



A JOURNAL OF CYCLING.

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

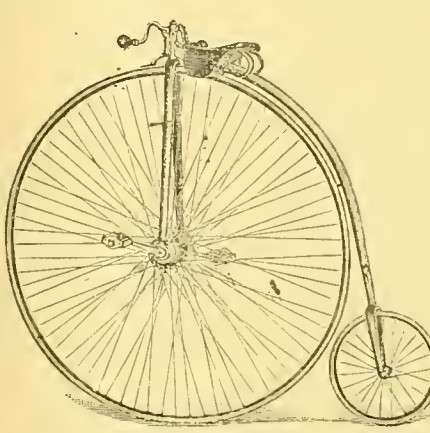
VOL. II.

LONDON, CANADA, MAY 15, 1885.

No. 8.

Victor Bicycles & Tricycles

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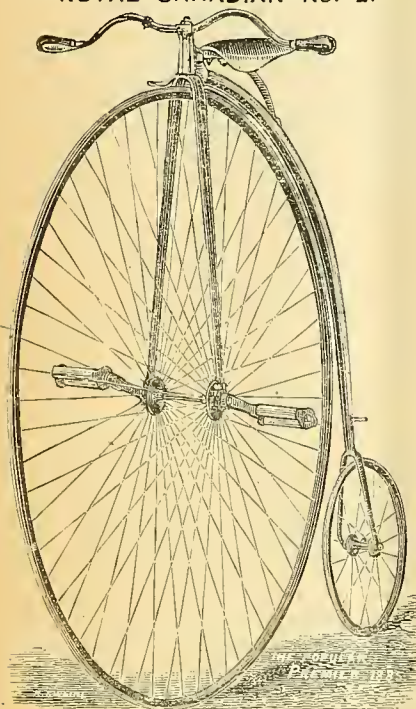
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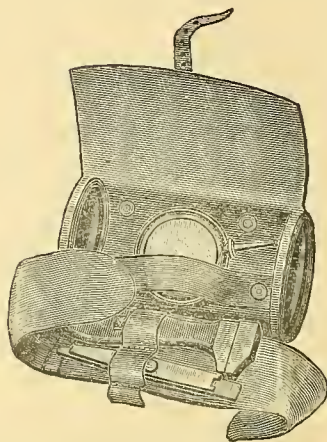
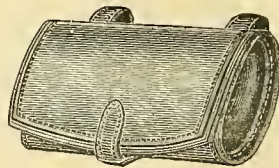
A. T. LANE, - Montreal.

ROYAL CANADIAN No. 2.



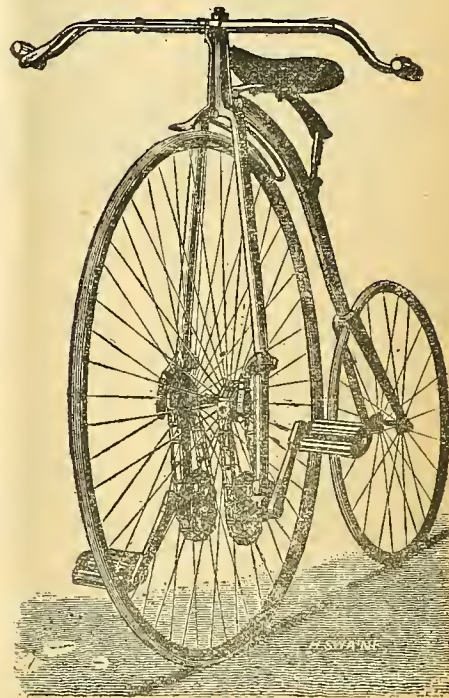
This machine has been greatly improved since last season, but price remains the same.

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




THE NEW TOOL BAG—simplest, neatest, no rattle. Price, \$1.75.

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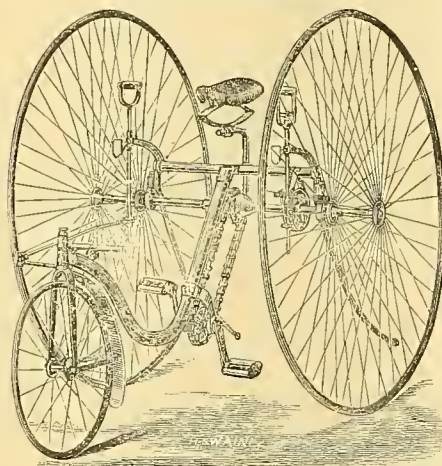
Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important particular. Price, \$105.00; Ball Pedals, \$5.00 extra.

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CENTRAL GEARED TRICYCLE.

Price:—Including improved spring rubber foot-rest, non-slipping rubbers to pedals and foot-rest, and other valuable modern improvements; 44 in., 46 in., 48 in., or 50 in.; ball-bearings to all wheels; nickel plated bright parts—\$130.00. Ball Pedals, \$5.00 extra.

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elaborate Bicycle Cata-
logue ever published in
Canada.*

42 Pages—62 Engravings.

A. T. LANE, - - MONTREAL.

The Canadian Wheelman:

A JOURNAL OF CYCLING.

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

PUBLISHED BY THE CANADIAN WHEELMAN COMPANY, AT LONDON, CANADA.

Subscription Price:

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

W. KINGSLEY EVANS, London, *Editor*.
HORACE S. TIBBS, Montreal, } *Associate Editors*.
W. G. EAKINS, Toronto, }
HALL 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.

In our prospectus, which was issued at the commencement of this volume, we promised to issue THE WHEELMAN twice a month during the summer months; and, keeping this promise in view, as well as the steadily-increasing demand that is made for THE WHEELMAN, we have decided to issue two numbers per month during the months of May, June, July and August; the project to be continued, if thought advisable by the Canadian Wheelman Company. Ever since THE WHEELMAN was started, we have endeavored to keep pace with the times, and furnish a truly representative Canadian journal; and we pride ourselves in thinking that we have fairly succeeded, from the encouragement which we have received on all sides. There is, therefore, hardly any need in saying that, in making this progressive move, we expect the hearty co-operation of every Canadian cyclist. The subscription price will remain the same as usual.

That it is better and more profitable to ride unattached, rather than be a member of any club, is an idea that seems to meet with some favor this year among new as well as old riders. Taking the economical point of view, club membership should be just as cheap as riding unattached; although, occasionally, a club comes to grief through the extravagance of its members, several cases having come to light. But a club, conducted in proper and business-like style, should not be, as the general belief is, costly. And surely every rider has enough of the natural gift of sociability to enjoy club life or club runs with fellow-cyclers. In fact, one does not know what cycling is until he belongs to a club and enters into their peculiar way of enjoyment.

One of the necessary adjuncts to every club ought to be the club scribe, whose name fully implies the onerous duties that would fall upon him. If the adventures of any club are worth recording, the cycling public should hear them through the medium of the press and the club scribe.

A. C. Beasley, of Hamilton, whose very interesting letter appears in another column, has traveled 2,000 miles on his tricycle through England and France. He is now in Paris, and will go down the Rhine and spend a short time in Germany, England, Ireland and Scotland, before returning to Hamilton about the beginning of June. We expect to publish a full account of his many adventures at an early date.

Karl Kron wishes us to ask if any progress has been made in the preparation of the "Roadways of Ontario and Quebec," mentioned in the C. W. A. Guide Book. Descriptions of maps (size, scale, price and publisher's address) will be appended to the several touring chapters of his "N.M. Miles on a Bi," and also presented in a special summary at the end. Publishers and others are therefore requested to send full details to him, at the University Building, New York City. He reports to us that an excellent map of "the Berkshire Hills," representing the whole western end of Massachusetts (on a scale of two miles to the inch, and having "the main roads" specially distinguished from the shorter ones), will be mailed free to anyone who sends a postal-card request to the Berkshire Life Insurance Co., Pittsfield, Mass.

The *Bicycling World* says: "Just why wheelpapers and cyclists should discourage associations organized for the benefit of wheelmen, it is hard for us to make out. There is room enough in the wheel world for such societies as the L.E.C.W., the A.M.W., and the C.W.A. They do a good work, and their existence is an injury to no one. If they desire to disband their organizations and come under the wing of the L.A.W. well and good, let them; and it is also well and good if they choose to work in their own way. A great many hard words have lately been said anent the C.W.A., and one club in particular has been applauded for leaving it and joining the L.A.W. The C.W.A. is a worthy association, and it should have the support of every Canadian wheelman, but if there are those Canadians who do not care to be with and of it, they should retire quietly and without a burst of fire-works."

Those who ride with rat-trap pedals should have grooves cut in the sole of the boot. The best plan for fitting these grooves, according to an English contemporary, is as follows: "The bottom of the boots or shoes should be first carefully wetted, in any way which may be convenient, and then the rider, mounting the machine, either on the track or on a selected piece of road near home, should carefully place the feet in a correct position, and paddle about for half an hour or so; then, at once taking off the boots or shoes, while the marks of the pedals are fresh on the soles, they should be taken, with the pedal, to the shoemaker, and he should peg on to the sole a second sole, something over a quarter of an inch in thickness; then, by cutting out two pieces of this added sole, two grooves will be made about a quarter of an inch in width, reaching down to the surface of the original sole, corresponding with the pedal marks, and, of course, carefully fitted to the pedals. This arrangement provides the rider with a very firm grip, and enables him to pull and push in the full exercise of the strongest ankle action."

Our Racing Men.

FRED. J. CAMPBELL

The subject of this sketch was born in Feb., 1864, being now just twenty-one years of age. Commencing wheeling early in the season of 1882, he made such good progress that he succeeded in winning the two mile club championship in the fall, and made a good showing against such noted men of that year as Messrs. Doolittle, of Aylmer, and Moodie, of Hamilton.

At the Osgoode Hall Sports, on 4th July in the following year (1883), Mr. Campbell won a 2nd prize; and at the Orange demonstration on the 12th he won a 1st prize. At the Toronto Exhibition races he took second place in both the one and five mile events; and in October of the same year, at the Toronto Club races, Mr. Campbell won the club race for the one mile. In the same month he was beaten by Doolittle and Westbrook, the former in a one mile and the latter in a half-mile race. Up to this time, Mr. Campbell had used only a roadster machine.

His most successful season was, without doubt, that of 1884, which opened with a tournament at Newcastle on the 24th of May. On this occasion some of the fastest men in Canada competed. In the one mile Mr. Campbell, although third, was well up at the finish, the three first men being close together. He was third to Messrs. Lavender and Davies, beating Messrs. Doolittle and Orr. Always having a preference for long-distance riding, Mr. Campbell in the five mile race was still more successful, winning the race handsomely, and beating Messrs. Lavender, Davies and Doolittle. There are few men, indeed, who can claim to have beaten three such flyers as the ones just mentioned. The Newcastle Club offered useful as well as valuable articles as prizes. By winning the one mile race, Mr. Lavender received a silver watch, and Mr. Campbell, for the five mile, a valuable gold watch.

At the Bank Sports, at Toronto, on the 14th June, he was beaten by Messrs. Lavender and Orr, although crossing the line ahead of Davies and Doolittle; but it must be said, in justice to both Messrs. Campbell and Doolittle, that they were fouled by Mr. Orr.

As Mr. Campbell had shown that under ordinary circumstances he could keep company with the fastest bicyclists in Canada, he was unanimously selected to be one of the Toronto Bicycle Club representatives at the Montreal Bicycle Tournament on 21st June. Considering that it was necessary to ride on the cars all night and to race on a clay track that was entirely new to him, he gave a very satisfactory account of himself.

At the annual meet of the C.W.A., at Toronto, on 1st July, Mr. Campbell pressed Mr. G. S. Low, of Montreal, pretty closely for first place in the two mile race open to the world, the latter beating him by a few feet. On the same day he won 1st prize in the three mile open race, making the Canadian record for that distance, namely, 10.27.

His best race was a few days later, at the Toronto Lacrosse Sports, where he again won

the three mile event, turning the tables on Mr. G. S. Low, of Montreal, and lowering his own record to 10.9, which stands as the Canadian record for that distance up to the present time.

Mr. Campbell entered some of the events at the Toronto Bicycle Club races on 6th Sept., but he was so completely out of condition, having been unwell for weeks previously, that his entry was more to fill up the list than for any expectation of winning a place.

Mr. Campbell is modest and retiring, and has a tendency to belittle his performances on the race track. He rides a 56-in. semi-racer "Invincible."

With the Clubs.

CORNWALL BICYCLE CLUB.

The Cornwall Bicycle Club has organized with the following officers and members:

President..... Henry Turner.
Vice-Pres.... C. A. McLaffie.
1st Lieut.... J. H. Shaver.
2nd "..... M. M. Hackett.
Sec.-Treas.... W. J. Wallace.
A. S. McDonnell.

The roads around Cornwall are as yet very poor, but the club expects to boom wheeling by the 1st of May.

MONTREAL BICYCLE CLUB.

The Montreal Bicycle Club has elected the following officers for the season of 1885:

President..... Prof. C. H. McLeod.
Vice-President... J. D. Millar.
Hon. Sec.-Treas... Richard F. Smith.
Captain..... W. McCaw.
1st Lieutenant... J. R. Scales.
2nd "..... Horace Joyce.
Bugler..... W. F. S. Crispo.
Standard-Bearer... J. T. Bishop.
Committee.—Messrs. J. B. Ostell, J. H. Low, T. S. Tibbs, and A. T. Lane.

ST. JOHN (N.B.) BICYCLE CLUB.

The following officers of the St. John (N.B.) Bicycle Club have been chosen for 1885:

President..... Geo. T. Smith.
Captain..... W. A. McLaughlan.
Sec.-Treas.... P. H. Goddard.
1st Lieutenant... C. Coster.
2nd "..... H. C. Page.

THE ROTA BICYCLE CLUB.

The above club, formed in Toronto last fall, although having never been fully organized, has now begun to assume definite proportions, and will soon be established as one of the leading clubs of Toronto. A meeting held recently was attended by a number of enthusiastic members from the Torontos and Wanderers, and the club was placed on a solid basis, a committee, composed of Messrs. H. P. Davies, C. B. Murray, G. S. Morphy, E. G. Fitzgerald and J. Littlejohn, being appointed to attend to the details necessary for the working of the club and the selection of suitable rooms. The members expect the Rotas to prove a first-class club, several new names being already submitted. The membership of the club is to be limited.

Literary Notes.

Through the kindness of the author, Mr. A. S. Atkins, we have been favored with "The Cyclists' Road Book of Boston and Vicinity," a small volume containing some forty different routes of favorite rides in and around Boston. The book ought to prove invaluable to riders who contemplate a visit to Boston at any time.

Outing for May is to hand, as alluring as ever. Among the articles of special interest to cyclists are the second paper of Thos. Stevens' "Across America on a Bicycle," handsomely illustrated; the "Chicago Bicycle Club's 1200 Mile Tour," by President Bates; "Will Jackson's Ride; a Tale of the Tavern Talkers," by Ninon Neckar; "In Italy, Vetturino vs. Tricycle," by Joseph Pennell. The department entitled "The Outing Club" contains, among other things, papers on "Cycling in Ireland, 1884," "Wheel Construction," "The Cycling Clergy," and "A Stern Chase."

COLUMBIA TWO-TRACK TRICYCLE.

BRIEF.—Two 48-inch driving-wheels, and one 20-inch front steering-wheel, tracking before the right-hand driver. Endless moulded (Serrell patent) rubber tires, $\frac{7}{8}$ to drivers and $\frac{3}{4}$ to steerer. Crescent steel felloes. 60-in. and 18-in. double-butted direct steel, No. 11½ spokes. Forged steel flanges (Wallace patent), set directly on weldless tubular steel axles of driving-wheels.—Three-part (Wallace patent) weldless steel tubular frame. Dwarf (Wallace patent) cylindrical, concentric steering head. Spiral (Wallace patent) rack and pinion steering. Adjustable inclined vulcanite spade-handles. Double adjustable (Wallace patent) seat-rod attachment. Cradle-spring (Harrington patent). Adjustable tricycle saddle. Tool-bag with oiler and monkey-wrench. Columbia parallel pedals (Pickering patent), central driving. Bicycle adjustable cranks. Central compensating gear (Whitehead and Wallace patents). Columbia double-band (Wallace patent) brake. Columbia adjustable ball-bearings (Peters and Wallace patents) to all the wheels and the crank-shaft. Wallace patent sprocket-wheel. Width of track, 31 inches; total width, 36 inches. Finish, enamel and nickel tips. Price, \$160. *Can be taken through any ordinary door without removing any part, by passing one driving-wheel first.*

The Columbia Two-Track Tricycle will present, to those who have studied and compared machines, many points of interest. It has been designed and made after careful study of every detail, and its old features retained have had as much attention as its new features adopted.—Amongst the former may be mentioned the sizes of both driving and steering wheels, a mean being chosen between the larger and smaller extremes that have had their trial, which mean best combines the requisite qualities; the use of weldless steel tubing in the frame, which secures at once the most rigidity with least weight; the Whitehead compensating-gear, with Wallace's improvements, which has proved itself practically, as it is theoretically, the only real *balance* gear yet devised; the Serrell contractile rubber tires, which will be the best for the most important uses of an elastic, non-slipping tire for velocipede wheels; solid felloes and direct

spokes, which, when rightly made, as our Expert and Columbia Tricycle wheels have shown so well, are the most reliable, except when more weight must be saved; the enamel finish where there are too many surfaces to take care of in any other; and the cradle-spring and tricycle saddle, which, for a tricycle with a frame that does not sway and does need so many changes of position, are still the most comfortable and safe.

So also the Columbia adjustable ball-bearings (all around except the pedals, and these may be had so as an extra) and compensating swivels where likely to need them, have their superior excellence too well established to be displaced. The middle driving or short crank-shaft feature is a return to an old principle of tricycle construction, which has been displaced at times for necessities of other parts or fashions in structure, but which, for steady effectiveness and lightness in this machine, we believe to be the best; and the two-track feature, though not broadly new, has been embodied with improvements in this machine so as to give equal steadiness of running and the stability of front-steering, with the two added advantages of an open front for convenience and but two lines of resistance to the wheels to watch and overcome, whilst the new improvements all around, including the compensating gear, prevent the clawing off, or unequal drag, caused in some previous structures by a side steering-wheel.

Amongst the new features introduced in this machine may be mentioned the Wallace dwarf steering-head, which, besides its graceful and neat appearance and its lightness, conducts the strain more directly from the steering-wheel to the driving-gear, and insures steadiness of motion; the spiral-rack and its connections, by which the steering apparatus is made most simple and effective to do just what is wanted of it, and is most out of the way, and least subject to disarrangement; the three-part frame, jointed in a peculiar way, affording just the parts needed and just where they serve most directly, and no more; the double band brake, by which greatest effectiveness with most certainty and ease of action is obtained; the combination of brake-drums, sprocket, and balance-gear together and in the middle under the seat, lightest and most out-of-the-way of arrangements; the large, weldless, steel tubular axles in place of solid shafts, which are heavier and more likely to break.

Then, too, there is the new feature of an inclined seat-rod, which operates to move the saddle backward also when it is raised so as to preserve the relative positions of seat and pedal, for the taller rider has a longer upper leg as well as lower leg, and by an ingenious attachment of the crank-supporting tube tangent to the horizontal one, instead of flush with it, as usual, this seat-rod is made to move in and out, free of everything.

Another and most valuable new departure in this machine is the building of the wheels directly upon the tubular half-axles, thus getting a firm wheel, a safer axle, and dispensing with a large amount of misplaced material.

By these and other improvements in construction, the weight of a tricycle has been reduced more than twenty pounds without weakening any part, and in fact securing greater strength.

The new tricycle is now ready for delivery.

C. W. A. OFFICIAL ANNOUNCEMENTS.



THE CANADIAN WHEELMAN'S ASSOCIATION,
ORGANIZED SEPTEMBER, 1882.

PRESIDENT.—Horace S. Tibbs, Esq., 61 St. Sacramento Street, Montreal, P.Q.

VICE-PRESIDENT.—Jas. S. Brierley, Esq., Editor *Daily Journal*, St. Thomas, Ont.

SEC.-TREAS.—Mr. Hal. B. Donly, Editor *Norfolk Reformer*, Simcoe, Ont.

LONDON DISTRICT, NO. 1,

Comprises all the Province of Ontario west of and including the counties of Haldimand, Brant, Waterloo, Wellington and Bruce.

Chief Consul.—Mr. W. A. Karn, Woodstock, Ont. Representatives.—S. Roether, Pt. Elgin; A. McBean, Guelph; and Lloyd Harris, Brantford.

Local Consuls.—London, W. M. Begg and W. Kingsley Evans; St. Thomas, C. H. Hepinstall; Simcoe, W. S. Perry; Pt. Elgin, H. Hilker, jr.; Listowel, F. W. Hay; St. Marys, C. S. Rumsey; Stratford, A. C. Mowat; Kincardine, F. E. Coombe; Woodstock, S. Woodroffe; Brantford, W. J. Knowles; Mitchell, J. M. Ford; Norwich, W. H. Miller; Berlin, O. Shantz; Waterloo, Chas. Tice; Paris, W. W. Patterson; Guelph, John Davidson; Ingersoll, W. C. Noxon; Palmerston, A. Knowles; Goderich, Dr. McLean; Mount Forest, T. H. Coyne; Strathroy and Seaforth unfilled.

TORONTO DISTRICT, NO. 2,

Embraces all east of London District up to and including the counties of Peterborough and Northumberland.

Chief Consul.—T. H. Robinson, 506 Yonge st., Toronto. Representatives.—W. G. Eakins, *Mail* editorial rooms, Toronto; C. E. Lailey, 14 Front street, Toronto; R. J. Bowles, Brighton, Ont.; H. C. Goodman, St. Catharines, Ont.

Local Consuls.—Toronto, W. A. Capon, 183 King street; H. Ryrie, jeweller, Yonge street; Newcastle, Eli F. Bowie; Hamilton, Percy Domville, 121 John street N.; Thorold, J. Dobbie; St. Catharines, A. N. Lindsay; Patterson, A. S. Patterson.

OTTAWA DISTRICT, NO. 3,

Comprises all the Province of Ontario east of the Toronto District.

Chief Consul.—G. A. Mothersill, Esq., Dept. Railways and Canals, Ottawa. Representative—F. M. S. Jenkins, Esq., P. O. Dept., Ottawa.

Local Consuls.—Ottawa, F. M. S. Jenkins, Acting Consul; Brockville, A. L. Murray; Napanee, Alex. Leslie; Kingston, William Nicol; Belleville, S. G. Retallack; Carleton Place, vacant.

MONTREAL DISTRICT, NO. 4,

Comprises the whole of the Province of Quebec. Chief Consul.—J. H. Low, 953 Dorchester st.

Representatives.—W. G. Ross, 26 University st.; J. D. Miller, P.O. box —, Montreal, P.Q.

Local Consuls.—A. T. Lane, P.O. box 967; A. T. Guaedinger, 94 St. Peter st.; J. R. Scales, 234 St. James street.

WINNIPEG DISTRICT, NO. 5,

Comprises Manitoba and all the North-west Territories.

Chief Consul.—A. J. Darch, Esq., 10 William street, Winnipeg, Man.

APPLICATIONS FOR MEMBERSHIP.

Simcoe Club, add 6:

B 0679, W. J. Church B 0682, W. A. Nelles
B 0680, A. R. Dobson B 0683, Fred M'Mahon
B 0681, Rolph Sihler B 0684, Geo. W. Miller
Unattached:

B 0685, T. G. Law, Richmond Hill.

H. B. DONLY,

Sec.-Treas.

—:—

Montreal, April 20, 1885.

THE CANADIAN WHEELMAN:

I have much pleasure in appointing Mr. W. A. Karn, of Woodstock, to take Mr. J. A. Muirhead's place during his absence in the North-west, on the Membership Committee of the Canadian Wheelmen's Association. In future, the Membership Committee will have complete control, subject to the approval of the full Board, to whom they will report at each meeting through their chairman of all matters pertaining to membership, and to projects, whether for infringement of the Amateur Law or not.

HORACE S. TIBBS,

President C.W.A.

Montreal, April 20, 1885.

THE CANADIAN WHEELMAN:

I beg to announce that in future the Racing Board will be composed of the Chief Consuls of the various districts, who will have complete control, subject to the approval of the full Board, to whom they will report at each meeting through their chairman, over all racing matters and the compiling of Canadian records, revision of racing rules, etc.

Each Chief Consul will have charge of his own district, and should be present at any race meetings held by C.W.A. clubs at which Provincial championships are contested for, or at which it is proposed to attempt to establish records.

I appoint Mr. W. A. Karn, of Woodstock (acting C.C. No. 1 District), chairman and convener of the Racing Board.

HORACE S. TIBBS,

President C.W.A.

—:—

The manufacture of bicycles and tricycles is conducted in England on a much larger scale than in this country, the capital invested amounting, it is so stated, to \$15,000,000, and employment in their manufacture is given to 8,000 persons. There are said to be 300,000 cyclists in the little isle—a number that, if formed into an army to march against the Mahdi, would constitute a formidable force, but, we imagine, would be of very little effectiveness in the Soudan when mounted on wheels.

Racing Notes.

Prince and Morgan, from all reports, are giving cycling quite a boom down South.

John Brooks, the Blossburg (Pa.) flyer, who, it will be remembered, joined the professional ranks last season, although never competing, has commenced active training.

John S. Prince received a beautiful medal from the Springfield Bicycle Club in recognition of his 2m. 39s. made in Springfield last year. On the bar are the words, "World's record," and in a gold wheel below are letters of block gold, "2.39."

Grant Bell and Charles Frazier met in a five-mile bicycle race at the Washington Rink, Minneapolis, Minn., April 23. Frazier went off with the lead, which he held for nearly three laps, when Bell went in front, and keeping there, won as he pleased (helped by a spill on part of Frazier) in 17m. 14½s.

The Memphis Cycle Club is now busy with its three days' race meet—the first held by this club. From the preparations made it has no doubt proved very attractive. There were to be nine events each day (six of which were cycling), commencing April 30th. The club has received the warmest support from the home press, and is evidently very worthy of it. It is certainly enterprising for so young a club, it being less than a year old.

Within sixty days Chicago will have one of the finest bicycle tracks in the country. There is no longer any doubt about it. The boys have taken the matter into their own hands, and will guarantee a large portion of the necessary funds, while the balance will be provided by a number of firms interested in bicycling. The new track will be laid just inside the wall of the new Chicago Base Ball Park. It will be eighteen feet wide on the stretches, twenty-five feet on the turns, and but four laps to the mile. Not a known improvement in model tracks will be omitted in making it.

At Macon, Georgia, on April 15th, quite a large crowd of ladies and gentlemen assembled to witness the races between John S. Prince and J. H. Polhill, champion of Georgia. The first event was a half mile handicap race between Prince and Polhill; best two in three. Polhill had thirty yards' start and won. In the first heat his time was 1.27 2-5; in the second 1.27 2-5. The second event was a half mile race, best two in three, between W. J. Morgan and the trotter Bismarck. Bismarck made the first quarter in 48½. Morgan closed up on second quarter and won first heat in 1.34. The second heat was also won by Morgan, the time being 1.30. The third event was a three mile handicap between Prince and Morgan, the latter having two hundred yards' start. Prince won in 9.29 2-5. On the second day, the 17th, the following races were given: First event.—One mile handicap between Prince and Polhill; best two in three, which Prince won in 3.09 and 3.13. Second event.—W. J. Morgan, one mile heat against fast trotter Bismarck; best two in three. Morgan won in 2.59 and 3.01. Third event.—Two mile handicap between John S. Prince and W. J. Morgan, Morgan to receive 150 yards' start. Prince won in 6.07.

Correspondence.

KARL KRON'S LETTER.

GOOD-BYE TO THOMAS STEVENS—ROAD-BOOKS OF THE LEAGUE—PROGRESS OF "N.M. MILES ON A BI."

Editor CANADIAN WHEELMAN:

Two or three other wheelmen went on board the Inman steamer "City of Chicago" with me, April 9, to say good-bye to Thomas Stevens, the round-the-world bicyclist, when he sailed away for Liverpool. I had a longer talk with him the night before, however, when he took dinner with me; and I then learned the full details of his plans. He hopes to supply *Outing* with a series of about twenty articles, to be published in as many successive monthly issues, profusely illustrated; and he will finally revise and rewrite these sketches so as to form a book, "Round the World on a Bicycle." This will take the place of his proposed volume, "Across America" (the manuscript of which he at last decided to restrict to 140,000 words, instead of making a story of 200,000 words, as I reported to you in April, on his authority); though he told me that this might possibly see the light in England, in case some London publisher should make him a good offer.

Wheeling, of April 22, publishes my column sketch of Mr. Stevens, which crossed the ocean in the same steamer with him, and says that he himself called at the editorial rooms, on the 20th, "looking very fit and well," and submitted to a cross-questioning, whereof the editor was to print the result April 29. It thus appears that Mr. S. went immediately to London by train, as planned,—his intention being to complete all needed arrangements there in season to begin his bicycle tour at Liverpool on May Day. He is to ride a 50-inch Expert Columbia, just from the manufactory. His height is 5ft. 6in., the same as mine; but his weight is 160 pounds, which is 20 pounds more than mine. As to age, he is just eight years younger than myself, to a day.

An enthusiastic Philadelphia tourist, H. S. Wood, of the Germantown Bicycle Club, paid me a visit, two days ago, and exhibited to me the proofs of the official road-book which he has been compiling for the Pennsylvania Division of the League of American Wheelmen, and which is to be published in the course of a fortnight. It contains 140 pages of fine-type matter, mostly tabulated, and gives condensed descriptions of more than 8,000 miles of roadway. No advertisements are allowed to cumber and disfigure the volume, and no space is wasted in blanks and margins. The size of page is such as to make it a convenient pocket companion; the paper is thin and the binding is flexible, but both are strong. There are six maps, photographically reduced from large tracings, which show the routes described,—the compiler himself being a draughtsman and civil engineer. The actual cost of manufacturing the edition of 1000 copies has been \$600, and the price has therefore been put at \$1 (or 50c. for members of the Pennsylvania Division); but no one who does any touring in Pennsylvania or New Jersey can afford to be without the book,—

and many of its routes extend far beyond the limits of those States. The compiler makes mention, among other authorities, of the "C.W.A. Hand-book," to be had for 50c., and compiled by H. B. Donly, Simcoe, Ont. Mr. Wood rode 215 miles, straight away, in three days, last summer (Va., W. Va., Md. and Penn.), which is the best record of that sort yet made in America.

The "Road Book of Boston and Vicinity," issued April 11, by A. L. Atkins, League Consul, may be secured by sending 15c. to him at 17 West Walnut Park, Boston, Mass., and it is worth the money to anyone who has any wheeling to do in the neighborhood of that city, for it tabulates 42 "routes" leading out from the same. By stripping off the cover and the advertisements, which more than double its weight, the body of the pamphlet (about 5,000 words, weighing ½ oz.) may easily be tucked in one's vest-pocket or pocket-book. The "Hand-book of the Massachusetts Division" (June, '84, pp. 35, price 25c.) can be had of the Chief Consul, M. D. Currier, Lawrence, Mass., and is useful to every tourist through the State.—"The Wheelman's Hand-book of Essex County" (April, 1884, pp. 35, price 20c.) may be obtained of the compiler, George Chinn, Marblehead, Mass. None of these compare in thoroughness of workmanship or in extent of roadway covered with Mr. Wood's elaborate compilation; but all deserve support as "labors of love," and as aids to the spread of wheeling. It seems to me that every cycling journal ought to freely advertise every work of this sort. A standing notice, giving name, size, price and publisher's address, would require only a slight space in fine type, and would be interesting to readers.

Every such book ought also to freely announce these facts for every other existing book of the sort; because, so far is there from being any competition between them, that "the sale of each helps the sale of all the rest." Hence, in doing all I can to increase their circulation, I am influenced not simply by the general desire to benefit the cause of wheeling, but also by the more directly selfish desire to increase the circulation of my own "Ten Thousand Miles on a Bicycle." I am sure that whoever buys one of the books named will not only "get his money's worth," but will be thereby led to believe that, by the purchase of my book, he will be likely to "get more than his money's worth." For example, my ninth chapter, called "Out from Boston," contains about double the number of words in the Boston road-book; while my New York chapter, which precedes it, has stretched its length along from page 64 to page 101 (upwards of 20,000 words). If put in large type this would make a single book in itself; and I have decided that I will ultimately republish the chapter in pamphlet form, with a special title-page and index (price 25c.) as a complete guide to metropolitan bicycling. Though I began writing this chapter Feb. 19, I have not yet read the final proof of its final page (101), which fact may give an idea of the laboriousness of my task.

A subscription from Sackville, N.B. (the only one arriving this morning), is the third which Canada has sent me within a month, and it is the 2798th on my roll. There is now no doubt that the proposed list of patrons will be con-

siderably in excess of 3000 before I get to the point of printing their names in the appendix of the book; because the task of pushing this through the press, to which I am devoting most of my present energies, is proving such a terribly slow one that I despair of reaching the end before late in the summer. A full week's delay was caused during April by the necessity of my writing a double series of letters to the cycling press, in contradiction of a slanderous statement which an impatient Pennsylvanian subscriber carelessly put in print, to the effect that I had been "collecting money" under the false pretense of issuing the book at a specified time. Everyone who has had my circulars knows, of course, that it is "the pledge of \$1" (payable only on issue of the book, when price to non-subscribers will be \$1.50), and not the money itself, which I ask "in advance." For convenience' sake, I agree to send receipts to those who entrust their cash to me at the time of subscribing (to save themselves the bother of writing two letters, and to ensure their names the earliest attention when mailing-day shall finally arrive), and 77 have, in fact, thus paid in advance. But I do not solicit such payments, because my date of publication is necessarily indefinite; while, if I should die before making publication, the task of returning their dollars to several hundred subscribers would be a needless addition to the labors of my executor. As hundreds of wheelmen, however, have never read about my scheme, or even heard of my name, the circulation of a silly demand about "paying back our money" seemed likely to prejudice my business reputation in the minds of such of them as might get their first knowledge of me in that way. Hence I felt forced to take extraordinary pains to counteract the possible evil resulting from the statement, whose injurious effect upon the minds of strangers was probably not realized by the wreckless writer of it. The incident illustrates the difficulties and delays which beset a man who attempts to sustain the double roll of "author" and "publisher" simultaneously. I have been robbed of a week's time, and my 3000 subscribers will all get their books a week later, merely because this ill-advised Pennsylvanian youth chanced to level his boomerang at me.

KARL KRON.

Washington Square, New York, April 4.

—:—

The Chicago Branch House of the Pope Manufacturing Company, of Boston, has moved from the old quarters, 179 Michigan Avenue, to the new offices, 115 Wabash Avenue, the company having leased the entire building.—The lower floor, which constitutes the sales-room, has a frontage of 36 feet and a depth of 155 feet, making it the largest bicycle warehouse in the world. The basement is of similar dimensions, and is neatly fitted up for a riding-school. Major William M. Durell has the charge of the company's business at that point, and will carry a large and complete stock of the Columbia bicycles and tricycles, and a full line of parts and sundries.

—:—

Fred. R. Cook, the Californian amateur champion, is expected to be present at the Springfield tournament this year.

TOURING IN FRANCE.

The following very interesting letter has been received from Mr. A. C. Beasley, who is at present touring in France:

Montpellier, France, March 24, 1885.

DEAR WILL,—In case any of our Canadian cyclists think of touring on this side of the "herring pond" during the coming season, a few reliable tips from one who has just "been there" may not come amiss, and a little knowledge of routes, etc., gained beforehand is of great service to the intending tourist, for once started every bit of information costs heavily.

The very first thing to be done is to join the Cyclists' Touring Club. Mr. H. S. Tibbs, Chief Consul for Canada, whose address is 26 Union Ave., Montreal, will forward all necessary forms and give all information needed.—You must join the club before sailing, for it takes a month before you become a fully-fledged member, and you can share in none of the many privileges afforded by the institution until you have obtained your pasteboard credential.

If you intend purchasing a machine in England (by far the better plan), take train to Coventry direct from Liverpool, and purchase a *strong* machine direct from a reliable maker, and by so doing save the agent's 25 % for commission.—Call at Iliffe & Son's and procure maps, guide-books, etc.

I need say nothing further concerning touring in the United Kingdom, because your guide-books give all necessary directions.

By all means purchase a tricycle, because you can carry all your luggage behind you on the luggage-carrier, and are saved all bother of forwarding, etc., and run no chance of taking croppers.

Before crossing the channel, make a tour of the Isle of Wight; it well repays the trouble taken in getting over. Then ride up to Newhaven and cross to Dieppe. It is the cheapest and best route; and besides that, the Chief Consul C. T. C. lives at Dieppe, and he is always happy to give the cyclist information respecting routes, etc. From Dieppe ride to Rouen, and then to Paris. From there the best route is to Bordeaux, travelling through Orleans, Tours, Poitiers, Angoulême and Libourne. Be sure and go through Libourne, for the other route is paved with rough cobble-stones for some fifty kilometres, as I found to my sorrow. From Bordeaux ride south through Toulouse to Narbonne, and east to Montpellier through Cette; then, if you wish to visit Italy, ride through Marseilles, Toulon, Nice and Monte Carlo; but if you do not desire that trip, return to Paris by way of Lyons. This tour is the best in France, because you will have comparatively level roads all the way, escape all the hill ranges and meet all the bicycle clubs.

CUSTOMS DUTY.—You will not be required to pay duty on your machine at the French frontier, but at the Italian custom-houses they collect the duty and affix stamped weights to your machine, and on your return refund the money.

ROADS.—The roads in France are under the control and supervision of the government, are broad, level, and well kept, constantly swept and scraped, and free from loose stones. Each

Rue Nationale runs between two large cities, and all along you pass metre and kilometre stones; the latter are a thousand yards apart; on the face is the name of the city the road leads to and the distance from it; on either side is the name of and the distance from the next place. In every town and village there is an iron signboard, white letters and arrows on a blue ground, fastened to front of the last house, showing the names of and the distances to the next three places, and at every cross-road you find a similar signboard. Thus you see it is next thing to impossible to get lost. The portion of the Rue Nationale leading through each village is paved, making it unpleasant and slow travelling; and, added to this, you are sure to have about a hundred curs and a swarm of children after you in each place. About the middle of December the metal is laid down, and this makes heavy riding; however, the workmen usually leave a narrow path at either side of the road.

HOTELS.—In England you will hear a great deal of the exorbitant hotel rates in France, and in a measure what you hear is true. I have been at hotels where they charged a stiff price for room and meals, and then had to pay extra for candles, soap, fires, wine and service; but this is only in what is known as tourist hotels. In every place, no matter how small, there is a hotel frequented by the commercial travellers (called *voyageurs de commerce*), and in that hotel one is sure to receive good accommodation at a reasonable charge. On entering a town, at once inquire, "*Où est l'hôtel pour le voyageur de commerce?*" and on being informed steer for it. You will get only two meals a day—*déjeuner* at 11 A.M. and *dîner* at 6.30 P.M. As you will start long before the morning meal, you will have *café au lait* and bread about 8 A.M. In Normandy, cider is used like water, and an extra charge is made for wine; but further south wine is supplied gratis. Water for bathing purposes is scantily supplied, but on being asked they will at once furnish all you want, and think you are unnecessarily cleanly.

RAILWAYS.—The cost of carriage for a machine on the English railways is considerable, and varies on different lines. In France your bike goes as luggage, for every passenger is allowed 30 kilos (about 60 lbs.). They seldom weigh the machine, but stick on a label and charge you the nominal sum of one penny for registration.—Usually you are required to sign a form exonerating the company from any damage that may be sustained; but if you are sharp you can escape signing this blank, and then if your machine is injured you can obtain recompense from the railway company. Another good feature in French railways is the absence of the system of tipping porters, etc., a custom that is obligatory in England. It is a good plan to take the train when you wish to escape any hilly country or are detained by rain. The third-class fare is cheap, but the accommodation is poor.

RESIDENT ENGLISH CYCLISTS.—After leaving Paris, you will meet with few cyclists until Bordeaux is reached. There you meet a great many, for the *Veloce Club Bordellais* (of which I am a member) numbers 500 members, and is the largest and best cycling club in France. An Englishman named Garrard has a bicycle

factory on the Boulevard Canderan. At Paris, Fred. de Civry has an agency on the Avenue de la Grande Armée. At Paris, Knowles will show you around; at Montpellier, H. O. Duncan has an establishment in the Rue Nationale. It is a great thing to know where to find an English-speaking person, especially in case of a break-down. There are numerous consuls for the C.T.C. scattered through the country, the majority of whom can speak English "a little few." Of course, a knowledge of the French language is of great service, but one can get along very well with the aid of a conversation book.

The rule of the road in England is to the left on meeting a conveyance, but here it is the same as our own, viz., to the right. The people are very accommodating, and always give half the road.

Be sure and don't compete in any races if you wish to retain your *status* as an amateur, because there is no distinction between professionals and amateurs; and I may safely say that every rider of any account is a professional, according to the definition adopted in England and America.

Buy all clothes and necessities in England, where everything in that line is cheap and good. Have all letters forwarded to the *Poste Restante* at a town some distance ahead on your route. Drink little of anything at the *cafés*: peppermint and water is the best beverage; but better than anything is to eat lots of oranges when thirsty, for they are plentiful, good and cheap, costing about a sou apiece. The winter is the best time to travel in the south, the weather being neither too hot or too cold, and they do not cover the roads with metal, like in the north.

If you would care to hear some of my adventures, I will be happy to write you further.

Yours truly,

ALEC C. BEASLEY.

Coming Events.

MAY 25.—Second Annual Meeting of the Woodstock Amateur Athletic Association, including the Championship Bicycle Races.

MAY 25.—Second Annual Tournament of the Newcastle Bicycle Club.

JULY 1.—Annual Meeting and Races of the C. W. A. at Woodstock.

JULY 3 & 4.—Annual Meet of the L. A. W. at Buffalo, N.Y.

JULY 6.—Big Four Tour starts from Buffalo.

SEPT. 8, 9 & 10.—Annual Tournament of the Springfield (Mass.) Bicycle Club.

—:0:—

What promises to be a very interesting race is shortly to be run at London, England, between Maj. Knox Holmes, holder of the one-hundred-mile record, and who is over sixty years of age, and G. Lacy Hillier, the ex-bicycle champion of England. Hillier is to use a bicycle, while the old gentleman, in company with D. Rucker, will ride a tandem bicycle.

—:0:—

Hedge, the Buffalo flier, has made a mile in 1m. 47s.—on a home trainer.

Wheel Tracks.

Two issues a month now.

Cycling and general sporting papers are cropping up all over the States now.

Colonel Fred. Burnaby, who was killed in Egypt, was an enthusiastic cyclist.

Query.—Could a member of the L.A.W. be properly styled "A limb of the law?"

Cycling in Belleville is literally booming, and the demand for wheels this season is greater than ever.

The Victor Bicycle holds the ten mile championship of the Pacific Coast, having been ridden by Fred. Russ Cook.

P. D. Ross, sporting editor of the *Toronto Mail*, has accepted a position as managing editor of the *Montreal Star*.

The *Californian Athlete* is the name of a new paper devoted to athletics, cycling included, and published at San Francisco.

Mr. Joseph Pennell, a frequent contributor to *The Century*, recently took his wedding tour with his wife on a tandem bicycle through Italy.

The *Wheelman's Gazette* for April contains a portrait and biography of Annie Sylvester, the only lady rider who rides the one wheel.

Another cycling journal is about to be placed in the field, called *The Hamilton Journal*. It will be published monthly at Hamilton, Ohio.

Kaufman, the fancy rider of the Rochester (N.Y.) Bicycle Club, has turned professional and is travelling on the road, and meeting with good success.

The Springfield Club, in order to have the timing of the races at their coming races as near perfection as possible, will make use of electricity.

The Rochester Bicycle Club is making preparations to attend the L.A.W. meet at Buffalo in full force, and intend riding back with the Big Four Tour tourists.

Rev. Sylvanus Stall, of Lancaster, Pa., is organizing a 900-mile tour to enter Canada at Niagara Falls. It will be composed strictly of clerical wheelmen, and will take place during July.

Everyone will have learned with regret that George E. Cooper, of the Wanderers' Bicycle Club, Toronto, was seriously wounded at the engagement which Col. Otter had in the Northwest, but all will wish for his speedy recovery.

Seven members of the Wanderers of Toronto are with the Queen's Own Rifles in the Northwest, their names being: Major Allan; Lieut. J. George; Sgts. E. A. Thompson and G. E. Cooper; Capts. Postlethwaite and Gray; and Private Walter Despard, late of the Forest City Bicycle Club.

John S. Prince, the champion, defeated the fast trotting horse "Douglas," owned by Col. Tarble, record 2.20, in a five mile race at Pensacola, Florida, on Friday, March 27th. One thousand people witnessed the race, which was of the most exciting character. The horse led for four and one-half miles, when Prince put on his famous spurt, and running the last half at a 2.44 gait, he won by five yards, in 16.28. The crowd carried the champion on their shoulders.

Sandhurst, "the golden city of Australia," sent five subscribers to Karl Kron's book, March 22, by the hands of W. J. Parry, consul of the Victorian Cyclists' Union, who wrote: "I hope the inclusion of these among the 3,000 will prove an interesting link in your remarkable chain showing the world-wide spread of cycling."—That part of the world now has 53 representatives on the list, as compared with 81 from England, and about 125 from the Dominion of Canada.

The Newcastle Bicycle Club has decided to hold its second annual tournament on Monday, May 25th. It is stated that neither pains nor money will be spared in the selection of prizes and in making the track one of the best in the Dominion. All visiting wheelmen will receive a hearty welcome.

AN APOLOGY.

I beg to express my sincere regret that I have been compelled to disappoint many of my customers by non-delivery of their orders before the first of this month. Although I held over a very large stock, and last December made arrangements with Singer & Co., for March and April deliveries, which I supposed would be sufficient to meet every demand upon my resources, in the face of this, I find this week has cleaned out all my National and Traveller Bicycles, but I am happy to state that cases No. 80, 81 and 82 will be here in a few days, placing me in a position again to execute orders for nearly every pattern. I thank my patrons for their kind and patient waiting, and hope the bicycles, when received, will amply repay for the lost time.

WM. PAYNE, London.

**NICKEL-PLATING BICYCLES
A SPECIALTY!
RUBENSTEIN BROS.,
537 CRAIG ST., MONTREAL.**

BICYCLES AT COST.

On account of press of other business, we have decided to offer our stock of BICYCLES AT COST, and to Import only to Order, and at Reduced Prices. Our stock of

**BERKSHIRES,
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ARE NOW OFFERED AT COST.

**BICYCLE SUNDRIES, BAGS,
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**Wallace C. Trotter & Bro.,
30 ST. NICHOLAS STREET,
MONTREAL.**

QUEEN'S BIRTHDAY!

Second Grand Annual CELEBRATION

—OF THE—

WOODSTOCK

Amateur Athletic Association

To be held on the Grounds of the
Association, on

MONDAY, MAY 25th, 1885.

**\$1,000 IN GOLD AND SILVER \$1,000
MEDALS, CUPS, &c.**

PROGRAMME.

FOOT RACES.

- 1.—**120 YARD HURDLE RACE** (10 hurdles, 3 ft. 6 in). 1st Prize, Gold Medal, \$25; 2nd, Silver Medal, \$12.
- 2.—**100 YARD RACE**. 1st, Gold Medal, \$25; 2nd, Gold and Silver Medal, \$15.
- 3.—**QUARTER MILE RACE**. 1st, Gold Medal, \$24; 2nd, Silver Medal, \$12.
- 4.—**FAT MEN'S RACE** (200 lbs. and over, 75 yards). Box of Cigars, special, by Nesbitt Bros.
- 5.—**BOYS' RACE**—100 yards, open to boys under 14 years of age. 1st, Silver Medal, \$10; 2nd, W.A.A.A. Silver Badge.
- 6.—**220 YARD RACE**. 1st, Gold and Silver Medal, \$20; 2nd, Silver Medal, \$10.
- 7.—**SACK RACE** (50 yards, each man to supply his own sack). Rattan Chair, special, by J. G. Hay.
- 8.—**OBSTACLE RACE** (Quarter Mile). President's Special Prize, value \$10.
- 9.—**STRAIGHT THROW LACROSSE BALL** (60 yards). A First-class Lacrosse.
- 10.—**TUG-OF-WAR** between 10 members of Lacrosse and 10 members of Bicycle Club. Prize, a W.A.A.A. Silver Badge to each of the winners.

A Grand Lacrosse Match during the Afternoon

BICYCLE RACES.

- 1.—**ONE MILE**—Open. 1st Prize, Gold Medal, \$40; 2nd, Gold and Silver Medal, \$20.
- 2.—**HALF-MILE DASH**—Open. Gold Medal, \$25.
- 3.—**FIVE MILE, Championship of Ontario**. (Open to all Ontario Amateurs.) Gold Medal, \$50.
- 4.—**HALF MILE, without hands**. 1st, Gold and Silver Medal, \$20; 2nd, C.W.A. Gold Badge.
- 5.—**THREE MILE RECORD RACE**—Open. 1st, Silver Stop Watch, \$40; Gold and Silver Medal, \$20.
- 6.—**TWO MILE GREEN RACE**, with Roadster Machines; open to all who have never won an open race. Gold Medal, \$20; Silver Medal, \$10.
- 7.—**FOUR MILE HANDICAP**—Open. 1st, Hand-some Silver Cup, \$35; 2nd, Silver Medal, \$15.
- 8.—**FANCY RIDING**. Gold and Silver Medal, \$20.
- 9.—**TWO MILE, Championship of Oxford**. Special, by Mr. S. Woodroffe, Silver Cup.

The above Competitions are confined STRICTLY to Amateurs. All protests must be presented to the Secretary in writing before the race commences. Three to start or no race.

Entrance Fee to each Event, 50c. Entries will positively close on May 19th.

All races to be run under Canadian Amateur Athletic Rules. Competitors must be dressed to satisfy the Committee.

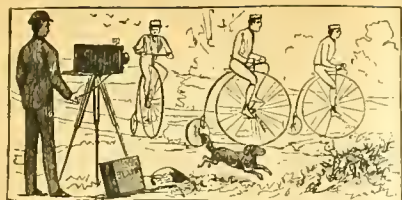
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President.

D. A. WHITE,

Secretary.



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The largest stock and variety of Cameras
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ALL PRICES.

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

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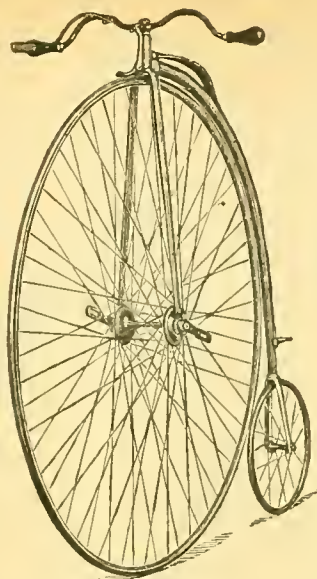
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TANGENT SPOKES

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

EIGHT STYLES of the Challenge in stock.

Laced Spokes are fast proving a perfect failure in England. None used in the Challenge now.

Revised Catalogue and prices in May.

W. M. PAYNE,
LONDON, ONT.

Bicycles ! Tricycles !

LARGER STOCK THAN EVER.

WATSON & PELTON,

Wholesale and Retail Importers.

YOUNG AMERICA,

PIONEER,

BRITISH,

BRITISH SPECIAL,

BRITISH TRICYCLE.

Agents for the Coventry Machinists Co.'s

"SPECIAL CLUB,"

"CLUB SAFETY,"

"CLUB RACER."

LARGE ASSORTMENT OF SUNDRIES.

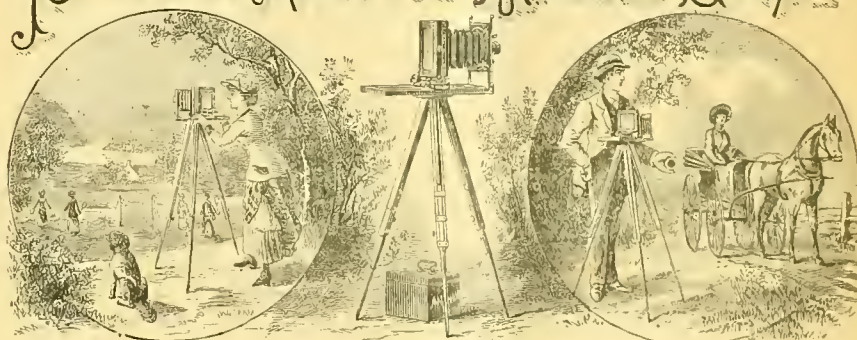
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E. & H. T. ANTHONY & CO.,

Send for Illustrated Catalogue.

Forty years established in this line of business.

591 Broadway, New York,

For Sale Column.

FOR SALE. — 50-inch "Pioneer," almost new. Being too small, will sell cheap. Address—Bicycler, La Chute Mills, Q.

A BARGAIN — A CAMERA. Everything complete. Will sell at half-price. Address—Bicycler, La Chute Mills, Q.

TRICYCLE FOR SALE, in good running order, made by Zephyr Co., Coventry, Eng. Front steerer, 22 inches; drivers, 50 inches; balance gear and geared level; balls to all wheels and pedals; Harrington's cradle spring and clip; eclipse saddle; one-inch tyres; enamelled plain black; would suit rider up to 160 lbs. weight; am getting one to carry 190 lbs.

Price, \$110.00, on Cars at Ottawa.

G. A. MOTHERSILL,
OTTAWA.

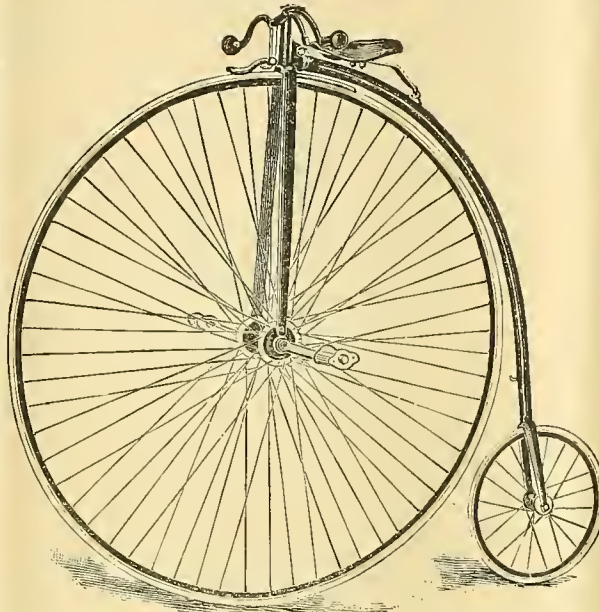
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WE BEG TO CALL ATTENTION OF THE WHEELMEN OF CANADA TO OUR LATEST CANADIAN MANUFACTURED BICYCLE.

Having had considerable practical experience from the infancy of Bicycling, and having become acquainted with the Canadian roads, we have built this machine to meet the requirements of the demand, being especially adapted to these roads, it being very rigid, and at the same time not too heavy.

The "COMET" is the best Roadster ever made in the Dominion, and ranks second to none to any imported machine.

It is made of the very best materials possible to be obtained in the English market, and for workmanship and finish is unsurpassed.



We are enabled to offer these machines to the public at a lower figure than those imported, not having the amount of duty to pay on the raw material as on the finished goods.

It is fitted with Bown's Æolus Ball Bearings to both wheels, Warwick's Patent Hollow Felloes, Ball Pedals, Laced Spokes, Cowhorn Handle-Bars, and elegantly Painted, with Handle-Bars, Head and Cranks Plated.

Weight of a 54-inch Machine, 38 pounds.

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SOLE AGENTS FOR THE CELEBRATED

INVINCIBLE

WHICH IS THE BEST MACHINE IN THE WORLD.

WHY?

BECAUSE

All Amateur Championships are won on it.

It has gained its reputation on its own merits, and not by paid racing men.

It is the lightest, strongest and fastest, and requires no repairs.

It was the first machine ever ridden twenty miles under the hour.

THE LATEST NOVELTY.

THE "INVINCIBLE" SAFETY. The only Safety that is fitted with laced spokes and hollow rims, and caused the most attraction at the late Stanley Bicycle Exhibition, London, England.

ALSO, AGENTS FOR THE

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DON'T decide on purchasing a Wheel for the coming season until you have seen our stock, SIXTEEN distinct patterns to select from.

FITTINGS OF EVERY DESCRIPTION IN STOCK.

REPAIRS A SPECIALTY.

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