and every one looked for a keen race between them. In fact, the whole interest of the contest was centered in them. Davies continued to lead Clarke by a couple of yards; and although the latter occasionally spurted and drew up almost level, he was unable to pass the leader, and invariably fell behind again. Beattie had 29½ miles to his credit when he also retired.

Forty miles was next announced as completed by the first man; Davies was still leading, and his time was 2h. 27m. 16s.; Clarke was a yard or two behind; Campbell, 3rd; Johnson, 4th; Daniels, 5th, and Kent, 6th. On the second lap of the 43rd mile Clarke suddenly spurted, and passing Davies with great ease, soon led him by a quarter of a mile. In three hours from the start Clarke had covered 47¾ miles, with Davies a lap behind. When 45 miles were called for Clarke, the time was 2h. 43m. 55s.

The fifty miles were completed by Clarke in 3h. 7m. 22s.; Davies was then a lap and a half behind, and when he finished the others had completed the following distances: Campbell, 45 miles; Johnson, 42½ miles; Daniels, 40¼ miles, and Kent, 38 miles. The latter had dismounted several times, and had endeavored to rest himself by walking for a few minutes each time. The following table will give the time for the leaders for every five miles

Leader.	Distance.	Time.
Johnson.	5 miles	17.43
Johnson.	10 "	36.04
Davies.	15 "	54.22
Davies.	20 "	1.11.53
Davies.	25 "	1.30.02
Davies.	30 "	1.48.13
Davies.	35 "	2.07.36
Davies.	40 "	2.27.16
Clarke.	45 "	2.43.55
Clarke.	50 "	3.07.22

The other competitors were told, when Davies had finished, that if they were satisfied to accept the positions they then held the prizes would be awarded without asking them to finish the fifty miles. A chorus of "Yes" was the answer, and the contest came to an end.

—:—

It is stated that Fred Westbrook is going to devote his time to professional racing. He ought to make a good one.

Wheel Tracks.

The Royal City Bicycle Club of Guelph has in view a week's trip through Western Ontario.

Messrs. Jenkins, Henry, Roy and Harrison, of the Ottawa Bicycle Club, rode from Quebec to Riviere du Loup in 13 hours.

Employment of bicyclists as scouts for Austrian intelligence department in militia manoeuvres proved a great success. They surpassed horsemen in endurance.

A bicycle club has been formed at Newmarket, Ont., to be known as the Newmarket Bicycle Club, with the following officers for the current year: J. E. Fogarty, president; J. Ashworth, captain; R. Gains, secretary and treasurer.

M. Guy, a French velocipedist, has just accomplished on his bicycle a journey of 1400 miles, which took him a little less than three weeks to accomplish. The average rate of travelling throughout was eighty miles a day.

A bicycle race took place at Toronto, on Sept. 18, for the Boustead championship medal, valued at \$60, with \$10 added. Three started — H. W. Clarke, Woodstock; W. H. Brown and F. H. S. Westmacott, Toronto. Clarke came in first, with Brown 15 yards behind, and Westmacott a bad third.

R. Howell has lately made several trials on the Hampden Park track, Springfield, Mass., to beat Fred Wood's world record for a mile of 2.35 5-5 on a bicycle. On the afternoon of the 21st Sept., with John Brooks, of Blossburg, Pa., as pace-maker, Howell succeeded in cutting one-fifth of a second from the record.

The fall meeting of the board of officers of the League of American Wheelmen was held at Springfield, Mass., on Sept. 9th. The treasurer's report showed a cash balance of \$1.240. The report of the secretary showed a flourishing condition of the League, with a membership of 5,200. The racing board were recommended to inaugurate a strict system of classification.

T. J. Richardson, superintendent of drawing in the Minneapolis public schools, certainly believes in the practicability of the bicycle. Over three years ago he disposed of his horse, and ever since has used constantly a Columbia bicycle. Summer and winter it has taken the place of a horse; and for over two years he has ridden his rounds, as a professional man, on a bicycle, averaging ten miles a day.

George M. Hendee, the amateur champion of America, at a public and official trial at St. Louis, on Sept. 23rd, under the auspices of the Ramblers' Bicycle Club, lowered the world's amateur records for half mile, three-fourths of a mile and one mile. The time made was as follows: Quarter, 38 seconds; half, 1.15; three-quarters, 1.55¼; mile, 2.38¾. The record for the half mile lowers any previous time made at this distance, either professional or amateur. The previous best amateur mile was 2.39. The weather was raw and foggy. Hendee will attempt to lower the world mile record, 2.35 2-5, at a later date.

The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

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

Vice-President—MR. W. G. EAKINS, *Mail*, Toronto, Ont.

Secretary-Treasurer—MR. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

AMERICAN AND BRITISH CYCLING.

The average Briton of the genus "cyclist," be he clubman or unattached, knows little, and cares less, for American cycling. To him Hendee is but an idle word which he may chance to have seen somewhere in an English paper, or have heard of in connection with a disputed record. And in like manner the American, outside the Press and official circles of New York, Boston, Philadelphia, and other centres, has very vague ideas about British cycling and its votaries. John Keen and Herbert L. Cortis are two names that are probably known to even the most indifferent Yankee of them all; but saving the band who swept so clean the Springfield board last year, there are few Englishmen whose records attract any attention from our cousins. And, after all, it is little to be wondered at that Americans should take a somewhat unfavorable view of British cycling, to which we reply with a doubting spirit displayed towards American records. For, as a matter of fact, the Americans have never seen in their own land any really good-class English cyclists, and are apt to look upon us very much in the same light as does a large proportion of our own public opinion here at home; while we, in dealing with American records, remember that when the Yankee flyers met Sellars and Company they could do none of the great feats claimed for them when the British element was absent. As has been pointed out, too, in our columns by "Nimshivitch," the "clocking" on the other side is occasionally eccentric, to put it mildly. But to come to the point, which it is the purpose of this article more particularly to accentuate, we think there can be no doubt that in America there is an extraordinary freemasonry of the wheel which would delight the heart of C.W.N., and which here, in old played-out England, would be a rank impossibility. Take, for instance, the Big Four Tour, just made a *fait accompli* on the other side. This curiously-designated tour has been carried through by no less than 400 cyclists, in bands of 100 each, and the sensation they have caused has evidently been tremendous. Such a thing in England, with all its cycling brotherhood, we venture to say, would be scouted if proposed. There is something repugnant to the taste of the only class of wheelmen in England who could afford the "high jinks" of a Big Four Tour in parading the country through decked with ribbons and blowing horns, as our friends over there have done. The Briton would call it "awful rot, don't you know," and slip away for a quiet trip with a couple of friends, or by himself. Public opinion here would probably declare against the idea, and, candidly, it seems

hard to understand where—apart from the vain joy of being part of a spectacle—the fun of a never-ending Hampton Court Meet procession would come in. We read in American papers that when the tourists passed a lady on their way they shouted sundry well-meant pleasantries to her, the burden of which was the word "Howdy!" to which the lady was supposed to reply "Howdy!" in her turn. We can imagine "An Indignant Father" writing to the *Daily Telegraph* next day, and protesting against the insult paid to his daughters by a crowd of men on bicycles, if such a thing were done here, and we see in advance the flickering flames of society-journal criticism with "cads on castors" hurled in the teeth of the wheel world. At hotels it seems the Big Four Tourists were wont to chaff the waitresses—a custom common enough in its way, and harmless as long as the waitress liked it, and the men did not forget, as too many men do forget, that a woman earning her living in that capacity is not therefore to be considered fair game for any impertinence which the shallow pate of the callow boy imagines to be wit, or the heavy mind of the bar-lounger esteems gallantry. Many other things of worth did the Big Four Tourists; but we have slid from our subject, which was the freemasonry of the wheel which brought together four hundred men to tour in company. At home here such a thing would break upon the rock of class distinctions. A member of one club would not ride with the members of another, and the first cry of "Howdy" would be greeted by numbers of men with smothered execrations and murmurs of another word of somewhat similar sound. The British cyclist, taken as a class, is probably a poorer man than the American, and the U.S. wheelmen recognizing the broad plutocracy rather than the many small distinctions which even the poor man in England clings to, fearing to lose caste even though he has lost all else—or never possessed aught else for the matter of that. We do not wish to infer, because we believe that the existence of the American plutocracy is at the root of the freemasonry of the wheel of which the Big Four Tour was a proof, that the American cycling gentleman is not in every way as favorable a specimen of the wheelman as the best English club can produce. On the contrary, every one who has had the privilege of making the acquaintance of the men who have in former years, and again this season, visited us from the States, knows that no better set of fellows ever crossed wheel or qualified for the title of gentlemen. The good clubs of Boston and New York—the former particularly—have sent us cyclists who draw closer the bonds of union between two great bodies of men—bonds which the wild surge of Atlantic waves rolling between us can never wash away so long as men on both sides are animated by the true frank spirit which animates alike Briton and American; and so long as on both sides it is recognized that the pot and cash-hunting amateur racer, with his touting journalistic companions, his disregard for public opinion, and his general objectionable surroundings, is no more the representative of British cycling than is the "hooting hoodlum" of America, with his brag and his bounce, his ribbons and his horn, the exponent of Young America in cycling guise.—*Wheel Life*.

TORONTO CLUBS' RACES.

A GOOD ATTENDANCE AND A FAIR AFTERNOON'S SPORT—THE TORONTO CHAMPIONSHIP.

The fourth annual sports, held under the auspices of the Toronto Bicycle Club, took place on the Rosedale Grounds, Saturday afternoon, Sept. 19th. About 1000 persons were present, and although some good sport was witnessed, on the whole two or three events fell very flat consequent on bad handicapping. A stiff nor-westerly breeze blowing all the afternoon prevented either fast time being made or records broken. The races commenced shortly after 3 o'clock, and were concluded by 6 P.M. During the afternoon, Fred. Westbrook, of Brantford, and C. E. Hacker, of Providence, R. I., gave an exhibition of fancy and trick riding, excelling anything ever previously given in Toronto. It would be difficult to describe the various manoeuvres they executed, but it was evident from the applause which they received that the spectators were delighted with the exhibition. The races were carried out under the superintendence of the following gentlemen: Messrs. J. B. Boustead, referee; H. Goulding, S. G. Curry, C. F. Lailey, judges; W. G. Eakins, F. Garvin, Jno. Massey, time-keepers; F. J. Sparling, H. Rytic, clerks of the course; H. K. Merritt, A. E. Blogg, scorers; H. B. Donly, starter.

Some regret was expressed that Burnham, of Massachusetts, and Weber, of New Jersey, did not put in an appearance.

1.—Two mile handicap (four laps to the mile) open. 22 entries, 11 starters:

E. A. Thompson, W.B.C., 700 yards start	1
F. S. Strange, W.B.C., 800 yards.....	2
C. Langley, T.B.C., 500 yards.....	3

Davies (70 yards), Campbell (100), and Fane (100), went to work with a will, but they were sadly over-handicapped. When the race was over it was a question who had won it. No one seemed to know, and it was fully an hour before the judges could make up their minds. The decision given was as above. Time not taken.

2.—Half-mile junior race, club (16 and under, machines not to exceed 50 inches). 4 entries, 2 starters:

A. J. Baxter	1
A. Brown.....	2

Time 1m. 48 1-58.

The lads kept pretty well together. Passing the post for the first time, Brown was leading by a length, but when the second lap was half completed, Baxter spurted and came in winner by about two lengths.

3.—One mile open. 5 entries, 2 starters—

H. W. Clarke, Woodstock	1
F. Foster	2

Time, 1m. 19 1-2s.

Clarke rode a 58in. Rudge, Foster a 54-in. Invincible. The pair set off at a cracking pace, Foster having a slight advantage. At the 2nd lap the Toronto man was leading by half a length, which lead on the 3rd lap he had doubled.—Clarke was evidently allowing him to make the running, as on the last lap the Woodstock man spurted, and came in winner by about 25 yards.

4.—One mile, club (confined to those not having beaten 3.45). 4 starters.

First heat—

J. S. Anderson.....	1
A. S. Bowers.....	2

Time, 3.23 4-5.

Second heat—

F. J. Brimer.....	1
W. H. West.....	2

Time, 3.41 2-5.

5.—One mile, Toronto championship. 4 entries, 3 starters—

P. H. Davies, Rota B.C.....	1
F. Foster, W.B.C.....	0
T. Fane, W.B.C.....	0

Time, 3.7 2-5.

Fane got the best of the start, and was leading at the completion of the first lap, Foster being second and Davies third. At the second lap Davies had exchanged places with Foster, and looked like taking first place. This he succeeded in doing, leading at the round, and maintaining his position to the end, crossing the line a comparatively easy winner.

6.—Two mile race for club trophy and medal.

F. J. Campbell.....	1
M. F. Johnston.....	2

Time, 6.45.

Johnston got the lead and maintained it for half the distance. Campbell then closed up, drew ahead, and came in winner by about 25 yards.

7.—Wanderers' Challenge Cup, 5 miles (handicap), for cup presented by Mr. W. J. Beatty. Six starters—

J. S. Strange, 1,760 yards start..	1
A. Daniels, 1,100 yards.....	0

F. J. Capon, 600 yards.....	0
-----------------------------	---

Time, 4 miles, 17.34 4-5.

This looked a sure thing for Strange, who had a mile start. Foster, the scratch man, laid himself out to overhaul the limit man, but after doing a mile and a half, in which he gained one lap on Strange, he gave up the contest, finding the handicapping too much for him.—Fane also made a good bid for the cup, but without success. Strange jogged along on his safety, and although it was geared to 56 inch, some one in the crowd took him for a little fellow and encouraged him with the cry, "Go it, shorty!" Strange came in winner by about 100 yards, Capon half a lap behind Daniels.

8.—One mile club bicycle race, final heat—

J. S. Anderson.....	1
F. J. Brimer.....	2

A. S. Bowers.....	3
-------------------	---

W. H. West.....	0
-----------------	---

Time, 3.28.

This was a pretty safe thing for Anderson. He got the lead at the start and kept it to the finish, winning by 20 yards, the same distance between second and third.

9.—Five miles, open. 7 entries, 3 starters—

F. Foster, W.B.C.....	1
-----------------------	---

H. P. Davies, R.B.C.....	2
--------------------------	---

H. W. Clarke, Woodstock.....	3
------------------------------	---

Time, 16.20 1/4.

Besides the usual prizes, an extra one was offered for the winner of the greatest number of laps, thus ensuring a good race. Davies led for the first lap, Clarke being second, and Foster third. On the second round Foster took second

place, and this order was maintained until the eighth lap, when Clarke retired, urging as his reason that his saddle had become displaced, thereby preventing the wheel from revolving freely. The other two raced on, Davies leading all the way, with Foster very close up. As the 19th lap was entered on the spectators became greatly excited. Foster, who had been biding his time, then let out and passed Davies amid tremendous cheering. The latter seemed paralyzed for the moment and missed his pedal; Foster, continuing his career, increased the distance between them, and came in winner of a cracking race, the best of the day, by about fifty yards.—*Mail*.

—:o:—

MONTREAL BICYCLE CLUB'S GAMES.

The attendance at the Montreal Bicycle Club's games on Saturday, August 29th, on the Shamrock Lacrosse Grounds, was anything but encouraging, and the small attendance left not deeply impressed with the excitement of bicycling racing, as in most of the events there were no races, it being simply a procession, now and then enlivened with an occasional brush for a few dozen yards. The weather was first-rate and the track in good order, and the management of the events everything that could be desired; but there can be no doubt but that the meeting fell flat, and needed some more powerful drawing-card to make it a success. The field officials were:

Referee—Mr. H. S. Tibbs.

Judges—Prof. C. H. McLeod, Messrs. J. K. White and J. D. Millar.

Starter—Mr. T. L. Paton.

Time-keepers—Messrs. H. W. Becket, J. A. Taylor, T. A. Adkins.

Clerks of the Course—Messrs. D. D. McTaggart and J. L. Gardner.

Scorers—Messrs. W. G. Ross and J. W. Davis.

The events and winners were as follows:

1. Two miles (second class), open to all amateurs who have never won a first prize from scratch except in a third or fourth-class race.

Five entries:

J. R. Scales, M.B.C.....	1
--------------------------	---

Geo. Darling, M.B.C.....	2
--------------------------	---

Time, 7m. 27s.

Half mile in heats (best two in three). Three starters:

G. S. Low, M.B.C.....	1
-----------------------	---

J. H. Robertson, M.B.C.....	2
-----------------------------	---

H. B. Williams, Swansea B.C.....	3
----------------------------------	---

Time, 1m. 35 3-5s.; 1m. 50s.

A good race was expected, as Williams was supposed to be a flyer, but Low and Robertson both had an easy task in, leaving him as they pleased.

Three mile roadsters (40 pounds or over).—Seven entries:

H. M. Ramsay, M.B.C.....	1
--------------------------	---

F. W. S. Crispo, M.B.C.....	2
-----------------------------	---

Time, 11m. 13s.

The race was a good one, Crispo taking the lead on the third round and keeping it by a few yards till the last turn, when Ramsay beat him out and won handily.

One mile. Three entries:

G. S. Low, M.B.C.....	1
-----------------------	---

E. C. P. Guy, M.B.C.....	2
--------------------------	---

Time, 3m. 29 1/2s.

Williams was also entered in this race, but was never in it after the first lap.

Half-mile dash without hands. Three starters:

H. M. Ramsay, M.B.C.....	1
--------------------------	---

J. T. Gnaedinger, M.B.C.....	2
------------------------------	---

D. B. Holden, the crack rider at this style, was also entered, but he had hard luck in starting, and could not catch up his loss at the start, and was left.

One mile (fourth class), open to all amateurs who have never raced before.

M. L. Lusher, M.B.C.....	1
--------------------------	---

F. W. S. Cripps, M.B.C.....	2
-----------------------------	---

Time, 3m. 32 1/2s.

Lusher, the youngest of the six starters, rode a plucky race all through, and won as he pleased by seven seconds. It was the finest racing of the day so far.

Three mile record. Three starters.

G. S. Low, M.B.C.....	1
-----------------------	---

E. C. P. Guy, M.B.C.....	2
--------------------------	---

The race, as from its name, was to be won by the rider taking the lead in the greatest number of laps. Low rode ahead in seven, when the race was stopped, as there were only five more to go, and no one could equal his record.

One mile (third class), open to all amateurs who have never won a prize except in a fourth-class race. Seven entries.

G. R. Angus, M.B.C.....	1
-------------------------	---

J. H. Robertson, M.B.C.....	2
-----------------------------	---

Time, 3m. 25 1/4s.

This was the race of the day, the first, second and third places being all matter of doubt in the last round.

Five mile. Six entries.

J. R. Scales, M.B.C.....	1
--------------------------	---

E. C. P. Guy, M.B.C.....	2
--------------------------	---

Time, 19m. 13 1/2s.

This ended about as flat a racing meeting as ever the Bicycle Club held.—*Gazette*.

—:o:—

RACING UNDER THE ELECTRIC LIGHT AT BORDEAUX.

The Veloce Club Bordelais organized an evening *fete velocipedique* by the electric light in aid of the wounded soldiers at Tonkin. This splendid affair came off on June 4th, on the Place des Quinconces, in delightful weather, about 20,000 spectators putting in an appearance for the benefit of the cause. The arrangements were perfect and the illuminations magnificent; about 2,000 colored lamps, and as many Venetian lanterns, were strung over the track, from pole to pole, in a very pretty fashion, and gave a scene of splendor to the surrounding decorations of drapery, flags and banners of every country and color. Chalk was strewn all over the track, and the electric light shone brilliantly as daylight upon this white surface, making matters less dangerous for the racing division. In the centre of the ground five military and other bands played in their turns, and the delightful selections of music gave an enchanting sensation to the pleasure of the evening. Proceedings commenced at 8.30 P.M. by a club handicap, and other events followed.—*Cyclist*.

—:o:—

Mr. S. M. Daly, of the Belleville Bicycle Club, has been spending the past month in London. He carries a wounded arm, the result in the engagement at Batoche.

AMERICA'S GREATEST TOURNAMENTS.

HARTFORD.

The Hartford Club's Bicycle Tournament took place at Charter Oak Park, Sept. 2nd and 3rd. The result was a success financially, but adds nothing to American pride or self-esteem, as the foreign visitors captured nearly every race, Burnham alone upholding the American end.—The weather was against record-smashing, and but little in that line was accomplished. Appended is a summary of the two days' racing:

FIRST DAY, SEPT. 2ND.

The weather was chilly, but the attendance was large, 7,000 spectators being present. The races contained many a surprise to American riders, for those from whom the most was expected failed to accomplish anything. Hence fizzled out completely, being so badly beaten that every one was of the opinion that he was unwell. Burnham, of Boston, did the best work of all the Americans. In the professional races the Englishmen, of course, had things all their own way. Prince did not start. Results:

Mile novice race—D. W. Rolston, Worcester, 1st, in 3.08 2-5; E. E. Smith, E. Hartford, 2nd.

Mile tricycle race—Won by R. Chambers, Birmingham, Eng., in 3.09 2-5; R. Cripps, Nottingham, Eng., 2nd; W. N. Winan, Springfield, 3rd.

Five-mile professional race—The starters were: John Brooks, Blossburg, Pa.; R. Howell, Leicester, Eng.; R. A. Neilson, Boston, Mass.; Fred. Wood, Leicester, Eng., and W. M. Woodside, Chicago, Ill. Prince did not appear. Howell won on the last lap. Summary:

Miles.	Name.	M.	S.
1—	W. M. Woodside..	2	59
2—	W. M. Woodside.....	6	08
3—	W. M. Woodside.....	9	27 1-5
4—	W. M. Woodside.....	12	42 3/4
5—	Richard Howell.....	15	44

Mile amateur race—This race was the event of the day. There were thirty entries, which by trial heats were weeded down to the following, who started in the final heat: H. W. Gaskell, E. P. Burnham, Geo. E. Weber; R. H. English, North Shields, Eng.; P. Furnival, London, Eng., and M. J. V. Webber, Eng.; Geo. M. Hendee, Springfield, Mass., and Joe Powell, Smithville, N.J. Webber, of England, won the first trial heat in 2.58 2-5, and Furnival the second in 2.56 1-5. The final heat was won easily by Furnival, Hendee being badly beaten. Furnival's time was 2.48 1-5; Burnham second in 2.48 2-5; Powell third.

Five-mile State championship.—There were but three starters in this event, F. F. Ives, of Meriden; H. E. Bidwell, Hartford; and L. A. Miller, Meriden. Result:

Miles.	Name.	M.	S.
1—	F. F. Ives....	3	23 1/4
2—	H. E. Bidwell.....	6	48 1/4
3—	L. A. Miller.....	10	11
4—	F. F. Ives	13	47
5—	L. A. Miller.....	16	40 2-5

Mile ride and run.—This was won by C. B. Ripley, East Hartford, Conn., in 4.23 3/4, breaking the record of 4.31 2-5; Foster, of Meriden, second, in 4.24 1/2.

Ten mile amateur record race.—The starters were: P. Furnival, London; D. E. Hunter, Boston; R. H. English, North Shields, Eng.; Wm. A. Rowe, Lynn, Mass.; H. W. Gaskell, Boston, Mass.; H. L. Snodderly, Washington, D. C.;

Geo. E. Weber, Smithville, N.J.; H. S. Kavanaugh, Cohoes, N.Y.; Robert Cripps, Nottingham, Eng.; M. J. V. Webber, Eng. Result:

Miles.	Name.	M.	S.
1—	P. Furnival.....	2	59 1/2
2—	P. Furnival.....	6	00
3—	P. Furnival.....	9	06
4—	R. H. English	12	17 1/2
5—	R. H. English.....	15	28
6—	R. H. English.....	18	36
7—	R. H. English.....	21	41 1/2
8—	R. H. English.....	24	51
9—	R. H. English.....	28	
10—	R. H. English.....	31	1 2-5

Three mile race (9.45 class).—This was won by C. P. Adams, Springfield, in 9.03 3/4; J. Illston, Hartford, 2nd.

SECOND DAY, SEPT. 3RD.

The weather was good, but the wind was as heavy as on the first day, thus interfering materially with the time made. About 6,000 people were present, who manifested but little enthusiasm owing to the general success of the Englishmen. Results:

Mile amateur race (3.00 class).—First heat: W. A. Rowe, Lynn, 1st, 2.53 1/2. Second heat: F. F. Ives, Meriden, 2.51. Final heat: Rowe, of Lynn, 1st; Ives, of Meriden, 2nd; Cook, of San Francisco, 3rd; Adams, of Springfield, 4th. Rowe, Ives and others started under protest, the claim being that they had records better than three minutes. The protest was decided and allowed before the close of the meeting, giving first place to Cook and second to Ives. Rowe's time was 2.47; Cook's about 2.49.

Five mile amateur champion race.—The following started: D. E. Hunter, Boston; William A. Rowe, Lynn; George E. Weber, Smithville, N.J.; A. B. Rich, Brooklyn, N.Y.; R. H. Renton, New York; L. A. Miller, Meriden, Conn. Result:

Names.	Miles.	M.	S.
Rich.....	1	06	10 1/2
Rich.. ..	2	03	14
Weber.....	3	09	33 3/4
Rowe.....	4	12	56 1/4
Rowe.....	5	15	58 3/4

Mile professional race.—F. Wood, Leicester, England, 1st, in 2.50; Howell, 2nd, in 2.50 1/2. Prince did not start.

Three mile race.—P. Furnival, 1st, in 9m. 1-5s.; M. J. V. Webber, 2nd.

Three mile tricycle race.—R. Chambers, Eng., 1st; R. Cripps, Eng., 2nd. Chambers' time, 10.04, beating the American amateur record of 10.07; Cripps' time, 10.04 3-5.

Mile amateur special race—R. H. English, of North Shields, Eng., 1st, in 2.44 1/2; Burnham, of Newton, Mass., 2nd.

Three mile State championship.—L. A. Miller, Meriden, 1st, in 9.50.

Mile safety race.—Starters: E. P. Englehart, London, and R. Chambers, Birmingham, Eng., and R. Finley, Smithville, N.J. A closely-contested race was settled by a splendid spurt of Chambers, who came in first, beating the best American record by 9 seconds. Summary:

Name.	Miles.	M.	S.
Englehart.....	Quarter.....	0	46 1/2
Englehart....	Half.....	*1	28 1/2
Englehart.....	Three-quarters	*2	28 1/2
Chambers.....	Five.....	*2	57 1/2

* Times marked with (*) denote best American record.

Ten mile professional race—The starters were: John Brooks, Blossburg, Pa.; R. Howell, Leicester, Eng.; R. A. Neilson, Boston, Mass.; Robt. James, Birmingham, Eng.; Fred. Wood, Leicester, Eng.; William M. Woodside, Chicago, Ill. This was a good race, Howell coming in 1st, Wood second, Neilson third, Woodside fourth, and Brooks fifth. Summary:

Name.	Miles.	M.	S.
W. M. Woodside.....	1	2	54
R. A. Neilson....	2	6	—
R. A. Neilson.....	3	9	15
W. M. Woodside.....	4	12	21 1/2
W. M. Woodside.....	5	15	39
R. A. Neilson.....	6	19	c6
W. M. Woodside.....	7	22	24
W. M. Woodside....	8	25	40
W. M. Woodside.....	9	28	58
R. Howell.....	10	31	59 1/2

Five mile amateur race—The following seven flyers appeared as starters: R. N. English, W. A. Illston, Robert Cripps, E. P. Burnham, H. L. Snodderly, A. P. Englehart, and G. Weber. Burnham won the race amid immense enthusiasm, with English, thirty yards behind, 2nd, Cripps 3rd, and Weber 4th. Summary:

Name.	Miles.	M.	S.
English.....	1	2	52
Cripps.....	2	5	56
English.....	3	9	07
Burnham.....	4	12	20
Burnham.....	5	15	18 1-5

Consolation race—A. McGarrett, Springfield, 1st, in 3.00 1/4.

SPRINGFIELD.

FIRST DAY, SEPTEMBER 8TH.

The fourth annual tournament of the Springfield Bicycle Club opened on Tuesday, September 8th, under the most favorable circumstances, with an attendance of 6,000. The many events were hotly contested, the Englishmen winning eight of the ten races. The record-breaking was remarkable, no less than twenty fast times having been cut down. In the three mile amateur tandem tricycle race, Robert Cripps, of England, and G. H. English, of England, broke the world's records for one, two and three miles, making the distances in 2.46, 5.34 2-5, and 8.23 2-5. Cola Stone, of St. Louis, by reckless riding in the last lap of the ten mile amateur race, fouled Geo. M. Hendee, when these two and D. E. Hunter, of Salem, took headers, breaking two machines, Hendee's being hopelessly damaged. Stone's right hand was seriously injured, and Hendee's right shoulder was cut open.

The tournament opened at 9.30 A.M. with the trial heats designed to weed out the slow coaches. The track was in perfect condition, and even in these opening dashes four records were cut. M. J. V. Webber, of Ryde, England, reduced the three mile amateur bicycle record to 8.34 2-5. Robert Cripps, of Nottingham, England, reduced the three-quarter and one mile amateur tricycle records to 2.21 and 3.02 1-5 respectively, and the one mile amateur safety bicycle record was lowered by A. F. Englehart, of Croydon, England, to 2.48 1-5.

The prize-winning events of the day began at 2.30, on a perfect track and with prompt starting. The racing was opened with a splendid one mile handicap dash by professionals, in

which Fred. Wood, of Leicester, Eng. (scratch), won, breaking the mile record in 2.35 3-5; R. Howell, of Leicester, Eng. (scratch), was second, breaking the three-quarter mile record in 1.52 2-5; R. A. Neilson, of Boston (45 yards' start), third; Robt. James, of Birmingham, Eng. (scratch), fourth; and John S. Prince, of Chicago (scratch), fifth.

The ten mile amateur championship race, in which the accident on the back stretch put the three leaders out of the race, when Hendee was shooting ahead with best chances of winning, was taken by E. P. Burnham, of Newton, Mass., W. A. Rowe, of Lynn, Mass., second, and A. B. Rich, of New York, third. Burnham broke the six, eight and ten mile records as follows: 18.18 1-5, 24.40. and 30.24 2-5. Stone broke the seven and nine miles in 21.28 2-5 and 27.43.

Robert Cripps, of England, won the one mile amateur tricycle race in 3.07, with R. Chambers, Birmingham, Eng., second, and W. N. Winans, of Springfield, third.

R. Howell won the five mile professional safety race in 15.36 1-5, with John Brooks, of Blossburg, Pa., second, and Wm. A. Woodside, Chicago, third.

R. H. English, of Newcastle, England, won the half mile amateur race, with W. E. Crist, of Washington, second, and L. A. Miller, of Meriden, third, Hendee's half mile being beaten in 1.15 4-5.

C. E. Kluge, of Jersey City, N. J., on a Star, won the 3.10 amateur race in 2.41 2-5; C. R. Adams, of Springfield, second, in 2.42, and P. M. Harris, of New York, third.

M. J. V. Webber, of England, won the three mile amateur bicycle race in 8.46 1-5, R. H. English, of England, second, and W. A. Illston, of England, third.

Fred. Wood won the three mile professional record race, with Howell 2nd, and James 3rd, who broke the two mile record in 5.42 2-5.

The five mile amateur record was won by Percy Furnival, of London, Eng., in 14.36 1-5, breaking the American record; G. E. Weber, of Smithville, N. J., second; E. P. Burnham, of Newton, Mass., third. Furnival broke the three mile record in 8.34 4-5, and Gaskell the four mile record in 11.34 4-5.

SECOND DAY, SEPT. 9TH.

One thousand five hundred people witnessed the second day's races of the Springfield Bicycle Club tournament to-day. The track was not well dried at the start, but the inner part dried in a short time wide enough for two or three wheels, and the rest improved during the afternoon. The air was warm, with a slight breeze. Furnival won the one mile amateur championship of the world race, in 2.45 4-5; Illston finished second; Ives, of Meriden, Conn., third. Hendee had not yet recovered from the effects of his header yesterday. The one mile professional sweepstakes and world's championship was a race between Howell and Wood, the former winning by 3 feet in 2.49 3-5. James finished third, a second later. Chambers, Allard and Englehart, the Englishmen, and Powell, on the diminutive Star, were starters in the three mile safety bicycle race. They set a great pace, fighting it hotly lap after lap, now one now another leading. Down the home stretch in the last lap Englehart was leading and stubbornly

fought every inch of the way with Allard, who steadily crept by him, but beyond both in the middle of the track Chambers made a spurt, and in the last two yards passed both and won, with the other two lapping his wheel. All records were made over. Times and records are:

Quarter mile, 4m. 4-5s., Englehart; half mile, 1.27 2-5, Englehart; three-quarters of a mile, 2.11 1-5, Englehart; mile, 2.55, Chambers; two miles, 6.05, Englehart; three miles, 8.59 2-5, Chambers.

Allard's time for the three miles was 8.59 3-5, and Englehart's for the same distance 9 minutes. N. E. Kauffman, of Rochester, gave a pretty exhibition mile on a unicycle stripped to forks, handle-bar and cranks. He rode well, and was much applauded, reducing his record from 4.35 to 4.10. C. E. Kluge, of Jersey City, won the half mile dash in the 1.30 class in 1.17 4-5. R. Richlager, of Scranton, Pa., was second, and John Illston, of Hartford, Conn., third. M. J. V. Webber led the three mile record race in 8.22 4-5; and Burnham, of Newton, Mass., finished two miles in 5.34 2-5. Burnham was given first prize, Howe second, and Webber third.—Fred. Wood won the ten mile professional bicycle race in 30.54 2-5; Howell was second, and Brooks third.

In the five mile tricycle record race Furnival made these records: $\frac{1}{2}$ mile, 1.30; $\frac{3}{4}$ mile, 2.15 2-5; 1 mile, 2.58 2-5; 2 miles, 6.03 4-5; 3 miles, 9.05 1-5; 4 miles, 12.15 1-5; 5 miles, 15.18 3-5. Cripps got second prize. Rowe won the 5 mile amateur race in 14.11 2-5; D. H. Renton, second; C. P. Adams, third.

THIRD DAY, SEPT. 10TH.

Five thousand persons witnessed the bicycle contests in Hampden Park to-day. Howell easily won the one mile Safety bicycle race in 2.55, Woodside second, Higham third. Woodside made the first three-quarters in 46 3-5, 1.28, and 2.13 3-5.

Webber, of England, won the ten mile amateur record race, Furnival second, Weber, of Smithville, New Jersey, third. Webber, the Britisher, and the American Weber kept on, and the former made 20 miles, 635 yards 2 feet in an hour, and the latter 20 miles 160 yards. Webber's time for ten miles was 28.44 2-5, and for twenty miles, 58.56 1-5. This time for twenty miles beats all American records as well as the English amateur record.

Cripps ran on the tricycle against time, with this result: Quarter, 43 3-5; half, 1.25; three-quarters, 2.10 2-5; mile, 2.53 4-5, beating the best record by 4 2-5 seconds.

M. J. V. Webber came out in the five mile tandem tricycle race, riding with Chambers, but they fell far behind, taking third place only, with Furnival and Cripps first, after close work with English and Lambert, who finished a good second. The time was very poor after the quarter, which was made in 44 4-5 when the record was touched. The miles were made as follows: 3.34 3-5; 7.07 1-5; 10.21 1-5; 13.39 3-5; 16.49 4-5.

The three mile professional contest brought out Prince, James, Brooks, Woodside, Neilson. Howell and Wood. Howell and Wood fought it out on the last lap to the line, Howell leading by half a wheel, with James third, and the others nowhere. The time was poor—8.48.

Furnival and Powell, on a heavy roadster, English, Winans, Rhodes and Cripps started out on a three mile amateur tricycle race. The contest narrowed down to Furnival and Cripps. The former, by hard work, left Cripps on the home stretch, and won in 9.37. English was a good third, and the others crossed the tape in a bunch several yards behind.

The handicaps in the five mile professional bicycle race placed Howell, Wood and James on the scratch. Woodside had 180 yards start, Neilson 200, and Polhill, of Georgia, 400. The advance men were all overhauled after the third mile had been run. The race finished with a burst of speed from the quarter mile post between Wood and Howell, Wood winning by a length in 14.34 1-5. The mile was made by Wood in 2.39. He also made a new world's record of 5.29 for two miles, and a new American record of 11.32 3-5 for four miles, and of 14.34 1-5 for five miles. Howell took the three miles with a professional record of 8.20. His five miles were done in 14.34 2-5.

Englehart easily won the one mile Safety race in 2.54 $\frac{3}{4}$, Allard second, and Chambers third. Allard's time for the half and three-quarters was 1.25 $\frac{3}{4}$ and 2.08 4-5.

Rowe won the three mile race in the 9.10 class in 8.30; Powell second, and Rich third. Rowe also won from scratch the one mile handicap race in 2.41, Rich (scratch) second, Knapp (20 yards) third.

The one mile consolation race brought out nine starters, who were well strung out at the close.

—:0:—

A SAFETY RECORD.

On Saturday, August 8th, Mr. H. D. Corey, of the Massachusetts Bicycle Club, at the instance of Mr. Abbott Bassett, of the *Bicycling World*, concluded to make a safety record for America. His mount was a 36-inch Rudge Safety geared to 56 inches. Mr. W. H. Huntley also started with the intention of breaking the 24-hour tricycle record, he mounted on a Rudge Crippler tricycle. They were checked along the route by policemen, watchmen and any one they met. At the end of twenty-four hours Corey had ridden the little Rudge Safety 203 $\frac{1}{4}$ miles, and Huntley on his tricycle 191 miles. Both men and machines were in good condition, no break having occurred throughout the day.

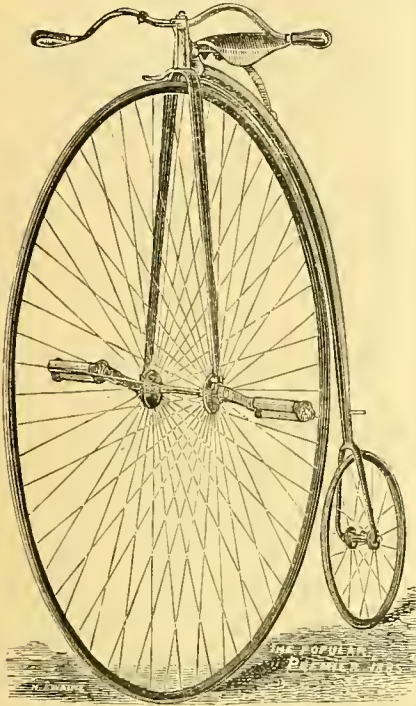
When they first started out in the morning, the men had no idea they would cover the distance that they did, as Huntley wished to make a good tricycle record of about 150 miles, and Corey wished to make simply a long-distance safety bicycle record, there being none in this country. Corey feels confident that he could have broken the 24-hour record of 211 $\frac{3}{4}$ miles, if he had had some practice on his Safety. As it was, he had not been on the machine for four months until the day before, and he believes the small geared-up machine will yet hold the long-distance record.

The safety bicycle is used to a considerable extent in England by the nervous or riders of advanced age. There seems to be a great deal in this machine, and no doubt Corey will bring it out.

Belles call a great many people to church.


A. T. LANE, - Montreal.

ROYAL CANADIAN No. 2.



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

SPECIFICATION:—Hillman's new pattern ball-bearings to front wheel and adjustable cones to back, direct spokes, HOLLOW FORKS, BENT HANDLE BARS and LONG-DISTANCE SADDLE. Finished in Harrington's black enamel. Price, \$65.00.

 Subscriptions received for all Cycling Publications.

50 SECOND-HAND
MACHINES
For Sale Cheap!

A FEW BARGAINS!

Premier Sociable

Balls to all wheels, king of road lamps, new tires.

COST \$190, for \$110.

IN GOOD ORDER.

Rudge Racer

51 inch. Balls at both wheels and pedals. Only used a few times.

COST \$115, for \$75.

Popular Premier

51 inch. All nickel-plated but felloes. Ball bearings to front wheel. Æolus ball pedals. King of road lamp. Nickel-plated. Hill & Tolman Automatic Gong.

In very good order.

FOR \$70.

Special British Challenge

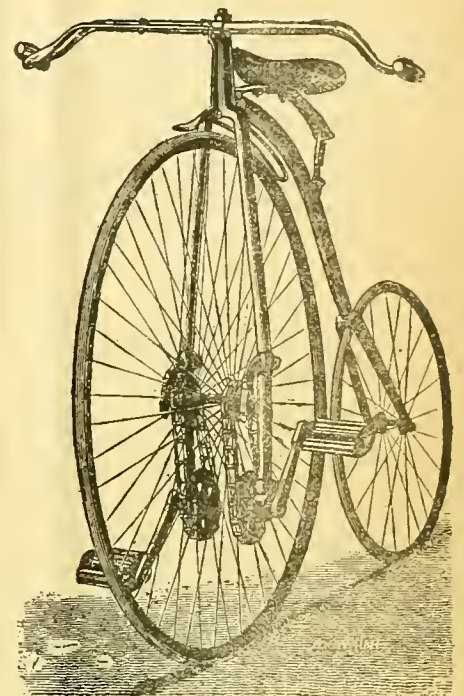
52 inch. Balls to both wheels. Half plated. Too high for late owner. Not run 100 miles.

— \$75.—

And 50 more Bicycles

ALL JUST AS CHEAP.

THE KANGAROO.



THE PERFECT SAFETY.

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

*Send 3-Cent Stamp
for largest and most
elaborate Bicycle Cata-
logue ever published in
Canada.*

42 Pages—62 Engravings.

A. T. LANE, - - MONTREAL.

STILL THEY COME!

At the Toronto Bicycle Club Sports, September 19th, 1885, six out of seven of the events were won
on the

INVINCIBLE BICYCLE,

including the five miles open.

- | | | | | | | |
|----|--------|---|---|---|---|-------------|
| 1. | Foster | - | - | - | - | Invincible. |
| 2. | Davies | - | - | - | - | Invincible. |
| 3. | Clarke | - | - | - | - | |

— A T T H E —

INTERNATIONAL INVENTIONS EXHIBITION,

London, England, August, 1885, the Surrey Machinists Company

HAVE BEEN AWARDED A GOLD MEDAL!

Highest award for the INVINCIBLE MACHINES. Also at the
Industrial Exhibition, Toronto.

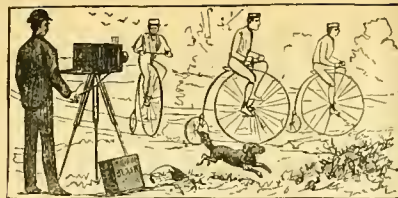
The Coventry Machinists Company was awarded a Gold Medal at the above London Exhibition,
the Highest award for a

CLUB SAFETY BICYCLE.

Sole Agents for Canada,

T. FANE & CO.,

36 ADELAIDE ST. WEST, - TORONTO, ONTARIO.



Photography!

For the Cyclists, with our

TOURING CAMERA.

The largest stock and variety of Cameras
in the World.

ALL PRICES.

The reputation which we have gained in three years tells of itself the completeness of our manufactory, which is the largest devoted to the manufacture of Light Weight Cameras in America.

A SPECIAL DISCOUNT TO IMPORTERS AND EXPORTERS.

Send 4 cts. for 3rd Edition Illustrated Catalogue.

—THE—

BLAIR TOUROGRAPH & DRY PLATE CO.,

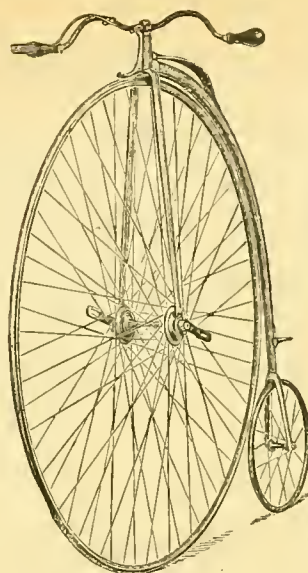
FACTORY—471, 475, 477 TREMONT ST.,

BOSTON, - MASS.

BRANCHES :

New York, Cincinnati, and San Francisco.

APOLLO



CHALLENGE.

TANGENT SPOKES

52-inch Wheel, weighs 35 lbs., all bright parts plated, Balls all over, for \$110.00.

EIGHT STYLES of the Challenge in stock.

XTRAORDINARY CHALLENGE the MODEL SAFETY BICYCLE of the day.

Two Racers, one plated, cheap, or in exchange for good Roadsters.

Handsome New Revised Catalogues just from the press.

W. M. PAYNE,
LONDON, ONT.

PHOTOGRAPHIC VIEWS

OF THE

BIG FOUR TOURISTS,

ON THEIR ARRIVAL AT

Round Island, St. Lawrence River, July 11, '85.

—O:—

No. 1.—The Big Four Group, "Shady Ledge Cottage," on Round Island, owned by Frank H. Taylor, Commodore, of New York. Size, 14x17. Price per copy, \$2.00.

No. 2.—The Big Four Staff in front of their camp at Shady Ledge, Round Island. Size, 14x17. Price per copy, \$2.00.

No. 3.—Group on Rocks in front of "Shady Ledge Cottage," facing river. Size, 8x10. Price per copy, 50 cents.

No. 4.—Big Four embarking on steamer *John Thorn* at Alexandria Bay to connect with Utica and Black River R.R. Size, 8x10. Price per copy, \$2.00.

No. 5.—The Big Four, Michigan Camp.—Size, 8x10. Price per copy, 50 cents.

Parties wishing to secure one or more copies of the above can do so by sending their orders to my address. I will furnish the whole set of six, mounted, at \$5.00; unmounted, at \$4.00.—Securely packed.

A. C. MCINTYRE,
Alexandria Bay, Jefferson Co.,
New York.

NICKEL-PLATING BICYCLES

A SPECIALTY!

RUBENSTEIN BROS.,

537 CRAIG ST., MONTREAL.

Bicycles ! Tricycles !

LARGER STOCK THAN EVER.

WATSON & PELTON,

Wholesale and Retail Importers.

YOUNG AMERICA,

PIONEER,

BRITISH,

BRITISH SPECIAL,

BRITISH TRICYCLE.

Agents for the Coventry Machinists Co.'s

"SPECIAL CLUB,"

"CLUB SAFETY,"

"CLUB RACER."

LARGE ASSORTMENT OF SUNDRIES.

Repairs and Plating promptly executed

SAMPLE ROOMS—53 St. Sulpice St.

WAREROOMS—543 Craig St.

MONTREAL.

FOR SALE,

1 INVINCIBLE RACER, 52-inch. . \$105 00
(Only in use two weeks.)

1 INVINCIBLE RACER, 53-inch..... 95 00
(In perfect order.)

1 NONPAREIL LIGHT ROADSTER,
55-inch (almost new, only had two
months' use; cost \$110; all ball-
bearings, including pedals)..... 90 00

1 "HOWE" ROADSTER, 52-inch.... 30 00

Address—

W. G. ROSS,

26 University street, Montreal.

OUR CLUBBING OFFERS.

WE are pleased to state that arrangements have been made whereby the following journals may be procured jointly with THE WHEELMAN at the figures specified below:—

THE WHEELMAN and Mirror of American Sports,	\$3 25 per annum.
" and Cycling World,	2 25 "
" and Grip,	2 00 "
" and Cyclist & Athlete,	2 00 "

Practical Words FROM Practical Wheelmen.

ALONZO WILLIAMS, Professor of Mathematics, Brown University, Providence, R. I.:

"Having examined somewhat carefully the wheels of England and France, I do not believe that a better roadster is made in the world than the EXPERT COLUMBIA."

F. J. DRAKE, Lieutenant and U. S. Inspector of Material, Boston, Mass.:

"From the practical results, which I determined by subjecting the different qualities of steel from which it is constructed to the recognized standard of Government tests, I am free to assert that the COLUMBIA *has not its equal in quality of material and finish.*"

THOMAS STEVENS, the Trans-continental Cyclist, and now on his way around the world on an Expert, New York, N. Y.:

"A 50-inch COLUMBIA bicycle carried me the whole length of my well-known ride from San Francisco to Boston at a cost of 25 cents for trifling repairs."

HENRY W. WILLIAMS, Esq., President Massachusetts Bicycle Club, Boston, Mass.:

"I have ridden.....over 9,000 miles on the "EXPERT." By far the most satisfactory wheel made."

GEORGE H. JOHNSON, Mechanical Expert, Huxks & Johnson, Bridgeport, Conn.:

"I am thoroughly satisfied with the COLUMBIA LIGHT ROADSTER; in material and workmanship, is far superior to that of any other, either English or American. It is a genuine pleasure to inspect work so thoroughly finished, even in the most minute details, as shown in your machines."

MR. K. ELLIOTT, West Hartlepool, England:

"I am entering upon my tenth year of bicycle riding, and have ridden my EXPERT COLUMBIA about 1,000 miles last season. Compared with most English-made machines, it is far in advance of them."

A. KENNEDY CHILDS, Ph. D., Ex-Executive National Cyclist Union, London England:

"I tested the wheel (EXPERT COLUMBIA), and if I cannot smash a machine I don't know who can. I found it to be in every respect a 'model road machine.' ... I honestly consider it, after a severe and prolonged test, to be equal, if not superior, to any wheel I ever possessed for road purposes."

MR. C. K. ALLEY, Corresponding Secretary L.A.W., Buffalo, N.Y.:

"I have used mine for three years. The best made machine on the market, and will stand hard usage better than any other."

ILLUSTRATED CATALOGUE AND BOOK OF TESTIMONIALS SENT FREE.

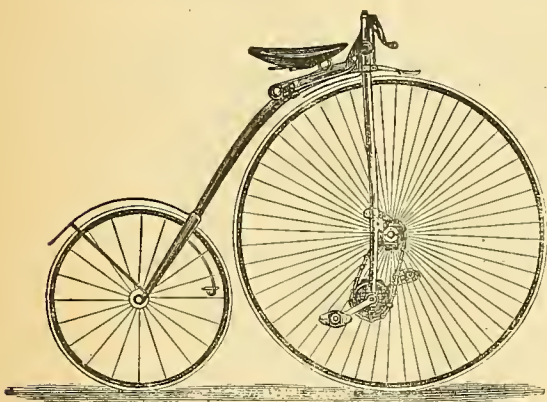
THE POPE MANUFACTURING CO'Y.

PRINCIPAL OFFICE: 597 Washington Street, Boston, Mass.

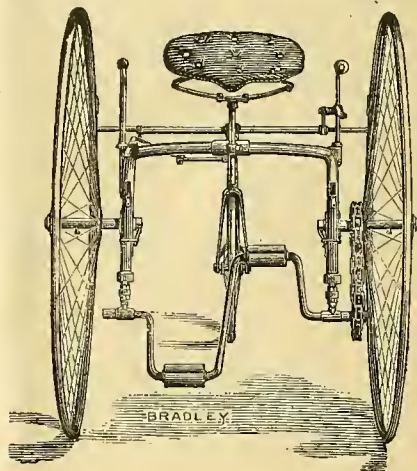
BRANCH HOUSES:

12 WARREN STREET, NEW YORK.

115 WABASH AVE. CHICAGO.



FOR
ONE MONTH
ONLY.



GREAT CLEARING SALE OF

Bicycles and Tricycles at Cost!

SEND FOR NEW LIST.

GOOLD & KNOWLES

BRANTFORD.