

A JOURNAL OF CYCLING.

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

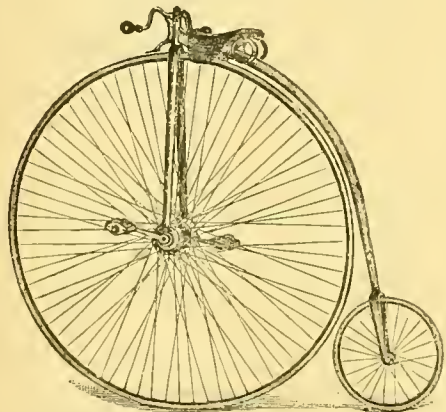
VOL. II.

LONDON, CANADA, JULY 15, 1885.

No. 12.

Victor Bicycles & Tricycles

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

<p>ALL STEEL, ALL INTERCHANGEABLE, FINEST MATERIAL, BEST WORKMANSHIP.</p>	<p>"VICTOR"</p>  <p>BICYCLE.</p>	<p>COMPRESSED TIRES, which cannot be torn from BOHN'S BALL BEARINGS all over, including Pedals, as FINISHED IN HARRINGTON'S ENAMEL.</p>
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IT IS TO YOUR INTEREST TO INVESTIGATE BEFORE PURCHASING.

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OVERMAN WHEEL COMPANY,

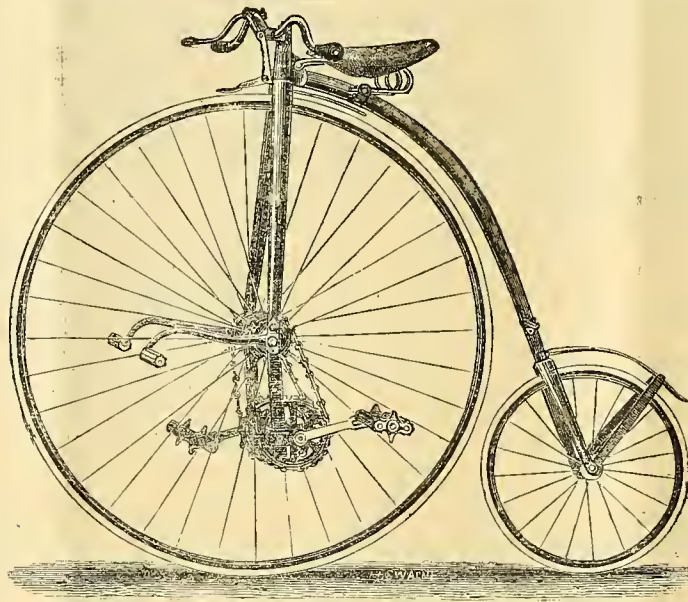
179 TREMONT ST., BOSTON, MASS., U.S.A.

CHAS. ROBINSON & CO.'S Dog Days' Bulletin.

22 CHURCH ST., TORONTO.

"Let dogs delight to bark and bite, so long as they keep away from our Bik."—Nursery Rhyme. JULY 15, 1885.

The RUDGE Safety Bicycle is noted for lightness and strength, combined with High-class Workmanship, to be found in no other Machines except the "RUDGE," which, up to the present, has no rival in the market.



THE NEW RUDGE SAFETY.

PRICE, complete with Ball Bearings, Ball Pedals and Foot-rests, \$110.

"I would give all my fame for a pot of ale and Safety."—Henry V.

* * *

630½ miles in 48 hours have been made on the Rudge Safety.

* * *

Nearly 3,000 have been sold in six months.

The Glorious First at Woodstock.

The Dominion Day meet of the Canadian Wheelmen's Association was a great success, and as the long line of wheels passed in procession, one got an idea of the popularity of the Rudge by the large proportion of Light Roadsters and American Ridges in use. Stratford, Seaforth, Simcoe, Hamilton, Woodstock and other clubs each had a number of members mounted on the old reliables. On the track, as on the Queen's Birthday, the Rudge Racers carried their riders to many a victory; in fact, a partial list of races won this season (see third column) is eloquent in favor of the Rudge.

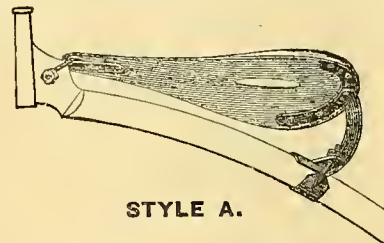
A WORD OF PRAISE

is due to the members of the Woodstock Bicycle Club, who displayed a willingness to oblige visitors that is greatly to be commended. They worked hard for a successful meet; they deserved it; they got it.

Bicycles in Court Before Judge Rudge.

Two dilapidated old bicycles were among the curious objects that appeared at the Police Court last week. A 52-inch British Challenge charged a 56-inch Premier with assault and battery, alleging that the defendant had maliciously run over the plaintiff, and then returned and rolled on top of him. The Police Magistrate, a 54-inch Rudge, charged them both with being quarrelsome cranks, who peddled their grievances in court-rooms and the street. He would have them rim-ember that such brake-neck combats on the streets would not tend to cement a feeling of friendship among wheels. He saddled the responsibility for the trouble upon the B. C., however, and fined him \$10 and costs. The defendant then spoke, and claimed he was but axle-erating his speed when the plaintiff ran across his course, and being a tire-o, evidently, he lost his head when it was but a step to a collision, whereas he might have guarded against trouble by a quick spring to the ground. The Magistrate held that the defendant's remarks had no special bearing on his decision, and he compelled the prisoner to fork over the fine.

SADDLES & SPRINGS.



STYLE A.

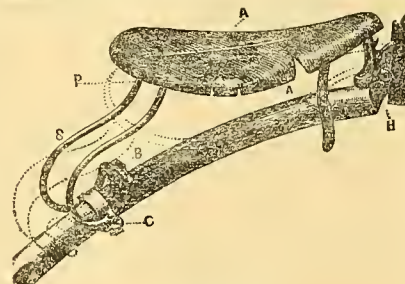
THIS REPRESENTS THE NEW

DURYEY SADDLE AND SPRING

COMBINED.

We are selling a large number of them, and those who use them pronounce them the acme of comfort and ease.

PRICE REDUCED TO \$4.00.



THIS IS THE

Lillibridge Saddle and Spring

—COMBINED,—

and fully equals the Duryea as a comfortable Saddle.

PRICE, \$6.00.

THE 1885 RECORD FOR THE RUDGE RACER.—25 VICTORIES.

During these days of keen competition among the manufacturers of wheels, especially racing machines, to have their makes win, the following records won during the last few weeks on the Rudge Racer are more eloquent of its value on the cinder track than columns of argument:

CANADIAN—

- 1.—Clarke, the Champion, at Woodstock on the 25th of May, beating Lavender in the one-mile championship race.
- 2.—Clarke, also at Woodstock on the 25th of May, winning the Ontario five-mile championship race.
- 3.—Biette, at Woodstock on the 25th of May, winning the three-mile record race.
- 4.—Biette winning the four-mile handicap on same date.
- 5, 6.—Kent, at Newcastle on the 25th of May, won the one-mile handicap and hurdle race.
- 7.—June 18th, at Napanee, one-mile club championship race, won by A. R. Boyes on a Rudge Light Roadster.

DOMINION DAY MEET.

- 8.—One mile championship of Canada, won by Clarke, the champion.
- 9.—Five mile championship of Canada, won by Clarke, the champion.
- 10.—Half mile, without hands, won by Herbert Williams, of Woodstock.

AMERICAN—

- 11.—18.—At St. Louis, Missouri, May 23rd, 1885, seven out of ten races were won on the Rudge.
- 19.—At Springfield, Mass., May 30th, on the Rudge Safety a mile was made in 3.06 2-5.

ENGLISH—

- 20.—April 4th, Fifty miles professional championship of the world, at Leicester, won on a 55 in. Rudge Bicycle, beating F. Wood and all the best men of the day.
- 21.—April 8th, One mile professional championship of the world, at Wolverhampton. The Rudge Bicycle was placed 1st, 2nd and 3rd.
- 22.—April 8th, Two miles "Safety" Bicycle handicap, open to the world, at Wolverhampton. The Rudge Safety was placed 1st, 2nd and 3rd.
- 23.—April 6th, One mile "Safety" race, won on a Rudge machine, at Liverpool, beating all other from scratch.
- 24.—April 18th, Ten miles professional championship of the world, at Leicester. The Rudge first.
- 25.—One mile amateur championship of the world, won by Sanders Sellers, at Birmingham, on June 13th.

The Canadian Wheelman:

A JOURNAL OF CYCLING.

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

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Subscription Price:

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

W. KINGSLEY EVANS, London, *Editor*.
HAL. B. DONLY, Simcoe, *Association Editor*.
JAS. S. BRIERLEY, St. Thomas, *Sec.-Treasurer*.

All communications of a literary character or relating to advertising should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,
St. Thomas, Ont.

LONDON, JULY 15, 1885.

EDITORIAL NOTES.

Where was Guelph? The Royal City is certainly not the Loyal City.

Montreal stands first chance for next meet. But Belleville is hungering after it.

The stars in their courses fight for the C.W.A., and brilliant weather is the only kind vouchsafed.

The postponed meet of the Chicago Bicycle Club Track Association will be held on July 25th.

Messrs. W. K. Evans, editor of THE WHEELMAN, and Mr. W. Begg represent London at the "Big Four" tour.

The manager of the "Big Four" tour, Burley B. Ayres, the indefatigable, is a Canadian, having been born near London.

Brantford paints the town red. Hamilton is content with painting its caps. And the red caps of the boys from the Ambitious City look well in parade.

Record races should be on the programme of every race meeting. They make an interesting event from start to finish, and prevent that abomination of abominations—a waiting race.

Good as the Woodstock track is, it is rather an exposed one, and the chances are much in favor of the wind. A high fence or a wind-break of trees would improve the track in this respect.

The retiring President, Mr. H. S. Tibbs, of Montreal, was a most efficient presiding officer, and did no small share of the work of placing the Association on its present firm footing.

The L.A.W. numbers 5000, the C.W.A. less than 1000. In Buffalo, the L.A.W. had 600 men; in Woodstock, the C.W.A. had 300. Not a bad showing for our little frost-bitten country, is it?

The three chief officers of the Association are journalists. 'Twas ever thus. Wherever there is any work to be done, and no emoluments, there will you find the newspaper men gathered together.

The Torontos well deserved the prize which they secured for the best representation. The pioneer club of Toronto has always done its duty

right loyally at meets of the C.W.A. Long may it reign!

While the total number of wheelmen present at the meet was slightly less than at Toronto, the gathering was a more representative one. Last year, in the Queen City, the two local clubs composed nearly one half of the wheelmen. This year no club had more than fifty men in line.

Unfortunately, the three Toronto clubs did not arrive in time for the Association meeting, which was delayed an hour. It would have been much better had these large and influential clubs, all loyal to the Association, been present, and had their proper voice in the business of the meeting.

The *Wheel*, a Yankee cycling journal with an anti-Canadian tendency, let itself loose some time ago, and prophesied that there would be more Canadians at Buffalo than at Woodstock. Now, the *Wheel* should go bury its prophesying talent. It's apt to trip people up if left lying around loose.

The re-acceptance of office by Mr. H. B. Donly is a fact of much interest to the Association. On the Secretary-Treasurer depends to a great extent the weal or woe of such associations, and the marvellous progress of the C.W.A. is the best possible testimony to the ability and value of Mr. Donly in his present position.

Manitoba had its representative at the meet in the person of Mr. A. J. Darch, of Winnipeg, Chief Consul for Manitoba. Alf is an enthusiastic wheelman, which goes without saying when the fact is considered that he came nearly two thousand miles to attend a meeting of the C.W.A. It was well worth the time and money, he declares.

The Brantford boys are a jolly set, but they carry their fun too far. Plug hats, eyeglasses and Jumbo badges may be very funny in their place, but that place is decidedly not in a parade of bicyclers. The rule of the Association, preventing riders joining in its parade unless dressed in proper bicycling costume, should have been enforced.

Woodstock and Woodstock's bicycle boys did nobly, and to the untiring work of Karn and Nesbitt and McLeod and White, and dozens of others, is to be ascribed in great part the success of the meet. Everything went off smoothly. All details had been properly arranged. Every visiting wheelman was treated as the guest of the Woodstock A.A.A., and now from Winnipeg to the St. Lawrence the story of Woodstock's hospitality has been told by the returning cyclers. Boys! give us a grip of your paw.

The L.A.W.'s new uniform was seen by many for the first time in Woodstock, and was greatly admired. In color, the coat and knickerbockers are a dark grayish-brown, with stocking of a darker shade. The coat has two wide pleats in front and back, and if worn long has a belt in addition. The cap is of the same color, and is of a neat pattern, with small peak. The C.W.A. should move in the matter of adopting a uniform, so that new clubs, and old ones changing their costume, could adopt the Association one if they desired.

All members of the Association will regret to learn that Mr. Geo. A. Mothersill, Chief Consul

for No. 3 District, discovered, after the races on Dominion Day in Woodstock, that several of the spokes of his tricycle had been filed nearly in two. It will be remembered that Mr. Mothersill entered for the championship tricycle race, and was only a few yards on his way when his wheel buckled, of course destroying his chances in the race. A strange accident, it will be remembered, also occurred to the machine which Mr. Clarke was riding, and there is ground for suspicion that "crooked work" was attempted in regard to both of these machines. Not a breath of suspicion, however, attaches to any one as yet. The lesson taught is that, at future meets, the safety of racing machines must be looked after closely.

Mr. W. G. Ross, of Montreal, winner of the Association championships in 1884, was in Woodstock for a week prior to the meet, preparing himself for the races. Only on Friday the distressing news reached Woodstock that a sister of Mr. Ross had fallen dangerously ill, quickly followed by the sad announcement of her death. Of course, Mr. Ross at once left for Montreal, carrying with him the heart-felt sympathy of hundreds of friends. But a few short months ago Mr. Ross mourned for a sister and a cousin, drowned whilst bathing, and now another dear one has passed away on almost as short a warning. Apart from the universal regret that Mr. Ross has been compelled to retire for a time from the race track, and far stronger than that regret is the heart-felt sympathy of the wheelmen of Canada with one who is liked wherever known, and whose success upon the racing track has never engendered any but the kindest of feeling even in the breasts of those whom he has defeated. No man could bear his honors more modestly than does W. G. Ross, and to no man in the bicycling ranks in Canada could heartier sympathy go out from his brother wheelmen than goes out to-day to Mr. Ross.

A WARNING.

Woodstock, July 9, 1885.

Editor CANADIAN WHEELMAN:

DEAR SIR,—Intending tourists will please take notice that the road from Galt to Woodstock, as reported in Guide Book, is unridable. Wheelmen determined to take the Galt route to Woodstock had better take the road from Ayr to Princeton, thence to Woodstock. Judging from reports, I should think the road from Hamilton through Brantford to here would be preferable to the Galt route. From Drumbo to Woodstock is newly gravelled nearly all the way.

W. A. KARN, C.C. Dis. No. 1.

THE CYCLER ON THE ASPHALT.

Gayly the bicycler
Glides o'er the tar,
Like a demigod olden
Astride of a star.

His girl at the casement sits
Watching his pranks,
While Sally, the cook, cries, "My!
Look at them shanks!"

THE C.W.A.

MINUTES OF THE ANNUAL GENERAL AND TWO BOARD MEETINGS.

THE SECRETARY AND TREASURER'S REPORT.

COMPLETE LIST OF OFFICE-BEARERS AND COMMITTEES FOR THE YEAR.

At 10 o'clock in the forenoon of the 1st July the retiring Board of Officers met in the Town Hall, Woodstock. There were present: Horace S. Tibbs, President, Montreal; J. S. Brierley, Vice-President, St. Thomas; H. B. Donly, Sec.-Treas., Simcoe; Geo. A. Mothersill, Chief Consul, Ottawa; A. J. Darch, Chief Consul, Winnipeg; Lloyd Harris, Brantford and W. G. Eakins, Toronto, Representatives.

The minutes of the annual Board meeting, held in Montreal on the 10th April, were read and confirmed.

The Racing Board presented a report containing a certified copy of the Racing Rules recently prepared and published by their orders.

The Membership Committee reported—That S. G. Retallack, of the Belleville Ramblers, had been expelled from that club, and had been suspended from membership in the C.W.A., and asking that his case be heard by the full Board. They also reported the resignation of Mr. W. G. Hurst, of the Toronto Wanderers, to join the professional ranks, and presented a request from the Wanderers that they be allowed to elect Mr. Hurst an honorary member of their club. The report was, on motion, received, and ordered to be placed on file. The application of the committee to have Mr. Retallack's case heard by the full Board was granted. A motion was passed declaring it be the sense of the Board that the request of the Wanderers was one not in the province of the Association to grant, the matter being one with which the Wanderers themselves had the sole right of dealing.

Mr. R. H. Fenwick and Geo. E. Reid, of the Ramblers, of Belleville, were heard on behalf of their club, in reference to the expulsion of Mr. Retallack. Mr. Retallack appeared upon his own behalf. After the hearing of both sides, a resolution was introduced and passed, recognizing the right of the Ramblers' Wheel Club to expel any member for conduct which it considered to have merited such expulsion, but declaring that in the opinion of the Board the reasons that led to the expulsion of Mr. Retallack from the Ramblers' Wheel Club affected only Mr. Retallack and that club, and were not of such a character as to warrant the interference of the Board, and consequently the suspension of Mr. Retallack be withdrawn, and the Secretary be instructed to reinstate him to good standing in the Association.

On motion, the meeting adjourned.

HAL. B. DONLY,
Sec.-Treas.

THE ASSOCIATION MEETING.

At ten minutes to twelve o'clock noon, after having waited from before eleven o'clock for the arrival of the trains from the east containing large delegations of wheelmen, the Annual General Meeting of the Association assembled in the Town Hall, Horace S. Tibbs, Esq., President, in the chair. About one hundred and twenty-five members were in attendance.

The minutes of the last meeting were read and confirmed.

The Secretary-Treasurer presented the two following reports:

TREASURER'S STATEMENT.

The Canadian Wheelmen's Association in Account with Hal. B. Donly, Treasurer.

Dr.

Total amount received from membership fees and sale of Guide Books	\$422 20
Check from Meet Committee, 1884...	111 36
	<u>\$533 56</u>

Cr.

Postage	\$ 21 72
Printing :	
<i>Free Press</i>	\$29 00
<i>Norfolk Reformer</i>	47 50
	<u>76 50</u>
Secretary's Testimonial	50 15
CANADIAN WHEELMAN Grant	48 00
Maps	30 85
Travelling Expenses of Secretary	4 25
Roll Book, Electros, etc. etc.	20 50
Telegraph Account	2 36
Express	0 60
Exchange	1 00
Assistance	1 25
Stationery	4 60
	<u>\$261 78</u>
Balance in hand	271 78
Total	<u>\$533 56</u>

June 30th.—Examined, certified by vouchers, and found correct.

D. A. WHITE, }
S. WOODROOFE, } *Auditors.*

SECRETARY'S REPORT.

To the Members of the Canadian Wheelmen's Association :

GENTLEMEN,—As imposed upon me by the By-laws of our Association, I have much pleasure in presenting to your consideration a short resume of the work of the past year.

In my last report I was happy in being able to report to you a total membership of 706, to-day I find that this total has swollen to the very satisfactory number of 905. In addition, last year we carried over as good for another year, under clause 25 of the By-laws, some three hundred members, while this year there are of these fully a hundred less.

The second annual meet of the Association, held in Toronto last year, was a most successful affair, and, from the publicity given it through the press of the Dominion, did much to further our prosperity and our reputation in the country. It also was the means of placing in the Association treasury the handsome sum of \$112.

During the season of 1884 we had the satisfaction of seeing a complete set of records up to five miles made for Canada. While they were scarcely to be called creditable as to their fastness, still it has proved of great advantage to the bicycling public of the country to have had records established, made under auspices and rules that are unimpeachable, while the placing of our Dominion championships in the care of a reputable body and upon a sure foundation has removed a great stain from the sport in Canada.

We have entered, we hope, this year upon a most prosperous racing season, and it is my earnest desire to see, when the sun is going down to-night, a Canadian record table that, in addition to being systematized and established beyond cavil, will be one that will redound to the glory of our racing men and do credit to our country and Association.

Your officers did not deem it advisable to issue a new Guide Book this spring. It is intended, however, to bring the matter before the new Board at once, and the probabilities are that this winter the work will be undertaken with the view of its publication early next season. In consequence, we would urge upon all Association members, but more especially upon our Local Consuls, the advisability of keeping correct details of all touring they may do; all such information will prove invaluable as soon as the editors get to work. Parties intending to do any touring should apply to the Secretary of the Association for blank route slips.

As, no doubt, all of you are aware, the Board of Officers last year appointed THE CANADIAN WHEELMAN, of London, the official organ of the Association. I think this appointment has proved a most fortunate one. Under its pres-

ent management, THE WHEELMAN has grown into a most creditable and interesting cycling journal. I cannot too strongly urge upon all the members present the importance of subscribing to it.

As provided by the By-laws, I held an election in the months of April and May last for the offices of Chief Consuls and Representatives in the several districts. The result of this election, as already given to you in the columns of the official organ, is as follows:

CHIEF CONSULS.

- No. 1.—W. A. Karn, Woodstock.
" 2.—Fred. J. Campbell, Toronto.
" 4.—J. H. Low, Montreal.
" 5.—A. J. Darch, Winnipeg.

REPRESENTATIVES.

No. 1.—C. H. Hepinstall, St. Thomas; W. G. Tisdale, Simcoe; J. C. Hay, Woodstock; S. Roether, Port Elgin; R. N. Ballantyne, Stratford.

No. 2.—R. T. Blachford, H. Ryrie, Toronto; R. J. Bowles, Brighton; H. C. Goodman, St. Catharines.

No. 4.—J. D. Miller, Montreal, Que.

No. 5.—W. N. Matthews, Man.

In District No. 3 there were no nominations, and the vacancies must be filled when the new Board meets.

The maps which were prepared under the orders of the editors of the Guide Book last spring to accompany that publication, did not meet with the sale that was hoped for them, probably owing to the lack of proper means of advertising them. This spring, by the direction of the Board of Officers, they were purchased by the Association, and distributed free to the members as far as they would go. Many very hearty words of praise have been accorded them, and they seem to have met with a most enthusiastic reception from the members.

Our contract for the manufacturing of gold and silver badges was made in such a way that in order to get them at a price that would allow us to sell them at the figures charged without a loss, we had to give an order each time for twenty-five. It was found impossible to comply with the condition, and as the manufacturers exacted it, we were, in consequence, compelled to raise the price for lots of less than twenty-five to \$3.50 and \$1.50 for gold and silver respectively.

During the year past, I have written and received about 1000 communications; held the annual elections; received into my hands \$533, and paid out \$261; and have, to the best of my ability, performed all other duties in connection with the office.

All of which, gentlemen, is most respectfully submitted.

HAL. B. DONLY,
Secretary C.W.A.

Both reports were, on motion, received and adopted.

Mr. Payne, of London, moved that Mr. Geo. A. Mothersill, of Ottawa, be President for the year 1885-6.

Mr. Eakins, of Toronto, moved that Mr. J. S. Brierley, of St. Thomas, be President.

Mr. Mothersill withdrew in Mr. Brierley's favor. The President appointed Messrs. Darch, of Winnipeg, and Tisdale, of Simcoe, scrutineers.

Mr. A. W. Donly, of Simcoe, moved, seconded by Mr. W. G. Wallace, of Simcoe, that the Secretary cast one ballot for Mr. Brierley. Carried.

Mr. I. B. Donly nominated Mr. W. G. Eakins, of Toronto, for Vice-President.

Mr. W. K. Evans, of London, moved, seconded by Mr. E. Heal, of St. Thomas, that the Secretary cast one ballot for Mr. Eakins. Carried.

The scrutineers reported a majority of votes cast for Messrs. Brierley and Eakins for the offices of President and Vice-President respectively. The President declared them duly elected. Both gentlemen briefly expressed their thanks.

On motion, the meeting adjourned.

HAL. B. DONLY, *Sec.*

BOARD MEETING.

A meeting of the new Board of Officers was held in the W.A.A. Rooms, at 8 p.m. There were present: J. S. Brierley, Esq., President, in the chair; W. G. Eakins, Esq., Vice-President; Chief Consul Karn; Representatives Hepinstall, Ballantyne and Hay, of No. 1 District, and H. C. Goodman, of No. 2 District.

It was moved by Mr. Hay, seconded by Mr. Goodman, and ordered, that H. B. Donly be re-elected Secretary-Treasurer.

Mr. Ballantyne moved, seconded by Mr. Goodman, that the sum of \$50 be granted to the Secretary in recognition of his services during the year past.

In amendment, Mr. Karn moved, seconded by Mr. Hepinstall, that the grant be \$100.

The original motion was withdrawn and the amendment made a motion and carried unanimously.

On motion of Mr. Hay, seconded by Mr. Eakins, Messrs. Tisdale and Karn were appointed to act with the Secretary as a Membership Committee, Mr. Karn to be chairman of same.

Ottawa District, No. 3, having failed to elect a Chief Consul and Representative for the year, on motion of Mr. Eakins, seconded by Mr. Hepinstall, Mr. Mothersill was re-elected to his old position of Chief Consul, with Mr. R. H. Fenwick, of Belleville, as Representative.

Mr. Fred. J. Campbell, Chief Consul of District No. 2, was, on motion of Mr. Eakins, seconded by Mr. Karn, elected chairman of the Racing Board.

On motion of Mr. Karn, seconded by Mr. Hepinstall, it was resolved that hereafter all matters pertaining to railway travel and carriage of bicycles be referred to a special committee, to be known as the Transportation Committee, and that for this year this committee be composed as follows: Mr. H. S. Tibbs, Montreal, Chairman; Mr. A. T. Webster, Toronto, and Mr. W. K. Evans, London.

It being the sense of the Board that many amendments and changes in the Constitution and By-laws of the Association were much needed, a motion, made by Mr. Hepinstall, seconded by Mr. Karn, was carried, that the President, Vice-President, Secretary-Treasurer, and Messrs. Ballantyne and Low, be a committee to prepare a draft of a new Constitution to be submitted to the entire Board for discussion, and then, in its amended form, to the membership of the Association for adoption by mail vote.

It was moved by Mr. Hay, seconded by Mr. Ballantyne, and ordered, that the Association issue a new Guide Book in the spring of 1886.

It was moved by Mr. Karn, seconded by Mr. Hepinstall, and ordered, that the President, Vice-President, Secretary-Treasurer, and Mr. Tisdale be a Board of Editors of the same, and that the Chief Consuls of each district be expected to assist in the preparation of road reports for their respective districts.

It was moved by Mr. Hay, seconded by Mr. Eakins, and ordered, that at the conclusion of the present year of THE CANADIAN WHEELMAN, its publication be assumed by the Association, that it be published monthly at 50c. per annum, with a reduction to 40c. to all clubs taking 20 or more copies, the same privilege being extended to clubs with less than 20 members subscribing in full of their membership.

It was moved by Mr. Eakins, seconded by Mr. Hepinstall, and ordered, that Messrs. Brierley and Evans, of THE WHEELMAN, be a committee to prepare a scheme for the proper publication of the paper.

It was moved by Mr. Eakins, seconded by Mr. Hepinstall, and ordered, that the meeting adjourn, and the meeting adjourned accordingly.

HAL. B. DONLY, Sec.

OFFICERS AND COMMITTEES FOR YEAR 1885-6.

President.....JAS. S. BRIERLEY, St. Thomas.
Vice-President.....W. G. EAKINS, Toronto.
Sec.-Treas.....HAL. B. DONLY, Simcoe.

CHIEF CONSULS.

No. 1, W. A. Karn, Woodstock; No. 2, Fred. J. Campbell, Canada Paper Co., Toronto; No. 3,

Geo. A. Mothersill, Dept. Railways and Canals, Ottawa; No. 4, J. H. Low, 953 Dorchester st., Montreal, P.Q.; No. 5, A. J. Darch, Winnipeg.

REPRESENTATIVES.

No. 1 District—C. H. Hepinstall, St. Thomas; W. E. Tisdale, Simcoe; J. G. Hay, Woodstock; S. Roether, Port Elgin; R. N. Ballantyne, Stratford. No. 2 District—R. T. Blachford, Toronto; H. Ryrie, Yonge street, Toronto; R. J. Bowles, Brighton; H. C. Goodman, St. Catharines. No. 3 District—R. H. Fenwick, Belleville. No. 4 District—J. D. Miller, P. O. box 1148, Montreal. No. 5 District—W. A. Matthews, Winnipeg.

RACING BOARD.

Fred. J. Campbell, of Toronto, chairman, in charge of District No. 2.

W. A. Karn, of Woodstock, in charge of District No. 1.

Geo. A. Mothersill, of Ottawa, in charge of District No. 3.

J. H. Low, in charge of District No. 4.

A. J. Darch, in charge of District No. 5.

MEMBERSHIP COMMITTEE.

W. A. Karn, chairman, W. E. Tisdale and H. B. Donly.

TRANSPORTATION COMMITTEE.

H. S. Tibbs, Montreal, chairman, A. T. Webster, Toronto, W. K. Evans, London.

COMMITTEE ON CONSTITUTION AND LAWS.

Messrs. Brierley, Eakins, Donly, Low and Ballantyne.

EDITORS FOR GUIDE BOOK.

J. S. Brierley, W. G. Eakins, H. B. Donly, and W. E. Tisdale.

—————:O:—————
C. W. A. MEET, 1885.

PARADE AND RACES.

The Third Annual Meeting of the Canadian Wheelmen's Association was held in Woodstock, Ontario, on Wednesday, July 1st, 1885.

About one o'clock the wheelmen began to assemble in the capacious market square, and to take the places assigned to them. Mr. W. A. Karn, captain of the Woodstock Club, officiated as marshal of the race, and under his direction but little time was lost before a start was made. The vicinity of the square was alive with spectators, many of whom followed the shining wheels as they rolled along the wide, smooth streets of picturesque Woodstock, until the magnificent grounds and track of the Woodstock Amateur Athletic Association were reached. The residences along the line of parade were also thronged with people anxious to catch a glimpse of riders and steeds, and it was evident that all Woodstock was overflowing with bicyclic enthusiasm.

There were three hundred and six riders in the parade, distributed as follows:

Torontos, Toronto, 50, Capt. Webster.
Woodstock, 30, Capt. Karn.
Hamilton, 28, Capt. Fearman.
St. Thomas, 18, Capt. Teetzel.
Ariels, London, 16, Capt. Keenleyside.
Stratford, 16, Capt. Mowat.
Simcoe, 15, Capt. Wallace.
St. Catharines, 12, Capt. Goodman.
Wanderers, Toronto, 12, Capt. Orr.
Montreal, 12, Capt. Hannaford.
Rotas, Toronto, 11, Capt. Davies.
Echoes, of Berlin and Waterloo, 10, Captain Shantz.
Brantford, 11, Capt. Harris.
Seaforth, 8, Capt. Coleman.
Paris, 6, Capt. Patterson.
Rambles, Belleville, 6, Capt. Reid.
Mitchell, 4, Capt. Ford.
Detroit, 5, Capt. Munger.
Tourists, Belleville, 2, Capt. Retallick.
Unattached, 37.

Long before the hour announced for the races, the grand stand was crowded, and by the time the sport began there were four thousand people on the

ground. Expressions of admiration of the beautiful spectacle presented as the glittering circles filed on to the track, and were slowly propelled around it by the neatly-attired pedal-pushers, were on every tongue, and culminated in hearty cheers as some favorite club passed in review before the grand stand. The track—a quarter-mile one—was not large enough to allow all the wheelmen upon it at once, although marshalled three deep; and this fact slightly militated against the effect of the parade around the track. More of the riders could have been accommodated, however, had not one or two clubs allowed their fondness for display to outrun their wheels, and by giving performances of fancy riding before the grand stand greatly retarded the riders behind.

A heavy wind was blowing, and although the asphalt track was in good condition, record-breaking was unfortunately out of the question. Notwithstanding that, however, the sport was of the most exciting nature, and the races were by far the best-contested and most interesting to the spectators ever held under the auspices of the Association. Of course the interest in the championship race was lessened by the much-regretted absence of Mr. W. G. Ross, but they were in no manner allowed to go by default, and the gallant young victor may feel that he well and truly earned his laurels, and that it is not by sufferance he wears them.

Half Mile Dash.

The first race was a dash for half a mile, a distance at which Low, of Montreal, has always excelled, and, as expected, he won easily.

G. S. Low, Montreal..... 1
T. Fane, Toronto..... 2
W. S. Chisholm, London..... 3

Time, 1st quarter, 50 sec.; 2nd, 1.31 4-5ths.

Three Mile Record.

This was the first time a race of this character had been incorporated in the programme of a C. W. A. meet, and it proved a very desirable novelty.

Foster led from the start, and was never overtaken. He rode a fast three miles, and came in amid applause. Campbell and McKay made a pretty race, but the Toronto man was too much for his rival, and won second prize. Foster, it will be seen, beat Campbell's time of last year, which was 10.27. His 1st quarter was 48 2-5ths.

F. Foster, Toronto..... 1
F. J. Campbell, Toronto..... 2
W. C. McKay, Seaforth..... 3

Time, 9.52; 1st mile, 3.09 3/8; 2nd, 6.29 2-5ths; 3rd, 9.52.

One Mile Championship.

This was the race of the day, as Davies and Clarke were old rivals, and it was expected that what was in the latter would have to come out now if ever. It didn't, though, for while he and Davies stuck close together until the last moment, the Woodstock boy then seemed to do as he pleased with the plucky Torontonian. Davies went away first, Clarke second, and Low last. This order was maintained on the first three laps, although Clarke apparently tried to overhaul Davies on each home stretch. Entering on the last half of the last lap, however, Clarke let himself out and ran up beside Davies amid the wildest excitement. The Woodstock champion then took the lead and came in a winner of the championship of the Association by several yards. Clarke did not lower his own record made at Toronto last year (2.59 1/4), but beat Lavender's championship time of 3.9 1/2.

H. W. Clarke, Woodstock..... 1
H. P. Davies, Toronto..... 2
G. S. Low, Montreal..... 3

Time, 1st quarter, 44 3-5; 2nd, 1.29 2-5; 3rd, 2.14 3-5. Mile, 3.0 2-5.

One Mile, Tricycle Championship.

Clench went off first, closely followed by Lane. Mothersill's machine collapsed, and he was out of the race. On the second lap Lane went ahead rapidly, and won as he pleased.

A. T. Lane, Montreal..... 1
 J. Clench, St. Catharines..... 0
 G. A. Mothersill, Ottawa..... 0
 Time, 1st quarter, 1.06 2-5; 2nd, 2.20 3-5; 3rd, 3.20. Mile, 4.18 3-5.

One Mile, Open to the World.

This proved to be a good race. Munger went off followed by Foster. The first lap was finished in the order of Munger, Burnham, Foster, Low. Craib took a header on the home stretch, Burnham took the lead on the second lap, and Foster, by passing Munger, took second place. Foster was doing admirably, and he now got down to collar the noted Massachusetts flyer.—Low had taken third place, but it settled down to a race between Burnham and Foster, of the Wanderers. On the last lap, however, Burnham spurred, and Foster thought second place was good enough for him by about a dozen yards. Burnham is the champion tricyclist of America.

E. P. Burnham, Newton, Mass..... 1
 F. Foster, Wanderers, Toronto..... 2
 G. S. Low, Montreal..... 3
 L. D. Munger, Detroit, Mich..... 0
 John Craib, Summerville..... 0
 Time, 1st quar., 46; 2nd, 1.33 2-5; 3rd, 2.17 3-5. Mile, 3.4 1-5.

Five Mile Championship.

This again brought Clarke and Davies together, and the interest centred in the uncertainty as to whether Clarke possessed endurance in addition to the speed he had previously shown. The race decided the moot point very effectually. Clarke went off first at a slow pace. On the second lap Davies drew ahead and the pace grew warmer. On the third lap Clarke came up on the home stretch and passed Davies, maintaining his lead at the finish of the first mile. Time, 3.39 2-5. On the fifth lap Davies displayed a beautiful burst of speed and crossed the line leader by a few feet. This order was maintained till the end of the second mile (time, 6.50 2-5), when Clarke made an effort to forge ahead, but Davies held his own. This was repeated on the tenth lap, but Davies evoked loud cheers by maintaining his lead.—Three miles were completed in the same order (time, 10.12) and there was an exceedingly pretty and hot race until the last lap, when Clarke in one of those phenomenal exhibitions of speed drew away from his opponent easily and finished the winner by several yards amid enthusiastic cheering. Davies was also the recipient of hearty cheers. The championship record of last year (W. G. Ross, 17.14 1-5), was lowered, but again Clarke did not lower his own record.

H. W. Clarke, Woodstock..... 1
 H. P. Davies, Toronto..... 2
 Time, 16.55 2-5.

One Mile Safety (Stars barred).

Fane had this race all his own way, but a very pretty contest for second place occurred between Dance of St. Thomas, and McKay of Seaforth. It was Dance's first race, and his defeat of McKay was very creditable to him.

T. Fane, Toronto..... 1
 A. E. Dance, St. Thomas..... 2
 W. C. McKay, Seaforth..... 3
 Geo. H. Hill, Toronto..... 0
 W. G. Robinson, Montreal..... 0
 Time, 3.19 4-5.

Two Mile Green (Road Machines).

A. Patterson, Thorold..... 1
 F. M. Knowles, Toronto..... 2
 A. E. Chestnut, Woodstock..... 3
 C. H. Bixby, St. Catharines..... 0
 A. E. Dance, St. Thomas..... 0
 Time, 7.4 1-5.

Five Mile, Open to the World.

This race was looked forward to as one which would show what the Canadian champion could do against such a well-known racer as Burnham, and demonstrate, many thought, Clarke's ability to beat him. The first mile was finished with Burnham, Clarke and Munger, in these positions (time, 3.25 3-5). On the fifth lap Munger went ahead of Clarke, who shouted out that there was

something wrong with his little wheel. He continued to follow them however. The second mile was finished in 6.42 2-5. On the thirteenth lap Clarke's little wheel gave way, one of the forks breaking, and he took a header out of the race unhurt. Burnham then won as he pleased, with Munger nearly a lap behind.

E. P. Burnham, Newton, Mass..... 1
 L. D. Munger, Detroit..... 2
 H. W. Clarke, Woodstock..... 0
 Time, 16.35 1-5.

Two Mile Barred Race.

Lambe, Chisholm and Craib dropped out during the race and the third lap was finished in the following order:—McKay, Foster, Fane. On the fifth lap Cooper passed Fane, taking third place, but did not hold it. The Seaforth man rode well at the front and was thought by some to have the race, but on the last lap Foster showed up in a tremendous burst of speed and fairly ran away from McKay, winning in the fastest 2-mile time ever made in Canada, it being almost half a minute better than Low's time at Toronto last year, 6.57 1-5.

F. Foster, Toronto..... 1
 W. C. McKay, Seaforth..... 2
 H. Biette, Woodstock..... 0
 T. Fane, Toronto..... 0
 L. B. Cooper, Belleville..... 0
 John Craib, Summerville..... 0
 J. Lambe, London..... 0
 W. S. Chisholm, London..... 0
 Time, 6.28.

Two Mile Without Hands.

Williams rode very fast and won easily. Teetzel fell, and claimed a foul, but did not press the claim.

H. Williams, Woodstock..... 1
 D. B. Holden, Montreal..... 2
 W. H. Brown, Toronto..... 0
 J. Teetzel, St. Thomas..... 0
 Time, 1.24 2-5.

Ten Mile, Open to the World.

Biette set the pace. On the 11th lap Munger went to the front, but he was headed by Davies at the close of three miles. The pace was pretty hot, and it was seen that what was perhaps the best race of the day was on. All the men were riding well and together. On the 15th lap Munger was again leading, with Biette second and Davies third. On the 19th lap McKay had second place. The second five miles was entered with Biette leading, McKay second, and Davies third, Campbell riding well upon them. Davies led at the close of sixth mile, Munger second, Biette third. On the 25th lap Campbell passed the Detroiter, taking second place. From seven miles to the finish the race lay between Davies, who led, and Campbell, who followed him closely. But Davies was riding in his best form, and on the last lap drew away magnificently, winning a magnificent race. Biette was third. Following is the time by miles:

1st.....3.28 3-5	6th.....20.29 2-5
2nd.....6.56 1-5	7th.....23.50
3rd.....10.20 2-5	8th.....27.12 1-5
4th.....13.43	9th.....30.35
5th.....17.4 3-5	10th.....33.43 4-5

H. P. Davies, Toronto..... 1
 F. J. Campbell, Toronto..... 2
 H. Biette, Woodstock..... 0
 W. C. McKay, Seaforth..... 0
 L. D. Munger, Detroit..... 0
 Time, 33.43 4-5.

This race closed the successful meet of the C. W. A. for 1885.

Charles Robinson & Co., of Toronto, showed their usual enterprise at the Woodstock meet of the C. W. A., by erecting a booth and exhibiting a full line of bicycle sundries. A new department, advertised by a placard, consisted in "a free lemonade distillery for wheelmen; and court-plaster and arnica applied by a bicycle doctor." Fortunately, however, the latter articles were not required.

Three valuable gold and three silver medals are offered as prizes in the bicycle races at the sports in Stratford on July 22.

Wheel Tracks.

Mr. Arthur Langford, of Ingersoll, has been touring it from that town to Buffalo.

Forty-five Belleville Ramblers have membership in the Canadian Wheelmen's Association.

St. Catharines boasts of four tricycles, and wheeling is reported as looking up in that city.

In 1883 New York State had 250 wheelmen as members of the L. A. W. There are now 1,300.

It is estimated that there are 50,000 wheels now in use in the United States. And the number is constantly growing.

People smile when they look at the "Kangaroo" wheel. It looks as though its growth had been stunted in its youth.

H. W. Clarke, of Woodstock, who holds the one mile and five mile championships of Canada, is only 18 years of age. His racing weight is 160 pounds.

It is intended to hold a great 50-mile amateur bicycle race in Toronto during September next. Six prizes will be offered, the first being a \$120 machine to the order of the winner.

Lawrence Fletcher, who started to beat the tricycle record to John O'Groats, made the distance in 8 days, 5 hours and 20 minutes, thus beating Nixon's time by 6½ hours (890 miles).

Ward & Davies, some little time ago, engaged heavily in the manufacture of bicycles in Montreal, and invested about \$5,000 in plant and stock, but found a poor sale for them. They have assigned..

During the past year the L. A. W. received \$4,686.44, and disbursed in that time \$3,688.59, leaving a balance of \$997.85. 2,742 applications for membership were received during 1884-5, and of these 2,698 were accepted.

In a contest at Lynn, Mass., W. A. Rhodes beat the fifty-mile road record of 3 hours, 54 minutes by covering the distance in 3 hours, 44 minutes, 50 seconds. C. O. Danforth, of Cambridge, Mass., also beat the previous record by 35 seconds.

Prof. Green, of the Belleville Deaf and Dumb Institute, himself a deaf mute, started from Prescott early Tuesday morning, on a bicycle, and arrived at Ottawa before noon, a distance of sixty miles. He started from Belleville two weeks before, and made the entire distance on wheels. He reported the roads in excellent condition.

A bicycle club was organized at Niagara Falls, Ont., July 8, to be known as the International Waders. The following officers and members were duly elected:—John Robinson, president and captain; L. P. Dayton, jr., of Suspension Bidge, N. Y., secretary and treasurer; John Bampfield, W. J. Murray, Chas. S. Randall, R. Lawrence, F. Hill, R. P. Skinner, M. Fralick, G. Howard, N. H. Kimball, E. C. Whitney.

The new grounds of the Athletic Club-house Co., Cote des Neige, Montreal, were opened on July 4th. The programme included a bicycle race from the club-house on Mansfield Street, to the grounds, five miles, more or less, all up hill, which was won by W. A. Murray (who had a handicap of 4 minutes), in 20.59, with G. S. Low (scratch) second, being about 17s. behind; W. McQuaid (scratch) third. The grounds are beautifully situated, and are certain to become a popular resort.

J. Bowman, of the Oakland (Cal.) Bicycle Club, has recently made two bicycle runs, one of 20 and the other of 24 hours' duration, with an interval of 11 hours' between, commencing at midnight, May 30, and ending June 2, at 6.47 a.m. In the first run 167 miles were covered, and in the second 200 miles, a total of 367 miles ridden during the whole trip. The time from starting to ending was 54 hours and 47 minutes, or two days and two and a half nights, one of the nights being occupied in sleep.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. JAS. S. BRIERLEY, *Journal*, St. Thomas, Ont.
Vice-President—Mr. W. G. EAKINS, *Mail*, Toronto, Ont.
Secretary-Treasurer—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

APPLICATIONS.

The following is a list of the applications for membership to the C. W. A. received up to date, which are published in accordance with Article III. of the Constitution. Objections must be made to me within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs, and candidates, will please note if names and addresses are correct, and report errors at once to

HAL. B. DONLY, Simcoe,

Sec. Treas. C. W. A.

APPLICATIONS FOR MEMBERSHIP.

Montreal Club, add 11—

C 0172, E W Barlow	C 0178, T Morrison
C 0173, J T Barlow	C 0179, J H Major
C 0174, G Darling	C 0180, N L Lusher
C 0175, R E Dyer	C 0181, J A Lowe
C 0176, GCHaldemand	C 0182, J V Wilson
C 0177, A Howell	

St. Thomas, add 14—

C 0190, M Martin	C 0200, Jas Stewart
C 0192, V Davis	C 0201, A Dance
C 0193, John Stewart	C 0202, A Campbell
C 0194, J Hill	C 0203, CH Henderson
C 0197, J E Egan	C 0204, J O'Dell
C 0198, J D Hackney	C 0205, H J Broderick
C 0199, George Ingram	C 0227, T E Hanlin

Simcoe Club, add 2—

C 0221, Harry Marlatte	C 0222, S North
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St. Catharines Club, add 11—

C 0234, Johnson Clench	C 0240, Mr Bayley (Nia-gara)
C 0235, A Patterson	
C 0236, J Chaplin	C 0241, E Goodman
C 0237, B Fairfield	C 0242, E Smith [M D]
C 0238, R Ballie	C 0243, J Thompson
C 0239, C McGhie	C 0244, A Camp

Ramblers' Wheel Club, Belleville, add 17—

C 0273, S T Greene	C 0282, Fred Foster
C 0274, E Richardson	C 0283, J B Wilson
C 0275, Harry Price	C 0284, James Bonar
C 0276, Fred Macoun	C 0285, D S Canniff
C 0277, T Hagerman	C 0286, W A Lingham
C 0278, Chas Nicholson	C 0287, A Duncan, jr
C 0279, Fred B Hope	C 0288, Jas Flemming
C 0280, T McCormack	C 0289, John James
C 0281, W H Biggar	

Unattached, add 2—

C 0223, Thos C Watson (Newmarket)	C 0224, Jay J Ross (Markham)
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Paris Club, add 2—

C 0298, Paul L. Scott	C 0294, Fred. Brown
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Unattached, 2—

C 0290, Alf. D. Symons (Toronto)	C 0295, Thorn. Huyck (Pt. Colborne)
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RENEWALS OF MEMBERSHIP:

Montreal Club.....41	St. Catharines Club.. 6
St. Thomas Club....10	St. Marys Club..... 1
Simcoe Club.....15	Ramblers, Belleville..28

THE L. A. W.

SIXTH ANNUAL MEET AND RACES.

The League meet, which took place in Buffalo on the 2nd and 3rd of this month, may, when compared with any of its predecessors, be fairly called a success; but if it is to be judged by the high-flown expectations which have been entertained for it during the past three months, we must certainly decline to accord to it that meed of praise. Confidently, we have been told by the interested parties that there would be fully 1,500 wheelmen ready to fall in promptly under the various division officers, upon the word of command being given by the Chief Marshal, President Beckwith, while to have expressed a doubt of there being over 1,000 present, would have been to have set one's self down among such cranks as those who believe the world is flat.

But, alas! despite all the infallible assurances, Old Probabilities stepped in and busted their calculations to pieces. Less fortunate in their selection of a day than we, rain poured down all Thursday, keeping scores away from Buffalo altogether, and bringing the total attendance of wheelmen down to about 600, and doing much to mar the pleasure of those who did attend.

But it's an ill wind that blows nobody good, and the rain proved the welcome cause of the business meeting being the largest, best organized and conducted of any in the League's history. Much business of importance was transacted. The feature of the meeting, however, was the enthusiastically-unanimous manner in which the League sat down upon the attempt to allow professionals in its membership, and at the same time clenched this resolution by passing a very much more stringent amateur law than the one heretofore in force. Dr. Beckwith, of New York, was re-elected, for the third time, President of the League. Mr. Stephen Terry, of Hartford, was promoted from the Treasurership to the Vice-Presidency, while Mr. E. P. Rendall, of Worcester, Mass., and Mr. E. M. Aaron, of Philadelphia, were elected Treasurer and Secretary-Editor respectively.

The second day dawned gloomily and lowering, but in two hours old Sol had forced itself through the rain-charged clouds, while a gentle breeze blew the scattered pieces out over the lake, leaving a sky of unspotted blue to greet the early-rising wheelman, as he popped his head out of the window to size up the prospects for the day.

Ten o'clock sharp, read on the programme as the hour for the starting of the great parade; but the L. A. W. is like every other thing under the control of unpunctual man, and it was half-past eleven before the head of the line passed down Franklin Avenue on its sixteen-mile run through magnificent streets of asphalt pavements, hard and smooth as polished marble; and on, out through beautiful parks with gloriously smooth gravelled driveways, until a pleasant spot is reached, where machines are stacked, and the wheelmen, grouped upon a side hill, are photographed. A hasty lunch is provided, consisting of sandwiches, washed down with copious draughts of lemonade, generously provided by the Buffalo boys, and then all wheel back to the Genesee and Tift Houses for dinner. That important ceremony concluded, we wheel out once more our trusty 54 and make for the Driving Park, where we, in company with 3,000 others, witness some very interesting races, as follows:—

One-mile bicycle, club championship.—Three starters; 1st in 2 heats, J. S. Hedge; 2nd, C. W. Adams. Time, 3.21.

One-mile bicycle, L. A. W. championship.—Six starters—G. M. Hendee, G. Webber, W. Band, A. G. Schaefer, A. B. Rich and J. Powell. 1st, G. M. Hendee; 2nd, G. Webber, by a yard. Time, 2.44.

One-mile tricycle, L. A. W. championship.—Two starters; E. P. Burnham, 1st; Neil Campbell, 2nd.

Three-mile bicycle, L. A. W. only.—Seven starters; 1st, N. H. Van Sicklen, of Chicago; 2nd, Rich, of New York; 3rd, Land, of Rochester. Time, 9.34 2-5.

Five-mile, professional.—One entry, Asa Dolph. Time, 3.04 2-5.

Two-mile bicycle, open.—Twenty entries, 12 starters, 5 prizes; 1st, E. P. Burnham; 2nd, N. H. Van Sicklen; 3rd, H. Clarke; 4th, F. Foster; 5th, A. B. Rich. Time, 5.57 4-5.

NOTES.

The wind was blowing a gale down the home stretch, and, considering this fact, some of the times made were splendid. Hendee's 2.44 would have been much under the record with no wind.

There were some 50 Canadian wheelmen in the parade, including representatives from Montreal, Woodstock, Seaforth, Simcoe, Stratford, Toronto, Belleville, Mitchell, St. Thomas, Hamilton, Kincardine, Newcastle, and other clubs. There were many more in the city, but the misunderstanding in reference to the place the Canadian riders were to occupy kept many out of the parade.

President Brierley, Ex-President Tibbs, and Secretary Donly, of the C. W. A., occupied places on the judges' stand.

The banquet in the evening was attended by about 200 wheelmen. It was scarcely up to the mark, and we heard considerable fault finding in regard to it. The toast to the C. W. A. was happily responded to by President Brierley.

:0:

Karl Kron was not to be found at Buffalo. For the first time since the formation of the League, he made no effort to attend its annual parade. The compelling cause of his absence seems to have been this: the citizens of New York arranged a great celebration in honor of his successfully completing the canvass for "X.M. Miles on a Bi." This grand finale happened at noon on the Fourth of July. "I then enrolled NO. 3000 on my subscription list," writes K. K., "while the hallo and cannons proclaimed the glad tidings to the remotest corner of the city. In the evening Washington Square was brilliantly illuminated, and the trustees of the University Building decided immediately to advance their rate for rents. I call on Canada to offset this unrighteous act by promptly pledging 300 names more for my list! After publication-day, in September, the price will be inexorably advanced to \$1.50."

:0:

In the Big Four Race, Stone was the first to arrive at Kingston, making his 100 miles in 8:28:00; Monger second, time, 9:00:30; Webster third, time, 9:06:30. Westervelt left Napance at 6.45. The main body of wheelmen arrived at 6, and received a hearty reception from the citizens.

Mr. A. F. Webster has resigned the Captaincy of the Toronto Bicycle Club under pressure of business.

Mr. McKenzie Bowell, Minister of Customs, has instructed his Collectors of Customs to admit bicycles and tricycles accompanied by the owners, as under the restrained regulations provided for travellers theicles.

OUR CLUBBING OFFERS.

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

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

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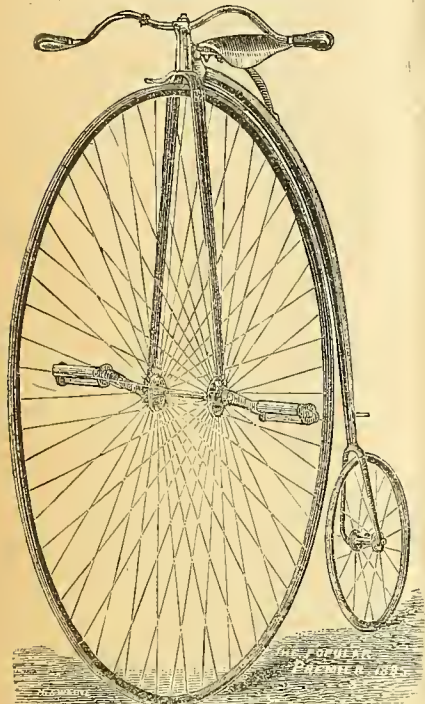
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PUBLISHED SEMI-MONTHLY

DURING THE SUMMER MONTHS.

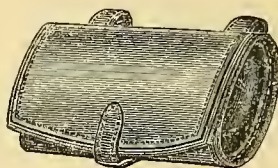
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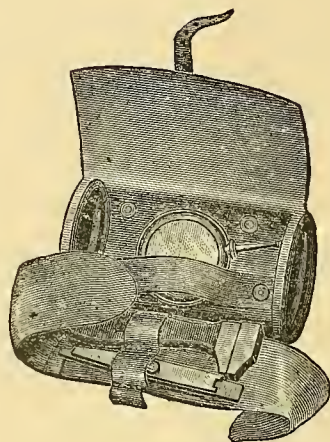


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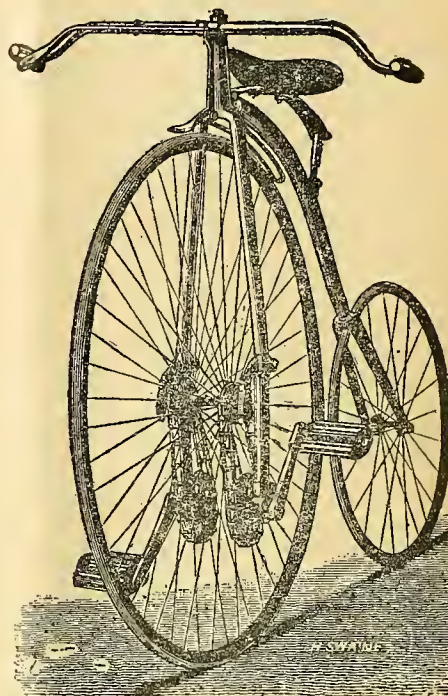
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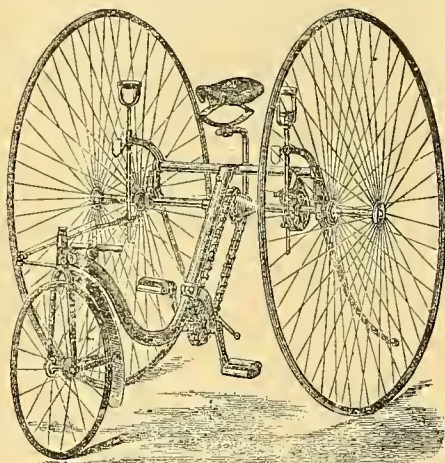
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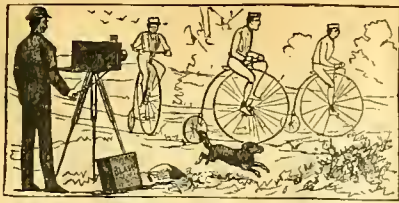
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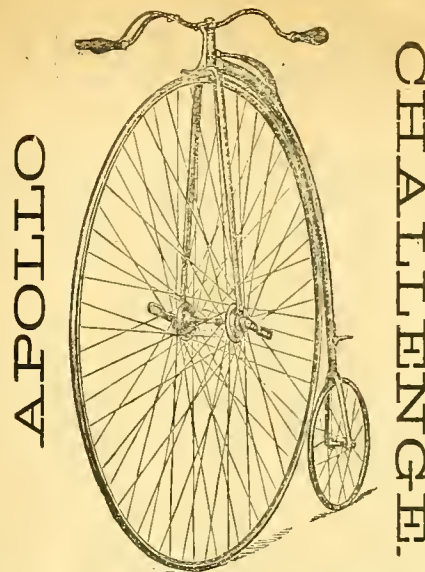
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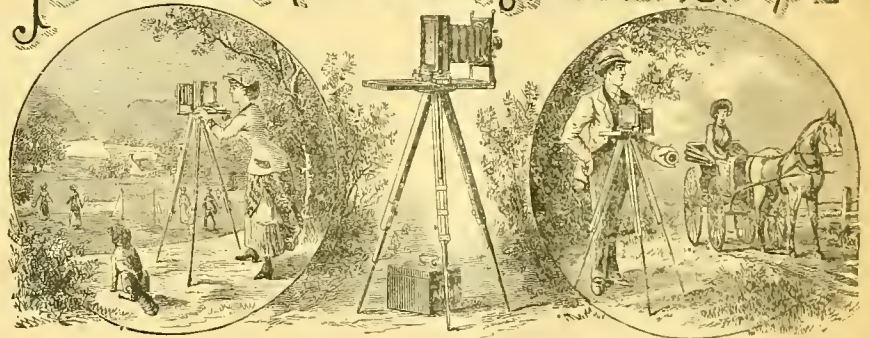
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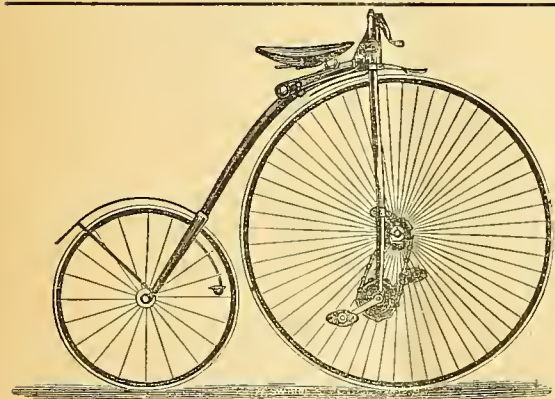
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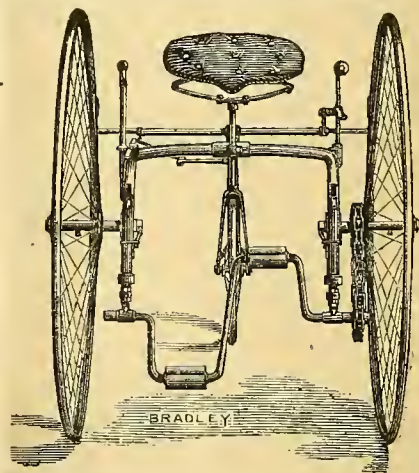
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