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A JOURNAL OF CYCLING.

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

VOL. III.

LONDON, CANADA, OCTOBER, 1886.

No. 12.

# -- THE VICTOR --

## 1886—LIGHT ROADSTER—1886

SHOWS ALL THE IMPROVEMENTS WHICH A YEAR'S EXPERIENCE CAN SUGGEST.

LIGHTER, WITHOUT SACRIFICE OF  
STRENGTH.

NARROWER TREAD.

Compressed Tires much  
Improved,

Doing away with the dead rubber  
down in the rim.

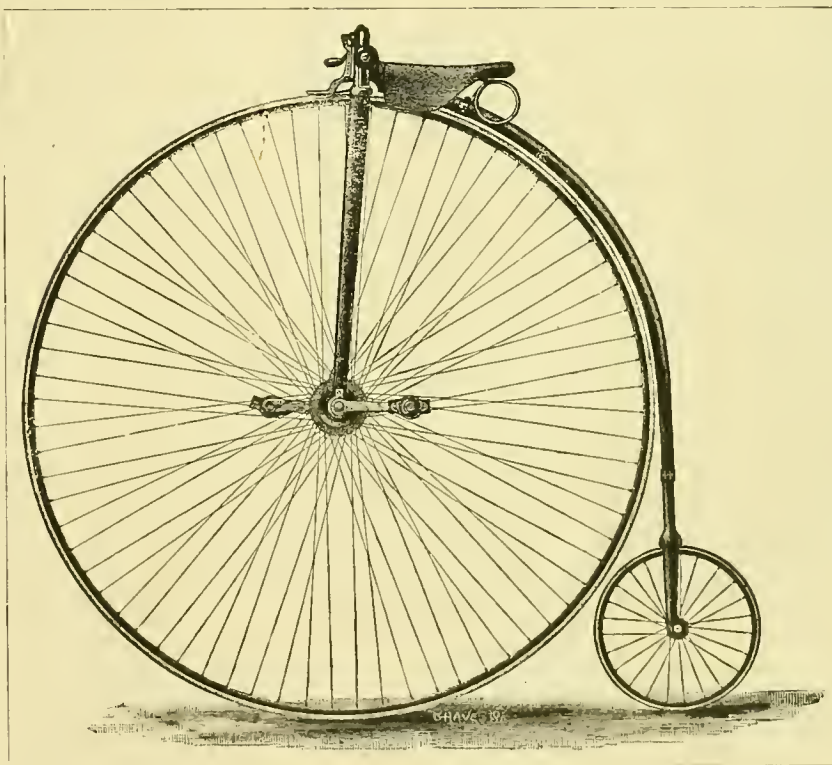
NEW DEVICE

FOR LOCKING THE HEAD,

Avoiding the constant annoyance  
of its coming loose.

HANDLE BAR

Entirely changed and  
improved, past a reasonable  
chance of breakage.



Saddle much Improved,

longer and narrower,  
with wrench strapped on  
underneath.

We cannot enumerate its many  
good points here, but will claim the

Handsome and Easiest-Running

LIGHT ROADSTER

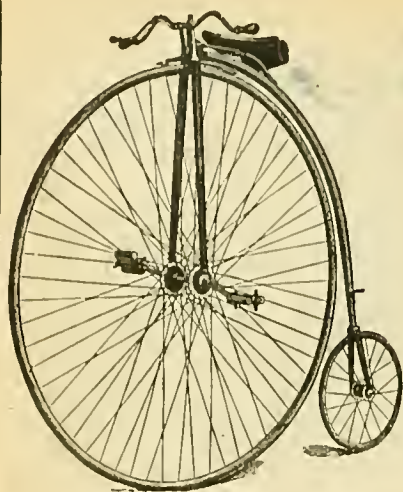
EVER OFFERED IN THE MARKET.

You will make a mistake if you  
buy without investigating.

WILL BE READY FOR DELIVERY VERY  
SOON.

# OVERMAN WHEEL COMPANY,

182 COLUMBUS AVE., BOSTON, MASS., U.S.A.



THE  
Fall Bulletin

—OF—

Chas. Robinson & Co.,

OF 22 CHURCH STREET, TORONTO,

*The largest Bicycle and Tricycle dealers in Canada, whose establishment is the recognized Canadian headquarters for everything in the Sporting Goods line, from a Rudge Light Roadster to a Rugby Football.*

When read, make a note on't—a la Capt. Cuttle.

FACT NO.	DETAILS OF FACT.	REMARKS.
1	That we are now carrying on the largest clearing sale of Cycles ever held in Canada, and that the reduced prices are a marvel.	Send a stamp for Catalogue.
2	That we make the SPECIAL OFFER for the above sale of sending a Wheel, C. O. D., with privilege of examination, and return if not as represented, on the mere condition that consignee pays express charges.	This enables the purchaser to see what he is buying before paying for it.
3	That we will send one of Foote's Anti-Headers (a good thing) for \$1.75.	The latest accessory out.
4	That we will be ready to supply you with Showshoes, Toboggans, Moccasins, etc., when winter sets in.	We supply and outfit all the Toronto clubs.
5	That we want you to keep your eyes open for our surprises in store for you next Spring.	See that you get our big Spring Catalogue.
6	That we have been appointed sole Canadian Agents for Harrison's Double and Single Alarms.	They are the best value in belis made in England.
7	That we have been appointed sole Canadian Agents for Loudon's celebrated Cement.	Holds a tire with an iron grip.
8	That we have been appointed sole Canadian Agents for the publications of Hiffe & Son, Coventry.	They publish all the leading works pertaining to cycling.

= THE RUDGE =

Is the leading Bicycle of the world; it is used by a majority of the oldest and best riders, and holds the chief records of the path.



## The Canadian Wheelman :

A JOURNAL OF CYCLING.

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

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

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

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

LONDON, OCTOBER, 1886.

### A NEW IDEA.

The idea contained in the following extract from a circular issued by Mr. Atkinson, of Port Hope, is a novel one, and we trust may be carried to a successful issue by the energetic Midland wheelmen. The splendid roads in the locality will make communication between the members of the club an easy matter, and such an organization will certainly encourage the practical use of the wheel. The great difficulty, of course, will be to maintain a common interest that will ensure an enthusiastic and progressive club. The following is the extract referred to :

"Arrangements are being made for the organization of a bicycle club to take in the district lying between Whitby and Cobourg. This is a new departure in the formation of bicycling clubs, and promises from present prospects to have a successful issue. It will be the only club covering such a number of towns and so large a jurisdiction in Canada, and will ere long have on its roll more members than any other club in the Dominion. Every care will be taken to exclude undesirable members, and thus retain the standing of the club. No honorary members will, under present intentions, be allowed to connect themselves, unless active wheelmen, but every cyclist between the points named, Whitby and Cobourg, are earnestly requested to communicate with Mr. J. E. Atkinson, Port Hope, their views on the matter, preparatory to calling a meeting of wheelmen at some central point. The names of all bicyclists in the district are first necessary, and all are cordially invited to send their names, to the address, immediately."

### EDITORIAL NOTES.

The records are coming down, but it's the Englishmen who possess them.

What a wail goes up from Montreal in our columns this month ! Is the glory of Israel departing ?

The *Bicycling World* showed no little enterprise in mailing to its subscribers a special supplement of the Springfield races.

Now that the tournaments are over, the American flyers will devote themselves to record-breaking—if they can. Furnivall's 2.30 will be their goal.

The Springfield tournament is not likely to ever again hold the position among tourists it has in the past. Lynn, Hartford and Roseville are rising to dim the light of Springfield.

Ducker gave positive assurances that the leading professionals and amateurs of England would be at Springfield. They weren't, and no reasons have been given to the public why it could ever have been imagined that they would have been. 'Tis a pity imagination has to be called in to play a part in booming a meeting of cyclists.

Some months ago a cry for "a man" to represent Canada on the racing path arose from these cold types. Now it sounds as though an answer were coming. Fred. Foster, of Toronto, has jumped at once into the front ranks of American amateurs, and his performances at Hartford and Springfield have justified several capable critics in asserting him to be the fastest amateur on the continent. Fred's dare-devil ride over the Lachine road on July 2nd proved to all who saw him that he was "grit and go" from top to toe. His recent successes are very popular in Canada, and we hope are but the promise of faster things.

From the rules of the American Cyclists' Union, just to hand, we learn that that body divides the country into five districts for legislative purposes, and that No. 1 is to be known as the Eastern District, composed of the New England States and the Dominion of Canada. The italics are ours. We were always under the impression that Canada was governed, from a cycling point of view, by the Canadian Wheelmen's Association, and we have just been told by a prominent member of that Association that it is perfectly independent of the United States and the L.A.W. For our own part, we protest against the *annexation of Canada by the United States*. What do our Canadian brethren of the wheel say ?—*Cyclist*.

What do we say, dear *Cyclist* ! Simply that this is not the first time we have known Mr. H. E. Ducker to bite off more than he could chew.

### TRADE NOTES.

The gear about which there has been so much talk this fall is being made by Gormully & Jeffery, and is being put on an ordinary 54-in. American Champion, gearing it up to a 126-in. wheel. This gear is undoubtedly the simplest yet produced, and in a 38-inch Ideal wheel, with improvised forks, and with bearings that consisted only of a hole bored through iron, and with a rider who required the reach of a 58-inch wheel, made a mile in 2.56. What it will do on the large wheel is of course experimental, but its inventors are very sanguine. If it is successful, Gormully & Jeffery will at once put it on the market.

At the Toronto Industrial Exhibition, Messrs. T. Fane & Co. made a fine display of wheels, but among the most prominent to be seen were the "New Rapid" and "Club Safety." We understand that this firm have been awarded a special diploma for the "New Rapid." Owing to the wonderful strength of the wheel it is simply impossible to buckle it in the ordinary course of things, and we are satisfied that for the roads of Canada this machine will fill the bill. They also exhibited a very good wheel for boys, which is of their own manufacture, and will be known as the "Boys' Comet." The reputation Messrs. Fane & Co. have obtained will convince intending purchasers of getting full value for their money.

No wonder that Burley B. Ayers was greeted with as loud applause as could be expected from so small a gathering at the last League meeting. And no wonder he was announced as "all right." He stands out prominently as a man who labors hard and well for the good of the League and the sport. He has not sought the bubble reputation in ornamental work, nor has he, we believe, sought any personal gain. Among many drones, among many that pretend much but accomplish nothing, he is really benefiting the sport. There is no man who has put in more hard, honest work for the good of the League than Burley B. Ayers. He is a fair and most considerate official. He treats the cycling press with uniform courtesy. He believes what is worth giving to the public is worth as wide a circulation as possible. Mr. Ayers, we respect you and wish thee well.—*Bicycling World*.

## Wheelman Centres.

### MONTREAL.

The boys here have not been doing just as they ought to do of late, and as I feel mad with them, and would like to take a bunch of them by the hair but canno', I must carry my woes to somebody, and so have chosen to inflict on you a portion of my grievances.

Since 1878, I doubt whether there has been a duller summer for bicycling in Montreal than has this past one been. In other years we generally saw at least half a dozen races at different times at picnics ; this year, outside of the spring and fall games of the M.A.A.A. and our own meet, there has not been a single track race. We had our annual handicap road race to Valois, 15 miles, in which the record was beaten by the two scratch men. For this race the entries were very limited, and the starters much more so, for out of a membership of about seventy six actually managed to come to the starting point, and several of these only after a great deal of persuasion. It is pretty hard on Montreal boys, yet it is true, with one or two exceptions, that if before starting in a race each man is not positive of winning a fine gold medal, there is no starting in him. No, thanks ! he don't want to be beaten and make a show of himself for nothing. In getting up a race here, the committee-men have to assure each competitor of their ability and certainty of coming in for first place. All this means that we ought to be extremely proud of our racing men, for I believe that in all Canada they stand at the head of that praiseworthy crowd of racers known as pot-hunters.

The small field of entries in the road race is the result of an experiment of giving neat silver badges as prizes, and a fine medal in the event of the record being broken. This year there were only four prizes offered against six or seven in former years, their value ranging from a gold medal down to gold pins. The result of the experiment is plain by comparing the lists of starters ; this year there were six, formerly ten to fifteen.

The boys are taking just about as much interest in the welfare of the club as they do in racing matters. Our regular weekly meetings had to be stopped some time ago for want of quorums. There was some excuse for it, as the boys were all out of town ; but now the fall is with us, and everybody is again in the city, still the M.B.C. cannot get enough members together to hold a meeting, a quorum for which is fifteen members, five of whom shall be committee-men. There is no possible means of getting them together, not even by advertising a free ice-cream feed for all attending meetings on Thursday nights in the Montreal Gymnasium, for they do not even trouble themselves by reading in the evening papers the fixtures or each ensuing week.

Since the evening of July 3rd the above has been the state of things here. I believe that our boys felt so bad over parting with their western brethren that they have not yet recovered from their sadness ; or else the quantity of ice that lay around the G.T.R. station froze them up and sent them off hibernating while summer is still with us. I think I have hit the right nail on the head when I think that it must be the great quantity of prizes, both firsts and seconds, that our boys won at the meet that are now overpowering them, and so make them rather satisfied with racing.

If our club manages to exist until next July, at the present rate of living maybe some of our boys will be rested enough to give the western boys a good rub. I hope so.

GROWLINGS.

Montreal, Sept. 20, 1886.

The *Cyclist* tells of a new sport engaged in by the ruralists. It consists in the collection, right across the road, of a ridge of stones about one foot high, carefully masked with dust ; or it may take the form of a buck placed on the highway and artistically covered with a handful of new hay. When the game is ready, the merry villagers lie and wait for the first cyclist who comes along, and in his tumble they get their pleasure.



## THE SPRINGFIELD MEET.

The annual Springfield tournament commenced Sept. 14. The attendance at the grounds was 4,000.

One mile championship, promateur—First heat, Rowe 1; Kluge, 2. 2 38.

Ten mile promateur championship—Hendee, 1; Stone, 2; Rhodes, 3. 29 28 1-5.

Five mile professional handicap—Neilson, 100 yards, 1; Woodside, 30 yards, 2; Crocker, 100 yards, 3. 14 36.

One mile championship, second heat—Burnham 2; Ives, 2. 3 27 1-5.

One mile promateur tricycle—Burnham, 1; Ives, 2; Kluge, 3. 3 18 1-5.

Three mile professional—Neilson, 1; Woodside and Crocker, 2 and 3. 9 01.

One mile championship, third heat—Stone, 1; Adams, 2. 3 17 4-5.

One mile tandem championship—Crist and Brown, 1; Rich and Foster, 2; Huntington and Collier, 3. The winners had an easy victory, and scored a couple of world's records, viz.: Three-quarters mile, 2.01 3-5; mile, 2.43 1-5.

The half-mile time, 1.21 2-5, is the best in America.

One mile championship professional, 4th heat—Neilson, 1; James, 2. Both fined \$10 for loafing. 4 19 2-5.

SECOND DAY.—The event of the day was Wood's 2.32 3-5 in the mile championship. One mile championship, 5th heat, professional—Wood, 1; Woodside, 2. Time, Wood, 3.32 2-5; Woodside, 2.36.

One mile championship, 6th heat, promateurs—Hendee, 1; Rhodes, 2. 2 35.

Five mile lap, amateur—Rich, 1; Gaskell, 2; Foster, 3. 15 03.

Three mile tricycle, professional—Crocker, 1; Eck, 2; James, 3. 9 41 2-5.

Five mile lap, promateur—Rowe, 1; Rhodes, 2; Ives, 3. 14 36.

One mile championship, 7th heat—Prince, 1; Crocker, 2. 2 44 4-5.

Three mile tricycle, amateur—Rich, 1; Gaskell, 2; Williams, 3; Foster, 4. 9 57.

3 mile handicap, professional—Wood, scratch, 1; Woodside, scratch, 2; Neilson, 50 yards, 3. 8 36 4-5.

Five mile handicap promateur—Haradon, 550 yards, 1; Stone, 350 yards, 2; Kluge, 300 yards, 3. Time not given.

Three mile lap, professional—Woodside, 1; Frazier, 2; Neilson, 3. 8 37 2-5.

THIRD DAY.—One mile championship, professional—Neilson and Wood ran; declared no race on account of the loafing indulged in, and both men were fined.

Three mile tricycle, promateur—Burnham, 1; Ives, 2; Kluge, 3. 8 56 2-5.

Five mile open, amateur—Crist, 1; Rich, 2; Gaskell, 3; Foster, 4. 16 26.

One mile championship, promateur—Rowe, 1; Hendee, 2. As had been expected, this was a miserable race until the last lap was reached. Rowe positively refused to make the pace, and Hendee was compelled to go in front. So they rode until the last quarter was reached, and then they rode for dear life. Rowe proved beyond a doubt that he is the faster man, and won by a length, in 2.44 3-5.

One mile handicap, professional—Woodside, 20 yards, 1; Morgan, 120 yards, 2; Merrill, 140 yards, 3. 2 34 2-5.

Three mile open, amateur—Crist and Foster, 1, 2; Rich, 3. A hot race resulted in a dead heat, in 8.40. The heat was run off later, and resulted in favor of Foster.

Ten mile lap, promateur—Rowe, 1; Rhodes, 2. 30 44.

One mile professional—Woodside, 1; Neilson, 2; Wood, 3.

FOURTH DAY.—Ten mile lap, professional—Woodside, 1; Frazier, 2; Crocker, 3. 31 19 2-5.

Three mile promateur—Hendee, 1; Ives, 2; Rhodes, 3. 9 02 4-5.

Three mile handicap, amateur—Crist, 40 yards, 1; Hart, 50 yards, 2; Foster, scratch, 3. Barely two yards separated the three. 8 38 3-5.

One mile championship, final heat—Rowe, 1; Wood, 2. The men were cheered enthusiastically. Rowe went off with the lead, but at a slow pace, which was continued until  $\frac{3}{4}$  of a mile had been run. Coming into the straight both were riding hard, Rowe leading. When about a hundred yards had yet to be run, Rowe spurred right away from Wood and won by five yards. 3 08 3-5. Both were fined \$10.

One mile special—Neilson, 1; Prince, 2. 2 58 3-5.

One mile promateur, 2.40 class—Stone, 1; Burnham, 2; Ives, 3. 2 51.

Five mile professional—Woodside, 1; Frazier, 2; Neilson, 3. 16 16 3-5.

One mile tandem—Crist and Brown, 1; Huntington and Collier, 2. 3 20 4-5.

One mile, special—This was an attempt on the part of Hendee to beat the mile record. Burnham made the pace for the first quarter in 38 4-5, Adams going to the half mile in 1.15 2-5. Here Rowe was waiting, and together the men rode to the three-quarter mark in 1.52 4-5; Hendee completing the full distance in 2.31.

And so ended the great meet, which has been, so claims Ducker, an unprecedented success. In all, about 30,000 witnessed the racing.

## THE LYNN RACES.

The bicycle races at Lynn, September 25, were attended by 3,000 spectators. The one mile professional, open, was won by Frazier in 2.57 2-5, with Wood second. The one mile pro-amateur, 3.50 limit, tricycle race for a C.A. championship between Ives and Burnham, was won by the latter in 2.59 3-5. Ives time, 2.59 4-5.

The ten mile bicycle amateur lap race was closely contested, and was won by Rich, 181 points to 179 for Gaskell. Foster and Kavanaugh also started.

The next and one of most exciting contests was the five-mile handicap, Hendee and Rowe were scratch, Ives and Stone had 150 yards each, Adams, 175 yds. and Honadon, 375 yds. Rowe and Hendee soon overtook the field, and made a splendid race to finish, each alternately leading. Rowe won in 14 08 1-5, and Hendee second in 14 08 2-5.

In the one mile amateur bicycle race (3.05 limit), Boudreau won in 2.54 1-5, with Ware second.

In the five mile professional lap race, Woodside won in 15 09 4-5, Crocker second in 15 14 4-5.

In the one mile amateur (2.50 limit), a C.A. championship bicycle race, there were six starters. Rich won in 2.47 1-5, with Foster second in 2.47 4-5.

The three mile pro-amateur bicycle lap race between Stone, Rowe, Ives and Rhodes was won by Rowe with 43 points to 37 points for Ives. Ives won the lap race, his time for three miles being 9.22 4-5.

The last race was the three mile amateur handicap bicycle with Foster scratch, Deblers 225 yds. and Boudreau, 300 yards' start. Foster withdrew in the first mile and Deblers finished first.

One of the most healthy exercises for the mind and body, barring headers, etc., is bicycling. Treading the wheel is about the best way to clear the cobwebs from a man's brain, to fill his lungs with air, rejoice his eyes, broaden his understanding, and increase his knowledge of his own beautiful land. The sooner our girls learn to exercise their limbs by tricycling, the sooner will they acquire that physical development and that purity of complexion which seaside lounging and cosmetics can never provide. As for the danger of the sport, it is practically nil. The number of serious accidents from bicycling and tricycling is very small, and we venture to assert far smaller than those incident to buggy-riding. In the matter of health there can be no comparison of buggy-riding and cycling: the cramped-up position of the one and free motion of the limbs in the other need no comment as to which is the most desirable.—*San Francisco Sunday World.*

## A LONG LESSON.

My next-door neighbor a daughter has,  
A maiden passing fair;  
And every day, as his door I pass,  
I see her sitting there.

She takes an interest, this maiden good,  
In the workings of my wheel;  
And every day, as a bicyclist should,  
Its mysteries I reveal.

I explain with care each complex part,  
And she seems to comprehend;  
Yet every day we are losing heart  
O'er the lessons which have no end.

It's surely enough to discourage us both,  
To find our work merely begun;  
And yet every day we grow more loth  
To leave such a task undone.

And so, as we see that to finish indeed  
Will take us the rest of our life,  
To-day my neighbor's daughter agreed  
To be her neighbor's wife.

—[Exchange.]

## RECORD-BREAKING AT COVENTRY.

Engleheart and Buckingham essayed to lower the safety and tricycle records on the Coventry track August 6, Engleheart succeeding not only in lowering the world's safety record, but also eclipsing all amateur records hitherto made upon any form of machine, including the ordinary bicycle. About 7 15, Buckingham started for the tricycle record, getting off, however, rather slowly, but doing his first quarter in 43 4-5s., catching his pacemaker, and giving him good cause to bustle along at his best. The half was rolled off in 1m. 26 2-5s., and at three-quarters he equalled his own record of the previous week, doing 2m. 11s., but slowing somewhat for the mile, he accomplished that distance in 2m. 56s. Two miles occupied 6m. 6 2-5s., several seconds outside record, but at three miles, which he accomplished in 9m. 17s., he was over 20s. ahead of time. Four miles were rolled off in 12m. 34s., nearly half a minute inside of record. He completed the five miles amidst great enthusiasm—the crowd rushing in upon the track—in 15m. 40 4-5s., which is 38m. 1-5s. inside the best previous English record, and only some 22s. outside of Furnivall's Springfield time.

After a wait of a quarter of an hour, Engleheart came out for his trial, and Robinson again started out to make the running. On the word "Go!" being given, Engleheart was sent well off with a good shove, and by the end of the first half-mile had passed his pacemaker, Powell then going on and keeping him going as hard as he knew how. The first mile occupied 2m. 47 2-5s., 2m. 2-5s. outside his record of the previous week. He still kept up a magnificent pace, and at a mile and a half had fairly shaken Powell out, going the next lap by himself. Robinson then again took him along at a splendid pace, the two miles being covered in 5m. 37s., which is a world's safety record by 9m. 3-5s., the announcement being received with great applause by the public, and a grim smile of satisfaction spread over Engleheart's countenance. Three miles were rolled off in 8m. 27s., or 5s. inside Lacy Hillier's record for the ordinary bicycle. Buckingham then mounted his safety, and went all out for a mile, bringing Engleheart through for the fourth mile in 11m. 14s., 10s. inside Hillier's best, and 2 1-5s. inside Webber's American world's amateur record. The effort shook Buckingham out entirely, Powell resuming the running on his retirement, and still keeping up his magnificent pace the crowd cheering each time as he came round. Engleheart was taken on once more for the last lap by Buckingham, and the pair rode round almost neck-and-neck, doing the quarter in 39s., and finishing the five miles in the astonishing time of 14m. 1 1-5s., which beats the best previous safety world's record by 1m., and Webber's American world's amateur record (14m. 8 4-5s.) by 7m. 3-5s.



## C. W. A. OFFICIAL ANNOUNCEMENTS.



### The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

**President**—Mr. W. A. KARN, Woodstock, Ont.  
**Vice-Pres.**—Mr. J. D. MILLER, Montreal, P.Q.  
**Sec. Treas.**—Mr. HALL B. DONLY, Reformer, Simcoe, Ont.

## 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
St. Thomas....	C H Hepinstall	Grand Central
Walkerton....	D Trail.....	Hartley House
Tara.....	W J Fawcett....	.....

## MIDLAND DISTRICT, NO. 4.

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

W. P. WAY, C.C.

Place.	Consul.	Hotel.
Kingston.....	W Nicol.....	None
Napanee.....	.....	Campbell House
Bellefleur.....	James Bonar...	Dafce & Anglo-American
Trenton.....	C W Thomson..	Queen's
Brighton....	.....	.....
Colborne....	.....	.....
Cobourg.....	A Will Donly	.....
Port Hope....	.....	St Lawrence Hall
Bowmanville..	.....	.....
Newcastle....	.....	.....
Peterboro'...	G A Scofield	Grand Central
Lindsay.....	.....	.....
Madoc.....	.....	.....

## OTTAWA DISTRICT, NO. 5.

(No return.)

## THE WORLD'S RECORDS.

The following table shows the records held by Wm. A. Rowe, as compared with the best previous world's records:

Rowe's World Record				Previous Best			
Miles	m	s	m. s.	Miles	m	s	m. s.
1-2	1	12	4-5	11	31	37	1-5
1	2	35	2-5	12	34	32	3-5
2	5	21	3-5	13	37	24	3-5
3	8	7	2-5	14	40	25	3-5
4	11	11	4-5	15	43	26	1-5
5	14	7	2-5	16	46	29	2-5
6	16	55	3-5	17	49	25	1-5
7	19	47	2-5	18	52	25	1-5
8	22	41	4-5	19	55	22	2-5
9	25	41	4-5	20	58	20	58
10	28	37	4-5				

One hour, 20½ miles, 132 yds., 4 inches, against the previous best of 20 miles, 1,907½ feet.

## TWENTY MILES IN AN HOUR ON A TRICYCLE

The *Cyclist* of Sept. 1 says: On 27th July, 1882, the late H. L. Cortis astonished the whole world by riding a bicycle twenty miles in an hour, considered then an astounding feat, and now, only four years later, G. Gatehouse, of the Cambridge University Bicycle Club, has fairly created an excitement by doing the marvellous feat of riding twenty miles in the hour on a tricycle. The now well-known track at Long Eaton has proved itself the fastest track in the world, as, not only on account of Gatehouse's grand ride, but also on account of the record made by P. Furnivall, of the Berretta B.C., by riding a bicycle in the world's record time of 2m. 30s. Thursday last turning out a fine and nice day, Gatehouse determined to try and do what he had set his whole heart on, viz., the twenty miles in the hour. Gatehouse got on the twenty miles mark a few minutes after seven, and being sent to a good start soon got on to the tandem, and going at a rattling pace did the first mile in 2m. 50 1-5s, time, and 4-5s. inside even time. Still keeping up the pace, he finished the second mile in 5m. 37 2-5s., which showed 22 2-5s. inside. Now things began to look very hopeful, and still keeping up the same steady pace, he finished five miles in 14m. 27 3-5s., or 32 3-5s. inside. Things looking so very rosy, he was told to keep on, and, pegging away a right good one, he finished ten miles in the unprecedented time of 29m. 26 1-5s., or 33 4-5s. inside evens at half-distance, beating the previous record by 3m. 7 2-5s., otherwise a mile inside the old record. In the meantime, the pacemakers were being continually changed, and began to cry they had had enough, but still going on, 15 miles were rolled off in 44m. 23 4-5s., being 6m. 40 1-5s. ahead of the old record, or two miles and over to the good. The excitement now amongst the spectators got up to the highest, and as mile after mile was knocked off, it became a matter of speculation whether the 20 miles bicycle record of R. H. English would be wiped out or not (59m. 6 3-5s.). Gatehouse was still keeping hard at it, and as the bell was rung for the last lap he went for all he was worth, and coming away from the pacemakers finished the 20 miles in the world's record time of 59m. 10 3-5s., only 4s. behind the bicycle record. Gatehouse still going on till the pistol was fired (showing the hour was up), did 20 miles 460 yds. 6 inches in the hour, establishing a record which will remain for many a long day, and beating the previous 20 miles tricycle record by 9m. 31 2-5s., or about three miles in the hour faster than any other man has ridden a tricycle.

Those who are interested in French racing, or who wish to compare distances, should cut this out and keep it:

200 metres, about 1 furlong.
500 " " half a mile.
1000 " " 5 furlongs.
1200 " " three quarters of a mile.
1600 " " 1 mile.
2000 " " 1 mile and a quarter.
2200 " " 1 mile 3 furlongs.
2400 " " 1 mile and a half.
3000 " " 1 mile 7 furlongs.
4000 " " 2 miles and a half.

Charles Robinson & Co., of 22 Church street, Toronto, have a change of advertisement in this issue. They are now carrying on a clearing sale of a large stock of second-hand bicycles, which are being offered at greatly-reduced prices. We would advise our readers to send for their catalogue and look over the list. They also intimate that they are prepared to fill orders for winter sporting goods, such as snowshoes, moccasins, toboggans, etc. They have a so been appointed sole Canadian agents for Harrison's bells, London's cement, and Hiffe & Son's publications.

If you desire to transform your "ordinary" into a "safety," apply one of Foote's anti-headers to it. The device will prevent one half of the headers, and save your clothes, your nose and your temper.

## DURVEA'S NEW WHEEL.

The St. Louis *Post-Dispatch* thus describes Mr. Duryea's new bicycle: In a rear room on the second floor of the Turner building, a peculiar-looking machine was being ridden around to-day by a few wheelmen of the city. The thing had such a weird look that one beholder said it reminded him of a nightmare. A spectator observing first one man and then another get into the machine and ride off easily, could scarcely believe that he was gazing on the first spokeless and hubless bicycle ever made. But such it was, and it proved to be the one that the fertile brain of Chas. E. Duryea has evolved. Mr. Duryea, up to a few months ago, was a resident of this city, and for two years studied on the original idea of making a bicycle without spokes. Last fall, after getting the details well worked out, he went to Peoria, Ill., where he has since devoted all his time to inventing, and especially to making a model of this wonderful idea. Being a practical wheelman himself, and the inventor of several bicycle appliances, including the Duryea saddle, he was not long in getting the model put together. To do this he used only the roughest kind of material, and consequently the machine, as shown to-day, weighed twice as much as it will when the gas-pipe is replaced by fine steel and the cog-wheels with chain gearing. The wheel is not only spokeless, but it is inclined away from the rider, which at first adds to its strange appearance. The wheel, as shown to-day, had a diameter of fifty-two inches. Not a spoke was in it, and the driving gearing was placed on the rim, the big wheel passing under the gearing by running on small idle-wheels. The pedals are of the regular tricycle kind. The rider's seat is placed on an iron support extending upward from the gearing, and as the wheel is inclined toward the right, the rider's seat is removed a few inches from the tire, over which one arm is thrown to grasp the handle. The rider thus presents the spectacle of a rider within his wheel, and at the same time over it. The equilibrium is maintained by means of a little wheel behind, as in an ordinary bicycle. It has been ridden over granite, up and down sidewalks, and has worked to perfect satisfaction even in its crude form. No header can be taken on it, as the rider sits as in an open tricycle. Besides its other peculiarities, it is the first one-track cycle ever made that a lady could ride as easily as a man.

In telling a story of how a certain tricycle was once the property of H.R.H. the Prince of Wales, the *Tricycling Journal* says: "We give the above very pleasing yarn for what it is worth. Personally, we have our doubts whether the machine in question was used by the Prince of Wales, though we do not deny his possession of it. It would be interesting to know how His Royal Highness parted with the machine, which, of course, after he had used it, was second-hand. We do not remember receiving any advertisement from him offering it for sale. We should have liked to have purchased that machine; that is, if the sale was conducted on orthodox lines. The delicious delight of heckling with the first gentleman in England as to whether he would throw in a spanner and oil-can with the tri., would have been something to boast of."

*Newly arrived Gentleman*: "Whisht, Patsey! Did yez see the bye goin' pasht alayin' on the top av a whale?"

*Patsey*: "My, but yer a gossoon! The whale's a Boy-sickel."

"A phwhat?"  
 "A Boy-sickel. When I kin over they called thim a wheel-hossopede, an' sence the byes tuk to ridin' thim its Boy-sickels they are. An' ef yees desire to learn to ride wau, ye can begin by larnin' on the grindstone in me back yard. An' whin yees can ride a grindstone along the top av a rail fince, ye can tackle a Boy-sickel."—*Spec-tator*.



## RACES AND RECORDS.

During the past month the flyers on both sides of the Atlantic have been busy with the records, and "the times that are no more" are many. English wheelmen continue to displace former world records on all styles of machines. At the Cheylesmore Cycling Club sports at Coventry, August 21, A. P. Engleheart lowered the three-mile bicycle record to 5m. 16s. At Long Eaton, August 25, George Gatehouse made fresh records on a tricycle, as follows: Quarter mile, 40s.; half mile, 1m. 19s.; mile, 2m. 41 2-5s. Same day and place, Percy Furnivall rode a bicycle a quarter mile in 37s., half mile in 1m. 15 4-5s., and a mile in 2m. 30s. Sidney Lee also rode fifty miles on a tricycle in 3h. 9m. 15s. On the 21st ult., E. B. Turner and Sid. Lee, both of the Ripley Road Club, rode fifty miles on the North road between Hitchin and the 66th milestone (beyond Buckden) and back to Biggleswade in 3h. 9m. 55 1-5s., thus beating the previous record made by E. C. Liles and A. J. Wilson by 7m. 2 4-5s. The machine ridden was a racing tandem, and was geared to 63in. On the same date, G. P. Mills, of the Anfield B.C., who left Land's End on the 16th on a tricycle, though he was impeded by wind, rain and bad roads, reached Wick at 8.20 A.M., and proceeded at once to John o' Groats, where he arrived at 10 o'clock, having occupied only five days ten hours in riding 861 miles, including all stoppages. In July Mills performed the journey in nine hours less on his bicycle.

Referring to Furnivall's 2.30 ride, *Bicycling News* says: "Synyer made pace for the first lap, after which Gatehouse led for another lap, Furnivall doing the last 300 yards without a pace-maker, but rode so well as to cross the line in 2m. 30s. dead, and there cannot be the slightest doubt that if some one could have pulled him out more at the finish, he would have achieved a still greater performance."

Alf Fletcher, of England, has made a new bicycle record for the road—fifty miles in 3h. 9m. 56 4-5s. He also scored 265 1/2 miles in 24 hours.

The flying quarter-mile bicycle record of 35 1-5s. is held by Furnivall, whilst G. Gatehouse holds the flying quarter-mile record for tricycle, 36 3-5s.

The result of the British amateur bicycle and tricycle championships of 1886 are as follows: One mile bicycle, P. Furnivall, Berretta C.C., 2m. 46s. Five mile bicycle, P. Furnivall, Berretta C.C., 14m. 44 1-5s. Twenty-five mile bicycle, J. E. Fenlon, Gainsboro' C.C., 1h. 19m. 29 2-5s. Fifty mile bicycle, J. E. Fenlon, Gainsboro' C.C., 2h. 47m. 21 1-5s. One mile tricycle, P. Furnivall, Berretta C.C., 3m. 5 2-5s. Five mile tricycle, F. W. Allard, Cheylesmore C.C., 20m. 42 2-5s. Twenty-five mile tricycle, R. J. Meccredy, Dublin U.C.C., 1h. 55m. 40 4-5s.

At the Coventry Cricket Grounds, on Friday, August 27, A. P. Engleheart essayed the task of riding 20 miles in the hour on his safety. The evening was close and heavy, with scarcely any wind, and the track was in fair condition. The last five miles were ridden completely in the dark, and a lantern was necessary to record the time. Engleheart finished up remarkably fresh, covering his last mile in 2m. 48s., his total time for the 20 miles being 59m. 27s. After his splendid show, it is thought he could easily cover 21 miles in the hour, and on the ordinary bicycle could beat that distance.

The tournament of the Connecticut Bicycle Club was held at Charter Oak Park, Hartford, on Sept. 8th and 9th. The races were witnessed by an aggregate of 10,000 people for the two days. All the events had large entries, and the races were exceedingly well run and exciting. The feature of the tourney was the breaking of the mile professional bicycle record by Fred. Wood, of Leicester, England, who compassed the distance in the fastest time ever made in a contest—2 33—beating Hendee's 2.34. The summary of the two days' events follow:

Ten mile promateur lap race—Lowe, of Lynn, Mass.; Rhodes, of Dorchester, Mass.; Kluge, of Jersey City, and Stone, of St. Louis, started.

Mile promateur tricycle race—E. P. Burnham, Newton, Mass., 1st, in 3.09 1/2; Ives, of Meriden, 2nd.

Three mile professional race—Prince and Neilson, of Boston; Frazier, of Smithville, N.J.; Morgan, of Springfield; Woodside, champion of Ireland, and James and Wood, the English riders, started. Won by Wood in 8.59 1/2; Woodside, 2nd; Neilson, 3rd.

Mile promateur race—Won by Hendee in 2m. 38 3/4s.; W. A. Rhodes, 2nd; C. P. Adams, 3rd.

Mile promateur, 2.40 class—Won by F. F. Ives, of Meriden, in 2.54 1/4; Horace Crocker, 2nd.

Five mile professional lap race—The starters were: Wood, of England; Neilson, of Boston; Frazier, of Smithville, N.J.; Morgan, of Springfield, and Woodside, champion of Ireland. Woodside finished the first mile in 2.51 1/2; Wood the second mile in 5.49 1/4; Morgan the third mile in 9.07 1/4; Woodside the fourth mile in 12.27, and also the last mile in 15.59, with Neilson 2nd and Morgan 3rd.

Mile professional handicap—In this race Merrill, of Portland, Ore., was handicapped 125 yds.; Morgan, of Springfield, 110 yds.; Frazier, of Smithville, N.J., 60 yds.; Neilson, of Boston, and James, of England, 25 yds.; and Woodside, 15 yds. Wood, of England, was scratch man. Wood and Neilson made a grand spurt at the third quarter, and Wood made his phenomenal contest mile in 2m. 33s., with Neilson 2nd in 2m. 33 1/4s. Woodside was 3rd and Morgan 4th.

Mile promateur open—Won by Rowe in 2.40; Ives 2nd.

Three mile promateur tricycle race—Burnham, of Newton, Mass., 1st, in 9.30 1/2; Ives 2nd by 10 feet.

Five mile promateur, open—Won by Hendee in 16 07 1/2 by 20 feet.

Five mile amateur, State championship race—H. S. Hart, New Britain, 1st, in 17.08.

Two mile amateur, tandem tricycle—Crist and Brown, of Washington, D.C., 1st, in 5.58 1/4.

Mile amateur race—Won by A. B. Rich, New York, in 2.46 1/2; Gaskill, of Boston, 2nd.

Consolation race—Langdown, of New Zealand.

The three mile amateur, open, was started by Meyers, Gaskell, Crist, DeBlois, Foster, Langdown, Rich, Brown and Heath. Foster and Rich were about equally the favorites of the knowing ones. The race was won in 9.15 by Foster, with Rich a very close second in 9.15 1/4, and DeBlois a close third. The final mile made by Foster and Rich in less than 2.45 was rather too much for most of the contestants.

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## FROM LAKE ERIE TO LAKE ONTARIO.

Under the above heading, "A. P. B., No. 8758," in the *L.A.W. Bulletin*, gives an account of a tandem ride as follows:

Husband and I are tricycle enthusiasts, and we improved our first holiday this year by a trip on our Coventry Rotary Tandem. Our starting-point was old Fort Erie, opposite Buffalo. As the river road was poor, we ran nine miles back into the country to Stevensville. Our first landmark was a tavern six miles from the river. The sign announced that it was the "Anti-Scott House." By the time we reached that point we decided that in taking a pedestrian tour it was very convenient to strap one's luggage to a tricycle and so trundle it along. Beyond that point the road improved, and our spirits rose accordingly. At Stevensville our machine received quite an ovation, and as a group of interested citizens gathered about it we felt that we were an attraction second only to a Wizard Oil peddler. Every one on the way treated us most affably. We stopped frequently to beg a glass of water, and at every place they hastened to draw it, frequently with the old-fashioned bucket and chain, from wells deliciously cool and deep. While we refreshed ourselves the donor invariably asked, "Do you both ride that?" "Does the lady work?" "How fast does it go?" "Is it hard work?" etc. And we willingly delineated the merits of the curiosity on the slightest provocation. We lunched in true picnic style under the trees just outside a little village called New Germany, two miles beyond Stevensville. This township contains but one English family; it was settled by Germans fifty years ago. The second

generation preserves its nationality, and German is spoken in their schools and churches. From New Germany to Chippewa I had the best ride of the trip, not dismounting for the entire seven miles. The road was only fair, but I think it would have been excellent after more recent rains.

There seemed to be no definite measure of distance in the Dominion. Imagine the discouragement of ye valiant wheelmen!—thermometer 96° in the shade—we inquired the distance to the next point of interest, and were told "two miles." We pedaled on for a mile, and again inquired, and then were told "three miles"! This was an exercise in negative values highly interesting to the student of algebra, but disheartening to a melting wheelman.

As our first night came on, we neared the village of Chippewa, though it was such a will-o'-the-wisp that it seemed to be constantly moving on. With the roar of the Falls in our ears, we inquired of a passing man concerning a hotel. He said that there was a good one at the entrance to the village; but he added, in an impressive tone, "If you want a first-class house, go a mile further on to Mr. Blank's." Expecting to be dazzled by the "first-classness" of Mr. Blank's, we proceeded; arrived there, we found the elegance of the place concentrated into lace curtains and pillow-shams, leaving the straw beds without springs, but covered with a padding of elusive feathers. We endured the night and descended to the breakfast table in an interrogative frame of mind, but the soiled table-cloth and miserable food dispelled the last gleam of admiration for those ruffled pillow-shams.

Again we mounted, and soon were in sight of the Niagara Rapids. Riding in the way we did along the bank, we had the finest possible view of the river, and studied the Falls at our leisure. From the Horse-shoe Falls to the Whirlpool Rapids we enjoyed the sidewalk, and as we flew along I hummed a parody of the popular refrain:

"She pedaled away, as all aver,  
With her own Lord High Tricycle-er."

In the afternoon it was so warm that we dismounted at a tidy farm-house, bought some bread and milk, and rested for an hour under the trees. I slept while I was entertained by a hen who stepmothered three ducklets. The little yellow things, with their ungainly bills, looked like caricatures of chickens.

Our next move was to Brock's Monument, on Queenston Heights, six miles from Suspension Bridge. The sweet-faced woman at the lodge asked us to leave our instrument there, as we had a long, hot climb before us. On the way up to the mountain I asked me not to peep at the view till it burst upon us at the top of the hill.

As our second night came on we neared the old city of Niagara, once the capital of Upper Canada, and now the most picturesque, sleepy village imaginable. The approach to the town is through a beautiful grove, so prized by picnickers that they call it "Paradise Grove." We made straight for our haven of rest, "Doyle's Hotel." There our good host gave us a most appetizing supper—such chops! such berries! How clean and comfortable everything was after our long, hot ride! "Jimmy Doyle," as he is affectionately called by the whole town, is a typical English innkeeper—never tired, always busy, ever obliging; he was a veritable sunbeam in the path of two weary travellers.

Opposite the hotel a shady lane led down to the old gray church; the roadway wide, but grass-grown, as if the tread of the villagers was lighter and more reverential as they approached the church. The church, quaint and attractive, standing in the midst of the old church-yard, was used for barracks in the war of 1812, and the flat tombstone is shown where the soldiers chopped their meat. We spent a morning reclining on the new-mown hay in the burying-ground, where age seems to have softened the sadness and left only the sacredness and peace of death, and many of the heroes of 1812 are soothed in their long sleep by the quiet noises of the bee and cricket.



## Wheel Tracks.

Thomas Stevens has arrived at Delhi.

George Weber, the celebrated Star rider, is dead.

England seems to have captured the mile record at last.

Baltimore claims six clubs and nearly 2,000 wheelmen.

The *Cycle* suggests that September be called the tournamonth.

At Springfield, Foster won one first, two second and one third.

The Australian champion, Con Dwyer, rode a mile in 2.38 2-5 at Melbourne, June 18.

The firm of Bull & Bowen, Buffalo, is no more, these gentlemen having dissolved partnership.

The New Jersey Division of the League now numbers 905 members, a gain of about 500 during the year.

Harry Leeming says that Furnivall is bound to make a mile in 2.25 before he gives up his hunt for records.

Whittaker is said to have covered seventy-one miles in 4h. 55m. 32s., including four stops and two headers.

Minneapolis is to have another six-day race. It will be managed by T. W. Eck, and contested in November.

Last year Massachusetts had 700 members in the League. Now she has 1,410—a good percentage of increase.

It begins to look as if a contest between cyclers and trotting horses for the possession of the record will soon be in order.

'Tis said that Dan Canary, the trick rider, has had presented to him by Mrs. Canary two little Canaries, all at once.

The Massachusetts Division has got \$928.76 in its treasury, and it proposes to have a good road book, cost what it will.

Woodside was timed as doing the last 100 yards in a race at Springfield in six seconds, equal to speed of a mile in 1.45 3-5.

A new bicycle club has been formed in Quebec, with Mr. Noble Campbell as president, and Mr. O. Hetherington as captain.

A. T. Lane, of Montreal, who first introduced the Kangaroo to Springfield, was on hand this year with a Premier safety.

Arthur Young will try the somewhat hazardous feat of riding from De Soto to St. Louis on a tandem trike with his sister.

Langdown came 16,000 miles, and won the consolation race at Hartford. He needed consolation, if any one did. *Cyclist*.

The tandem drove the sociable out, and now comes a one-track sociable, which the Englishmen are riding, and they say it's the best yet.

Foster, the Canadian, is evidently the best of the amateur class, although Rich was formerly supposed to be the boss. *Sporting Journal*.

If Rowe can make the mile in a race in 2m. 27 2-5s., as he claims he has done in practice, these figures will stand for some time to come.

The *Bicycle Herald*, with which is united the *Weekly Evangelist*, is the new departure of the Evangelist Company, of New York and Springfield.

Robert McKinnon, knit goods manufacturer, and his pastor, Rev. A. C. Wheaton, of Little Falls, N.Y., are on a bicycle tour through Ontario.

The *Irish Cyclist and Athlete* well upholds the honor of "Ould Ireland" in cycling journalism, as does its editor, Mr. R. J. McCreedy, in cycle racing.

The bicycle records now stand— $\frac{1}{4}$  mile, 37s.;  $\frac{1}{2}$  mile, 1m. 15 4-5s.;  $\frac{3}{4}$  mile, 1m. 51 1-5s.; 1 mile, 2m. 30s., all to Percy Furnivall, of the Berretta C.C.

The electric timing was used at the quarter pole only at Springfield. It could not be made to operate over so long a tape as was necessary at the home stretch.

The tricycle records now stand— $\frac{1}{4}$  mile, 40s.;  $\frac{1}{2}$  mile, 1m. 19  $\frac{3}{4}$ s.;  $\frac{3}{4}$  mile, 2m.; 1 mile, 2m. 41 2-5s., all to the credit of G. Gatehouse, Cambridge University B.C.

The A.C.U. executive has voted to recognize the action of the L.A.W. in disqualifying the racing men, and all such cannot enter amateur events under A.C.U. rules.

Wm. Starley, of England, has made a tricycle with 96-inch wheels. Mr. Sturmev has ridden it, and says it runs easily and goes up hill with very little exertion for the rider.

The Salvation Army has purchased three tandems, which will be ridden during a campaign in the north of England. They are all fitted with sockets for carrying banners.

Journalistic circles have been much exercised over the resignation from what is known as the "Coventry Ring" of A. J. Wilson, whose signature "Faed" is well known.

The Springfield *Union* thinks Foster, amateur, Hendee, promoter, and Wood, professional, will be the contestants in the world's championship race, should the A.C.U. sanction it.

In *Wheeling's* quest for the six best path-riders, Cortis and Furnivall led with thirty-eight votes. The list had, besides, the names of Speechly, English, Webber, and Keith Falconer.

John L. Sullivan and Frank Hearld can have their little set-to come off at Cheltenham Beach, if they so desire, without a kick, and there will be great big money for the winner at that.

Mr. Joseph Chambers, of Stratford, left that place lately for Clinton, and made the whole distance—33 miles—in about three hours and a half, being an average of nearly ten miles an hour.

At the Buffalo races, H. P. Davies, of Toronto, defeated Hollingsworth, the celebrated long-distance rider, in the mile race, in the good time of 2.48. Davies also won the three mile handicap.

Petitions have been presented to the L.A.W. Racing Board for the reinstatement of S. G. Whittaker, John Ilston, F. S. Hitchcock, W. H. Senter and C. P. Adams, but all have been refused.

McCurdy thinks there is no show for an American getting the twenty-four hour record on a fifty-mile course, unless he goes across and does it on English roads. He will try it there himself soon.

Country postmen in France will soon be mounted on tricycles. The post-office is now considering a model which can be used by weak or crippled postmen, as many of these officials are crippled soldiers.

The defeat of Rich by Foster was one of the interesting events of the Hartford tournament. These two were looked upon as the rivals for first honors in the amateur events of the fall tournaments.

The "makers' amateur" war in England has been reopened, and this time the N.C.U. means business. E. Hale (champion of Europe), E. Oxborrow, and A. P. Engleheart, have been permanently suspended.

For night riding, Foote's anti-header attachment makes the rough places smooth, or at least it prevents any casualties if the roads are stony, and relieves your mind of half its anxiety. It's an anti-anxiety device.

M. J. Lowndes, the well-known tricyclist, of Coventry, has been arrested for bigamy. He has beaten the record, having taken more wives than is customary, and his name is on the record-book of the police court.

R. H. James, of the Buffalo Bicycle Club, has covered 3,500 miles on his wheel so far this season, and expects to bring it up to 5,000. President Churchill has made 2,000 miles, and C. G. Gething and C. W. Adams have each covered 1,500 miles.

On the 4th inst. an English club held a 24-hours' road race, which, owing to bad management and worse weather, resulted very unsatisfactorily. G. P. Mills, the record-holder, won by two miles from a comparatively unknown man, the distance being only 227 miles.

Mr. Ricalton, the adventurous explorer, who was sent out to the Arctic Ocean in May by *Outing*, in order to make a journey on a three-wheeled machine from Archangel straight through Russia to the Crimea, has not been heard from since leaving New York.

Of all the amateurs who raced at Springfield, Crist led the list in the most firsts. This man is great for a little fellow—quick, nervous, and plucky. Still, we believe that Foster will pan out to be the fastest man in the country among the amateurs. *Bicycling World*.

There is no question that Billy Rowe is pre-eminently the fastest rider in America, if not in the world. Even if Hendee had the requisite "sand" (which his most ardent admirers reluctantly admit he most woefully lacks), it is doubted if he could ever head Rowe. *Bi. World*.

The *Cyclist* of a recent date says: "We had a visit last week from Mr. Frank Veigh, of Toronto. He is an enthusiastic cyclist, and says that cycling is making fast headway in Canada, in proof of which he points to the fact that the Canadian Wheelmen's Association now numbers close on 1,000 members."

Langdown will ride a Columbia. The peculiar persuasive powers of Manager Atkins are best shown by the action of these men who come to us from abroad, and go right on to Columbias. Foster, of Canada, was riding a Columbia three days after he struck the Lynn track, and his English wheel was laid aside. *Cycl.*

Seven of the stenographers who do work in the Ontario Courts are riders of the bicycle. They are: Messrs. E. E. Horton, Albert Horton, Bengough, Butcher, Tyson, L. B. Young, and Johnston. Four of them ride safety machines, including Mr. Young, who has recently got a particularly nice wheel from Chicago.

A Newark, N.J., genius has invented a bicycle alarm which, for novelty, at least, should take the prize. He calls it the "Rattlesnake." It can be brought in contact with the spokes near the hubs by pulling a string which is attached to the handlebar, and it gives out a sound similar to an old-fashioned rattle carried by night watchmen.

Are we not running the "record" business into the ground? Was not the late ride of Mills from Land's End to John o' Groats bordering on the brutal? Just think, five days' hard riding at the rate of 166 miles a day, and only six hours' sleep during that time! We admire pluck, but we deprecate such rough usage of a man's constitution. *Exr.*

A bicycle club was organized in Ingersoll the other evening, with the following officers: President, R. W. Woodroffe; Vice-President, F. R. Meredith; Sec.-Treas., J. T. Christison; Capt., J. W. Holmes; 1st Lieut., James Noxon, jr.; 2nd Lieut., J. O. Matheson; Bugler, A. Hugill; Standard-Bearer, E. Gibson. Managing Committee: Messrs. W. C. Noxon, W. R. Noxon, G. H. White, and A. B. Casswell.

The success of the American manufacture of bicycles is making itself felt in England. A manufacturing house at Birmingham advertise as manufacturers of Columbia racers, roadsters and safetyes. "It's American, you know!" may shortly be favorite slang with foreign cyclists. English manufacture could not have paid American cycles a higher compliment than by taking advantage of the lack of international trade-mark law to utilize a name so thoroughly American. *Boston Globe*.



Wm. Forbes, of Morrisonville, Ill., is a wheelman of more than local celebrity. He is a somnambulist as well. A few nights ago he arose in his sleep, put on his hat and his night-clothes, bestrided his bicycle, and struck out at a prize-winning rate through the streets of the slumbering village. He was headed off by the night watchman, who was not afraid of ghosts on wheels. With difficulty he was awakened from his dream as the champion wheelman of the world.

About twenty members of the League of American Wheelmen, who started from Buffalo on the 6th Sept. for Harper's Ferry, on their annual tour, arrived at Ithaca Sept. 10. In descending a steep hill, two of the party, Messrs. Warner and Dakin, took headers. Warner received a ghastly cut under the chin, and was severely jarred. Dakin was thrown violently to the ground, striking on the right side of his forehead, producing concussion of the brain and possibly fracture of the skull.

J. F. Kusel, of Springfield, Ill., sends us a photograph and diagram of a new speed gear, by the use of which he claims to have ridden a 38-inch Ideal on a fair track, one mile in 2.50, and sixteen miles in an hour. The invention is made up entirely of cog-wheels, the larger one, to which the crank is attached, operating two small ones, they, in turn, acting upon a centre wheel attached to the axle. Mr. Kusel promises to exhibit his invention in Chicago shortly.—*Sporting Journal*.

A new scratch man on the bicycle has appeared in England in the person of F. I. Osmond, of the Norwood Safety C.C., known to the racing world as "Hillier's Novice." Mr. Hillier having coached and trained him carefully ere he made his debut at the Brixton meet, where he swept all before him. He is a powerful youngster, and did 2.38 2-5 at the Crystal Palace recently. As he seems to improve with each race, we may hear ere long of his name being associated with record-breaking.

The *Cycle* says: "Professor C. H. McLeod, of the McGill University, Montreal, P.Q., has invented an electrical timing apparatus, which has been tried and found practicable and accurate." And then follows an exact description of the apparatus, which the Ramblers' Bicycle Club used successfully at their races in this city almost a year ago. Messrs. Fred Ramel and Will Dean, students at the Washington University, are the gentlemen who invented this system of timing.—*St. Louis Spectator*.

It was generally supposed that the rebuff received by Stevens on the Afghan border would discourage him in his attempt to wheel around the globe. But that this supposition was incorrect is proven by a letter which reached *Outing* from Kurrachee, the first Indian port, from whence Stevens will start to complete his trip by way of Delhi, Agra, Lucknow and other important cities, to Calcutta. Stevens' letter was dated July 26, and he states that he is in splendid health, and has a straight road of 1,350 miles before him.

The St. George's Engineering Co.'s stand at the Birmingham Industries is far and away the most attractive of the whole stands in the exhibition. Mr. Palmer (the manager) says his new patent in connection with this wheel was applied for as far back as November last year. This entirely removes what some people might possibly consider as an objection, namely, the bending of the spoke at the hub; and should any mischievous youngster operate on the spokes with a file at any time, the insertion of a new one is the most simple of all simple matters.—*Wheeling* (Eng.).

In the first week in October the citizens of St. Hyacinthe, Que., propose holding a bicycling tournament on a small scale. There will be one, three and five mile handicap races, fancy riding and Chinese lantern parade. The track is an excellent clay one lap, perfectly level, and quite as good as an asphalt No. 1 track. The three mile Canadian record has been broken on it, although not officially. Several good men from Quebec city are expected to compete against Montreal's best. With good weather the Canadian one mile ought to get knocked down.

The London *Free Press* says: Messrs. Payne, Eddy and Park have returned from an enjoyable trip, *via* Goderich, Kincardine and Port Elgin, and along the Georgian Bay from Owen Sound and Meaford to Collingwood. They describe the scenery along the route as delightful, and the road between Meaford and Collingwood cannot be surpassed. Every lover of the wheel should endeavor to make this tour, particularly at this season, as no route in Canada can afford better roads or more varied and grand scenery. An average of fifty miles a day was made, the party allowing themselves ample time to take in all the points of interest on the way.]

The Belfast correspondent of the *Irish Athletic and Cycling Journal* says: "Rather a comical incident occurred here the other day. A bright youth dropped into Messrs. D. Rudge & Co.'s depot, and whilst there was having a go on the Home trainer; he asked for a 'Cyclometer,' which was supplied to him. Having carefully adjusted it, he put it in his pocket. After having 'scorched' for about half an hour, he was considerably astonished to find the 'Cyclometer' unmoved. Notwithstanding the fact that the working of the apparatus was fully explained to him, he left the place with his faith in this invention considerably shaken." V3R1  
REV. 35

The *Toronto Mail* says: Fred. Foster, of the Toronto Wanderers, is covering himself with glory on the leading cycle paths of the United States. At the Berkshire County Wheelmen's meet at Pittsfield, he rode against such cracks as Crist and Kavanaugh in the two mile open, and although unable to pass Kavanaugh on the third lap, sputtered on the home stretch and won easily in 6m 12s. In the five mile open, the Toronto flyer was again pitted against Kavanaugh and Crist, with Langdown and Brown added. It is described as an interesting race, Foster shooting ahead on the last lap, and although closely pushed by Langdown won the race. Time, 16m. 41 1-5s. Foster won every race he entered.

The fall meeting of the executive board of the League of American Wheelmen was held in Buffalo, N.Y., Sept. 3. Secretary Aaron's report showed that the total membership of the League is 9,676, a gain of fifty per cent. in one year. The committee to count the recent mail vote reported on the vote to abolish all reference to racing in the League by-laws—yeas, 15; nays, 85; on the vote to sustain Henry F. Ducker's appeal against the decision of President Beckwith in removing him from the office of chief consul of Massachusetts—yeas, 9; nays, 87. The invitation of the Missouri Division to the League to hold its seventh annual meet, May, 1887, at St. Louis, was unanimously accepted.

At Hampden Park, Springfield, August 28, F. F. Ives made a mile on his bicycle, without hands, in 2m. 44 4-5s., thus lowering the record 14s. Kluge, in an attempt to lower the Star bicycle mile record of 2m. 41s., got a poor start, and finished in 2m. 49 1-5s. The event of the day was W. A. Rhodes' five-mile run to lower, with the aid of pacemakers, the record of 13m. 57 2-5s. His time for two, three, four and five miles was as follows: 5m. 19s., 8m. 1 1-5s., 10m. 48 4-5s., and 13m. 30s., and beats all professional and amateur records for those distances. W. M. Woodside, the Irish champion, next rode five miles to lower the previous professional record of 14m. 23 2-5s., which he did in 13m. 50 2-5s.

An unpleasant incident occurred at the Hastings cycle races last Monday week. It appears that Arthur Reynolds, the Brighton Excelsior wheel-shifter—who, by the by, has been showing wonderful form lately—whilst competing in his heat for the three miles open handicap, looked certain of winning, having mowed all his men down, and thinking he had it all his own way, sat up—a foolish habit of his—when Travers, whom he had just passed, came along and beat him on the post. This appears to have upset the arrangements of the betting fraternity, who gathered round and mobbed Reynolds, who ultimately had to be rescued.

On Monday evening, August 30, Mr. W. G. Hurst gave an exhibition of trick riding at the Lillie Bridge Hall, West Brompton. The hall was fairly well filled by an enthusiastic audience, who, by their applause and appreciation of the more difficult feats, showed plainly enough that the rage for trick-riding is in no danger of diminishing. Mr. Hurst gave a very clever performance, his business of riding up and down steps on one or two wheels, and of mounting the one wheel with forks behind him, on the top step, and riding down being specially well received. The floor was slippery and greasy, but Mr. Hurst showed such a perfect command over the machine that all the tricks were performed without a mishap. In the event of Mr. H. appearing in London, we recommend wheelmen to see him, as his act contains several new features.—*Wheeling*.

#### PETE'S EXPERIENCES ABROAD.

Yes, boys, I've been Abroad, and a big country it is. Bade heart-rending farewell to my fifty-two'er; reached New York; boarded *Germanic*; spanned the 3,000 miles of everlasting wet in eight days; jumped ashore at Queenstown, and into jaunting-car; horse ran away; so did the j.-c.; Pete's personal effects strewn along roadside like flowers that bloom in spring, tra-la-la! Walked with downcast head and turned-out toes to station: picked up piece of the runaway horse on my way as souvenir. Did Ireland in four days; bathed in Killarney; fished in the Blackwater; bought black-painted pine canes at black-thorn prices; climbed Knock-meil-down mountain; visited a few hundred castles; heard all about the ancient O'Briens and O'Fagans, the O'Connells and the O'Donnells; read "Charles O'Malley," and set sail for England.

Whish!—scoot!—bang!—zipp!—h-u-m-hum! fizz!—and Pete is landed at London per express train. Travelled first-class (style in third-class carriage). London chuck full of bikers and trikers; go like mad through crowded streets; turn sharp corners; graze horse's front legs; squeeze between 'busses; frighten unwary peds. Get there all the same, however. Great is the London biker!

Pete went to meet in London of the Wheeleries Club; 2,000 people; good track; strong wind; fair racing; met the big cycling men—Nairn, London editor of *Cyclist*, stout, well fed, good-looking Briton; we disappeared in judges' tent; emerged with moist lips and warm hearts: 'twas near bottom of barrel, and consequently strong. England and Canada shook hands over the yawning abyss. Drank again to cement friendship; bottom of barrel reached; late visitors came dry—and went dry. Next met Harry Etherington, boss of *Wheeling*, known everywhere as "Jolly good fellow." Ran against Billy Hurst, arrayed in plug hat, checked trousers and broad smile; reports fancy-riding business dead; Canary and Kauffman little to do; Billy disgusted; going to come home; says he can ride a mile on one wheel in four minutes. At Coventry met Henry Sturmev, editor of *Cyclist*, arm in sling; arm broken in racing; another fine fellow; enquired after CANADIAN WHEELMAN; says he hasn't seen a copy for six months; misses it. Pray repair damage, friend editor. Went through bicycle factories; trade good; tricycles in England more in demand than bicycles. Had hundred-mile tandem tricycle ride from Coventry to Bristol. Will tell you about it some other time. Farewell, *pro tem*.

PETE.

#### WANTED TO HEAR IT AGAIN.

He sat on a bicycle straight as an icicle, and she on a tricycle rode by his side. He talked like a jolly fop, and naught could his folly stop, with all kinds of lollipop enlivening the ride. At last incidentally, more instinctive than mentally, he grew sentimentally saccharine sweet; And he told with intensity of love's strong propensity, its force and intensity, fervor and heat. Just then o'er some hammocks he sprawled out kerflummux, and she thought what a lumux to tumble just then! But he climbed to his station, while she said with elation, "Renew your narration; say it over again!"

—*St. Louis Spectator*.



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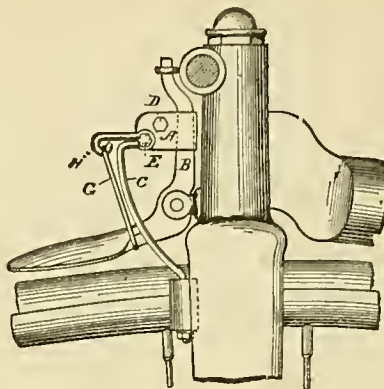
## ANOTHER GREAT RIDE BY G. P. MILLS.

Mills left Land's End on a tricycle at midnight, August 15th; Lunceston, 9.5 miles; proceeded with Gamble (A.B.C.), and made Exeter with Butland at 2.20; Bristol 11.30 p.m. (200); left 2.30 a.m., and, riding all day against half a gale, made Worcester in good time, and meeting Goodwin at Wellington, got to Warrington (360) at 11.30 p.m.; leaving again at 2.30 with Gamble, he got to Preston 7 a.m., Lancaster 9 a.m., being met by Goodwin seven miles south of Lancaster; and after breakfast Kendal was passed at 1.15 p.m.—half distance, 430 miles, in 2½ days. Fells awful; Penrith 5, Carlisle 7.30, and proceeded for Edinburgh with Abbott, of Preston, arriving at Granton noon; went on with Gamble; Perth 5.40, and Dalwhinnie 3 a.m. on Friday; left again at 6 with Gamble; Inverness 3 p.m. (750 miles), and riding right on with Gamble from Tain, reached Wick at 8.20 on Saturday morning, and going into John-o'-Groats, made the great record of 5 days 10 hours, beating previous time by nearly 30 hours. He reached Wick in splendid health, and fresher than when he started, having had regular sleeps.

—:0:—

Mr. Matthews, Secretary of the Royal Canadian Academy of Arts, with Mr. Harry McCollom and Master Harold Matthews, had a pleasant run from Toronto to Niagara lately, stopping occasionally to sketch by the way. They made the distance (about 100 miles) in two days and a half, finding the roads fair, with the exception of some three miles on the Lake Shore road, between the Credit and Oakville, which is very sandy and cropped by ravines. The "middle" road from Oakville to Hamilton is good; also the greater part of that from Hamilton to Grimsby and Beamsville. From St. Catharines to Niagara they found the stone road about the worst riding. Though hard, it is lumpy. Mr. Matthews rode a "Sparkbrook Safety," carrying 15 pounds of baggage. The others were 32 and 44-in. wheels.

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**RUDGE LIGHT ROADSTER,  
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ROYAL CANADIAN SPECIAL,  
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THE BOYS' OWN IDEAL,  
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PREMIER CRIPPER TRICYCLE,  
HUMBER TANDEM TRICYCLE,**

And about 70 Second-hand  
Wheels of all makes.

SEND FOR LIST.

## A BARGAIN.

52 inch Liverpool Racer, "Æolus"  
balls to both wheels and pedals. T  
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PRICE. - \$80.00.

A first-class Light Racer in perfect  
Condition.

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54 inch Sanspareil, ball bearings to  
both wheels, all nickle plated, but  
felloes; has been ridden very little  
and is in perfect order.

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## AND STILL ANOTHER.

Coventry Rotary Convertible Soci-  
able Tricycle, in first-class order, made  
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miles.

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# On the Road. THE COLUMBIAS On the Path.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

## SMASHED RECORDS ON COLUMBIAS.

### GEO. M. HENDEE AT SPRINGFIELD,

JULY 5.

34-MILE (World's Record).....	1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition).....	2.34

### WM. A. ROWE AT LYNN,

JULY 5.

4 MILES (World's Record).....	11.05
5 MILES (World's Record).....	13.57 2-5
6 MILES (World's Record).....	16.47
7 MILES (World's Record).....	19.38
8 MILES (World's Record).....	22.24 2-5
9 MILES (World's Record).....	25.18
10 MILES (World's Record).....	28-03 2-5

### THE COLUMBIAS AT BOSTON,

MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE.....	A. B. RICH
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE.....	A. B. RICH

### THE COLUMBIAS AT LYNN,

MAY 31.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

### THE COLUMBIAS AT NEW HAVEN,

JUNE 11, 12.

Every Open Event won on Columbias.

### THE COLUMBIAS AT LYNN,

JUNE 17.

1-MILE NOVICE RACE.....	S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5.....	W. A. ROWE.
2-MILE LAP RACE.....	GEO. M. HENDEE.
2-MILE HANDICAP RACE.....	F. S. HITCHCOCK.
1/4-MILE PROFESSION'L TRICYCLE RACE, T. W. ECK.	
World's Record. Time—	.42 2-5.

### CHAMPIONSHIPS ON COLUMBIAS,

SEASON OF 1886.

1-MILE BICYCLE.....	L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE.....	L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE.....	N. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE.....	L. A. W. CHAMPIONSHIP.

### THE COLUMBIAS IN THE WEST.

#### THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 239 1-2 mile—made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

### THE COLUMBIAS IN NEW JERSEY,

JUNE 19.

25-MILE INTER-CLUB ROAD RACE.....E. H. VALENTINE.

On Columbia Light Roadster.

### THE COLUMBIAS AT BROOKLYN

JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.

### LONG-DISTANCE RIDERS ON COLUMBIAS,

SEASON OF 1886.

AROUND THE WORLD (ON THE WAY)....	THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO,..	(ON THE WAY)....F. E. VANMEERBEKE.
FROM NEW YORK TO SAN FRANCISCO,..	(ON THE WAY).....S. G. SPIER.
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