



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, JULY, 1886.

No. 9.

# -- 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.

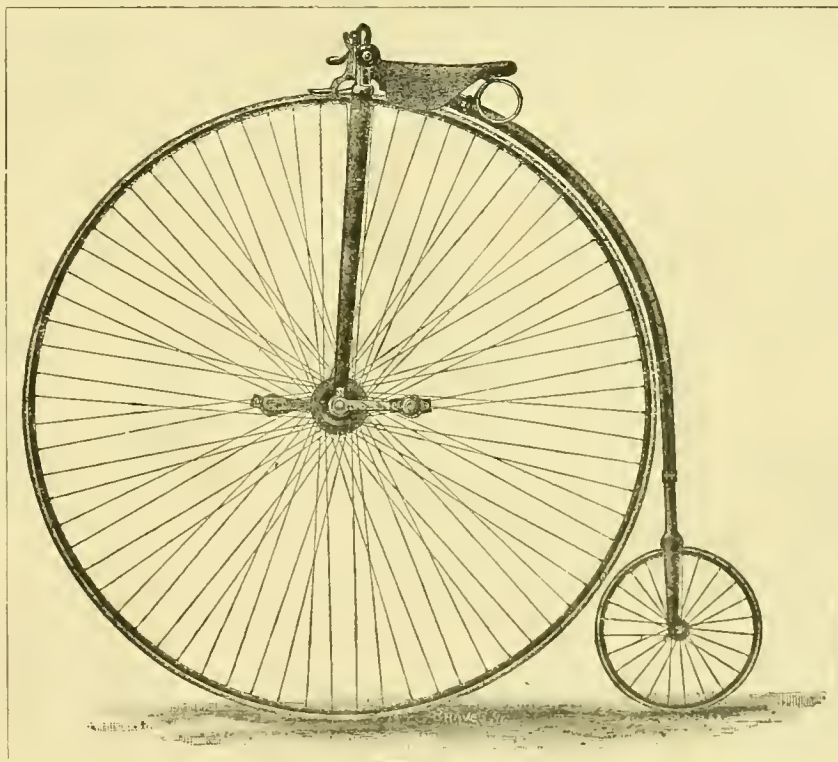
NEW DEVICE

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

Handsomest 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.

# PRACTICAL AND TRUE.

The following are but a few samples of the letters we are receiving every day, and the encomiums personally passed upon the Rudge by its riders.

E. DUFFIELD, Hamilton (an experienced rider). —“My 54-inch Rudge Light Roadster fully meets my expectations.”

J. A. MUIRHEAD, London, one of the Canadian pioneers of wheeling. —“I like my 52-inch Rudge Light Roadster splendidly, and am perfectly satisfied with it.”

THOS. BRADSHAW, St. Thomas. —“I am very well satisfied with my Rudge Light Roadster so far.”

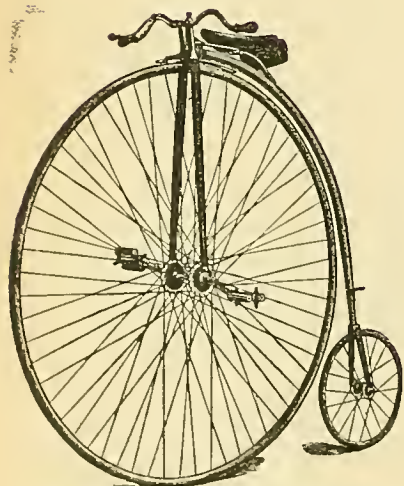
A. C. CAMP, St. Catharines, —“I like my Canadian Rudge immensely.”

F. R. CLOSE, Hamilton Bicycle Club. —“I am more than satisfied with the Rudge. It is as easy running as any I have tried.”

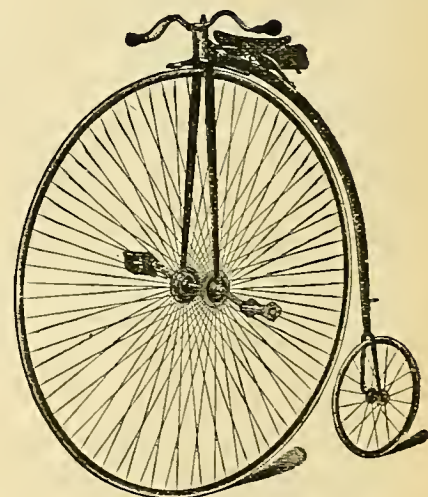
FRED MORPHY, Secretary Wanderer's Bicycle Club, Toronto. —“I am delighted with my Rudge Light Roadster.”

GEO. H. ORR, ex-captain Wanderer's Bicycle Club, Toronto. —“I wouldn't ride any wheel but the Rudge.”

JOSEPH D. LAMONT, Chatham. —“The Rudge Light Roadster is a daisy.”



THE RUDGE LIGHT ROADSTER  
\$115.00.



THE CANADIAN RUDGE  
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**CHAS. ROBINSON & CO.**



# 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.

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LONDON, JULY, 1886.

## THE SECRETARYSHIP.

One of the most important subjects that will come before the Association for consideration at the approaching meet will be that of the Secretaryship. For over three years Mr. Hal. B. Donly, of Simcoe, has filled the position to the satisfaction, we think we may say, of every member of the Association. To his energy, his industry, and his devotion to the interests of the Association, is in great part to be ascribed its growth and its maintenance in its present prosperous state. It is no slight task to merely perform the routine work of the office of Secretary, but to have added to that the duty of maintaining the membership of an organization coextensive with the Dominion, by dint of continual drumming up of the various clubs and by urging the benefits of membership upon all wheelmen whose addresses can be discovered, is a work of such magnitude that it is absurd to suppose that one man will be willing to devote himself to it, year after year, without at least compensation for his loss of time. True, on the establishment of an Association such as ours, the work mentioned had to be performed out of pure love for the sport, and regard for its advancement. True, also, that on two occasions the present Secretary received slight presents from the Association in recognition of his great services. But the time has arrived for either a change in the occupant of the office or in the nature of its relation to the Association. Mr. Donly informs us that he has determined either to resign his office at the approaching meeting in Montreal, or continue in it only as a paid servant of the Association. Engrossed in the cares of journalism, Mr. Donly finds that his business interests are suffering from the amount of time and labor he has to devote to the faithful performance of his duties as Secretary-Treasurer of the Association, and he very properly feels that he should resign the latter offices if it is not considered advisable by the Association to retain him as a salaried official. He appreciates the fact that it is not at all likely the Association could afford such a salary as would recompense him for his work, and he would look only for such an amount as would save him from actual loss.

It will be for the Association to decide what is best to be done. We know the value of Mr. Donly's services, but are not aware of the state of the Association's finances. We have grave doubts as to the possibility of finding a gentle-

man willing and able, without emolument, and out of that spirit of self-sacrifice which we have mentioned as having been necessary at the birth of the organization, to take the place of the present Secretary-Treasurer. Out of justice to Mr. Donly, it should be said that he has no part in the penning of these lines, nor has he taken any part in the editorship of THE WHEELMAN, as has been supposed by some. Had it been otherwise, the paper would not have felt free to thus bear testimony to its high appreciation of Mr. Donly's services to the cause of cycling. We sincerely trust that such an arrangement may be possible as will retain to the cause of the Association Mr. Donly's energy, ability and enthusiasm.

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## THE MEET.

A last word!

A few days after this issue of THE WHEELMAN reaches our readers it will be time to start for Montreal. Let every wheelman make up his mind to go if going is within the range of possibilities. The enjoyment to be expected from the three days' visit to Montreal should be sufficient to nerve every wheelman to make an extra effort to be at the meet. The tasty and comprehensive programme issued by the Montreal Bicycle Club must now be in the hands of every member of the Association, and it offers a most enticing array of inducements to every wheelman. Races, parades, concerts, and last, but not least, the beauties of the city of Montreal, combine to call upon one and all to visit the commercial metropolis of Canada.

Go, if in your power. Go as individuals Go as clubs. Go in the Toronto tour if you can, but go anyway. Show the Montreal boys you appreciate their energy, their whole-hearted hospitality, their sacrifices in times past for the C.W.A. Go, Go, GO!

If the West is not largely represented at the meet, the West should never ask the Montreal boys to attend a western meet again.

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## EDITORIAL NOTES.

The L.A.W. parade of '86 in Boston was not so large as the one of '81. Parades are not esteemed as highly as they used to be.

Burley B. Ayers and Abbott Bassett were both spoken of as possible successors to Mr. Aaron, in the secretaryship of the League, at the last meet.

Toronto, Montreal and St. Thomas have now been favored with the presidency of the C.W.A. Where shall the next official head of the sport in Canada hail from? The East, the Centre and the West have had their turn, and some intermediate point will likely now be selected. Ottawa has strong claims to the honor, having long been a firm supporter of the Association, but Belleville, Hamilton, Brantford, Woodstock, Simcoe, and half a dozen other places in East and West have claims that cannot be ignored.

The rule of the C.W.A. that the President of the Association is not eligible for election two successive years, strikes one as more sensible, and more likely to promote good feeling between all sections of the wheel country, than

the League rule, which permits the re-election of the President an indefinite number of times. Mr. Beckwith has been elected president four out of seven times, and the western members of the League do not appear at all satisfied with the monopoly of the honor which that gentleman has obtained—excellent presiding officer as he is. Let the honors rotate by all means.

The Stratford Bicycle Club is entitled to a great deal of credit for the prompt manner in which it brought to justice a lout of a farmer who had refused the road to a bicyclist, had ridden over his machine, and seriously injured him, as detailed in another column. The summary punishment meted out to the fellow spoke well for the good judgment of the magistrate, and should prove a timely warning to all other farmers in the vicinity of Stratford who may be inclined to dispute the right of way with a bicycle, or who consider a bicycle a fit subject for annoyance. It is in such acts as this one performed by the Stratford club that the benefits of organization are most distinctly defined.

Speaking about farmers, and their treatment of wheelmen, it is a pleasing fact that a very amicable feeling exists between the wheelmen and the farmers in the west. At the time when bicycling was in its infancy, farmers were rather accustomed to looking upon riders as "dudes," with more muscle than brains, and were inclined to be hostile, and to show the "city snobs" that they were not in the least overawed by their knee-breeches, polo caps and consequential air. Little rows 'twixt farmers and wheelmen were not uncommon in those days, but they are happily past, and now nine farmers out of ten will give the wheelman a cheery nod of familiarity, and as much of the road as he thinks he needs. When riding on the wrong side of the road we frequently meet with farmers who gladly turn out in order that the wheelman's path may fall in pleasant places, and many other little acts of kindness shown nowadays by our bucolic friends go to prove that they realize that we all are brother travellers over life's highway, and Canadian gravel roads, and deserve a fair share of consideration at their hands.

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## BICYCLE BEARINGS

The bearings in a bicycle are perhaps more to be admired than any single part. Instead of allowing the axle to slide round in its bearings, hard steel balls are introduced, so that the parts which are pressed together roll over and do not slide upon one another. I can now give for the first time the result of an experiment only completed this morning, which shows the extraordinary perfection to which this class of work has attained. I have observed how much a new set of balls has lost in weight in travelling one thousand miles in my machine. Every two hundred miles I cleaned and weighed the balls with all the care and accuracy that the resources of a physical laboratory will permit. The set of twelve, when new, weighed 25.80,400 grm.; after one thousand miles they weighed 25.89,088 grm., the loss being 3.12 mgrm., which is equal to 1.20.8 grain—that is, running one thousand miles each ball lost 1.250 grain. This corresponds to a wear of only 1.158, 000 inch off the surface. At this rate of wear—3.12 mgrm. per one thousand miles—the balls would lose only 1.34.3 of their weight in travelling as far as from here to the moon.—H. B. C., in L.A.W. Bulletin.



## MONTREAL.

As the days approach for the great meet of the Association here, the cyclists are working with a will, both on and off the racing track, and every one is full of excitement and expectation.

The official programme, which has been distributed among all members of the Association, has been voted the prettiest of its kind ever issued, and is complete in every detail. Citizens here are readily paying their ten cents to secure a copy.

No expense is being spared to make the meet a grand success, and other entertainments than those already mentioned on the programme are on the *tapis*, and wheelmen may look forward to a "dizzy" time of it, taking in the extensive programme and the many sights and places of interest to visit.

The Victoria Skating Rink has been secured for the storage of wheels, and will be beautifully decorated with flags, etc., and lighted with electric light. It is the largest rink in the world, and has accommodation for over 6,000 people, and the boys expect to see it filled to overflowing at their concert on the night of the 2nd July, to be given in honor of the wheelmen attending the meet, and who are invited gratis. Competition in single fancy riding and club drill for amateurs will be given, and for which it is to be hoped large entries will be received. There will also be an exhibition by the famous fancy riders, Lester and Alden, which will be a very attractive feature of the programme, as they were engaged and gave an exhibition at the concert at the annual meet of the League of American Wheelmen in Boston last month, and were a grand success.

Mount Royal park will be at its best, and the roads and many coasts are perfection. Thrice blest is the wheelman who has the leisure to spend a day wheeling over this magnificent park, from which many of the finest views in Canada can be seen, and over roads that are as smooth as a ciner path, overhung with dense foliage, making them cool and refreshing in the hottest of weather. At the back of this mountain we have our country rendezvous, the athletic club house, which is one of the chief attractions for visitors to Montreal. Here flock lovers of outdoor recreation, to catch their health and enjoy one of the prettiest nooks in this fair country of ours, and take part in some of the many different games that are provided by the company for the entertainment of visitors. This will show to our western brethren the interest our citizens take in outdoor sports and pastimes.

On the track the question is, who is going to be this year's champion, and what are going to be the records after the races are over. For the records, the Shamrock track is going to be fixed, and will be made fast enough for the following, which is not far off the mark: Half-mile, in 1.25; one-mile, 2.52; three-mile, 9.20 and four-mile, in 15.40. All the racing men here are getting in fine fix, and are making fast time. New men are budding forth strongly, among whom is a dark horse, who has a record of 2.43 for the mile; so western men had better beware, lest a bomb should fall among them down here, and Montreal retain all the honors of the path.

The road race to Lachine is an experiment. The distance is ten miles, over good roads; the entry is open to all amateurs, and the prizes are four valuable medals. So it is hoped that there will be a large field of riders entered from the west, who will give our local men a rub up. On reaching Lachine, and after the races have all come in, boat will be taken there for a trip down the famous Lachine rapids, and will also give visiting wheelmen a chance to see the famous Victoria bridge, and the magnificent harbor and front of our fair city. The races on both days are going to be simply grand, and worth coming hundreds of miles to see. With such men as Clarke, Foster, Davies, Low, Robertson, Scales, and our dark horse, they will be never-to-be-forgotten races and fast time will be made. In the green and other races there will also be keen competition and large entries. To all wheelmen outside of Montreal, we say come, and we will give you such a welcome and good time that our

sport-loving city is famed for. You will never regret it, we guarantee that, and we guarantee that the meet here will surpass everything ever held in Canada, and will never be equalled till you come again in the year 1890. Meanwhile, come. Welcome to all.

:o:

## THE TOUR TO THE C.W.A. MEET.

## DETAILS OF THE PROPOSED TRIP.

Messrs. Charles Robinson & Co., of 22 Church street, Toronto, send us a revised programme of the proposed tour to Montreal, which we give below.

MONDAY, June 28.—Wheelmen west and north of Toronto will reach the latter city by morning train, reporting at 22 Church street immediately upon their arrival. After dinner wheels will be mounted and a start made for the East *via* King street and the Kingston road, reaching Whitby in the evening.

TUESDAY, June 29.—The forenoon run will be to Newcastle for dinner, and the afternoon run to Cobourg for supper. The G.T.R. Express will be taken at 10.30 p.m. for Kingston.

WEDNESDAY, June 30.—A day's ride on the steamer through the Thousand Islands and the world-famous Rapids, reaching Montreal in time for supper. The M.B.C. will meet the tourists on their arrival.

THURSDAY, July 1 (DOMINION DAY).—Races of Canadian Wheelmen's Association, preceded by parade of visiting and home wheelmen.

FRIDAY, July 2.—A fine programme for the day's enjoyment will be provided by the Montreal B.C., including a road race to the new Athletic Club House and festivities in the evening.

SATURDAY, July 3.—A ride through the Mountain Park and visits to the other principal points of interest. The return trip will be commenced, *via* rail, on Saturday evening or Sunday morning.

Complete arrangements will be made for the comfort of the tourists. Greatly reduced rates have been secured, and it is expected that the total cost of the trip from and return to Toronto will be about \$25, which will include railway and steamship fares and hotel expenses.

To parties of ten west and north of Toronto we will give a certificate entitling them to a two-cent a mile rate on the G.T.R. to Toronto.

They add that they are not arranging this tour for their pecuniary benefit, and that they will not accept one cent in commissions from any source. They will only assess each member of the tour with a small amount to cover the necessary expenses of printing and postage.

The fare from Toronto to Montreal and return, including fare (but *not* meals) on steamer, will be \$10. Bicycles will be carried free.

Special certificates of membership in the C.W.A. must be shown by the tourists in order to obtain these reduced rates. These certificates can be procured from Chas. Robinson & Co., who would like an early intimation from those intending to join the tour. It will be a fine opportunity for wheelmen to enjoy a week's outing, and we have no doubt but that many will take advantage of it.

:o:

An English writer says of Funnivall: "Apparently, Funnivall will be as formidable as ever. He rides in the same ungainly style, leaning right over the handles, but retains his spurring powers. Asked as to his intentions, he means to ride hard this year and will also make an effort with Gatehouse to get the tandem championships. His career has been a wonderful one. Last Whit-Monday, at Stortford, he was almost unknown, except locally, and those who saw him never thought that in less than fourteen days he would be a celebrity at record breaking. Still less were his successes in America expected, and it was with no small interest his visit was looked forward to. During the winter he has been reading hard for his medical examination." He won his first race of the season on 13th April, winning a two-mile handicap from Harvey (290 yards) and Talmage (410 yards).

## THE LEAGUE MEET.

The League of American Wheelmen's annual meet at Boston was a success. The wheelmen were blessed with the finest riding weather, and the entire three days' programme was most successfully carried out. Over 600 bicyclists were in line at the parade. On the first day the hill-climbing contest was the feature of the programme. Corey Hill is 2,300 feet in length, with a rise of 199 feet. The average grade is one foot in eleven, but at one point it is one foot in seven. Six men started, and five succeeded in reaching the summit. Geo. F. Weber, of Smithville, reached the top in 3m. 16 3-5s., beating the best previous record.

The Board of Officers met and chose for the fourth time as president Dr. N. M. Beckwith, of New York. T. J. Kirkpatrick, of Springfield, Ohio, was elected as vice-president, and Sanford Lawton, of Springfield, Mass., treasurer. John C. Gulick, of New York, together with the president and vice-president, will constitute the executive committee, while Eugene M. Aaron, of Philadelphia, was retained as secretary, and his position made permanent instead of elective from year to year. The business of the League has grown so great that the secretary has been obliged to employ a large force of clerks, and was consequently voted a salary of \$1,500, and \$2,000 per annum additional for clerical assistance. The secretary's report shows a total membership of 8,643, an increase from last year of nearly 64%.

The chairman of the Racing Board stated in his report that the Board had declared twenty-eight men to be professionals for having violated the amateur rule. For violations of Rule H it had suspended eight men from the racing path until May 30. It has reinstated as amateurs seven riders. After much discussion, the meeting almost unanimously voted to indorse the action of the Racing Board. The meeting also voted to indorse the Board's action in suspending those men who had been charged with violating Rule H of the racing rules. E. J. Shriver, of New York, moved that the by-laws be amended by the Board of Officers so as to require that the president, vice-president and executive-at-large be elected by the League-at-large instead of by the Board of Officers. The motion was carried. Abbott Bassett moved that the rules be amended so as to admit professionals to membership in the League. This caused much discussion, but on the motion being put, it was declared lost. The meeting came to an end with a parade, championship races and a banquet. The races were held at the Union Grounds, and were attended by an enormous crowd. The officers of the day were: Referee, Abbott Bassett; judges, N. Beckwith, Stephen Terry and T. J. Kirkpatrick; scorers, E. L. Miller, F. T. Sheals and N. Van Sicken; starter, H. E. Ducker; clerk, A. L. Atkins; umpires, C. S. Howard, W. G. Kendall, Geo. Burt and Edw. A. Sells; timers, F. E. Merrill, G. S. Lathrop and E. A. Church. Results:

Mile novice race—Charles A. Stemke, 1st, in 5m. 17 4-5s.

Mile bicycle championship race—A. B. Rich, 1st, in 3m. 26s.

Mile tricycle championship race—A. B. Rich, 1st, in 4m. 6s.

Three-mile invitation race—W. A. Rhodes had a walk-over.

Mile handicap—T. Boggs, 1st, in 3m. 14 5-8s., with 50 yds start; Weber (scratch), 2nd.

Mile Massachusetts championship—F. Gibbs, 1st, in 3m. 19s.

Mile invitation race—W. A. Rhodes, walk-over; time, 3m. 20 1-5s.

The supper at the Hotel Vendome in the evening closed the official programme of the three days' meet.

:o:

Messrs. Charles Robinson & Co., of Toronto, report a continued briskness in the trade. The Rudge Safety has had a large trade, and the Rudge No. 2, or Canadian Rudge, has had a big boom. Tricycling is also gaining friends and devotees.



## C. W. A. OFFICIAL ANNOUNCEMENTS.



### The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

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

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

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

## APPLICATIONS FOR MEMBERSHIP.

## Peterboro' Club, 9:

D 0113, A E Ames	D 0118, C McClelland
D 0114, C A Lawford	D 0119, E A Reid
D 0115, Alex Gibson	D 0120, V Halliday
D 0116, Jas McNamara	D 0121, F E Bell
D 0117, F J Wight	

## Simcoe Club, add 2:

D 0122, H Forsythe	D 0123, J H Dobson
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## St. Thomas Club, add 5:

D 0130, S H Eby	D 0138, T Duncombe
D 0131, F O Pauline	D 0140, G Blackmore
D 0135, R Blackmore	

## Trenton Wheeling Club, 15:

D 0146, T A O'Rourke	D 0154, J B Ward
D 0147, F B Hope	D 0155, J Little
D 0148, C A P Godson	D 0156, W Chown
D 0149, C Richardson	D 0157, H Meade
D 0150, A McDonnell	D 0158, R Spencer
D 0151, H Whittier	D 0159, F Garratt
D 0152, J C Christie	D 0160, C W Thompson
D 0153, H Bentley	

## Victoria Club, Montreal, add 2:

D 0161, David Shirriff	D 0162, E H Pickard
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## Unattached, 5:

D 0124, James Kobb, Seaford
D 0125, W A Farrell, Lennoxville, P.Q.
D 0126, W J Wilson, Sherbrooke.
D 0143, A E Youmans, Jarvis
D 0144, E H Draper, Drayton

## APPOINTMENTS.

HAL. B. DONLY, Esq.,

*Secretary C.W.A., Simcoe:*

DEAR SIR,—I have this day appointed Messrs. Charles Coster and J. M. Barnes, of St. John, N.B., Chief Consul and Representative respectively of the C.W.A. in New Brunswick; and Messrs. F. G. Gnædinger and A. T. Lane, of Montreal, Auditors of C.W.A. accounts. I have also, in consequence of the resignation of Mr. F. J. Campbell, appointed Mr. C. E. Langley, of Toronto, Chief Consul of District No. 2, and Mr. J. D. Miller, of Montreal, Chairman of the Racing Board of the Association.

Yours fraternally,

JAS. S. BRIERLEY,  
*President C.W.A.*

## SECRETARY'S ANNOUNCEMENTS.

The Annual General Meeting of the Association will be held at the Club House of the Montreal A.A.A., on Thursday evening, 1st July, at 8 o'clock p.m. sharp. The reports of the Presi-

dent, Secretary-Treasurer, and the Chairman of the several Committees will be presented. The President and Vice-President of the Association will be elected for the ensuing year, and a number of important propositions affecting the well-being of the Association will come up for discussion. It is hoped that every member who is in Montreal on the 1st July will attend this meeting.

By order, HAL. B. DONLY,  
*Sec.-Treas.*

The first meeting of the new Board of Officers of the C.W.A. will be held at the Club House of the Montreal A.A.A., at 11 a.m. sharp, on Saturday, July 3rd. The election of a Secretary-Treasurer and other important business will be brought before the Board. The attendance of every member is requested.

By order, HAL. B. DONLY,  
*Sec.-Treas.*

Clubs belonging to the C.W.A. desiring to vote as clubs at the annual business meeting of the C.W.A. are reminded that the by-laws of the Association provide that they must send duly-accredited delegates, and that one delegate can only cast ten votes, which means that if a club has a membership of fifty in the Association it must have five representatives present to cast its full voting strength. Credentials must be signed by the President and Secretary of the delegate's club, and must be presented to the Secretary immediately upon the opening of the meeting.

## COMMITTEES FOR THE FOURTH ANNUAL MEET OF THE C.W.A.

*Management.*—J. D. Miller, Chairman For C.W.A.—J. S. Brierley, H. B. Donly, W. G. Eakins, and W. G. Ross. For M.B.C.—J. B. Ostell, Geo. Darling, A. T. Lane, H. Joyce, and E. G. Gnædinger.

*Finance.*—J. D. Miller, Chairman; S. M. Baylis, J. B. Ostell, W. G. Ross.

*Advertising and Printing.*—F. G. Gnædinger, Chairman; J. D. Miller and G. T. Bishop.

*Grounds.*—W. G. Ross, Chairman; A. T. Lane and G. S. Low.

*Parade.*—H. Joyce, Chairman; J. T. Ostell and E. Barlow.

*Storage.*—A. T. Lane, Chairman; L. Rubenstein.

*Transportation.*—W. G. Ross, Chairman; H. Joyce and J. B. Ostell.

*Races.*—J. D. Miller, Chairman; H. Joyce and J. T. Barlow.

*Concert.*—S. M. Baylis, Chairman; A. G. Ferrier, L. J. Smith, F. G. Gnædinger, J. T. Barlow and J. D. Miller.

*Reception and Entertainment.*—J. B. Ostell, Chairman; Geo. Darling, 99 Drummond street; G. S. Low, 935 Dorchester street; W. Rodden, Hamilton Powder Co.; L. J. Smith, 12 Foundling street; J. H. Robertson, Phillips square; J. R. Scales, James Walker & Co.; R. C. Holden, Ames, Holden & Co.; H. B. Holden, Ames, Holden & Co.; J. T. Ostell, London and Lane. Ins. Co.; A. G. Ferrier, Merchants' Bank; J. G. Ross, 18 St. Alexis street; W. G. Ross, 18 Alexis st.; J. D. Miller, Miller Bros. & Miller; F. G. Gnædinger, 94 St. Peter st.; A. Darling, 99 Drummond st.; A. M. Baylis, Notre Dame st.

## RAILWAY RATES FOR THE MEET AT MONTREAL.

Return tickets will be issued from all stations on the G.T.R. and C.P.R. for one fare to wheelmen going to the annual meet of the C.W.A. at Montreal.

Tickets will be sold from June 28th, and will be good to return up to the 5th of July.

Railway tickets will be taken on the boats of the Richelieu and Ontario Navigation Co. for any part of the journey. Carriage of wheels free.

## IN EUROPE.

From letters written by Mr. Harry Ryrie we glean information concerning the tour of the Canadian wheelmen in Europe. Not much riding was done in England before proceeding to the Continent. Mr. Ryrie was delighted with London, which far exceeded his expectations. When passing through Rugby, he looked, as all friends of Tom would look, for the river in which Tom Brown used to fish. In London he bought, of course, a plug hat, he got so ashamed of walking around in his tweed. They took in the Colonial, and at Albert Hall heard Albani, Neilson, Santley and Lloyd for one shilling. Crossing over the channel from Newhaven to Dieppe they had a good passage, and rode on their wheels the best part of the way to Paris. A part of the road was composed of unridable cobblestones, but as a rule the road was like a marble pavement without the suspicion of a rut. "It would amuse you to see the country people. The women seem to do quite as much work as the men. Everybody looks coarse, but, with hardly an exception, good-humored." Speaking of their meals, Mr. Ryrie says: "Café au lait we had for tea last night. They bring a kind of soup tureen nearly full of boiling milk, and a small tin of strong black coffee. As soon as you sit down you pour the coffee into the milk and serve the mixture out into bowls and eat it like soup, with spoons, of course. It just amounts to coffee made with milk, but I never tasted anything so nice before. Meals cost on an average one franc each, but if we did not get dishes made specially for us we could probably get them for even less. Even in Rouen, in what appeared to be one of the best restaurants in the place, we had a room to ourselves and a first-class meal for 1½ frs. Our bed last night cost exactly 15 cts. each." After doing Paris pretty thoroughly, the boys started for the Rhine. The roads were splendid, coats of one to two miles not being uncommon. "A peculiarity was that all the roads are marked off by a large stone with number of kilometres to next town on either side, while between these stones there are smaller stones marking each kilometre. It makes you feel as if you were covering some ground when you find yourself passing the stone, like the teeth of a comb, especially when you have your legs up and no work to do. The cobblestones break our hearts, though—it is almost impossible to ride through the towns." From Vitry, on May 17, Mr. Ryrie writes that he met with his first accident, a restive horse causing him to jump on to his machine instead of on to the ground. A smash-up was the consequence, and he was about to take train for Strasburg, where he hoped to have his machine repaired by the time the other boys caught up.

*Says Turf, Field and Farm:* Two grown men astride of bicycles never meet without inspecting each other's vehicles in much the same manner that two women, each fashionably attired in new and becoming dresses, hastily take in the other's appearance while passing on the street. The wheelmen look around as if half expecting a brick, and note the latest improvements on the machine. The wheelmen are conscious of their conspicuous appearances, and act as if they were half ashamed in playing the human grasshopper act. They know when they meet a man on a bicycle that he is one of them, and that all the world is against him. They always feel sober when three or more are together, but even then they glide along as noiselessly as possible, not wishing to attract any undue attention. No cyclist ever became president of a base-ball club, or a member of the city council, or had a band at his funeral. They all know that when they take to the wheel they renounce all the pleasures and honors of life. This fact makes them sad. It is a bond of sympathy between them.

Burnham has broken or sprained his arms on six different occasions, and now swears by the tricycle.



## Wheelman Centres.

### WOODSTOCK.

After one month of total silence, and another of partial ditto, I take up my pen once more with great pleasure to write THE WHEELMAN. I must commence with congratulating the editor of the same upon the quality of the last two or three numbers. They certainly were as bright and newsy as any one could wish, and every member of the C.W.A. should take pride in the organ of that body, and during these summer months, when wheeling matters boom, show his appreciation of it by sending forward every two weeks either a letter or at least any items of wheeling interest which may have cropped up in his locality.

The great topic with us all now is the meet in Montreal—who is going, how to go, etc. There are so many different routes, each with its particular attraction, that it is hard to decide between them. There seems to be no question, however, but that the Montreal club is entitled to the most hearty support of all the western clubs, and it will be too bad if every town does not send down a fair representation. We hope to muster about fifteen wheels, besides the racing men who may go, and intend to have whatever fun there is going. Clarke is actually stirring himself up to train a little, and will, we hope, be in shape to do up anything that comes along. I do not know whether we will have any more racing men there or not. Field, the foot-racer, will be on hand, however, and will make things lively in the foot races.

BICYCLE.

Woodstock, June 11, 1886.

### TORONTO.

The Wanderers intend holding a one-day's meet at the Rosedale Grounds about the middle of July. Half a dozen first-class events will be included in the programme, and handsome prizes of gold and silver watches awarded.

Single and tandem bicycles are frequently seen in our city now, and Mr. Charles Robinson has been the first to introduce and ride the bicyclette.

I am told that Lavender is still in poor health, and that he will likely remain in England for some time yet. All his friends will join me in a strong sympathy for him and a wish that he may soon recover and return to Canada. I am also told that Davies, for some reason, has decided to leave the track.

Where is the Rota Club? I do not think they have had their annual meeting yet, nor a club run.

The Wanderers are going to have a new and commodious club-room in the Arcade, with an ante-room, where ex-Captain Orr's dog can sleep while business is in progress. Capt. Riggs wields the baton of authority in a business-like way, and is full of schemes for the improvement and advancement of his club.

Hurst went to England recently on a fancy riding tour, but, falling in with Messrs. Webster and Ryrie, has decided to enjoy a pleasure run with them before doing so. The trio are having a glorious time.

Chatham is a progressive town. The latest indication of this is the formation of the Roadster Bicycle Club in that place, with the following staff of officers: A. Richardson, President; J. S. Jarvis, Vice-Pres.; J. D. Lamont, Sec.-Treas.; W. Taylor, Captain; R. H. Stevens, 1st Lieut. and Bugler; John Scare, 2nd Lieut.; J. McKerrall and W. Richards, Committee. Total membership, 19. Pete gives you hearty welcome to the ranks of the knickerbockered fraternity.

The officers of the Cobourg Bicycle Club are: Hon. President, Lt.-Col. J. V. Graveley; President, John Hargraft; Vice-Pres., H. J. Snelgrove; Captain, W. G. Bond; 1st Lieut., W. H. Fisher; 2nd do., W. H. Fligg; Sec.-Treasurer, Ernest Butler.

I propose that the C.W.A. present Stratford's police magistrate with a full-nickelled wheel as an appreciation of the common-sense that led him to fine a farmer \$50 and costs, beside submitting

him to a severe lecture, for running into a bicyclist, injuring both rider and wheel. Happily, these selfish, overbearing, hogghish fellows are dying out, but a few still remain. I find a class of drivers of coal-carts, milk-waggons, delivery-vans and the like, who take a fiendish delight in running wheelmen into the curbstone, or compelling them to dismount. I had several narrow escapes on King street the other day from being run into by these chaps. It was only a day or two ago that a street-car driver wantonly ran over a bicycle, the rider having fortunately cleared the car-tracks in his fall, "leaving his wheel behind him." The driver saw the fall, but made no effort to stop his car. It is to be hoped that these men will get their just reward.

Our Toronto Club has just had the first of a series of road races. At a little after 4 p.m. we saw the contestants start from the top of the Norway Hill. Burt Brown rode a Star and took the lead, and Bowers (secretary of the Torontos), West, and Cox (the captain) followed. Bowers after a time forged ahead, and reached the Half-way House (four miles) at the rate of 3.30 per mile, and finished the return trip in 38 minutes against a strong head wind, and came in the winner. We all voted the race a success, and the next will probably see a number of starters. Hope to meet you all on the tour to Montreal.

PETE.

Toronto, May 26, 1886.

### MONTREAL.

Our boys have been putting in some good hard work on the road, but the hardest work so far has been done in the committee-room working for the C.W.A. meet of 1886. Whether we are too far away from the wheeling centre of Canada to enable as many of our C.W.A. men to assemble in Montreal as would be the case if the meet had been held in Ontario or not remains to be seen. Of one thing you can rest well assured, and that is, that every one who does come down will never regret it. Our racing men have been working hard in the gymnasium all spring, and now Ross, Low, Scales, and a number of lesser lights, have transferred their labor to the track and road. Our committee have effected an arrangement with the Athletic Club House Co., at Cote des Neiges, by which we have the exclusive use of one of their halls every Tuesday night, which will be a regular fixture for the season. A programme of amusement will be prepared for each night, and we look forward to considerable enjoyment from these meetings.

The Athletic Club House will be one of the sights to be shown our guests in July, to prove what young men can do when they set the right way about it. It was started on purpose to offer a place which might form a rendezvous for the various city clubs in the winter and summer seasons, and which would be free from the demoralizing effects attendant upon holding their meetings in a licensed hotel. Last winter was their first season, and it proved a brilliant success. I again extend a cordial invitation to every wheelman to be present with us on Dominion Day, and to stay as long as he can; the longer he stays the more that come the better we will like it.

CLUB DAWG.

Montreal, June 15, 1886.

For competing with professionals for a prize in a public race at Lynn, Mass., May 31, the following wheelmen have been declared professionals by the L.A.W.: Charles E. Kluge, N.Y.; Geo. E. Weber, Smithville, N.J.; C. E. Whitten, Lynn, Mass. Amateur wheelmen are warned against competing with these parties. For competing in races held under rules other than those of the L.A.W. at Lynn, May 31, 1886, the following parties are suspended from the race-track for 60 days from date: Geo. W. Porter, Lynn, Mass.; F. B. Kimball, West Somerville, Mass.; Chas. E. Tracy, Waltham, Mass.; A. E. Jacobs, Boston; Charles A. Steuken, Jersey City, N.J.; A. D. Grover, East Boston; F. B. Brigham, North Attleboro', Mass.; H. C. Getchell, Cambridge,

### THE CYCLISTS' TOURING CLUB.

The last annual meeting of the Cyclists' Touring Club, held at the Cannon St. Hotel, London, England, was an important and interesting meeting. The renewals of this year were very satisfactory, amounting to over 15,000, and the present membership exceeded 19,000. The balance-sheet came up for consideration, and affairs were found to be in a most satisfactory state, the balance of assets over liabilities amounting to £2,071, of which £901 belongs to the reserve fund.

### THE RIGHT TO THE ROAD.

At the Stratford Police Court, on Saturday, May 29th, a case was disposed of which is of some interest and importance to the travelling public, more particularly to those who make use of the bicycle as a means of locomotion, and to farmers and others traversing the highways. It seems that on Thursday evening previous, Mr. Alexander Stewart, a member of the Stratford Bicycle Club, along with other members of that club, was enjoying a short ride in the country, in the direction of St. Marys, on his bicycle. Mr. Bernard Lavery, a farmer of Downie, was also driving along the same road in the same direction, and upon being approached by the bicycle riders, refused to allow them a fair or any portion of the road, to enable them to pass. Mr. Stewart, along with a number of other riders, succeeded in passing Mr. Lavery, who, however, at once whipped up his horses and drove his team against Mr. Stewart's bicycle, from which he was thrown with great violence, rendering him for a time unconscious. The unfortunate rider and his wheel both suffered considerable damage from their contact with Lavery's waggon, and were both disabled for the time being. The Stratford Bicycle Club, determined to assert the undoubted right of wheelmen to a fair portion of the road, took up the case, and Lavery was summoned to answer a charge of assault before the police magistrate on Saturday. Upon the case being called, Mr. Lavery entered a plea of guilty, and was fined \$50 and costs.—*Stratford Beacon*.

### ELECTRICAL TIMING.

E. H. Foote, of the Massachusetts Bicycle Club, has submitted to President Ducker a scheme for obtaining absolutely correct timing of races, and it is so practical and ingenious that the club will put it into practice. The details are as follows: Take a strip of rubber  $2\frac{1}{2}$  to 3 inches wide and 1-16th inch thick, long enough to cross the track. Sew or rivet on one side of this two strips of thin sheet brass or copper. Fold the two sides of the strips together, metal strips inside, and sew together. In use, fasten one end to the ground on the opposite side of the track to the judges' stand, the other end to the ground on the side next the stand; this end to be attached to a block of wood or rubber having binding screws connected with the metal strips. These screws are also connected in circuit with a battery and a loud, single-stroke bell. The strips are kept apart at the opposite end by a wooden plug, if necessary. The riders to be started with their wheels just in contact with the strips. Whenever there is pressure enough put on the rubber to place the metal strips in contact, the bell will sound. The starting-time to be taken at the first stroke of the bell when the first man crosses, as there would be a slight variation in the men getting away, and the rear wheels would also cause a stroke. The time of finish to be also taken by a stroke of the bell. The time between the strokes of the bell would be absolutely correct, and could probably be taken more accurately than by the eye. This system could be extended by putting in the battery circuit a recording instrument which would automatically and accurately record on paper each and every time how many men there might be in the race. This would necessitate quite an additional expense, as the recorder would have to be actuated by an accurate time-piece.



## CYCLING ROUND THE WORLD.

Thomas Stevens has reached Meshed, in Persia. A letter lately received from him by *Outing*, at the instance of which magazine he is making the trip, which will be the last news of the plucky bicyclist until he has either met his fate at the hands of the natives or completed his run. Mr. Stevens' letter is as follows:

I arrived at Meshed yesterday evening, after an almost continuous struggle with the elements for twenty days. Starting out on March 10, with summer helmet, low shoes and cycling stockings. I reached Meshed on the 30th through two feet of snow. Khorassan is a fearful country to bicycle through in March. After a rain-storm streams of liquid mud come down from the mountains and spread over the plain, forming an almost impassable barrier to a cyclist. I have forded as many as fifty streams in a day, and the wind blows worse than it does in Wyoming or Nebraska. The changes in temperature are also sudden and violent. On the 18th, 45 miles from Meshed, I got caught in a blizzard that would do credit to Minnesota. With cold severe enough to form icicles on one's eyelashes, and to transform one's downy upper lip into a solid cake of ice, and with the air filled with blinding snow, mountain torrents thigh deep had to be forded, where one had to step out of the water into snow-drifts, I fell down in one stream, dropped the bicycle and wetted everything. With clothes frozen stiff, hands numbed, one finger slightly frost-bitten, and the blizzard at its worst, I had to wade through snow-drifts, ford other streams, and toil on over the desolate mountains for miles before shelter was finally reached. And then, such accommodation! A mere caravansary, crowded with mules, camels, donkeys and their drivers, and with pilgrims *en route* to Meshed, huddled together for warmth and shelter. Next morning the snow lay two feet deep between me and Meshed, but it was a question of forcing my way through, or experiencing something like a week's delay in, a place where nobody would voluntarily remain an hour. Pack-animals broke a single trail through the snow, along which it was barely possible to struggle ahead. After noon the sun asserted its power, and it became uncomfortably hot. The narrow path became ankle deep in mud and slush, and for fourteen miles I had to wade through this and trundle the bicycle ahead with rear wheel aloft, occasionally varying this exhilarating performance by splurging through a stream. Comparatively speaking, all else on the journey has been child's play! yet with good weather it would be a fairly agreeable journey with a bicycle. There are no difficult mountains and much good wheeling surface.

## A SUPERB PROJECT.

A plan to unite Prospect Park and Coney Island by a broad asphalt path is exciting the admiration of wheelmen in New York and Brooklyn. It is proposed to make it a toll-road open to roller-skaters and bicycle-riders, and when completed will offer a magnificent communication to the beach during the summer season, bringing Manhattan and Brighton Beaches within 20 minutes of the Long Island Wheelmen, whose club-house is situated at the entrance to the Park. It is believed that the investment will produce large returns on the cost of construction. Capt. Luscomb, of the Long Island Wheelmen, heartily favors the project. When such a path connects Boston with New York and Philadelphia, and in good time extends westward to Chicago and St. Louis, the ideal mission of the League will be accomplished.

A young lady, not a hundred miles from New-ark, often dons her brother's uniform when he is away from home, and mounting his bicycle takes a spin on the back roads. A few evenings ago he happened to take a back road home, and was thunderstruck to meet his sister in full uniform, bowling over the dirt at a three-minute rate. Tableaux and explanations. She now has a brand new tricycle.—*Cyclist and Athlete*.

## THE RIGHTS OF WHEELMEN.

There is a popular fallacy among the drivers of street vehicles that the footpath is for the pedestrian, and that the moment he ventures on the roadway he becomes a trespasser. Magistrates, as a rule, lose no opportunity of endeavoring to eradicate this mischievous delusion, but apparently with but slight effect. At the Marlborough street Police Court, the other day, Mr. Trevelyan, late Chief Secretary for Ireland, volunteered his evidence against a London cabman who had wantonly driven over a tricyclist and shivered his machine into fragments. The reckless Jehu no doubt thought he was doing a stroke of good business in annihilating a rival vehicle which was independent of a hired driver, or, indeed, of any extraneous aid beyond the owner's muscle. Probably, however, a change of mind took place when the spiteful vandal was ordered to pay a fine of 5s. and £7 for the amount of damage done to the tricycle.—*Leeds Express*, April 5.

## NICKEL-PLATING FOR BICYCLES.

A few years ago the Pope Mfg. Co., of Boston, perfected a method of nickel-plating the Columbus, which has borne the test of four years without any complaint from riders save where the machines had been used near the salt water, against the influence of which no finish can wholly withstand. The fact that during one year seventeen per cent. of all Experts sold were full nickeled, all of which were highly satisfactory to the riders, and that Thomas Stevens, now circumbicycling the globe, rides a full-nickeled Expert, thoroughly proves that nickel plate is the best finish for a machine away from the salt water. Its beauty and attractiveness, especially when the sun is glistening among the polished spokes, more than compensates for the little extra work in the care of the machine over the dull finish of paint or enamel.

## THE AMERICAN CYCLISTS' UNION.

The outgrowth of the vexed amateur question is the American Cyclists' Union. As a result of the feeling against the action of the League at the annual meeting, a meeting of nineteen members of the Springfield, Lynn and Nonantum Cycling Clubs was held at the Hotel Vendome. Chief Consul Ducker, of Springfield, presided. It was voted to form an association to protect the racing men and promote the interests of cycling. The name "American Cyclists' Union" was adopted. The following definition of an amateur was adopted: "An amateur is any person who has never raced or exhibited his skill for public or private stake or for a purse or gate money, or contested under a false name, or has backed, or allowed himself to be backed, in a public race." A committee of four, consisting of E. G. Gordon, Lynn; J. H. Lewis, Newtonville; H. E. Ducker and A. O. McGarrett, Springfield, was appointed to draft a constitution and by laws. The meeting adjourned, subject to the call of the chairman.

Chief Consul Ducker says: "We propose to recognize only two classes—amateurs and professionals; there can be no intermediate class. Our division will be as strict as that of the League, only we intend every man shall have a fair trial and hearing. The new association starts off very auspiciously, and the clubs which have already joined include the Springfield, Hartford, Meriden, Lynn and Nonantum. We do not consider that we are in the least conflicting with the League, except on this one question of racing, and as we are perfectly free to join any association that we desire, our present relations and standing in the League will not in any way be jeopardized."

Wheelmen visiting Montreal during the meet will confer a favor on the Montreal Club by making a point of entering their names in the visitor's register, to be found on the desk in the Club House.

## TRADE NOTES.

## THE NEW RAPID BICYCLE.

*Wheeling* says: "The idea of a wheel with tangential spokes was conceived with the object of . . . securing a perfectly rigid wheel." Thus the manufacturers introduce their great specialty, which is *par excellence* the tangent wheel. Upon this they have boldly taken their stand, and up to the present it appears to be supporting them well. In further description of our present subject of comment we cannot do better than quote the manufacturers themselves, they having devoted much time and study to the subject: "To accomplish this, each spoke must be at right angles to a line drawn across the centre of the wheel from its point of contact with the flange of the hub to the rim of the wheel; the strain on the spokes is then entirely tensile and equal on each spoke . . . Each spoke will bear a tensile strain of 1,200 lbs., consequently it would take considerably over 40,000 lbs. pressure to move the crank without the rim of the wheel answering. The great advantage of this is, that the whole power of the rider tells effectively on the progress of his machine; it is simply impossible for a single ounce of his power to be wasted, an advantage which will be obvious to every rider. There are but few riders who, when having nearly reached the summit of a steep hill, have not at some time or other found their cranks moving without the rim of their wheel answering, or, when making a sharp spurt, have found a spoke break short in the hub." The manufacturers of the "New Rapid" claim that with their tangent wheel it is impossible for either of these things to happen. "This is not a theoretical or untested statement," say the manufacturers; they refer with the greatest satisfaction to the experience of the past year (1885), during which not a spoke broke or a single wheel buckled, an experience quite unique in the history of cycling. There can be no doubt whatever, that the firm have taken great pains and spared no expense to make the "New Rapid" a "thorough" machine throughout. In general outline it is the *beau ideal* of what a bicycle should be, shapely and graceful in appearance, while the details of its specifications are first-class. The approved long steering centres are used in a head of the neatest type; weldless steel tubular handle bar; cow-horned oval backbone; good broad forks, hollow front and back; hollow felloes; balls to both wheels and pedals; detachable cranks; best black tyres of Hancock's make,  $\frac{7}{8}$  and  $\frac{3}{4}$  inches respectively; coil spring, and a very fine quality of finish in nickel and enamel. These particulars all embodied in the same bicycle, and fitted with care under the personal management and supervision of so thoroughly practical a rider as Mr. C. A. Palmer, must of necessity constitute a machine of the very first water. Another very important point about the "Rapid" is that only three sizes of nuts are used and a spanner is supplied which is guaranteed to fit them all.

Messrs. T. Fane & Co., of Toronto, have secured the agency for the "New Rapid," which we prophecy will have an unusually large sale.

Rev. Mr. Scott, pastor of the First Congregational Church of Evansville, Ill., has been asked to resign. The specific offences charged against him appear to be cigar smoking in public and riding a bicycle.

## A FRAGMENT.

I count him blest who e'er can dwell away  
From noisy town, whose willing feet may stray  
Through grassy meads, beside clear, running  
brooks,  
Or in God's groves with nature for his books.

I count him more than blest who once can feel  
The thrill of buoyant life that comes a-wheel,  
When Phœbus, in his chariot of gold,  
Flings back the stars and roseate clouds unfold.

CHAS. RICHARD DODGE.



## Wheel Tracks.

The "New Rapid" is a daisy.

The general idea is in favor of holding the next L.A.W. meet in St. Louis.

Only two St. Louis and two Chicago men attended the L.A.W. meet.

Call on A. T. Lane when in Montreal. He has everything in the wheel line.

Albert Schock has refused Phil Hammill at everything less than a 72-hour race.

Gormully & Jeffery have just shipped a large lot of American Ideals to Guatemala.

Fred. Foster, of Lawton, is going well on his new wheel. The records are in danger.

Another 100-mile road race over the Clarksville course is contemplated for next fall.

Mr. Bassett still sticks to his old idea that professionals should be admitted to the League.

Asa Dolph will be seen on the path again this season. He is said to be much improved in health.

M. F. Johnston has returned from Ottawa to Toronto, and is in training for the Montreal tournament.

A contest between teams from Chicago and St. Louis, over the Clarksville course, is being talked of.

It is suggested the wheelmen do not want a guide-book, for they are guyed enough by the hoodlums.

Joe Scales is doing some rigid training, and expects to show up at the coming C.W.A. meet in Montreal.

Percy Furnivall and Sanders Sellers have passed the first examination of the College of Physicians and Surgeons.

H. O. Duncan, the crack French long-distance rider, will appear in the Springfield tournament. He holds the 50-mile championship.

How far into the season will Weber, the Star rider, carry an unbeaten record? He is showing up well so far, and must be in great form.

Fred. Westmacott, of Toronto (the placed man in the consolation races at Woodstock), is training "In the mornings by the bright light."

A large element seems to favor the plan that the League give up racing altogether, and let some other organization attend to it.—*Cyclist & Athlete*.

We shall have no good racing until time standards are established. Make a man run his distance within a certain time, or give no prizes.—*The Cycle*.

Locke's Hill, Watertown, Mass., was climbed for the first time by a bicyclist, Harry Corey. It is about one-quarter of a mile long, the grade in one spot being 1 in 7½.

That 5-mile race at Woodstock between Woodside and Neilson has a decidedly queer appearance. It may have been a square race, but we doubt it.—*Sporting Journal*.

Gormully & Jeffery have been so pressed this season that they have been compelled to get additional power, and have recently set up a Westinghouse engine and boiler in their forging-room.

The Pope Manufacturing Company give the following result as arrived at by three men in the L.A.W. parade: Columbia, 283; Rudge, 116; Star, 53; Royal Mail, 36; Victor, 20; Singer, 20; Facile, 5; various makes, 70; total, 603.

By an instinct betraying almost modern intelligence, the bicycle has found out the ministers. The ministers have revealed an adaptation to, a predisposition in favor of, it. The happy conjunction augurs the happiest results.—*Rev. J. L. Jenkins*.

The old veteran, C. F. Lavender, of Toronto, arrived by the "Polynesian," but we regret to say his illness has pulled him down considerably.

The clerical tour of 1886 will start from Central Park, New York, August 3rd, and proceed northerly along the Hudson River to Albany, to Troy, to the Round Lake camp ground, to Sharon Springs, to Cobleskill and Howe's Cave. Rev. Sylvanus Stall will have charge of the party as before.

Between 3,000 and 4,000 spectators witnessed the close of the 72-hour bicycle race at Minneapolis. Prince kept up well all day, spurring frequently, while Schock maintained his dogged persistence to the last. The score stood at the finish: Prince, 1,042 miles, 1 lap; Schock, 1,028 miles, 5 laps.

The fifty-mile English championship race at Leicester on April 24 was won by four yards by Duncan in 2h. 49m. 35 2-5s.; Fred. Lees was 2nd, M. Dupois 3rd, and J. Birt, Northampton, fourth. Lees broke the 41, 42, 43, 44, 46, 47, 48 and 49 mile records.

Charles B. Thayer started from Hartford lately to ride his bicycle to the Pacific slope. He will follow the Erie Canal tow-path to Buffalo, and will cross the Mississippi at Rock Island. Unlike most wheelmen, he carries his goods in a knapsack strapped to his back.

It is claimed that the present path records have been reduced about as much as they ever can be on ordinary bicycles, and that if we are to have anything better than 2:31 2-5 it will be accomplished on a geared machine. Perhaps 2:30 may be the mark this fall, but this is about the limit of possibility.

A well-known cycling wag recently sent the following testimonial to a firm of cycling saddle makers: "I rode one of your saddles the other day, and have never ridden anything since." Then the firm printed this in their new list and issued 8,000. They couldn't understand how it was there were so few responses.—*Cycling Times*.

Strange are the humors of fashion, and remarkable are the changes of opinion wrought by experience. The racing bicycles of the Surrey Machinists' Company are this year to have very few spokes, with a view to reducing the wind resistance; yet it is only a few years since this firm made bicycles with two hundred spokes in a driving-wheel!

The color of the Big Four Association has always been purple, and in merging it into the League the color has been carried along with it, and will float wherever its members exist. In fact, an effort will be made to make purple a strictly bicycle color, to be worked up in every conceivable shape. In programmes, menus, catalogues and signs, purple will be the predominating color.

In 1877, Secretary Sherman, upon the opinion of the Attorney-General, decided that a bicycle is a carriage, and upon this high authority the bicycle has ever since been so considered in every court and market in this country without question. In 1879, the English Court of the Queen's Bench decided, all of the justices concurring, that a bicycle is a carriage.—*San Francisco Daily Bulletin*.

Morgan's Patent Extension Bicycle Leg is a contrivance that will meet with favor among cyclists. It is an attachment for holding a bicycle erect when the rider dismounts, or when seated in the saddle at a stand-still. The holder or legs are firmly attached to the fork of the machine within current reach, and are noiseless, serviceable, and of light weight. Information concerning the apparatus can be had of John F. Morgan, Lynn, Mass.

The extensive buildings of the new bicycle factory at Rockaway, N.J., are completed, and most of the machinery in position to commence work. The entire plant is under the supervision of a machinist from England, who has occupied a position of prominence in the Coventry works. The company, it is said, intends to turn out a wheel

somewhat after the pattern of the Royal Mail, but which will be a superior machine, and not so expensive.

A well-known wheelman in St. Louis, who was walking along the street in his knee-breeches and ice-cream Norfolk jacket, was guyed by a couple of men in a waggon. Now, although he was a just subject for ridicule, he very promptly had them arrested, but upon their begging off, he waived the charge against them of "using language liable to cause a breach of the peace." They have been taught a lesson, and wheelmen have been taught their rights.

The races at Lynn, Mass., May 31, under the auspices of the Lynn Cycle Association, were a great success. Over 5,000 people were present. The first race was for a mile on bicycles, and was won by W. A. Rowe, in 3m. 18 2-5s. George A. Weber was second, and Charles E. Kluge third. A two-mile tricycle race for union men had E. P. Burnham and George M. Hendee as starters. Hendee took a bad header. Burnham after that took things easy, and came in in 7m. 42 2-5s.

Our American friends are rather crowing over the fact of Albert Schock having ridden 1009 miles 3 laps in six days of 12 hours each, and are terming this "the world's long-distance record," because it beats a distance of 1007¾ miles made by Fred. Lees last October. It may be the 72 hours' record, but it is not the world's long-distance record by any means. They seem to have forgotten Georgie Waller's splendid score of 1404 miles at the Agricultural Hall some years ago.—*Cyclist*.

Mr. E. L. Davenport, brother to Miss Fanny Davenport, the celebrated actress, and a member of the Fedora Combination, has been passing through Canada with his company. Mr. Davenport is an enthusiastic wheelman, and has been shown over the roads in the vicinity of several cities where they have played. At London, he had a run under the guidance of Mr. W. S. Dignam. Mr. Harry Bixby piloted him over the road from St. Catharines to Niagara Falls, and Mr. C. W. Graham took him from Hamilton to Burlington Beach. When last heard of, Mr. D. was in Belleville, in the hands of Mr. R. H. Fenwick.

A more dare-devil performance than that of F. F. Ives in hanging on to the rear end of a freight train, and being dragged for a mile or two, cannot be found. It seems Mr. Ives was piloting the New Orleans men over the B & A. railway track when, a short distance out of Palmer, a freight train overtook them. Into the brain of the reckless Ives popped the idea to "catch on" behind and be pulled over the ground. No sooner said than done, and so off he started, caught up with the train, and with one hand on the rail of the caboose and the other on the handle-bar, he sailed along serenely for a couple of miles and did not break his neck. This is a fact, and not a fish story. Who can match this?—*Bicycling World*.

A special meeting of the Woodstock Bicycle Club was held on May 10. The secretary, Mr. S. Woodroffe, through the amount of work entailed upon him in connection with the W.A.A.A., found it impossible for him to give the office the attention it required, and he handed in his resignation. John G. Karn was unanimously elected to fill the position. Another special meeting was held on the 11th. A letter was read from the captain of the club, W. A. Karn, wishing the club to accept his resignation. He explained that from the pressure of business and the work expected of him by the W.A.A.A., it was impossible for him to give the position of captain the justice necessary to it. S. Woodroffe was unanimously chosen to fill the vacant position. On motion, it was resolved to adopt the new C.W.A. suits, with black caps.

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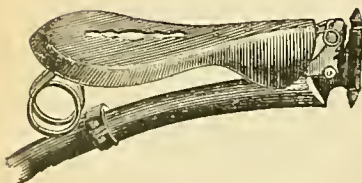
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