

Capital City Club
409. 15th St
Washington D.C.

The Canadian Wheelman

TORONTO ENG CO.

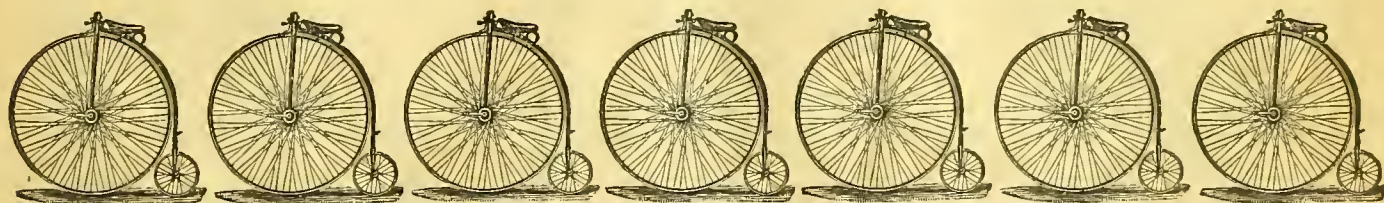
A JOURNAL OF CYCLING.

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

VOL. VI. 4

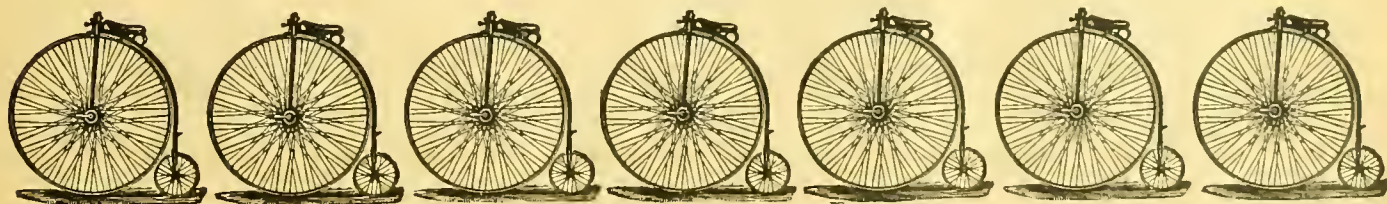
LONDON, CANADA, JUNE, 1887.

No. 8.



Question.—Is wheeling better than walking?
 Answer.—Yes. To demonstrate, compare handling a thousand pounds of iron in a square box, and rolling the same in a cask.
 Q.—Should riders lend their cycles?
 A.—No; unless they have a grudge against the machines.
 Q.—Does it pay to ride the best wheel made?
 A.—Yes. A cheap wheel soon wares into a trap. Cheap wheels are made to sell, not to ride.
 Q.—Why are "Victors" universally admitted to run easily?
 A.—Because they are rigid in all points except the tire, where they show the greatest amount of elasticity in the right direction.
 Q.—Why are they known to be coasters "par excellence"?
 A.—Because the lines are true, and the parts in perfect harmony, making a model calculated for speed when power is not applied. The machine talks when the power is taken off.
 Q.—What one feature is more important than all others in wheel making?
 A.—That tires should stay.
 Q.—Does any maker guarantee tires to stay?
 A.—Yes. The makers of the "Victor" do; and if a compressed tire comes out, they will apologize, and re-set without charge. A compressed tire costs much more than a cemented tire.
 Q.—Does any maker use rubber as fine as it is possible to make?
 A.—The Victor tires are pure Para gum, with nothing added but the chemicals necessary to vulcanize. They will float in water.
 Q.—Why are "Victor" rims stiffer than any others?
 A.—Because they are so made as to be double thickness at bottom, where spokes are attached, and are made from fine steel, a better quality than could be used if they were cold drawn into tubes.
 Q.—Who originated the square rubber pedals?
 A.—The Overman Wheel Co., who also originated the "Victor" swing saddle, which has been so widely copied in the market.

Q.—Does any maker put upon the market a bicycle all forged steel?
 A.—The makers of the "Victor" will pay \$100 for every ounce of cast metal found in their Bicycle.
 Q.—Do the Overman Wheel Co. pay cycle papers for putting items in their reading columns claiming their wheels to be the best?
 A.—No. If their machines are mentioned in wheel papers it is done without charge, as they do not countenance filling wheel papers with such "penny a line bosh." The Overman Wheel Co. have a letter from the editor of one of the principal wheel journals which says, "allow me to suggest that you use our reading columns more. Can give you space in quantity at 12½ cents per line. It is an excellent way to top off display Ads., and to keep prominently before the public."
 The makers of the "Victor" wish to have riders understand that they do not "top off" their display Ads. in reading columns "at 12½ cents per line." When they get to be overly anxious about finding a market for their wheels, and consequently nervous for fear the public will not credit them with something they do not deserve, they may conclude to "top off" their display Ads. in "reading columns at 12½ cents per line." They believe that just this sort of stuff in cycling papers loses for the papers the respect of riders, and puts a large question mark in the mind of every rider as to the sincerity of anything that is said in wheel papers.
 Q.—Why do the Overman Wheel Co. abstain from mentioning the names of other wheels, and the names of other makers, in their advertising?
 A.—Because they have merit enough in their own wheels to talk about, without throwing mud at their neighbors. The use of personalities in print is a strong evidence of dense ignorance.
 Please note that this page is paid for by the Overman Wheel Co., of 182 Columbus Ave., Boston.



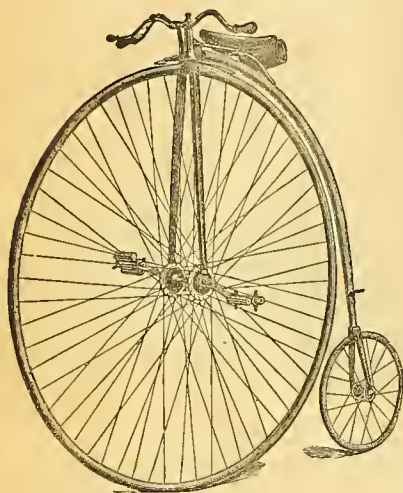
50 REMARKS

OF VAST IMPORTANCE FROM

CHAS. ROBINSON & CO.,

THE GREAT CANADIAN CYCLING DEALERS,
22 CHURCH ST., TORONTO.

THE KING OF WHEELS.

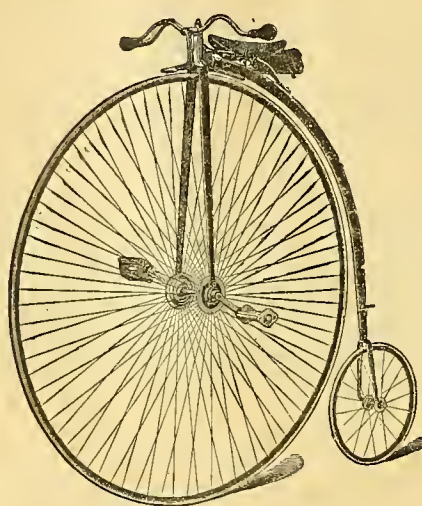


THE RUDGE LIGHT ROADSTER.

The finest bicycle on earth. Old and experienced wheelmen pronounce it a marvel of beauty; a glad surprise; an astonisher of the most pronounced type. Its magnificence is dazzling; its graceful lines remind one of the Apollo Belvedere; its finish is chasteness and loveliness combined. Magnates and mugwumps, plebians and policemen, are flocking from the distant corners of the earth to gaze on this wonderful product of Century No. Nineteen. The boneshaker must go! The cycling millennium has dawned! *E Pluribus Unum!* Erin-go-Bragh! Zip! Zounds!

The best wheel is that which is ridden by the best riders. Take Toronto, for instance. In the Wanderers' Club, the largest in Canada, CAPT. GEORGE CHAPLAIN ORR, the most expert wheelman in Canuckdom, rides a 56 in. Rudge No. 1; Secretary-Treasurer FREDERICO JOSEPHUS MORPHY has gone and done likewise; ditto the Captain and Lieutenant of the Safety Division, Messrs. T. LALOR and CHAS. P. SPARLING. Mr. MCBRIAN, another representative wanderer, also belongs to the most exalted and noble Order of Rudge Riders. And these gentlemen are sure to have the best wheel made, viz.: the Rudge.

THE QUEEN OF WHEELS.



THE RUDGE NO. 2.

The first impulse is to disbelieve us when we say that we will supply you with this fine wheel at \$85. But George Washington himself never told a bigger truth. Test us on the point.

The officers and the majority of the members of the STRATFORD Bicycle Club are Rudgeites.

The ST. CATHARINES boys have sized up the Rudge correctly.

HAMILTON is calling aloud for more Rudges.

CHATHAM ditto.

OTTAWA streets are enlivened by the sight of scores of Rudge Safeties.

CALGARY, the far-away city by the Rockies, also has the Rudge.

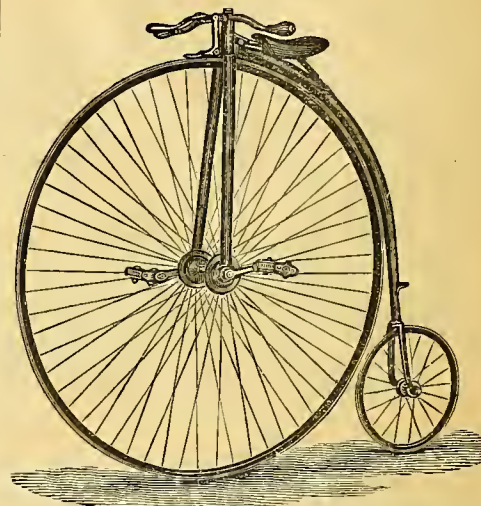
QUEBEC, the ancient, knows it well.

The whole country is on the *qui vive* about it.

We hope the *qui vive* will continue. No doubt it will. We have sold an enormous number of wheels already, and the season has not really opened.

Extra express trains are being run to accommodate the daily orders.

THE PRINCE OF WHEELS.



THE RUDGE NO. 3.

Only \$60. You can make it \$75 if your conscience will not allow you to accept it at \$60. Then there's the Safety and the Bicyclette. Write for information concerning them.

—:O:—

SOME OF OUR AGENTS:

Hamilton—Messrs. Ross and Simpson, No. 8, Arcade.

Ottawa—Messrs. Hunter and Living, Sparks street.

St. Catharines—Messrs. N. A. Lindsay & Son.

Cobourg—Mr. W. H. Fligg.

Stratford—Messrs. Jeffrey Bros.

Chatham—Mr. J. D. Lamont.

Ingersoll—Mr. J. Holmes.

Port Hope—Mr. H. H. Jones.

And a host of others.

SOME BARGAINS.

(1) 53 in. New Rapid. Only ridden a few months	\$90	(4) 55 in. Rudge No. 1. Thrown away at..	\$ 90	(7) Rudge Single Tricycle.....	\$100 00
(2) 53 in. Invincible. In good condition..	75	(5) Rudge Rotary Tandem Tricycle . . .	130	(8) A pair of grained calf Bicycle Shoes	3 50
(3) 48 in. Rudge No. 1. Cheap at.....	85	(6) Rudge Humber Tandem Tricycle.....	180	(9) A Lamplugh & Brown Buffer Saddle	4 50

And a heap more. Get our Catalogues, and then order what you want. Join the ever-increasing procession headed for.

CHAS. ROBINSON & CO.'S, 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.

Advertisements and communications, to insure insertion, must be received by the 26th of each month.

LONDON, JUNE, 1887.

THE MEET.

Let everyone be at Brantford on the 1st of July. The meet on that day should be the most successful recorded in the annals of the Association, for is Brantford not in the very centre of the cycling district of Canada, and is our Association not stronger than it has ever been in the past? The boys at the "ford" are working with a will to fulfil their part of the contract, and it will not be Brantford's fault if the meet fall short of any previous one. We have not yet heard what Montreal proposes doing, but from all parts of Ontario comes the cheering news of preparation. Belleville will be there, with the genial Way in the van; Toronto, with its pugnacious Wanderers, and staid, conservative Torontos will be well represented, while from the West newly-formed clubs—such as the Londoners—are proclaiming their intention of joining with the older organizations in the great cycling event of '87. Everybody should be there. Let everybody see that he does as he should.

—:—

EDITORIAL NOTES.

With a new President, a new Secretary, and, in fact, new blood infused into its management throughout, we will watch with interest the course of the L.A.W., and hope for its improvement.

The *Bicycling World*, America's oldest wheel journal, has moved into new quarters, and assumed a new dress. The change becomes it exceedingly, and the *World* will evidently roll on in the front rank for years to come.

A greater interest has been manifested in bicycle affairs in Ontario this spring than for several years, and not only do the tradesmen report freer and larger sales, but the C.W.A. is feeling the effect in the number of applications for membership.

From present indications, this season will find far more organized touring than has ever been done in previous years. Already a number of extended trips have been announced, with any number of smaller ones which may never be heard of through the press.

Our St. Catharines correspondent gives a rather indistinct intimation of a Canadian trip taken by a large number of the Buffalo wheelmen. We regret that we have not been furnished with fuller particulars, so that the various clubs along the route could be better prepared to receive the tourists.

The New York Road Book is out and being delivered. It reflects great credit upon Mr. A. B. Barkman, its compiler. It is handsomely bound in dark Russia leather. The cost to the State Division of the first issue is something like \$1500, in strange contrast with the cost of the Canadian Guide Book, which didn't amount to one-fifth of the sum mentioned.

Only two courses appear to be open to the League. Either less must be given for each member's dollar, or the dues must be increased. —*American Wheelman*.

We always feel in duty bound to give kind, brotherly advice in matters such as these. By no means increase the dues, if possible at all, but give the members less—of that steady fighting on paper over everything in connection with the League.

It is with regret that we chronicle the loss that Captain Goodman, of the St. Catharines Bicycle Club, has sustained in the sudden demise of his young and amiable wife, who passed away in May. All wheelmen who have had the pleasure of Mr. Goodman's acquaintance and enjoyed his hospitality will learn of his loss with sorrow, and, with the members of the St. Catharines Bicycle Club, who were more intimately acquainted with him and his estimable wife, tender him their heartfelt sympathy in this the time of his affliction.

Mr. Frank A. Elwell, of Portland, who so admirably conducted a tour a-wheel through Maine and New Brunswick last year, now proposes a run "through the land of the French-Canadians" for 1887. The route will be "from the St. John to the St. Lawrence; up and down the far-famed Saguenay River; from Quebec to the Kennebec; a bicycle tour through the forests, by the lakes and along the rivers of Maine, New Brunswick and Canada East." The tourists, who will be limited in number to thirty, will start from Boston on July 17. The total cost to each member will be only \$50.

The annual meet of the L.A.W. will be a matter of history before this issue of THE WHEELMAN reaches its readers. It goes further west this year than ever before—to St. Louis—and will therefore not likely attract such large numbers of wheelmen as on past occasions. The St. Louis riders, however, are sure to give visiting brethren a hearty welcome. The official programme, received through the courtesy of the *American Wheelman*, is a beautiful and novel specimen of typography. The cover is printed in six colors, and the inside is very prettily illustrated. By the way, why should the C.W.A. not follow this excellent custom of issuing its programme in such an attractive and permanent form that it may be carried away as a lasting memento of the pleasant times spent at the meet. The Montreal Club made a very creditable effort in this direction last year, but there is no reason why the idea might not be developed, until it merge into a first-class annual programme.

PETE CELEBRATES THE QUEEN'S BIRTH-DAY.

THE JOURNEY TO WOODSTOCK—WHAT HE SAW AT THE MEET, AND OTHER ITEMS OF INTEREST.

God save the Queen!

So says every cyclist to whom the 24th is a red, white and blue letter-day. At 8:10 A.M. on Tuesday morning I found myself among the blue-coated, navy-nickered, polo-capped, red-badged members of the Toronto Bicycle Club, and with them boarded the Credit Valley train. We bowled through the country at a speed only equalled by a boneshaker of B.C. 2000, the result being that we made the run of eighty miles in the unprecedented time of four hours and a half! Arriving at Woodstock, a very wet shower dampened our ardor and our clothes, but this drawback was soon forgotten in the wild scramble for beans and pie at the hotel. Promptly at 2:30 the competition for the cup took place, my friends, the Wanderers, winning the trophy. Here's three times three and a tiger in their honor! Their turnout was simply magnificent, and reflects great credit on the club, Captain Orr and Toronto. Stratford came second, and the long line of blue-uniformed wheelmen, under the captaincy of Mr. Nasmyth, won enthusiastic applause. The newly-organized Forest City Club, of London, turned out in new C.W.A. uniforms. With thirty-five members on the roll, they have entered on a prosperous career. The Hamilton Club, which also has a membership of thirty odd, sent eighteen of their best riders, who made the rest of us envious by their white felt jubilee hats and navy Norfolk jackets. Brantford also sent a detachment, who dazzled the audience by their nobby new suits. The Torontos viewed the races from the grand stand, and cheered their racer, Fred Brimer, who made a very plucky and successful effort in the five mile race. Foster surprised his most sanguine friends with his splendid work, and placed himself securely in the front as our fastest Canadian rider. Davies did well, too, and was but a small distance behind in the two events in which he figured. Stratford possesses some splendid racing material in Messrs. Smith, Macdonald and McFarlane. They will no doubt be heard from in future meets. The Meet was as successful as its predecessors, which is the highest praise that can be given, and establishes more firmly the reputation of the Woodstock B.C. and A.A. as successful managers of cycling meets.

While meandering through the crowd I learned: That the Stratford boys are considering the advisability of putting down an asphalt track, in which case that city will be more than ever a cycling centre.

That the Hamilton Club has rented a bungalow at the Beach for the summer, where they will congregate during the season.

That the Wanderers will visit Hamilton on the 11th of June, and ride with the Hamilton Club to Grimsby.

That J. J. Macdonald, of the Stratford B.C., won the one mile bicycle race at Upper Canada College on the 9th of May, the prize being a handsome cup presented by Mayor Howland.

That there will be an immense crowd of cyclists at Brantford on the 1st of July.

WHY I DO NOT RIDE A BICYCLE.

'Tis not that I've no money to spare for a machine,
For I've plenty in the bank; 'tis not that I am mean;
It's not that I am frightened at the ugly falls and knocks,
The sudden "collapsations," and the often cruel shocks.

It's not because I'm lazy. Oh, no! it is not that, I can row, and I can swim, I am splendid with the bat.

It's not because my legs aren't straight, or awkward to the sight,

It's because I am a maiden, and to straddle is not right. —*Cycling World*.

With the Clubs.

LONDON.

In sending a contribution from this city, I feel rather backward in making any boasts, for it has been done so often in the past that it is an old story, but to tell the bare truth, cycling has received a boom this year that puts it well in advance of previous years, even of the good old days of '83, when the first annual meet was held here. The officers of the Forest City Bicycle Club are as follows: President, J. M. Edy; Vice-Pres., W. K. Evans; Sec.-Treas., W. M. Begg; Capt., W. S. Chisholm; 1st Lieut., Jas. Lamb; 2nd Lieut., E. A. Fitzgerald; 3rd Lieut., W. Richardson; Standard-bearer, T. Knowles. The membership is between 30 and 40, with a probability of quite an increase before the season closes, so that we hope to make a very creditable showing as the senior club of the C.W.A. All of the old riders of the Ariels, also of the Westminster Touring Club, have joined in with us, and the C.W.A. suit made the club uniform. Club-rooms will in all probability be secured before long and put in first-class shape, where a pleasant evening can be spent, and for entertaining visiting wheelmen. We had a quiet visit about three weeks ago from four of the St. Thomas boys, two of them being the veterans Harry Scott and Will Martin. A monster tour from London to Port Stanley is talked of, to be participated in by the St. Thomas boys and as many other riders from adjacent towns as can conveniently join in; in fact, several large one or two-day trips are proposed to be carried out during the summer. At this date I cannot prophecy that we will make any wonderful showing at Woodstock on May 24th, which will be over before this sees light, but we are all going to Brantford—and don't you forget it.

"FOREST CITY."

ST. CATHARINES.

Our city will probably be eclipsed next week, as the Welland House has received instructions to reserve accommodation for thirty Buffalo wheelmen to arrive on 28th May, on a Canadian tour. Our club has not yet reorganized, but will undoubtedly wake up then, and give our American friends a royal reception, when all other years will be outdone. The roads are now in good shape, and the balance of the sidewalks in the city are to be flagged. Our boys appreciate the privilege of riding on them, and try not to abuse it, business streets being at all times barred. I am sorry that I cannot get to Woodstock on the 24th, but hope to bob up serenely at Brantford.

St. Catharines, May 20, 1887. RUDGE.

TORONTO.

THE WANDERER'S NOTES.

The 24th in Woodstock was a big day for us, and with three special cars duly labelled with streamers, we were side-tracked at that town, some 93 strong, not including our prize "mascot" and bulldog. On the way up songs and recitations and various other amusements passed away the time, and on arrival at Woodstock we found rainy weather and a big crowd awaiting us. After dinner we formed in parade and numbered off only 87 strong. The officers present were: Captain, G. H. Orr; 1st Lieut., A. Daniel; 2nd Lieut., W. H. Grenfell; Captain and Lieut., Safeties, Messrs. Lalor and Sparling; Standard, Norman Smith; Buglers, Bert Brown, Wilcox, Lawson and Billings; Drummers, Messrs. Penniston and Brown. In the parade were two tandem trikes and one single, ridden by Miss Gipsy Crean. The cup we won is an elegant one, and is fully up to anything we heard about it. Our team of "mascois," both celebrated characters, brought us great luck. Our parade is the largest of any yet to date, but wait till we show ourselves at Brantford.

Our Freddie Foster carried off many honors, and, as we predicted, is going to surprise America by his plucky riding. As a racer, for a well-judging head, he has no equal. Before the race,

one of his competitors expressed an opinion that Fred would be nowhere at the finish, and neither he was, that is, there was no one near him. Again, the five mile championship comes to us through him; nobody came to the scratch to compete against him.

Woodstock trip over, we now look forward to our coming dates. On May 28th and 29th we are due in Markham, Stouffville, etc.; on June 11th, we excurt to Hamilton on a visit to that club; on June 21st, we exhibit at Port Perry; July 1st, in Brantford; July 9th, we entertain the Ilderans, from Brooklyn, and still dates are crowding in so fast that we will have little outside time.

Tom Lalor, of ours, had his shop cleaned out by the O'Brien mob, and lays claim to the city for a neat \$500.

Our club-dog is a dandy, six years old, black and tan bull, 48 lbs., and we think he can down anything.

Only 94 wheels in parade out of a club 280 members strong.—Let us get at Brantford.

Messrs. Brown, Grenfell, Capon and Morphy have been touring around London and Goderich, but joined the Wanderers at Woodstock.

One of the worst things I ever noticed was in a Stratford paper before the 24th. It was to the effect that the Wanderers, who had a membership of 97, could not individually stand the expense of a trip to Woodstock, and, besides, were all wind and "no go," and that Stratford would win easily. Now, we forgive that fresh reporter, as we, the strongest and most solid club in Canada, could surprise him if he would visit us, and we sympathize with the Stratford Club in being inflicted with such an article, as nobody was "thicker" than the Wanderers and Stratfords, and it was with many a cheer that the gray coats escorted and saw the blue-dressed club depart.

"WANDERER."

NEWMARKET.

The Newmarket Bicycle Club has elected the following officers for the ensuing year: Hon. President, Dr. J. H. Widdifield, M.P.P.; President, J. E. Hughes; Vice-Pres., James Lowe; Capt., G. A. Binns; Lieut., E. S. Cane; Sec., E. A. Bogart; Treas., J. L. Kelman.

Wheeling matters are at present "booming" in our town. The club is in a most prosperous condition, several new wheels having been added and the membership largely increased. New club quarters, consisting of a neatly-furnished reading-room opening into a large and completely-equipped gymnasium-hall, have been secured and tastefully fitted up, the same being publicly opened on the 11th May, when a large assemblage, accompanied by the town band, shared the hospitality of the boys. Of course, we cannot expect our new home to compare with the spacious apartments of the T.B.C., or be spoken of in the same breath with the superb new club-house of the Wanderers; but whilst it may be inferior to many, the N.B.C., although but a young club, can perhaps boast the oldest club building of any bi. club on the continent. It is a commodious one-story brick structure that has historic interest. Being erected in 1836 for an Established Presbyterian Church, it was, during turbulent times of 1837, taken in possession by the government authorities, and for some months used as a prison, many prominent rebels being incarcerated within its walls. Nearly all residents in this vicinity having rebel sympathies, whether actively interested in the "Patriot" cause or not, were confined here for short periods, ancestors of many of our present club members figuring either as guards or prisoners.

Newmarket, May 23, 1887.

ST. JOHN, N.B.

The annual meeting of the St. John Bicycling Club was held on Thursday, April 7th, and the following officers were elected for the ensuing year: President, D. C. Robertson; Capt., Chas. Coster; 1st Lieut., H. C. Page; 2nd do., G. M. Robertson; Secretary, W. C. Fairweather; Committee of Management, W. A. MacLachlan, J. M. Barnes, G. W. Merritt and the Officers.

It was decided to offer prizes to the members

riding the greatest number of miles between 1st of May and 1st of Nov. This was done to induce the boys to ride more during the season. Last year several of them rode over 850 miles, and at least ten rode over 600 miles without any inducement; that is not so bad, when you consider that most of them have business to attend to, and can only ride before and after business hours. This year they ought to make a good deal better showing. Unfortunately, the club has not been able to secure a track, so that any races it has must take place on the road. Possibly some of your readers hardly know there is a club down here. We are rather too far away from the centre of Canadian cycling to be very well known by Canadians; but if any cyclist should stray down this way we can promise him a cordial reception, and will be happy to show him over our roads. We often have American cyclists here, and last year Elwell's tour terminated in this city; but I have yet to see a wheelman from either Ontario or Quebec. The roads in New Brunswick are, on the average, good; in some places they are quite equal to Boston's sand-papered roads, and of course there are some pretty bad roads. I have been over a good many of them, and can speak from experience. A very nice trip in New Brunswick is to ride from Grand Falls to Fredericton (140 miles), and then take the steamer to St. John; this was the ground covered by "Elwell's Blue-Nose Tour" last year, and they spoke very highly of the roads and scenery. We have done but little riding here yet; the roads just get nicely dried up when we have a snow-storm; we were treated to one yesterday, which we sincerely hope will be the last of the season.

ST. JOHN.

St. John, N.B., April 27, 1887.

STAR BICYCLE CLUB, DETROIT.

The following is the list of officers of the Star Bicycle Club of Detroit, Mich.: President, Frank C. Blodgett; Sec.-Treas., R. F. Medbury; Capt., A. W. Ives; Lieut., Chas. G. Blodgett.

THE ARIEL BICYCLE CLUB, SARNIA.

The Ariel Bicycle Club has been organized at Sarnia with the following officers: Patron, T. G. Hall; President, M. Fleming; Vice-President, Dr. Logie; Captain, J. S. Thom; Lieut., J. L. Boyd; Standard-bearer, W. Clark; Bugler, A. F. McVicar; Sec.-Treas., Alf V. Collins.

DUNNVILLE BICYCLE CLUB.

The Dunnville Bicycle Club has been organized for the season, with the following officers: Hon. President, J. H. Smith; President, D. J. Blackhall; Vice-President, S. McDonald; Capt., E. R. Powell; 1st Lieut., W. T. Stevens; 2nd Lieut., W. J. Aikens; Bugler, G. H. Hornbrook; Sec.-Treas., J. T. Masson. It is the intention of the club to join the C.W.A., and a number will probably attend the meet at Brantford.

OUT AT LAST.

Editor CANADIAN WHEELMAN:

DEAR SIR,—I shall be glad to have you print the "greeting" which I wrote on the 4th of May, to signalize the completion of my four months' "struggle with the indexes," which practically finished my four years' struggle with the book.

Since then, however, I've written some 21,000 words of "addenda," in order to bring everything down to date; and this morning I correct the very last proofs of it. To-morrow, May 25, which I have named as "publication day," the final pages will be printed, and, from May 30 onwards, the binders will turn out 200 volumes a day. Orders from new purchasers, as mentioned by my adv., cannot be filled before June 15; but I hope, by that time, to deliver a box of books to A. T. Lane, at Montreal, my only selling agent in Canada. Until then I shall reside here, superintending the labeling and packing of subscribers' copies.

KARL KRON.

West Springfield, Mass.,
May 24, 1887.

✻ ✻

The Echo Club, of Chatham, is a new addition to the Association, Mr. H. A. Kingsmill, who has been Local Consul there for some months, having succeeded in making up a club. They muster nine wheels. We give them hearty greeting, and trust they will long remain, growing in numbers with each succeeding year.

* *

As usual, old St. Thomas is the first to renew for the year. There is no more loyal C.W.A. club in Canada than it, and were all willing to model after it, our 1200 members would soon be obtained.

* *

The Sherbrooke Bicycle Club makes its bow to the C.W.A. this month. Last year it was the Eastern Township Bicycle Club; all who were at the Montreal meet will remember both it and its handsome captain, Mr. R. V. Robins. This year it changes its name, and comes up considerably strengthened in numbers. Brother Robins is no carpet knight of the wheel, but a rider and a worker, and first in his wheel affections stands the C.W.A.

* *

Another new club, though a smaller one, is the Welland. Mr. H. A. Willet has been Consul there for some time, and has succeeded in getting his boys into line this year. Mr. Willet is an enthusiastic wheelman, and the Welland Club will, no doubt, grow rapidly.

* *

Palmerston, Sarnia, Drayton and Dunnville are moving C.W.A. wards. We trust to have them all to report next month.

* *

The old Forest Citys are awake at last, and intend making a strenuous attempt to once more place themselves, in reality, as well as in name, at the head of the Association. King. Evans is at work, and doing wonders among the wheelmen of the city, and as soon as Chief Consul Begg can be got to drop politics, and lend him a hand, the thing will be done.

* *

Once more we desire to call the attention of all members to the last sentence of Article III. of the Constitution, for which look on page 2 of the Guide Book. It is there distinctly laid down that the membership fee is only reduced to fifty cents to those clubs that have an article in their Constitution which says that its members shall all be members of the C.W.A. Clubs having a large active membership, and some only half or quarter as many members in the Association, are not conforming to this provision, and are not acting honestly by the C.W.A. It is not the small clubs that are the transgressors in this, but the large and wealthy ones. Two or three of the most flagrant sinners will certainly be made an example of at the next meeting of the Association if there is not an improvement.

:o:

APPOINTMENTS.

HURON DISTRICT, NO. 1.

The following are my appointments for the current Association year.

W. M. BEGG, C.C.

Place.	Consul.	Hotel.
London	W K Evans	Grigg House
Kincardine	F E Coombe	Royal
Listowel	F W Hay	Grand Central
Cargill	W D Cargill .....	.....
St. Marys	C S Rumsey	National Hotel
Port Elgin	S Roether	Arlington House
Stratford	A C Mowatt	Windsor
Seaforth	W C McKay .....	.....
St. Thomas	C H Hepinstall	Grand Central
Walkerton	D Trail	Hartley House
Tara	W J Fawcett	Queen's Hotel
Windsor & Detroit	F C Blodgett .....	.....

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the current Association year.

W. E. TISDALE, C.C.

Place.	Consul.	Hotel.
Simcoe	W S Perry	Battersby
Woodstock	S Woodroffe	O'Neil
Berlin	F W Doll	American
Brantford	W J Knowles	Kerby
Norwich	W H Miller .....	.....
Waterloo	Chas E Fice	Huethers
Paris	W W Patterson	Windsor
Tilsonburg	R H C Wood	Matheson
Grimsby	W D Forbes .....	.....
Waterford	W C Lundy .....	.....
Jarvis	None	Commercial
Linwood	J W Bundy	Linwood House
Hamilton	S G Dunn	Royal
St. Catharines	A N Lindsay	Grand Central
Niagara-on-the-Lake	W Bailey .....	.....
Niagara Falls	J H Robinson	2 (Clifton) Winds'r International
Welland	H A Willet	Fraser House
Caledonia	E S Munroe .....	.....
Ilagarville	None	Lawson House
Thorold	John Dobbie .....	.....

TORONTO DISTRICT, NO. 3.

The following are the appointments for this District for the current Association year.

CHAS. LANGLEY, C.C.

Place.	Consul.	Address.
Toronto	C H Riggs	Walker House*
"	W H Cox	"
Newmarket	T C Watson	Royal
Acton	Chas Gibbons .....	.....
Drayton	J W Powley	Royal
Palmerston	A Knowles	Queen's
Aurora	J J Ross	Royal
Sutton .....	.....	Mansion House
Markham .....	.....	Franklin House
Owen Sound	D L Harrison	Coulson House*

* Allows 25 % off regular rates.

MIDLAND DISTRICT, NO. 4.

The revised and amended list of appointments for the Midland District for 1887 is as follows;

Official Tailors... Brignall & Thompson... Belleville.
" Repairers, J. M. Walker & Co..... "

Place.	Consul.	Hotel.
Bath	J A Minnes	Wemp's
Belleville	J S Bonar	*Anglo-American
Bobcaygeon	F E Bell .....	.....
Bowmanville	H Chandler	Rheubottom's
Brighton	Harry Whittier	*Central
Campbellford	J B Ward	Windsor
Cobourg	W G R Bond	*Dunham
Colborne .....	.....	*Brunswick
Consecon	A McDonnell	*Prince Edward
Deseronto	H J Normile	*O'Connor
Ernestown	C Mitchell .....	.....
Fenelon Falls	A E Ames	Mansion
Frankford	F B Hope	Clarke
Harwood	A Will Donly	Lakeview
Hastings	E A Reid	*Royal
Kinston	D R Dupuis	*Burnett
Lindsay	W J Gallon	*Benson
Madoc	Geo Biggar	*Moon's
Marmora	W A Lingham	McWilliams's
Marysville	T McCormick	Culhane
Millbrook	C W Clelland	Roper's
Napanee	G C T Ward	*Campbell M.D.
Newburgh	G A Caton	Hope's
Newcastle	Carl B Kent	*Windsor
Newtonville	E T Bowie .....	.....
Norwood	V Halliday	Brennan's
Odessa	W J Renton	*Sproule's
Omeme	Jas McNamara	Blackwell's
Peterboro'	G A Schofield	*Grand Central
Pictou	B W Reynolds	Royal
Port Hope .....	.....	*St Lawrence Hall
Shannonville	R E Clarke	Lorne
Springbrook	J B Wilson	McWilliams's

Stirling C F Nicholson, Scott's
Trenton .. C A P Godson, *Queen's
Wellington .. G E Reid, Garratt's

* Proprietor has signed contract and gives discount of 25 % to members of C.W.A. All others are \$1.00 per diem.

Yours fraternally,

W. P. WAY,
C.C. District No. 4.

Belleville, April 14, 1887.

OTTAWA DISTRICT, NO. 5.

The following are my appointments for District No. 5 for the current Association year.

F. M. S. JENKINS, C.C.

Place.	Consul.	Hotel.
Ottawa	Major Walsh .....	.....
Cornwall	H Turner .....	.....
Brockville	J W Splan .....	.....

MONTREAL DISTRICT, NO. 6.

The following are my appointments for this District for the current Association year.

F. G. GNÆDINGER, C.C.

Place.	Consul.	Hotel.
Granby	F G Farwell .....	.....
Lennoxville	E W Farwell .....	.....
Sherbrooke	K N Robins .....	.....
Lachute Mills	J E Ireland .....	.....
Waterloo	F Briggs .....	.....
Montreal	A T Lane .....	.....
"	C H Loggie .....	.....
"	M H Ramsay .....	.....
Clarenceville	J B A Pattison .....	.....
Quebec	W N Campbell (St. Peter st.)	.....

Montreal, May 26, 1876.

Editor CANADIAN WHEELMAN:

DEAR SIR,—I have this day received and passed the following Canadian record for one mile: Fred. Foster, at Woodstock, May 24th, one mile; time, 2m. 42 1-5s.

Yours fraternally,

F. G. GNÆDINGER,
Chairman Racing Com.

"WEDNESDAY, MAY 4, 1887."

*After Four Years of Prelude and Getting-ready,
Karl Kron thus to his Three Thousand Co-
partners giveth Greeting:*

I like the Preface, as you are aware;
It serves the purpose of the overture,
Which settles down the audience to the glare
Of foot-lights and the altered temperature;
And, while they wait to see the curtain rise,
They think but little of the music's swell;
So that the play give naught to criticise,
They clap their hands and tell us "All is well."

Again, the Preface gives a man a chance
To show his readers what he's going to do;
To so point out his failings in advance
That they may be forgiven on review;
To get his pen used to the ways of verse;
To get his rhyming-lexicon before him spread;
To nerve himself, for better or for worse;
And then, at last, to holdly go ahead.

*My time has come! My overture's played out.
Already do I hear the tintinnabulating bell.
The rising curtain and expectant shout
The nearness of my fate at length foretell.
So, Good-bye, Preface, Indexes, and all!
Farewell, Old Sub-List, with your frowns and
smiles!
Here's now the pinch! Hear now my clarion-
call:
"Come! thirty thousand purchasers for 'XM.
MILES'!"*

THE 24TH AT WOODSTOCK.

There is no doubting the fact that the Woodstock Amateur Athletic Association have good luck. From the first appearances on the 24th it seemed next to impossible to bring on the races in the afternoon, on account of the frequent showers, but the weather cleared up just in time for a large crowd to witness a fine day's sport. Not discouraged by the rain, a large number of wheelmen arrived during the morning to the number of probably 250, the Wanderers, of Toronto, having 91 riders, the largest turnout of any Club in Canada, the Stratford Bicycle Club coming next with 55, the Torontos also being well represented. Owing to the state of the streets, there was no regular parade, the various clubs wheeling to the grounds in an informal way. On arrival at the track, the parade of the competing clubs took place to decide the ownership of the prize cup. The Wanderers and the Stratford Clubs were entered, the Wanderers having the largest number by far.

The first event was the one-mile bicycle green race. The entries were: C. P. Smith, Stratford, 1; B. Rexell, Woodstock, 2; C. Miller, Toronto, 3; W. Kennedy, Woodstock, 0; J. J. McDonald, Stratford, 0; R. R. McFarlane, Stratford, 0; G. S. Dunn, Hamilton, 0; A. E. Dance, St. Thomas, 0; F. Wood, Stratford, 0; C. Dunn, Brantford, 0. This was quite an exciting race, the lead being taken in turns till the final lap, when Smith went to the front and won in 3.13 1-5.

Then came the first heat of the half-mile dash, for which were entered W. E. Crist, Washington, D.C., 1; M. F. Johnston, Toronto, 2; F. J. Brimer, Toronto, 3; W. S. Campbell, Niagara Falls, N.Y., 0. Crist won this easily in 1.24 3-5.

Next on the list was the 220 yard lacrosse race, resulting as follows: John Fraser, Woodstock, 1; George Bennis, Woodstock, 2; E. Laird, Woodstock, 3; James McAllan, Woodstock, 4. Fraser took the lead, winning in 25 2-5 secs.

The race for the County championship followed, B. Revell, Woodstock, winning, with W. Kennedy, Woodstock, 2nd. J. Pegg, Plattsville, retired. Revell won as he liked in 6.48.

The second heat of the half-mile open bicycle race followed. Crist won in 1.23 4-5, with Campbell 2nd. The second place having fallen in turn to Johnston and Campbell, they, after the other events had been run off, tried conclusions, resulting in a win for Johnston in 1.27.

The 220 yard farmers' race then claimed attention. There were twenty-one entries in this, requiring it to be run in three squads, the winners in each running off in a final. Frank Bell, of Eastwood, carried off the prize, a farmers' waggon, doing the distance in 26 2-5.

Then came the race of the day, the one-mile bicycle open. It resulted as below; F. Foster, Toronto, won; W. E. Crist, Washington, D.C., 2nd; H. P. Davies, Toronto, 3rd. Davies took the lead, and maintained it for the first three laps, till just as they entered on the final, when a general spurt took place, resulting in Foster winning by about four feet in 2.42 1-5, considerably lowering the Canadian record.

Next on the card came the 440 yard foot race, open. There were four entries, and after a good race, John Fraser, of North Woodstock, won in 56 1-5 seconds, with Rigby Swinton, of Orangeville, a good 2nd.

After this was the 100 yard foot race, which had eight entries, requiring it to be run in squads, finally resulting in a victory for A. Forester, Toronto, with George Bennis, Woodstock, 2nd; best time, 10 4-5.

Another fine race followed, the 5-mile bicycle, open. It resulted as below: F. Foster, Toronto, 1; W. E. Crist, Washington, D.C., 2; H. P. Davies, Toronto, 3; F. J. Brimer, Toronto, 0; M. F. Johnston, Toronto, 0. Johnston and Brimer led for 4 miles, when a general rush took place for first honors, which Foster captured in 16.04 2-5, making the last lap in 36 4 5 seconds.

A 220 yard foot race, open, came off next, and was won by John Fraser, Woodstock, in 25 1/2 seconds, with A. Forester, Toronto, second.

Then the two-mile lap race, which Crist won

easily, the only other entry being Davies, who was suffering from injuries received in a fall.

The tug of war, Hays' factory vs. the Patterson Works, followed, the latter winning by two pulls to one.

There being no other entries in the five-mile bicycle race for the championship of Ontario, Foster rode a mile against time, but did not touch his former record.

A very interesting drill by a team from the Wanderers' Bicycle Club wound up a fine day's sport, and all left the grounds well pleased.

HO! FOR BRANTFORD.

Talking about Brantford and the meet puts new vim into a fellow, and reminds me of a year ago, when all our boys were on fire over the coming event. Our club will not show up quite as numerous this year as last. We had it then a little nearer to home; however, I hope that by the time our small contingent arrives home they will have covered ten thousand miles in much less time than our friend K.K. took to compile his reports for the now mature X.M. miles, only we shall cover ours, taking it easy in a Pullman, instead of astride our wheels.

I hope and expect to see 500 wheelmen gathered to do honor to our fifth annual meet; and I cannot possibly understand why there should not be fully that number. Brantford lies almost in the centre of the wheeling district of Canada, and every rider within a radius of 100 miles should make a point of being there. If his enthusiasm will not carry him that far he had better devote his holiday to endeavoring to pen some fit excuse for remaining away. Now is the time and chance for hundreds to come to the fore and show that their subscriptions are not sent in merely to obtain in return THE WHEELMAN for a year and a copy of our perfect and complete Guide Book, but to secure their membership in our solid and solvent Association, which we Canadians feel proud of when its record is placed by the side of our contemporary leagues, unions and clubs, and ours stands at the top. There is not a like body that has done more for its members, stands on a more solid base, or gives more general satisfaction than does ours; and now, in return, each member who can should come forward and be at the meet, not only to show his just appreciation, but also for his own benefit, to have a general good time of it for a few days. Brantford has promised to outdo any good time yet had, and I am sure the only thing they want is an immense crowd to enjoy it. The races are to pass all previous records. From the good time already being made by Canadian flyers, I think the world's mile, and probably other distances, will have to look after their records. However, time will tell in these events.

D 253.

Montreal, May 26, 1887.

COLD NERVE.

Scene.—On the Leo turnpike. Wheelman coming up behind farmer's waggon, wants to pass:

Wheelman (politely).—"Room on your left, please."

Farmer (who is one of the *genus porcus*, crustily).—"Go to thunder with your durned old hoop-skirt; ye 'ain't got no right on the road skeerin' hoss's no how."

Wheelman (who knows his rights and proposes to maintain them; sharply).—"I'll ask you just once more to let me pass. If you refuse I'll serve you as I served that fellow yesterday."

Farmer, who is not certain but the blamed thing is loaded, and not wanting trouble, drives into the ditch to let him pass.

Farmer (after wheelman is safely by).—"Say, what judo to that feller yesterday?"

Wheelman.—"Ahem! I got down! Ta, ta!" No cards.—*Fort Wayne Gazette.*

The beginning of the end—turning into the home stretch.

BRANTFORD NOTES.

The arrangements for the C.W.A. meet here on July 1st are about completed, and the meet for 1887 will be a thing of the past before the next issue of THE WHEELMAN reaches its many readers. No pains have been spared to make the meet a big success, and, judging from the reports coming in from different parts of the country, the meet for '87 will top the score so far as numbers are concerned.

As to the time which will be made in the races, the presence of Foster, Crist, Davies, Park, Brimer, Johnston, and, last but not least, Van Sicklen insures the fact that the Canadian records will be knocked endways.

As will be seen from another page the programme is both interesting and varied, and the prizes are liberal.

The largest representation of any club (uniform to count) will be presented with an elegant prize, valued at \$60. This should bring Stratford, Woodstock, London, Hamilton and Toronto on the field in large numbers.

There will also be a fine cup offered for club drill at the Rink in the evening. Eight or more to each team. The spectators to decide by vote on the merits of the respective teams.

Two of our boys have just returned from an extended tour of Western Ontario and Michigan, they report having had a splendid time, and having been well looked after by both the American and Canadian cyclists.

CARL.

CYCLING.

The sage of Coniston has lately fulminated against cycling in the interests of "Shanks his mare" and the adequate study of the picturesque. It is to be feared that his protest is likely to be as practically effective as Mrs. Partington's contest with the Atlantic Ocean. Cycling is not to be wiped out any more than the ocean was to be mopped up. Mr. Ruskin can have no idea of the dimensions of the giant to which he thus carelessly gives battle. Viscount Bury and Mr. Lacey Hillier should send him a copy of their book on cycling, just contributed by them to the Duke of Beaufort's "Badminton Library." It is calculated to open the sage's eyes on this particular subject. It might not alter his opinion—it would be difficult, at this time of day, to shake any of Mr. Ruskin's pet theories. But it would at least convince him that cycling has grown too big to be pooh-poohed. This stout volume of 450 pages is a sort of type of the pastime to which it is devoted—large and important, it has to do with a variety of matters. Cycling is now a great interest, with a history of its own, a special dress, a special training, special vehicles, special clubs, special organs in the Press, and what not; moreover, it is secure in the sympathies of women as well as men. In the course of 1885 Viscount Bury ascertained that there were, as nearly as possible, 400,000 cyclists in the kingdom, and that number may by this time have run up to the half-million. Think of that Mr. Ruskin! Why, cyclists will soon be wanting representatives in Parliament, though we hope that, unlike other powerful bodies, they will not, in voting, think first of their hobby, and only afterwards of their country.—*The Globe*, April 14th.

We are advised that the Midland District tour to Brantford will be between 25 and 30 strong, as far as heard from, and that the original scheme will be carried out, viz.: Belleville to Port Hope, June 27; Port Hope to Toronto, June 28; Toronto to Hamilton (boat or rail), June 29; Hamilton to Brantford, June 30, weather permitting.

The wheelman is the true critic of the road, and it is singular, when the interests of both lie in the same direction—the improvement of the roadways—that there should exist any hostility between those who drive horses and the wheelmen.—*Brooklyn Union.*

Wheel Tracks.

Burley Ayers has budded out as a road racer, having entered for the Pullman race.

Hurst, the Canadian trick-rider, has been performing with great success in Dundee, Scotland.

In Wm. Black's last novel, "Sabina Zembra," the hero is a bicyclist, but he goes to the bad over horse racing and proves unworthy.

In the proposed building of the Boston Athletic Association, accommodation will be provided for one hundred or more bicycles or tricycles.

Mr. Albert J. Pratt, of Boston, is making arrangements to wheel to Quebec and return. He will carry his necessary baggage strapped to the seat of his tricycle.

The English papers contain a description of a new pedal that gives an increased leverage during part of the stroke, especially at that part now known as the "dead point."

The *Wheelmen's Record* of May 12th publishes as a supplement a splendid portrait of T. J. Kirkpatrick, of Springfield, Ohio, the new L.A.W. President.

Thomas Stevens has received a gold badge of honorary membership in the German Cyclists' Union, and a new club in Michigan has been named the Stevens Bicycle Club.

Wannamaker, of Philadelphia, has received the contract for making the League's uniforms. Members can now change their luck and use which cut they like best—the New York or the Quaker City.

The Chicago and Northwestern Railway has issued instructions for free carriage of bicycles when accompanied by owner holding first-class ticket. The bicycles will be checked same as baggage.

The double-grip handles used on the Columbia machines seem to be the popular handles of the day. One of their principal advantages is the easy rest they give the hand while riding upon smooth roads.

The Cleveland Club will offer a prize to each member riding one hundred miles within twenty-four hours; another to the one who covers the longest distance within twenty-four hours, and another to the one who covers one hundred miles in the best time on any day but Sunday.

In the whole State of Oregon there are only about 175 wheelmen. The average roads in this country of the far West are not of the sand-papered order; but the Oregonian, with characteristic pluck, laughs to scorn the difficulties of rut and hill, and gets fun out of cycling when the effete Boston man would give up the ghost.

Mr. F. Elwell, of Portland, Me., is arranging for a tour during July through a section of the Provinces never traversed by a bicycle. The roads are, however, excellent. Quebec, the Falls of Montmorency, and the Saguenay will be visited. The trip will take two weeks, and the estimated cost will be about \$50. Membership limited.—*Bicycling World*.

The handy wheel attachment known as the odometer for measuring distance has long been used. A new instrument called the "autographometer" has now been contrived to automatically register, being carried about on a light vehicle, the difference of level of the points over which it passes. The art of surveying threatens to be reduced to the mere rolling of a wheel.

When Thomas Stevens, a few days ago, sent a note to Secretary Bassett asking for a statement of his back dues in the L.A.W., he was surprised to learn that he had been declared a professional and expelled from that body. It seems that at one time, while in ignorance of the fine distinction between amateur and professional, he had competed with a representative of the latter class.

The Boston *Post* devotes nearly a column leader on the subject of the coming uses of the cycle for

war purposes. It sees in the results of the late tests in England a tendency to enhance the dignity of the wheel, and to place it on a plane that will compel the respect of those who heretofore have been inclined to scoff at the bicycle as a "mere toy," a "passing craze."

Poor Tom Eck seems to be in hard luck lately, breaking his limbs. While racing at Faribault, Minn., April 14th, an idiotic biped, bearing the semblance of a rational being, attempted to cross the track just as Eck was coming round at racing speed. A collision was the result, and we are sorry to record that Eck broke his wrist and fractured his leg. We regret we cannot chronicle the smashing of the fool who caused the accident.

For convenience, the three-wheeler unquestionably bears off the palm. I carried with me from Coventry two suits of clothes, a stick, umbrella, sketching-stool and sketch-books, with painting materials innumerable, weighing in all 25lb. Nor did this load interfere with my pleasure or my speed. Whithersoever my friend the bicyclist went, there I went also, and often the lead was mine.—*Joseph Pennell in the Century Magazine*.

Howell does not accept the challenge of Woodside, as made by Morgan. Howell says he will not race any distance over 25 miles, neither will he consent to time limit. He names Mr Geo. W. Atkinson, of *Sporting Life*, as referee, in place of Mr. C. Perry, of the Boston *Herald*. There is no doubt but that terms will be agreed on. The "Chippies" always have to indulge in just so much newspaper sparring. It advertises it, that is all.

Compare the price of ground rents in England and America: The Springfield track cost \$1000 for the usual fall tournament, while the Lilliebridge Grounds, in London, cost about \$18 a day, and the Aston Grounds, Birmingham, about \$50. Quite a difference. Of course, the 10,000 crowd per day that makes the immense expenses of Springfield possible, are unknown in England, and the admission of "two bob" charged at Springfield would be equivalent to prohibition in England.

An English house has put a new tire-band upon the market. It consists of an india-rubber strip furnished at either end with a hook clamped firmly to the rubber. The object is the securing of loose tyres when upon the road, and this certainly fulfils its object completely. The bands are easily applied, and attached in a moment. One end is hitched on to the rim on one side, the band stretched and passed two or three times round the rubber, and finishing up by hitching the other hook in the other side of the rim.

A match between three bicyclists and a Russian trotter took place April 12, in Vienna. The prize was 2000 francs and the distance 10,000 metres, being forty times around the course. Three bicyclists took part in it, Mr. Duncan from London, Jules Dubois from Paris, and Paul Medinger from Bordeaux. The Russian trotter, a handsome gray, belonged to Herr Stefan Tapan, of Vienna. After the second round the bicyclists took the lead, and finally, after a nineteen-minutes' race, the horse was easily beaten, the result being a dead heat between the two Frenchmen.

"What are yez doin' there?" yelled a gray-coated park policeman, at a cyclist who was trying to extricate himself and wheel from beneath the hoofs of a terrified horse, upon the Riverside Drive. "Why, Mr. Officer," answered the wheelman, as he gained his breath, "that man has deliberately run me down, destroyed my wheel, and endangered my life, and I want him arrested." Policeman, noticing a scratch upon the horse's fore foot, interrupts the cyclist with, "Young feller, yez have hurted this horse, and I'll have to run yer in for cruelty to animals," and he did. Result, officer prefers charges, and cyclist pays them. Cost, \$10; repairs, \$46. Total, for "road hog's" amusement, \$56.

Woodside, it will be remembered, was to have raced against the fastest Irish amateurs at Dublin

during the Easter races, under a special permit of the N.C.U. Ireland was to have set an example to the world in the matter of non-"coercion," but, alas, at the last moment the N.C.U. weakened, and the poor, hemmed-in amateurs were gravely warned that if any racing took place between them and the "American Team" they would forever forfeit their amateur standing. This had the desired effect, and so Woodside had to satisfy himself and the crowd by an exhibition ride, during which he broke all the Irish records from one to twenty miles.

A new scheme hails from Washington, and is nothing less than the first appearance of the cycling "drummer." The gentleman who is the originator of this idea intends to do his travelling on a bicycle, visiting wheelmen and agents, and keeping his samples shipped ahead of him. He will push sundries almost entirely. If the plan be not a success for the manufacturers, it cannot fail of being so to the "drummer." He will demand \$2.50 per week for each article he exhibits, and when sales are made through him, five per cent. of the bill on wholesale, and twenty per cent. upon retail prices. The balance, if any, will go to the manufacturer.

The first of a series of five international bicycle races took place on May 14th between Howell, of Wolverhampton, and Woodside, of Philadelphia. The distance was twenty miles. There were 5000 people present. Woodside at the beginning rushed to the front and led at the end of the first mile, which he covered in 2m. 48s. At the end of the tenth mile Woodside was still in the lead, but toward the close of the race Howell gained on him and finally won by fifteen yards. The time for the twenty miles was 1h. 40s. The distance in the other races will be respectively one, five, ten and twenty-five miles.

Dr. McGlynn, the Catholic priest, who is flirting with Henry George and the anarchist element, and who has been deposed, in a speech recently said he wanted to see a Pope who would walk down Broadway with a plug hat on and an umbrella under his arm. This will not do. Let the Pope remain exactly as he is. If the Pope starts in wearing a plug hat and promenading Broadway with an umbrella under his arm, somebody else will want his Holiness to wear dude collars, and lead a dog, and they won't let up on the Holy father until they get him on to a bicycle, or driving a four-in-hand. Dr. McGlynn may be a nice gentleman, but he don't know how to run a Pope successfully.—*Peck's Sun*.

The great Ruskin is down on cycling, and hear what he says: "I not only object, but am quite prepared to spend all my best 'bad language' in reprobation of bi-tri-and-4-5-6 or 7-cycles, and every other contrivance and invention for superseding human feet on God's ground. To walk, to run, to leap and to dance are the virtues of the human body, and neither to stride on stilts, wriggle on wheels, or dangle on ropes, and nothing in the training of the human mind with the body will ever supersede the appointed God's ways of slow walking and hard working." We will accept Mr. Ruskin's view on art and kindred subjects, but, as an authority on the subject of cycling, we vote him *non compos mentis*.

The trial of Jacob Miller, of Middlebranch, who drove into and ran over a Canton cyclist, was tried before Justice Braden lately, and developed the surprising fact that in Ohio there is absolutely no law that compels a vehicle to turn out and give part of the road when passing another; and in case of an accident occurring, unless it can be clearly proven that one of the parties wilfully and intentionally ran into the other, so that the injured party can bring an action for assault, there is absolutely no redress. The Ohio Division, L.A.W., will take immediate steps to have a bill brought into the legislature this fall, defining the laws of the road—such laws being now in force in nearly all of the States. Every horseman is also interested in being protected on the road, and a number have already signified their approval of the action of the wheelmen.—*Canton Rollers*.

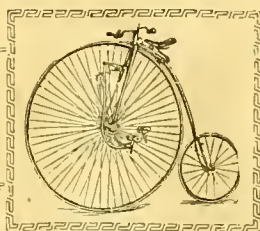
Continued on page 96.

THE Fifth Annual Race Meet and Tournament

— OF THE —

→ CANADIAN WHEELMEN'S ASSOCIATION ←

\$600



IN PRIZES.

AGRICULTURAL PARK

Brantford, Ont., July 1st, 1887.

PROGRAMME OF RACES.

- | | |
|---|--|
| <p>1. One Mile Bicycle Championship,
Gold Medal, - - - - - \$25 00</p> <p>2. Five Mile Bicycle Championship,
Gold Medal, - - - - - 25 00</p> <p>3. One Mile Tricycle Championship,
Gold Medal, - - - - - 25 00
(Open to all Amateurs resident in Canada.)</p> <p>4. Half Mile Dash,
Two Prizes, value - - - - - 35 00</p> <p>5. Two Mile Green Race (Roadsters),
Three Prizes, value - - - - - 50 00</p> <p>6. Half Mile without hands,
Two Prizes, value - - - - - 35 00</p> <p>7. One Mile (Safety Bicycles),
Two Prizes, value - - - - - 35 00
(Open to C.W.A. Members.)</p> | <p>8. One Mile, .
Two Prizes, value - - - - - \$60 00</p> <p>9. Three Mile Lap Race,
Two Prizes, value - - - - - 50 00</p> <p>10 Ten Mile,
Two Prizes, value - - - - - 60 00
(Open to any Amateurs.)</p> <p>11. One Mile Club Race (Brantford),
Medal, value - - - - - 25 00</p> <p>12. Largest Representation of any Club,
Prize, value - - - - - 60 00

Diamond Pin added if Canadian Record is
broken in No. 1.</p> <p>13. 440 Yards Foot Race, open to Farmers'
Sons, - 1st Prize, Mower; 2nd Prize, Horse Rake.</p> |
|---|--|

Entries close 25th June, 1887, to Clarence R. Fitch, accompanied by a fee of \$1.00 for each Championship event and Foot Race, and 50 cents for each of the other events. Post entries 50 cents additional. For further information, address:

CLARENCE R. FITCH,

Brantford.

The Overman Wheel Company has made a 64-inch bicycle, which they claim to be the largest ever made in America.

The Ottawa Bicycle Club took part in a grand procession and reception tendered Lord Lansdowne on his return to Ottawa from Toronto.

Montreal, as has always been the case, has also a black horse for the coming meet. Go in, Montreal! and try for the diamond pin, that so many are expecting.

W. S. Maltby, one of America's fancy riders, will arrive in England in June from Australia, where he has been performing. He is the sixth champion to visit England.

Two clergymen, in Pennsylvania, have lately been obliged to give up bicycling, on account of their congregations regarding it as undignified—one in Millersville and the other in Germantown.

Montreal intends sending a contingent of photographers to take in the interesting events at the meet. We fear these poor F. F's (fotografing fiends!) will be kept pretty busy, as everything that happens at Brantford will be an event long to be remembered.

The Singer Co. have sent a Victoria six-in hand to America, the trial trip on it being made at Boston, on May 17th. It was manned by six well-known cyclists, and made great speed, the run being judged a decided success. It was taken to the St. Louis meet.

The Hon. Secretary of the Montreal Bicycle Club Mr. R. F. Smith, has taken unto himself a wife, although as yet no one knows whether she be fair or dark. However, our most hearty congratulations are conveyed, through these lines, to the happy couple, and it is to be hoped that Brantford may be graced with a tandem.

The Rudge people have designed a machine to carry five men, a small machine gun, and an ammunition box. The machine has five wheels, the steering wheel being ridden, and in form is like a kangaroo; the next two wheels, which are connected by an axle like a tricycle, are ridden bicycle fashion or kangaroo fashion, one man in front and one back of the wheel; the other two wheels carry the machine gun and the ammunition box.

The American League Racing Board has passed the following rule: "Any cycle club will be allowed, under special sanction of this Board, to pay the entrance fees and reasonable travelling expenses of a member whom they may desire to represent them upon the path; but without this special sanction no competitor in amateur events shall accept from his own club, or from a club promoting sports at which he competes, any payment for his expenses, under penalty of suspension from the track for a time at the discretion of the Board.

Not beaten, but disappointed.—A detachment of the Newmarket Bicycle Club, under command of Captain Binns, started to wheel across country, on May 23rd, to Beeton, a distance of twenty odd miles, to attend a Queen's Birthday race meeting to be held on the 24th. Heavy thunder showers overtook them midway, and their picnic on the heavily-soaked clay roads and rescue by a farmer with an empty hay-rack would fill a column. Unfortunately the continued rain made wheeling impossible, and the party were obliged to return home *via* Barrie (50 miles round) without having had opportunity to compete for some valuable medals, which the Newmarket flyers were confident had a race come off would have been theirs.

Mr. Temple, the American Trick Bicyclist, made a successful attempt on the 2nd of May to ride along the wall of the North Pier, at Aberdeen, on one wheel. Attired in a racing suit, and having a rope attached to the handle-bar of the bicycle, which a companion held in his hand, Temple balanced himself for a short time and moved rapidly off towards the lighthouse. On reaching the sloping rise of two feet he nearly ran off into the sea, but quickly regaining his equilibrium, he sped along in safety for a distance of

about 150 yards. The daring bicyclist did not consider his feat as at all a dangerous one, stating that if he had been unfortunate enough to fall into the sea, he would not have hurt himself, as the tide was rapidly running in; besides he is an expert swimmer, and, at the worst, would only have had a bath. The height from the wall to the water is about 25 feet, and some 5 feet to the road bed. The event naturally drew together a large crowd, who heartily cheered Temple on his accomplishing his astonishing task.

A novel cure for—or rather preventive of—blistered hands has been accidentally discovered by Mr. McDonald, of the Facile B.C. It happened that one of the horn handles of his bicycle came loose, so as to revolve on the bar, when he was on one of his first long-distance rides of this season; and, being unable to tighten it, he rode with it so, discovering at the end of his journey that his right hand, which held the rigid handle, was badly blistered, whilst his left was quite free from that annoyance. He attributes the phenomenon to the absence of twisting-vibration in the loose handle, and intends to have his other handle made loose on purpose. The idea seems understandable, and it will be interesting to note whether the result of the experiment is satisfactory. Revolving—or, rather, rotating—handle-grips will be a novelty in anti-vibratory appliances. We always experience a feeling of annoyance if a handle gets ever so little loose, but it may turn out that this is one of those things which becomes familiarized by custom into a pleasure instead of the reverse.

THE BICYCLE IN THE ARMY

Hearing that Mr. Jo Pennell, the well-known American artist-journalist, had been performing feats of derring-do on the Continent, we were naturally anxious to know all about it; consequently, last week we promptly proceeded to subject him to that operation known as "interviewing."

"You have just returned from a cycling trip on the Continent, Mr. Pennell?" said our interviewer, by way of a commencement. "My I ask your reason for choosing a somewhat inauspicious time of the year for your trip?"

"Certainly," replied Mr. Pennell. "As you doubtless know, there is at present a good deal of conjecture as to the attitude of France and Germany toward one another, and the *Pall Mall Gazette*, wishing to gather all the information possible for the benefit of its readers, dispatched Mr. Norman, the chief sub-editor, and myself, as special correspondents, to make a tour of the frontier, and give the British public the benefit of our observations in the form of letters and sketches in the *Pall Mall Gazette*. There is, of course, no railway on the frontier, and when the trip was first talked about it was suggested that we should travel on horseback. My old cycling experiences, however, came to my aid, and I proposed to Mr. Norman that we should use a couple of Safety bicycles. He having once ridden a bicycle, although not a Safety, fell in with the idea, and we called upon Messrs. Humber & Co., and saw Mr. Rucker, who lent us the two Safeties that the firm exhibited at the Stanley Show."

"Where did you make a start from?" queried our representative.

"At Verdun, whence we had travelled by train. From Verdun we went to Metz, Thionville, and Nancy; then over to Strasbourg, and we were on our way to Basle when the snow came on and stopped our trip. The snow rendered the roads quite impassable even for horses, and so we were compelled to return."

"How long were you away, how many miles did you travel, and what were the roads like?" asked the interviewer, all in one breath.

"We were away a little over a fortnight," said Mr. Pennell, "of which about ten days were spent in riding. We covered between 200 and 300 miles altogether; but then a good deal of time was naturally taken up in making inquiries, gathering information, and taking sketches of the various points of interest. We carried all our luggage with us. As for the roads, we found

them excellent, all things considered, of course. In the summer, after a spell of fine weather, they would be bad to beat. The Continent is a fine place to tour."

Remembering Mr. Pennell's late adventures on the Continent, when he and his companions were arrested and imprisoned by the authorities because they made sketches of various places, our representative interrogated the American journalist as to whether he had been interfered with this time.

"No," said Mr. Pennell, "we were not actually interfered with, but we ran a great risk. We took over special passports, and had an interview in Paris with Gen. Boulanger, the French Minister for War. We wanted his permission to make inquiries and sketches, but he very candidly told us that he disapproved entirely of our excursion. He informed us that it was not in his power to stop us, or he would have done so, and warned us that our advent would be notified to the authorities and a sharp eye kept upon us, and if we were discovered doing anything in the least degree illegal we should certainly be arrested. This naturally made us extremely careful, and we thought it wisest not to interview the German authorities. We were looked upon in some quarters with a certain amount of suspicion, but were not actually interfered with."

"Did you meet many cyclists?" we asked, wondering whether the freemasonry of the wheel had penetrated to the Continent.

"Not very many," replied Mr. Pennell; "but those we did meet gave us the heartiest of welcomes and pioneered us about their towns in the friendliest of ways. It is proposed to use the bicycle for scouting purposes in war time by both France and Germany. At Strasbourg, we found that there were over fifty soldiers learning to ride, under the superintendence of some of the lieutenants, who are members of the Strasbourg B.C."

"Your trip," said the interviewer, "has certainly proved that the cycle can be put to practical use."

"Decidedly," returned Mr. Pennell, warmly, "and personally, I think our little tour of more value even than Stevens' journey round the world. His tour has not demonstrated the practicability of the bicycle in any way, but only the indomitable perseverance of one man; whereas our trip, although in itself not remarkable, is the first time that the bicycle has been used for practical reporting purposes instead of horses, carriages, or trains. We have demonstrated that a cycle is a machine capable of being used for work as well as for pleasure."—*Wheeling*.

A MULTICYCLE.

A London (Eng.) despatch says: While we are taking much to heart the revelations of inefficiency and stupidity in our military and naval departments, it is interesting to know that the recent experiment of a volunteer cycle company is likely to develop great progress. This week at Aldershot will be tested a new vehicle, shaped like a long racing boat, on which a dozen soldiers can sit in single file and propel it easily at the rate of sixteen miles an hour, and can draw eight baggage waggons after them. This multicycle is steered easily by one man, is affected little by rough roads, and turns in less space than an ordinary hansom. It is an English invention, and it is not to be offered abroad.

COMPANION WANTED,

FOR TOUR in EARLY PART of SEPTEMBER. Route suggested, below Quebec, or to Boston, Mass.—Address

C. LANGLEY, C.C.,
12 Front street West, Toronto.

"TEN THOUSAND MILES ON A BI." (908 pages, 675,000 words, 22,806 index-references). Mailed for \$2 by Springfield Printing Co., Springfield, Mass., after June 15. Descriptive circulars and 32 pp. of specimens sent free on application by post-card to the publisher, KARL KRON, "at the University Building, N.Y. City, D." Subscribers who wish to claim their autographed copies should send \$1.20 to him there before August 1.

SIXTEEN REASONS WHY

The American Champion

Is the Most Desirable Wheel in the Market.

1. Bearings are the easiest running of any in the world.
 2. Adjustment of bearing the simplest and best.
 3. Adjustment of cranks the most rigid, no taps to loose.
 4. Rims constructed to withstand the greatest amount of strain with no danger of buckling.
 5. Head the strongest and most durable, has $3\frac{1}{2}$ inch bearing surface for neck (other wheels have $\frac{1}{4}$ to an inch only).
 6. The handsomest and strongest detachable one-piece handle bar.
 7. The best break spring and lever.
 8. The most comfortable and elegant saddle.
 9. Absolute dust proof rear wheel bearings.
 10. Largest section backbone.
 11. Has more good patented novelties than all other wheels.
 12. Comes at a reasonable price.
 13. Is constructed on scientific principles.
 14. The most elegant wheel that can be produced.
 15. Is honestly made of the best steel.
 16. We invite comparison, piece by piece or as a whole, with any machine in the world.
-

—MANUFACTURED BY—

Gormully & Jeffery Manufacturing Compy.

CHICAGO, ILLINOIS.

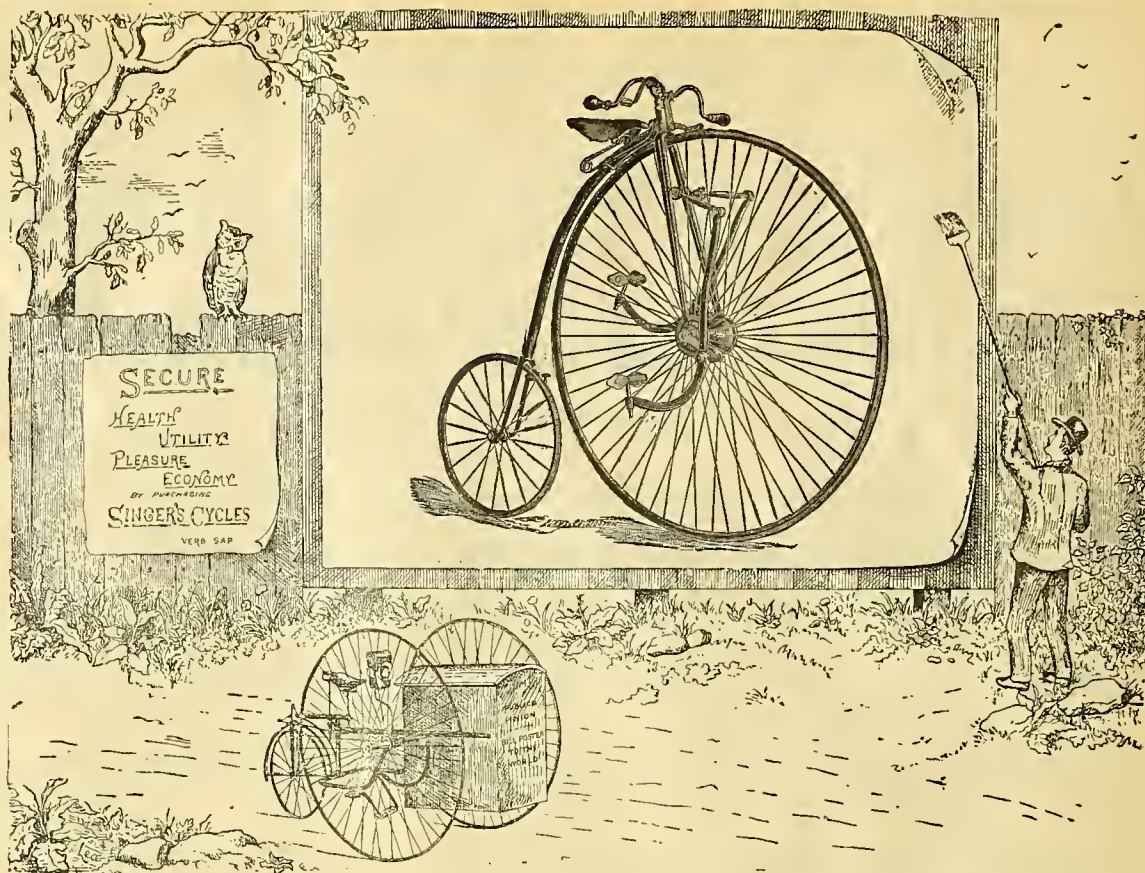
Largest Manufacturers in America.

Catalogue mailed on application.

WM. PAYNE,

LONDON, ONTARIO.

The Largest and most perfect stock of
Bicycles and Accessories in Canada.



THE NEW WARWICK!

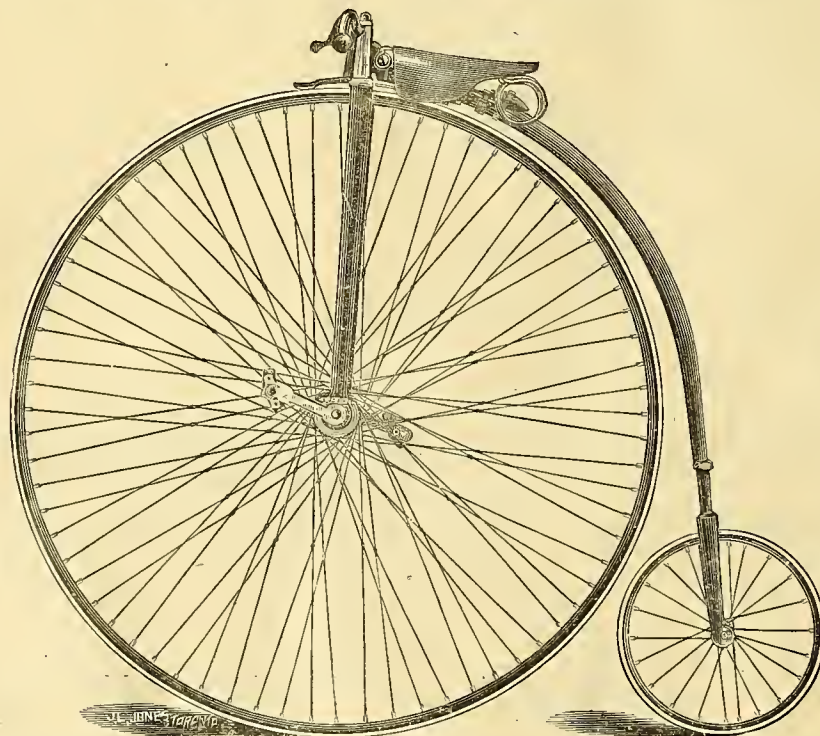
True
Tangent Wheel.



Perfection Forks
and Backbone.



Warwick Hollow
Grim Rim and
Tyre.



With Sq. Rubber
Ball Pedals.



Warwick New
Swing Saddle and
Oil Can Holder.



The Lightest and
Strongest Wheel
made.

The only first-class Wheel made by a Canadian firm, for Canadian Roads and Riders.

DEPOTS:

SEND FOR 1897 CATALOGUE.

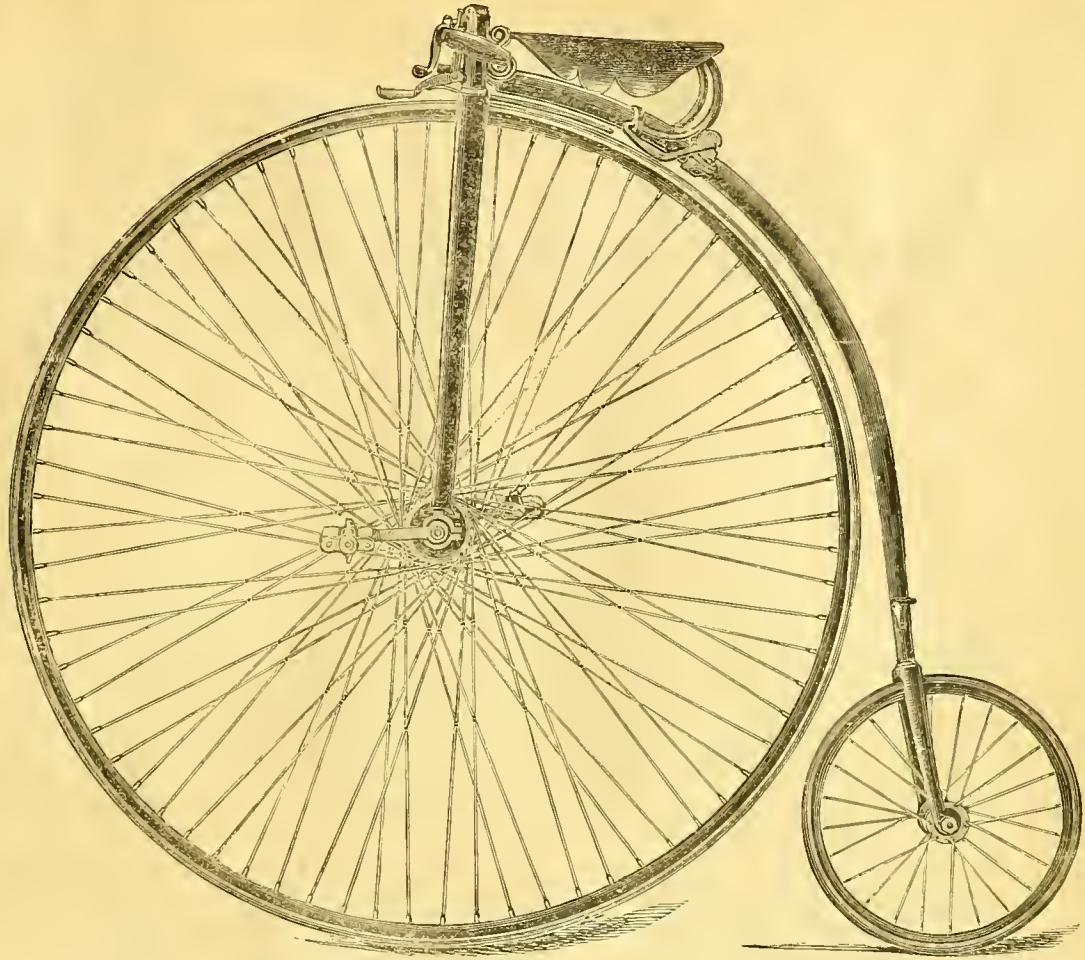
TORONTO.—T. H. Robinson, 510 Yonge St. HAMILTON.—J. Ferris & Co., King St.
MONTREAL.—E. C. Mount, 16 Victoria Sq. OTTAWA.—Beament & Elhtaney, 89 Spark St.
FACTORY.—Coventry, England.

GOOLD & KNOWLES,
WAREROOMS, BRANTFORD, ONT.

THE "NEW RAPID."

THE ONLY TRUE TANGENT WHEEL.

Ball-bearing Head.



DETACHABLE HANDLE BAR.
Combination Spring and Saddle.

The most perfect, the most durable, the most graceful, and the Bicycle giving the most perfect satisfaction ever made. Do not be induced to buy an inferior wheel when you can buy a superior machine for the same price. It is to your interest to buy a **"NEW RAPID."**

MESSRS. T. FANE & Co., Dear Sirs,—

Toronto, May 3rd, 1887.

The 52 in. "New Rapid," I purchased in the Spring, has far surpassed my expectations, my ride to Whity on it the other day, over rough roads and at a high rate of speed, is good enough proof for me as to its superiority, for which you claim. I consider it the best roadster I have ever ridden, it is handsome in appearance and its construction is as near perfection as possible. I am well pleased with it.

Yours faithfully,

FRED FOSTER, W.B.C., am. champion of Canada.

"CLUB" SAFETY, the machine which is so greatly used, and which gives undoubted satisfaction.

"SWIFT" SAFETY, the popular Rover type machine, which has a great future before it.

THE "NEW RAPID" rear driving Safety, fitted with the true Tangent Wheels.

"CLUB" No. 3, ball bearings to both wheels. Only \$60. The cheapest machine in the world.

Boys' "COMET" Bicycles	-	-	Price \$20 and \$30.
Girls' "COMET" Tricycles	-	-	\$30.

FANE'S HYGENIC SADDLE.

A saddle with advantages over all others. Non-vibrating; is bifurcated to remove pressure from the perinæum. Positively the best saddle made. Price, \$5.50.

T. FANE & CO., - 36 Adelaide St. W.
TORONTO.

Some Records on COLUMBIA BICYCLES.

AROUND THE WORLD, - - - THOMAS STEVENS

Greatest distance ever made inside the hour, 22 miles, 150 yards, by Rowe, at Springfield,
October 25th, 1886.

ACROSS THE CONTINENT, - - - F. E. VAN MEERBEKE.
ACROSS THE CONTINENT, - - - GEORGE B. THAYER.
PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

Greatest distance ever made without a dismount, 235 miles, by Morgan, at Minneapolis,
December 20th, 1886.

	MILES.	TIME.		MILES	TIME.
WORLD'S RECORD.....	1-4	.36 2-5	WORLD'S RECORD.....	12	32.35
WORLD'S RECORD.....	1-2	1.13 2-5	WORLD'S RECORD.....	13	35.18 2-5
WORLD'S RECORD.....	3-4	1.50 1-5	WORLD'S RECORD.....	14	38.01 2-0
WORLD'S RECORD.....	1	2.29 4-5	WORLD'S RECORD.....	15	40.41 2-5
WORLD'S RECORD.....	2	5.11	WORLD'S RECORD.....	16	43.26 4-5
WORLD'S RECORD.....	3	7.48 4-5	WORLD'S RECORD.....	17	46.14 4-5
WORLD'S RECORD.....	4	10.41 2-5	WORLD'S RECORD.....	18	48.58
WORLD'S RECORD.....	5	13.23 4-5	WORLD'S RECORD.....	19	51.40 1-5
WORLD'S RECORD.....	6	16.12 3-5	WORLD'S RECORD.....	20	54.25 2-5
WORLD'S RECORD.....	7	18.59	WORLD'S RECORD.....	21	57.07 3-5
WORLD'S RECORD.....	8	21.41 2-5	WORLD'S RECORD.....	22	59.46
WORLD'S RECORD.....	9	24.26 4-5	WORLD'S RECORD.....	23	1.08.22 3-5
WORLD'S RECORD.....	10	27.07 1-5	WORLD'S RECORD.....	24	1.11.28 4-5
WORLD'S RECORD.....	11	29.51 3-5			

1-4 TO 22 MILES, INCLUSIVE, BY ROWE, 23 AND 24 BY WOODSIDE, AT SPRINGFIELD, OCTOBER, 1886.

POPE MANFG. CO'Y,

BOSTON.

NEW YORK.

CHICAGO.

HARTFORD.

A Fac-simile Blackboard, containing the matter upon this page, sent by mail free to any one who will hang it up in a conspicuous place.

THE PREMIER SAFETY BICYCLE.

Faster, Safer and a better Hill-Climber than any other style of Cycle.

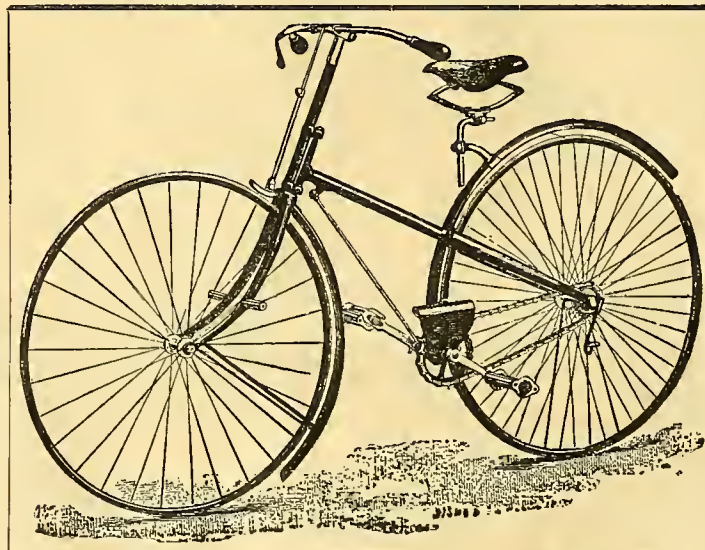


New Catalogue

now ready.

Send 3c. Stamp

for a copy.



The finest

Catalogue ever issued

in Canada.



PRICE, INCLUDING BALL-PEDALS, \$115.

Send Postal Card for copy of Second-hand list, over 60 Machines, for \$15.00 upwards.

H. C. LANE, - - - MONTREAL.