

A JOURNAL OF CYCLING.

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

VOL. IV.

LONDON, CANADA, JANUARY, 1887.

No. 3.

-- THE VICTOR --

1887—LIGHT ROADSTER—1887

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

LIGHTER, WITHOUT SACRIFICE OF
STRENGTH.

NARROWER TREAD.

*Compressed Tires much
Improved,*

Doing away with the dead rubber
down in the rim.

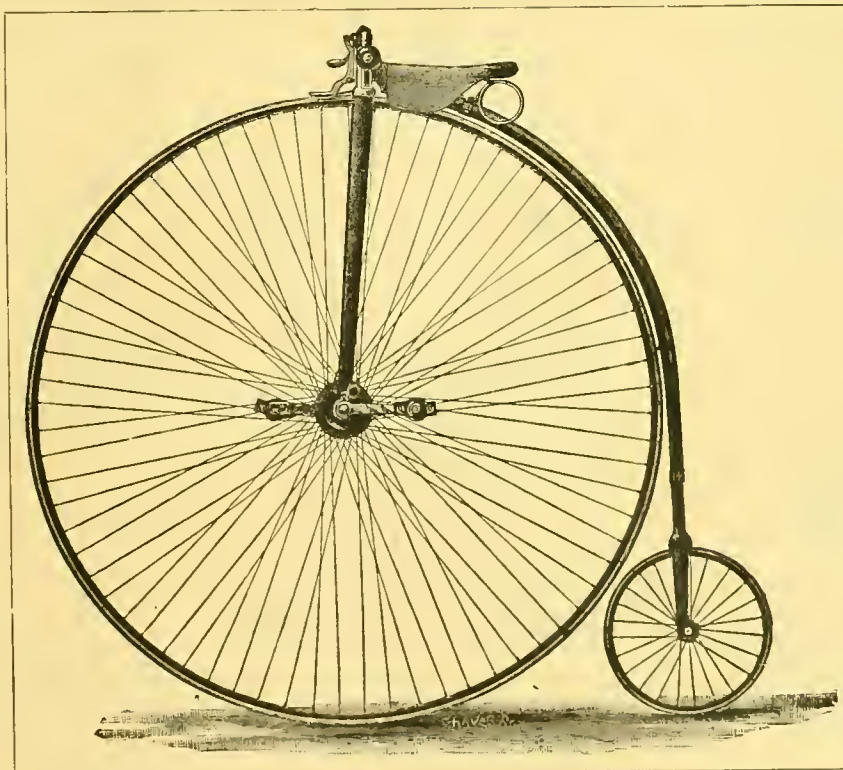
NEW DEVICE

FOR LOCKING THE HEAD,

Avoiding the constant annoyance
of its coming loose.

HANDLE BAR

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



Saddle much Improved,

longer and narrower,
with wrench strapped on
underneath.

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

Handsome and Easiest-Running

LIGHT ROADSTER

EVER OFFERED IN THE MARKET.

You will make a mistake if you
buy without investigating.

WILL BE READY FOR DELIVERY VERY
SOON.

OVERMAN WHEEL COMPANY,

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

CHAS. ROBINSON & CO.

—OF TORONTO—

Wish their host of friends and customers throughout Canada

The Merziest of Christmases

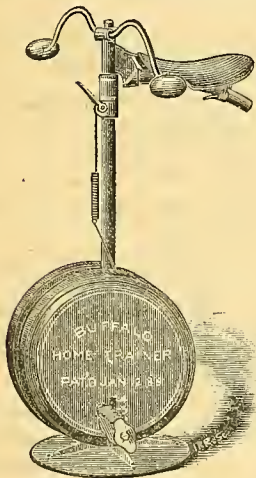
—AND—

—The Happiest of New Years—

And a long life of wheeling pleasures to come.

Buffalo Home Trainer.

Price \$35.00



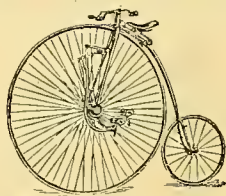
IMPORTER OF

COLUMBIA BICYCLES AND TRICYCLES

Buffalo Home Trainer & American Sundries.

CATALOGUES ON APPLICATION.

NEIL CAMPBELL

NIAGARA FALLS,
ONTARIO.NIAGARA FALLS,
NEW YORK.

WM. PAYNE

Is now making extensive preparations
for next season's business, extending
warerooms, and increasing stock.

*A Forge for Braizing and Plant for
Enamelling*

is now placed in a new building for re-
pairing all styles of machines.

THE DEMAND FOR THE

XTRAORDINARY CHALLENGE

for '86, surpassed all calculations. Without
a doubt it is

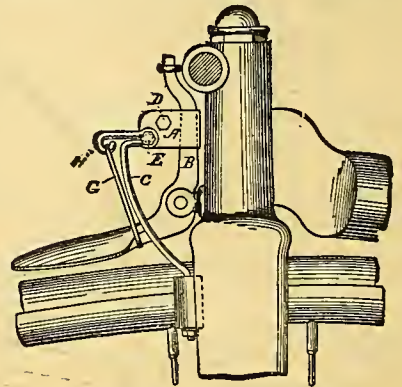
THE COMING BICYCLE!

See my latest Testimonials.

WM. PAYNE

London, - Ontario.

Foote's Anti-Header!



Attached to any modern Bicycle in two
minutes. Prevents nine-tenths of the head-
ers. Steadies the Bicycle. Makes pedal
mount easy.

\$1.50 Post Paid.

OVERMAN WHEEL COMPANY,
BOSTON.

GOLD

fields are scarce, but those who write to
Stinson & Co., Portland, Maine, will receive
free, full information about work which
they can do, and live at home, that will pay
them from \$5 to \$25 per day. Some have
earned over \$50 in a day. Either sex, young or old. Capital
not required. You are started free. Those who start at once
are absolutely sure of snug little fortunes. All is new.

The Canadian Wheelman:

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

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

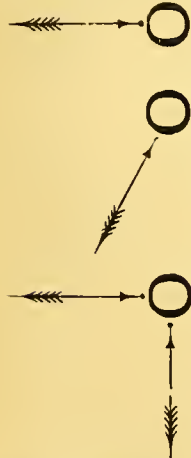
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LONDON, JANUARY, 1887.

CODE OF SIGNALS.

A correspondent in this issue refers to the road signals in use by the L.A.W., and suggests the advisability of the C.W.A. adopting a similar, or equivalent system. The idea is one worthy of the attention of the Board of Officers, for whose edification, and that of the full privates, we reproduce the following from the L.A.W. *Bulletin*. It is the code of regulations issued with the stencil plate: "This outfit is the property of the League of American Wheelmen, and is entrusted to your care with the expectation that it will be promptly used in the interest of touring wheelmen. You are desired to see that the authorized signals are painted on signboards, posts and fences at such points in your vicinity as you think necessary or desirable, particularly at the tops of dangerous hills and at forks of the road, etc., where a stranger might wish to know which is the best route for bicyclists. The authorized signals are these: No. 1 is the O.K., or direction sign. It means: Bicyclers, go this way, the best road. At the top of a hill it means: May be safely coasted. No. 2 is the cautionary signal. It means: Ride with care; at the top of a hill descend carefully; dangerous coasting. (The arrow points in the direction of the danger.) No. 3 is the danger signal. It means: Better dismount, unsafe riding—no coasting. (The horizontal arrow points in the direction of the danger.) Always obtain the consent of the local authorities before putting the signs on public or private property, as the person using the stencil will be held responsible. [As far as possible, post the signs on the right-hand side of the road as you go.] Make as neat a job as possible. On fresh paint, if the surface is slightly roughened with sandpaper, it will take a better impression, and when extra nice work is desired, a subsequent coat of varnish will improve its appearance and add to its durability."



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Mr. Kirkpatrick says the meet in St. Louis next May will be the largest and most successful on record.

EDITORIAL NOTES.

In a few weeks more the backbone of winter will be broken, and the ardent disciples of the wheel will be commencing to "rub her up," preparatory to striking out into the mud as soon as the snow melts. We trust that at the same time an active interest will be shown in the welfare of the Association, which has done so much to promote the interests of wheelmen in Canada. For five years it has progressed wonderfully, and the enthusiasm of its members has been continuous and warm. Let that same enthusiasm be maintained, and the C.W.A. will go on prospering and scattering blessings in its path.

It will not be long before the spring meeting of the Board of Officers will be held, at which will be decided the location of the meet of 1887. London and Woodstock in the West, Montreal in the East, and Toronto in the West Centre, have had their turn, and the most natural place for the meet would be somewhere between Toronto and Ottawa, a district of country possessing many riders, and which has never yet been favored with the meet. What say some of the cities and towns of Eastern Ontario? Do they desire to entertain the C.W.A. on July 1, 1887?

CYCLING ON ICE.

PLEASURES AND PERILS OF THIS PLEASANT PASTIME.

Yesterday (Dec. 8th) afternoon a couple of Ramblers conceived the idea of taking a spin on their wheels over the smooth, frozen surface of the bay. To keep the rubber tire free from snow, that it might grip the ice, stiff brushes were fastened to the forks over the big wheel, which answered the purpose so far as keeping the wheel free from snow went. It was thought that this precaution would make a bike as safe as a fish house on wheels. The ice was smooth, the wind from the west, and the wheels free in their action. They walked home, however, and both wheels and riders are candidates for hospitals. To those who have not tried the sport, the following points may be of interest: Carry a feather bed on each side; never carry a bunch of keys in your hip pocket; there is not that elasticity in ice that philosophy gives it credit for; stars and fireworks guaranteed every time the wheel gets tired; there is no discount on the fun until the tide turns, then there is no discount on the tide. A bike is a thing of beauty and a joy for summer time, but don't monkey with it on ice. If you must spin over the frozen surface of the bay, charter a handcar or get a lease of one of the cosy street-cars, but never tackle your bike. It will protest if you do, and make a mop of you at the first opportunity.—*Bellefonte Intelligencer*.

The announcement that the Pope Manufacturing Co. is to bring out a tandem and handle-bar steering tricycle next season causes much curiosity among wheelmen. Although little is definitely known about their special construction, every one confidently expects them to combine improvements and qualities fully equal to the customary product of this company.

MUSINGS.

It isn't often that I am willing to admit that shame has got the better of me, but it surely has this time, and that is the reason that I attempt this feeble contribution to the columns of the good old (for, mind you, our organ is now nearly four years old) WHEELMAN, for I know that there are many who could do full justice to its columns could they be stirred up; but there is no use wasting words and space, they won't be stirred up!

I have got some few things to talk about, and here is one of them. We all know that THE WHEELMAN should stand aloof from politics, its sphere being immeasurably higher (ahem!), but for some reason, which, without doubt, must be a political one, it comes out every month with the statement, under the heading of "C.W.A. Official Announcements," that the genial Secretary is a Reformer, and, to make it more emphatic, it appears in italics. Now, although every wheelman in Canada, be he Grit or Tory, bears the one opinion of Hal. B., which does not need to be reprinted, still THE WHEELMAN ought to know better than to bring politics into its columns, and especially at this time of the year, when that bad, bad man, Mowat, has sprung on the elections, and John A. is trembling in his boots at the result of the Quebec elections. I would like to read the views of some other readers on the subject, as I may be wrong, and would like to be set right.

Some bicycle clubs get pretty hard rubs, but the Wanderers' of Toronto has fared the worst as yet, I think. Bengough, in his introduction to *Grip's* Comic Almanac for '87 (price 10c. at all news stands. *Grip* will please remit \$1.50 for this ad.), discusses the Lunar Cycle, and says: "I need scarcely say that the reference is to the golden youth of the Wanderers' Club, who are rather lunny on the subject of cycles." But that is what comes of being well known.

There is another thought that strikes me, and it is this: I would never want to be a racer under the rules of the American Cyclists' Union, which Ducker, of Springfield fame, owns, and for this reason: the A.C.U. allows the referee to impose fines on racers "loafing" in a race, and it would be so edifying to those who do not know the rules of cycling to see in an account of a tournament that "Fred B— was fined \$5 for loafing yesterday," especially if the person fined was a particular friend. The racer would lose his gentleman status in society, and all through the A.C.U.

Will Begg, who bears the dignified title of Chief Consul for Huron District, seems to be dabbling extensively in politics, if one may judge from the columns of the *Toronto Mail*, which called him a second Edgar, and devoted some twelve or fourteen lines to "sit down" on him for congratulating Mercier on his success in Quebec. Who knows but friend Fekins, of the *Mail*, did the "sit down," although I doubt if Begg feels much the worse for it. Moral—Keep out of politics if you don't want your name in the papers, and keep out of cycling for the same reason.—More anon. "REX."

Dec. 5, 1886.

Woodside claims to be suffering from a kidney complaint.

ROAD SIGNS.

In the issue of Nov. 12 of the *League of American Wheelmen* and the *Cyclists' Gazette* (the organ of the C.T.C.), appear certain road signals, which must be very useful to members of those organizations when touring. Everyone who has ridden strange roads and has been profusely "posted" by the wheelmen of the last stopping-place as to dangerous hills, sandy spots and soft holes, until he has the road so jumbled up that he is actually in a worse plight than he would have been had he been without any report at all. Behold the tourist *feeling* his way along slowly and with sundry enlivening headers, and inwardly wondering if the slope ahead is the one he could coast freely, or is this the bad one that has a bridge at the foot, or is sandy, or a thousand other peculiarities that are known only to the wheelman. All his courage and confidence in himself has taken its departure, and has left on that lonesome road a weak, uncertain man where ought to be a fearless rider. All such fears could be avoided by having one stencil plate in each district, which could be passed along the line from one local consul to another, and the fences, trees and telegraph poles bear the appropriate signals to the travelling brother.

The large tin disk of the C.T.C., with the notice, "This hill is dangerous," does not convey enough, besides being expensive for this country of magnificent distances; and the writer is of the opinion that the main characters of the L.A.W. code would be the least costly, and be intelligible to the C.W.A. and the American tourists who every summer are to be found on Canadian roads enjoying our scenery and hospitality. Why, then, cannot we adopt Nos. 1, 2, 3, 4 of the L.A.W. code at the next meeting of the Board of Officers held in February, and have the stencil plates worked next summer, until all the fences, trees and telegraph poles wear the signs of guidance and advice to touring wheelmen.

ALPHA.

BICYCLE RIDERS' RIGHTS.

In the action brought by Counsellor McNaughton in behalf of Albert H. Scattergood against J. Leddings, the plaintiff recovered \$300. In April last the defendant, Leddings, violently assaulted the plaintiff with a horsewhip while he (plaintiff) and Mr. Harry Hall, of Boston, were riding a tandem tricycle on the boulevard. Leddings was, at the time, brought before Police Justice Clute and fined \$10 for the assault. A civil suit was then commenced for damages, with the above result. Horsemen will learn from this that bicycle and tricycle riders have legal rights upon the road which must be respected.—*Albany Argus*.

Mr. A. T. Lane's new advertisement in this issue is worth reading by all who are interested in winter sports. His establishment is in summer the principal bicycle emporium in Montreal, and in winter it is the headquarters for all those articles of which there is such a demand in Montreal and throughout Canada by those who take an interest in the manly sports of the season. Mr. Lane will be pleased to send price-lists on application.

MORE APPOINTMENTS WANTED

In looking over the *C. T. C. Gazette* lately, the writer was struck with the idea that the C.W.A. might do something in the way of official tailors. Last year the various express companies must have derived no mean revenue through the members ordering individually the C.W.A. cloth and buttons from the Secretary. Some clubs, of course, minimized the cost by applying for one hundred or so yards through some one member, but this leads to the chance for the outside public to avail themselves of our cheap suit privileges, and at the same time destroy the distinctive costume aimed at for the members of the Canadian Wheelmen's Association. Would it not be better for the chief consuls of the districts to procure from the secretary a supply of the C.W.A. cloth and buttons and place it in the hands of some (to himself) well-known tailor, and have all applications for material to these district tailors countersigned by the local consul of the place of residence of the applicant before the tailor could fill the order, and the tailor could be supplied by the chief with a list of the locals, and the chief could, at the end of the season, check and report the business done in the season, and be able to account for every yard of cloth, thereby rendering it impossible for outsiders to be mistaken for wheelmen.

While on the appointment scheme, why cannot official machine repairers be also appointed? so that members touring may be able to find in a strange town the place where a bent handlebar, twisted crank, or spring backbone may be straightened by a workman who is *able* and *willing* to make the necessary repairs incidental to an extended tour over strange and sometimes tricky roads.

D 322.

A QUEER REFEREE.

MORGAN ROBBED OF A WELL-EARNED VICTORY BY AN UNJUST DECISION.

Minneapolis, Minn., Dec. 11.—The 100-mile race which took place at the Washington Rink, this city, Thursday night, between W. J. Morgan and W. M. Woodside, proved the best ever run in this city. Considerable excitement has resulted over the defeat of the champion, Woodside. Woodside was clearly outrun at seventy-five miles, and it was only a walk-away for Morgan from there on, and he won by fifteen yards. A great deal of money was wagered on the result, and Morgan's friends stuck to him until the last lap was completed. The referee, at the conclusion of the race, for some reason, withheld his decision, and, to the surprise of everybody, in the morning papers announced the race a hippodrome and declared all bets off. He stated that the race was slow, which is an inexcusable error, for the time, 6h. 6m. 20s., is just 6m. 22s. faster than was ever before run in the rink, and 8m. faster than Woodside ever made in his life. Morgan can be backed to lower that record from ten to fifteen minutes for \$1000 at any date. Morgan's friends claim they were used very badly by the referee's decision. There never was such a prolonged cheer given at the finish of any race as was given Morgan as he passed over the line. Popular feeling was decidedly with Morgan.

THE WOODSTOCK ASSOCIATION.

The annual meeting of the Woodstock Amateur Athletic Association was held on Wednesday Eve., December 29th. There was a good attendance of members. The Treasurer's report exhibited a very satisfactory state of the finances. The Association has 277 members, its receipts during the year were \$4,387.68, and the average receipts of the rooms since April 1st has been a little over \$23 per week. There is a snug little sum to the good in the treasury after all accounts have been paid. Mr. J. H. McLeod was re-elected president; W. A. Karn, vice-president; E. W. Nesbitt, treasurer; D. A. White, secretary; M. Douglass, assistant-sec.; W. F. Wilson and J. A. McKenzie, auditors. Rooms Committee—John Perry, S. Woodroffe, V. L. Francis, John S. White and A. Scarff. Printing Committee—W. F. Wilson, S. Woodroffe, A. B. Hay, M. Douglass, C. J. Tathill. Sports Committee—E. W. Nesbitt, J. G. Hay, J. E. Thompson, F. W. McQueen, Charles Wilson. Moved by Warren Totten and seconded by James Sutherland, M.P., that a committee composed of the president, James H. McLeod, E. W. Nesbitt, Jas. Hay, jr., Andrew Pattullo and James Wilson be appointed to enquire into the feasibility of building an opera house and club rooms combined, and report to a regular meeting.

AMERICAN RACING PROSPECTS.

The cry has already gone out for class racing. The amateurs want it, the professionals are anxious for it, and everyone may feel assured that the pulse of the clubs beats in that direction. The number of wheelmen that have beaten 3m., and even 2m. 50s., in amateur circles is very large indeed, and the racing fever will develop to a much greater extent next season, when riders will be put into classes where they will have a chance to win a prize. The young rider now has no chance against Foster, Rich, De Blois, Crist and Gaskell. Put him in the class where he belongs, and he will be encouraged, and his class will develop and increase. The result will be seen to be a great stimulus to racing. So, too, in the professional classes. There is no fun or excitement in seeing Rowe, Woodside and Hendee win every race in which they enter. If the other men were put into a contest where the result would not be foreshadowed, matters would be far more successful and satisfactory. With handicaps, class and limit races, the season of 1887 will open full of promise. Results have shown, however, how leniently the handicapper dealt with Rowe in almost every race. The scratch man should not be overburdened; he should have, at least, a fair chance to win. But away with that class of races—unsatisfactory to spectator and rider alike—the lap races, where the winner gets left as often as he gets a prize. This system has worked no more satisfactorily this season than at its inception. The only way out of the difficulty would be to give a prize to both the winner and the one capturing the most laps. The races of next season, excluding, as they will, the name of promateur, will furnish larger prizes and better incentives for professionals, though the money will be competed for by more riders than in the past.—*Boston Sunday Herald*.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association.

ORGANIZED SEPTEMBER, 1882.

President—Mr. W. A. KARN, Woodstock, Ont.

Vice-Pres.—Mr. J. D. MILLER, Montreal, P.Q.

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

APPOINTMENTS.

HURON DISTRICT, NO. 1.

The following are my appointments for the current Association year.

W. M. BEGG, C.C.

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

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the current Association year.

W. E. TISDALE, C.C.

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

TORONTO DISTRICT, NO. 3.

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

CHAS. LANGLEY, C.C.

Place.	Consul.	Address.
Toronto.....	C H Riggs....	Corner King and Vonge streets
".....	W H Cox.....	Toronto
Acton.....	Chas Gibbons..	Acton
Drayton.....	J W Powley....	Drayton
Palmerston....	A Knowles....	Queen's Hotel
Newmarket....	J J Watson....	Newmarket
Markham.....	.....	.....
Aurora.....	J J Ross.....	Aurora

MIDLAND DISTRICT, NO. 4.

The Local Consuls for the Midland Division, No. 4, C.W.A., are hereby reappointed for the year 1887, and their commissions will be promptly issued.

W. P. WAY, C.C.

Place.	Consul.	Hotel.
Bath.....	J A Minnes....	Wemp's
Belleville....	James Bonar....	*Henderson
Bolcaygeon....	F E Bell.....	.....
Bowmanville..	.....	Rheubottom's
Brighton.....	Harry Whittier*	Central
Campbellford..	J B Ward.....	Windsor
Cobourg.....	W G R Bond....	*Dunham
Colborne.....	.....	*Brunswick
Consecon.....	A McDonnell..	*Prince Edward
Desoronto.....	L B Cooper....	*O'Connor
Ernestown....	C Mitchell....	.....
Fenelon Falls..	A E Ames.....	Mansion
Frankford....	F B Hope.....	Clarke
Harwood.....	A W Donly....	Lakeview
Hastings.....	E A Reid.....	*Royal
Kingston.....	D R Depuis....	*Burnett
Lindsay.....	.....	*Benson
Madoc.....	Geo Biggar....	*Moon's
Marmora.....	W A Lingham..	McWilliams's
Marysville....	T McCormick..	Culhane
Millbrook.....	C W Clelland..	Roper's
Napanee.....	.....	*Campbell
Newburgh.....	G A Caton....	Hope's
Newcastle....	Carl B Kent....	*Windsor
Newtonville..	.....	.....
Norwood.....	V Halliday....	Brennan's
Odessa.....	W J Renton....	*Sproule's
Omamee.....	J McNamara..	Blackwell's
Peterboro....	G A Schofield..	*Grand Central
Pictou.....	B W Keynolds..	Royal
Port Hope.....	.....	*St Lawrence Hall
Shannonville..	R E Clarke....	Lorne
Springbrook..	J B Wilson....	McWilliams's
Stirling.....	C F Nicholson..	Stirling
Trenton.....	C W Thompson*	Queen's
Wellington....	G E Reid.....	Garratt's

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

OTTAWA DISTRICT, NO. 5.

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

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

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

MONTREAL DISTRICT, NO. 6.

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

F. G. GNÆDINGER, C.C.

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

Irish bulls are world-famous, and, perhaps, deservedly so; but is there no such thing as an English bull? A well-known agent in the north of England had the following sentence on his printed list: "All future lists cancelled." This is a fact, as is also the following: "A branch manager for a large cycle firm, seeing a new machine of another maker, exclaimed, "Copying again! copying again! that's just the way with that firm; they have made the very thing we are going to make."—*Irish Cyclist and Athlete.*

RECORDS.

Editor CANADIAN WHEELMAN:

DEAR SIR,—In the January issue of THE WHEELMAN please insert the following records:

Five miles....H. W. Clarke.... 15m. 38 2-5s.

at Woodstock, July 22.

One mile.....H. W. Clarke.... 2m. 50 1-5s.

at Woodstock, July 27.

Time-keepers—Messrs. M. Douglas, S. Woodroffe and Geo. Douglas.

Accepted and passed by me.

F. G. GNÆDINGER,

Chairman Racing Com.

Montreal, Dec. 20, 1886.

A CHANGE DESIRED.

Editor CANADIAN WHEELMAN.

SIR,—As I was looking over THE WHEELMAN for November, I saw a letter from D 322, containing a suggestion which I think would be of great benefit to the Association. I was appointed L.C. the latter end of August, when the season was two-thirds gone. If appointed in January, we are ready to see to our business at the beginning of the season, not when it is nearly over, as now. What good are we to the Association? April and May is when information is wanted.—Yours truly,

W. F. BAYLEY.

Niagara, Ont., Dec. 15, 1886.

WILL THE KEEPER OF THE RECORDS SPEAK?

DEAR EDITOR,—Every paper and periodical that one may pick up nowadays is filled with records of some sort—wheeling, boating, running, bird-flying—records of everything movable, in fact, on the face of the earth. Why cannot our records be published? Some are asking, "What are the Canadian bicycle records?" Are they the "Alpine" figures spoken of by D 322 in the November issue? Who is the caretaker of these magnificent—in fact, way-up—records? and why does he not give them light in the columns of the official organ? This is a handful of whys.

SCORE CLERK.

TORONTO.

The Toronto Bicycle Club has at last found cosy and comfortable quarters in the handsome stone front residence at No. 5 Wilton Avenue. They occupy the parlor and dining-room, the former being newly furnished by them with a rich carpet, handsome curtains and elegant furniture and general bric-a-brac. They certainly have one of the handsomest suite of club-rooms that I have seen, and the boys will no doubt spend many a pleasant evening at their headquarters. They have formed a snow-shoeing branch, and the idea is an excellent one. The Wanderers have also adopted a similar plan by joining a toboggan club. The fact of the matter is, both of our clubs are in a remarkably healthy state, and are full of life and vigor, which augurs well for a lively season next summer.

PETE.

The *Bulletin* will increase its advertising rates. There was a loss of about \$2,000 on the paper last year.

WHAT CYCLISTS SHOULD DRINK.

The everlasting drink question is not yet solved. The efforts of our competitors have done something, however, and coming, as these answers do, from all corners of Great Britain, we are able to gather the opinions of more than one district. Theo. Staines advises "Soda and milk, or limejuice and water. N.B.—Drink as little as possible." Thomas H. Hall likes "Lemonade and limejuice in the summer, and shrub or cloves (warm) in winter." F. Wale calls for "Soda and milk." R. P. Tweed indulges in either "A cup of cocoa, a glass of milk, with a little water, and a dash of anything you like in it, or a glass of port wine and water. The above," he says, "are all very good drinks, very sustaining, and at the same time effectually quenching the thirst. If one cannot be got, one of the others generally can." F. Powell is convinced that "The best drink for cyclists is lemonade and claret. For teetotallers, soda and milk. Some people think the former an expensive one, but I do not, as experience tells me that it is as cheap as any other, not creating thirst like most drinks." W. C. Goulding, while admitting that every man has a right to select his own "pizen," says: "For my taste, there is nothing to beat a lemon squeezed into a glass of cold water. Cold tea is very refreshing, as also a drink made by scalding oatmeal and straining it off. Milk is a good drink for those with whom it agrees, being food and drink in one; but it is apt to make the mouth sticky." F. Freeman states that his idea of a good drink is "Good, honest, pure water. Soda and milk is also very good. A pleasant, cooling and refreshing drink for summer time is readily made by dissolving one or two crystals of citric acid in water. Brewed gingerbeer is good and wholesome."—*Bicycling News*.

THOMAS STEVENS ALL RIGHT.

San Francisco, Dec. 29.—The Chinese mail brings Hong Kong papers to Nov. 30. They give an account of the trip in the interior of Thos. Stevens, the bicyclist, who is going round the world. He was at Kin Kyng Nov. 16, and had a pretty tough experience, having been stoned by the natives, narrowly escaping with his life. Ar Kirgarifoo a mob attacked him, broke his bicycle, and but for the soldiers, who rescued him, he would have been killed. They spirited him away in a small boat after nightfall, and took him part way to Kin King. He left that place by steamer Nov. 16, and arrived at Shanghai Nov. 18. He left Shanghai on the steamer Yokohama in the morning for Japan, and arrived at Nagasaki on Nov. 21. He left there overland at once for Yokohama, where he arrived two days later. He intended to take passage there for San Francisco, and will arrive here probably by the next steamer, due about the middle of January.

Attention is directed to the advertisement of Mr. Neil Campbell, of Niagara Falls, Ont., and his Buffalo Home Trainer. He is also an importer of Columbia bicycles and tricycles and American sundries. Write him for catalogue.

BICYCLING IN CHINA.

A correspondent writing from Shiu Chau Chu, in the Kwantung Province, on the 22nd of Oct., furnishes the following interesting details regarding Mr. Stevens' journey through China: "It will doubtless interest some of your readers to know that Mr. Thomas Stevens, the bicyclist, has safely reached the above city, in the north of the Province of Kwantung. After leaving Canton he journeyed on his machine for four days, alternately riding and dragging the bicycle, but finding the roads so unsuitable he at last engaged a small boat and continued the journey up here by water. He reports that he met with no opposition whatever. Great curiosity was manifested in his bicycle, of course. Living on Chinese diet has not agreed with him, and he was surprised and pleased on reaching this city to find there were two Englishmen living here. He remained our guest one day and night, and has now commenced journeying on foot up to the border of the next province, Kwang Sai. He has two coolies to carry that which he hoped would carry him, and he will have about one hundred miles to do on foot. After crossing the border mountains, he will again take to the water, and so on to the coast and across to Japan. He himself will doubtless furnish you with further information at a later stage."

AN ODD CHARITY.

A Christian lawyer by the name of Nicholson, who recently died, willed all his money for the purchase of bicycles for school children of his city. The interest on a portion of the capital is to pay salary of an instructor in bicycling. The will of the testator closes as follows: "The bicycle has protected me in my promenades against the excessively troublesome annoyance of people who make a habit of stopping one in the street, in the burning sun or a driving wind, and beginning a conversation. My wheel has not sbied a single time, like a horse, nor was I ever compelled to intrust, in riding, my limbs to a drunken driver." In spite of this glowing eulogy of bicycling, the children of Mr. Nicholson will contest the will.—*Canton Roller*.

Chas. Robinson & Co., of 22 Church street, Toronto, are in the midst of their winter sporting goods' business, and are taxed to their utmost to fill orders for toboggans, snowshoes, etc. They have time to write us, however, that they are making full preparations for the spring bicycle trade, and will, as in former years, present a number of novelties. They are fully determined to maintain the high position they occupy and to lead the van. They make a special offer of sending a budget of the leading English and American cycling publications to any one who will send them the names and addresses of ten or more active or prospective wheelmen.

The following advertisement appeared in a metropolitan daily lately: "For sale, a tricycle belonging to a lady requiring to be enamelled and trued. Apply to —."

THE ROWING TRICYCLE.

We have been riding the new rowing tricycle, and we find it a much better machine than we had any idea it would prove to be. We circled around a large hall a great many times, and found that the machine responded to the pull of our arms very freely, and was capable of great speed. It has the sliding seat, and one gets just the motion that he does in a boat. In a hall or on a smooth track, the tricycle can be used to good advantage, but we have our doubts about it for road work. It has attracted no little attention from rowing men, and a race between the leading oarsmen of the country on these machines is now on the tapis. The machine has two fifty-inch drivers, which run independently. The axle is dropped, and on it rests the frame for the sliding seat. An arm extends backward an upward from the axle on either side, and to this is joined a tube, which comes forward to meet the end of an arm extending from the steering head. On these side-tubes run the handles, which one grasps as he does an oar, and to them is attached a wire cord which runs over pulleys on the hub of the driver, and over small pulleys at each end of the side tubes. The feet are strapped into rests, from the ends of which rods run to projections from the fork of the small wheel, and by moving the feet the steering is done. As a compliment to cycling, this wheel would be just the thing. In no better way could a man develop the upper parts of his body than on a machine like this. It approaches our sport more nearly than sparring, sculling, or any other athletic exercise does. Given a good indoor track, we can imagine no better agent for keeping oneself in trim through the winter than this machine presents to us. The machine is now on view in Boston, and can be seen by any one who cares to investigate a novelty.—*Cycle*.

PRACTICAL HINTS ON TEMPORARY REPAIRS.

There are very few accidents which happen to the touring wheelman on the road by the disabling of his machine which cannot be remedied on the spot well enough to allow him to ride to the nearest shop to have his machine repaired. Perhaps the following hints will be found useful.

Of course, the most common accident met with is the bending of a handle-bar. This can be fixed by turning the machine upside down, and, by stepping on the handle, bend the bar back to its normal position. This is the best way to straighten a hollow bar, especially as there is no danger of denting or marring it.

If the bar is broken, tie a stick across and ride to the nearest machine or blacksmith shop, where you can easily be refitted.

BROKEN PEDAL SHAFT.—Place the small B. & S. wrench, such as usually comes with the machine, in the slot in the crank and screw up as tight as possible, then wedge with a piece of wood, so that it cannot slide in the slot. Although this makes but a poor substitute for a pedal, it enables a man to ride with both feet instead of "going it one-footed" or walking.

SPRUNG BACKBONE.—This is one of the most annoying accidents that can happen to a wheel-

man—no, I mean to his machine—as it causes it to drag and run hard, especially on soft roads. Turn the machine over, so that the head and handle-bars rest on the ground, allowing the backbone to drop over in the direction in which you wish to bend it. As the bend is nearly always in the neck of the bone, it can be straightened by holding the felloe of the large wheel with one hand and the bone with the other just above the rear fork and forcing them apart, as can be quite easily done. If the bone is sprung forward so that the large wheel will not turn by, hold the machine in an upright position, place one foot against the crank, and pull on the bone. Always take hold of the bone as low down as possible, to get all the leverage you can.

SPRUNG REAR FORK.—If the rear fork is sprung so that the small wheel does not run in the middle, or strikes on one side, lay the machine on its side, with the side of fork which the wheel runs nearest to underneath. Place a block or stone under the fork, so that the end of the rear wheel shaft shall rest upon it. Now throw all your weight upon the bone, just above the fork, several times, until the wheel runs in its proper place.

Star riders often strike an obstacle with such force as to bend the frontal bone just above the bottom bearing, so that the small wheel will not turn by the large one. To remedy this, lay the machine on its side, turning the handle-bars so that they lie flat and the small wheel stands perpendicular to the large. Place a block or stone under the handle, which does not rest on the spring, to keep the small wheel in its perpendicular position. Now place one foot on the bend, and throw all your weight on to this foot several times, until the small wheel runs about half an inch from the large.

The breaking of a Star strap can be remedied by a piece of small rope or a strong cord looped round the strap-screw and the ends tied to the hook, or a piece of an old boot-leg may be pressed into service, provided, of course, that the boot-leg is forthcoming.

As necessity is the mother of invention, no doubt many wheelmen in trouble have ways of getting round most accidents; but to the novice or the man who does not thoroughly understand his machine the above points may prove useful. —*L.A.W. Bulletin.*

Thos. Stevens' admirable feat is to be properly acknowledged. Upon his arrival in New York, he will be banquetted by the Citizens' Club. The affair will be done on a grand scale, worthy of the deed that prompts it. Mr. Stevens will probably arrive at Yokohama in a few weeks, and after a journey to San Francisco, and a railroad rush across the continent, will arrive in New York about the middle of January. It is probable that Stevens will write a book, as several publishers have already made a bid for his work.

While Miss Parloa teaches cooking at Hersee Hall, ambitious youths struggle with bicycles in the riding-school above. Every few minutes yesterday, above the heads of the ladies, there could be heard a dull thud. "If I thought that was the same young man who fell off every time," said Miss Parloa, pityingly, "I would send him up something to eat." —*Buffalo Express.*

BICYCLERS IN CENTRAL PARK.

The wheelmen of New York are just now engaged in a gigantic grapple with the Park Commissioners in their endeavor to secure the privileges of riding in Central Park at all times and in all places without any restrictions. The struggle between the wheelmen and the Park Commissioners, ever since the introduction of bicycling, has been very persistent, though quite one-sided. It was only through personal influence that the guardians of the public pleasure grounds would allow the wheelmen to enter the Park at all. This was three years ago, since which time they have been allowed the freedom of the West Drive from Fifty-ninth street to Seventy-second street and Riverside Drive, for all times of the day, and of the West Drive from Fifty-ninth street to One Hundred and Tenth streets from midnight to 9 A.M., and even these small concessions were saddled with the condition that wheelmen were obliged to wear a badge, only obtainable by practically demonstrating that the applicant was a skillful rider. But the wheelmen have determined to change all that. At present there are some 2,000 of them in this city, and they have looked with longing eyes at the miles and miles of superb wheeling inclosed by the Park walls. Their wheel property aggregates nearly \$300,000 in value, the majority of the riders are either taxpayers or sons of tax-payers, and now in these days of agitation *par excellence* they have determined to demand their rights. Last week they sent a petition to the commissioners, accompanied by a letter explaining that during the entire three years there has not been a single accident caused by the collision of a bicycle or tricycle with other vehicles or foot passengers, and hardly an instance of momentary fright to green horses, even if driven by careless or ignorant persons; and it has been clearly demonstrated by a long and full experience in your own domain that cycles are not peculiarly dangerous or obnoxious vehicles—a fact which has also been proved in parks elsewhere and on the public highways. The Park Board will probably take up the petition at its next meeting.

REVOLUTIONS PER MILE.

The following table, kindly furnished by a correspondent, will be found of interest:

Size of Wheel.	Revolutions per Mile.	Size of Wheel.	Revolutions per Mile.
36-inch.....	560.00	50-inch.....	403.20
38 ".....	530.52	52 ".....	387.69
40 ".....	504.00	54 ".....	373.33
42 ".....	480.00	56 ".....	360.00
44 ".....	458.18	58 ".....	347.68
46 ".....	438.25	60 ".....	336.00
48 ".....	420.00		

An English magazine proposes that instead of giving a name to every child it shall be given a number. Directories would, it thinks, be simplified, if, instead of being filled with endless duplications of the same name on the same page, they simply presented a catalogue of numbered citizens. Our letters, it argues, would not miscarry so often if addressed to "No. 9,243,769, Esq.," or whatever other number the person written to chanced to bear. That's it. England wants to steal another idea from the League.—*Cycl.*

HOW THE BICYCLE ORIGINATED.

When Fleetwing, fairy god of speed,
Was once called forth by man,
He quickly saw his greatest need
And carried out his plan.
"You want a steed that eats not gold
In corn in manger thrown,
That is as swift when it is old
As when at first you own."

Just then a cloud obscures the east,
The sun smiles on its train,
And Fleetwing's eyes a moment feast,
And looks he not in vain.
He took the rainbow from the cloud,
But slightly changed its shape,
Form made—a backbone—arched and proud
As courser's neck can take.

He then a circle round the sun
And belt on planet sought—
A large wheel and a smaller one—
And three parts he had wrought.
And many twinklings of a star
For spokes in wheels he set,
Observed approaching from afar,
We see them twinkle yet.

A palm-tree's largest leaf he found
For saddle, choice inviting;
A whirlwind ever turning round
For pedals cleft with lightning.
Together all these parts he placed,
With lesser ones united;
The whole with man's proud form he graced
And left him most delighted.

—*Wheelmen's Gazette.*

THE BIGGEST BICYCLE ON RECORD.

Some of our American contemporaries are not celebrated for accuracy, and when one of them announced that the 64-in. "Expert Columbia" was the largest bicycle ever made for road use, it overshot the truth considerably. One of the first big wheels we ever met was a 64-in., made in 1875 by a Cheltenham maker for exhibition at an agricultural show. This machine we rode round the tan track in the show-yard, and it was afterwards ridden on the road. The next one of which we personally remember the details was a 66-inch "Invincible" full roadster, built by the Surrey Machinists' Company for the younger Hebblethwaite, a brother of P. G.'s, off which the owner croppered later on in the course of a tour, sustaining fearful injuries, from which he, however, eventually recovered; whilst only last week we reprinted from the *Sporting Life* the account of a 65-in. racing "Rudge" built for a foreign flier. The 66-in. roadster was brought by Mr. J. S. Smith to the Oval on the occasion of a Surrey meeting, and Cortis got upon it and rode it round after the meeting was over. We have no doubt that bigger wheels than this have been made—we have a faint idea that a 68-in. was once reported—but a careful search through our "Commonplace Book" fails to reveal any data. Perhaps some of our readers may be able to fill up the gap. We know all about poor Albin's 72-in. and 84-in. machines. —*Bicycling News.*

Wheel Tracks.

Nine bicyclists took fatal headers during the past season.

Six-day races will be held at Omaha and Denver this winter.

The Roseville track will be used as a tobogganing slide during the winter.

It is said that there will be three new cycle factories in New York next season.

The New Orleans Bicycle Club proposes to erect a handsome two-storied club-house.

G. P. Mills, of Liverpool, has covered 6,157 miles in 82 rides, from Jan. 1 to Oct. 9.

W. S. Maltby, who is in Australia with Fred S. Rollinson, is astonishing the natives with his fancy riding.

Richmond Park, London, has been thrown open to wheelmen, after having been closed to them for twelve years.

Morgan and Woodside have been matched to ride 100 miles at a dollar a mile. Fifty dollars a side is already up.

The English wheelmen invade the cinder path in summer and the Cinderella in winter. They change their termination with the season.

The new rowing tricycle is likely to come into prominence this winter, as a race between Hanlan, Hosmer, Gaudaur and Lee is talked of.

A corrugated wire tire is the latest English notion. It is made by Otto, who gave us the dicycle of that name—dicycle is what they call it—and also the wavy spokes.

Thomas Stevens, the globe girdler, will finish his occupation in that line about the middle of January, and will afterward assume control of the cycling department of *Outing*.

The *Bicycling World* having reduced its subscription price to \$1.50, the *Cycle*, which was \$1.50, is now down to 75c. a year. Such competition is not only absurd, but ruinous.

Seeing that the Chicago Club is falling into decay, a number of the members have formed a branch of their own. The first meeting was held recently, and the branch is now known as the "Annanias Scorchers."

The *Bi. World* wants some manufacturer to put on the market a bicycle with a larger rear wheel, to satisfy their curiosity as to whether such a machine would not be more comfortable as well as safer than the present style.

The Boston *Herald* has reason to believe that a well-known gentleman will take with him to England in the spring W. A. Rowe, George M. Hendee, William M. Woodside and Horace G. Crocker. They will leave in time for the Easter handicaps.

The *Bi. World*, commenting on the fact that Hendee does not like his present position as professional, well says: "For his comfort, we can say that no one will think one whit the less of him, and why should they? A professional bicyclist, if honorable, is as good as any man."

The Chicago *Sporting Journal* is no longer the official organ of the Illinois L.A.W. Division. It did not take the *Journal* long to discover that it does not pay a newspaper to be an organ for anything or anybody. The Chicago *Inter-Ocean* is now grinding the organ.

He ran into a black fellow on the road the other day and knocked him over. "Excuse me," the wheeler remarked politely, "I didn't knock you down on purpose." "No, sah, you knock me down on the road. I'll 'scuze you this time, but don't git in de habit of it, sah."

The New York wheelmen cast their influence at the last election in favor of Henry R. Beckman, Democratic candidate for the office of president of the board of aldermen, who pledged himself in favor of equal rights for the horsemen and wheelmen in New York. He was elected, and much good may come to wheelmen in consequence.

Fred Morse, the St. Louis artist rider, received notice from the Pope Mfg. Co., Dec. 2, that they had made arrangements to use his L.A.W. handle, and guarantee to put them on all their wheels, allowing him a royalty of ten cents per pair therefor. The handle is a cross between a T and a spade, and is of vulcanized rubber.

All the 1887 Stars will have a marked increase in the size of the front wheel, which will be half the size of the driving wheel. This will greatly reduce the vibration, which was one of the defects of the Star, and was extremely unpleasant when riding over rough roads. The increased size will make but little difference in the weight of the Star.

No one has attempted to estimate the size of bicycle Mrs. Liberty, of New York, would ride, were she to come down from her pedestal. They have made calculations on her sealskin sack, and her shoes, but the bicycle is still a mystery. We do not undertake to say that she would ride a bicycle, but if she did come down, she would certainly give us an example of the largest Liberty.

The Chicago correspondent of the *Bicycling World* says: "Burley Ayers, when you talk about monopoly, comes prominently to the fore. He is chief consul of this State, secretary and treasurer also, as well as L.A.W. tour-master. I understand Sam Wright will relieve him shortly of the secretaryship." Mr. Wright, like Mr. Ayers, is a native of London, Ont., but is now a prominent business man in the city of the unsalted seas.

The question is now being agitated whether it will not be advisable to decrease the size of the League board of officers. Under the present rule each State is represented in the board by its chief consul and a representative for each fifty members. New Jersey alone is represented by twenty-one members in the board. The League has become so large now that the board consists of no less than 186 representatives and 33 chief consuls, making a total of 219. To get together a quorum for a meeting is almost impossible. To what number this should be reduced is a matter that will receive full discussion before the next meeting of the League.

The fifty mile bicycle race between Wm. M. Woodside and Wm. J. Morgan took place at the Washington Rink, Minneapolis, Minn., on Nov. 27. The event attracted a large crowd, and thus proved a profitable speculation. The race was close enough to be quite interesting, although Woodside was scarcely required to do his best to win by fifty yards, in 2h. 46m. 50s.

The *Republican* says that President Ducker, of the Springfield Club, emphatically declines a re-election. He says he wants a rest—for a year, at least. In case Mr. Ducker is successful in preventing his own re-election, Sandford Lawton is mentioned as his successor. Mr. Lawton's election to the presidency would leave a vacancy in the office of secretary, for which it is understood Captain McGarrett would be a candidate.

One of the effects of the bicycling craze has been to add greatly to the physical vigor of thousands of young men. To a great extent it has superseded walking and horseback riding as an exercise. Contrary to the prevailing impression, bicycling brings every muscle of the body into play, and the back is more strengthened than the legs. Every active bicyclist has a strong back. Lately the middle-aged men have taken it up, and most of the machines sold during the past six months have been to men over thirty years of age.—*Ex.*

The original velocipede weighed one hundred pounds. Now the lightest racing bicycle made, capable of carrying a man weighing one hundred and seventy pounds and making a mile in 2.30, equal to a racehorse, weighs but nineteen pounds, and looks in motion almost like a thing of gossamer. Its big 56-inch wheel, like the frame, is made of hollow steel, and the many tangent spokes that give it strength are of needle wire, thinner than the thinnest umbrella frames. It is so beautifully balanced that it can be lifted by the finger of a child.

The death of Fred Archer from typhoid, says the *Wheel*, strengthens our conviction that long seasons of severe training leave a man peculiarly open to attacks of fevers. The great jockey died of this disease, as did Geo. Weber; and though we cannot recall names, we are certain that several champions in the different departments of athletics have also succumbed to this malignant fever. A man should not keep keyed up to concert pitch too long at a stretch, but should only be fit as a fiddle just at the time when he expects to make his monumental effort.

The regular fall meeting of the board of officers of the Michigan Division, L. A. W., was held at Detroit, Nov. 27. The report of the secretary-treasurer showed the Division finances to be in good shape, with a balance of \$113 on hand. The division of the State into representative districts, as provided for at the last meeting of the L.A.W., was deferred until the annual meeting in the spring. Wm. Seyffardt was elected auditor of the division. The advisability of having the meeting of the division next year take the form of a tour, touching at several points, was favorably discussed. It was decided to issue a road-book describing the roads of Michigan, through routes from Buffalo to Chicago, and the roads of Western Canada.

The Lynn boys have been assessed \$50 apiece to cover the expenses of the late tournament.

Ladish, of the *American Wheelman*, is getting the ideas of leading cyclers on the amateur question.

Fred Wood and Bob James are reported safe and sound at Honolulu, H.I., on their way to the antipodes.

The second annual road races promoted by the *American Wheelman* will take place immediately after the League meet.

A crab has a side walk, not beautiful, perhaps, but then—it's the only sidewalk in the world that idiots won't throw banana skins on or try to ride a bicycle on.

Hillier was champion at all distances in 1881. Rowe is champion of all distances, amateur, promateur and professional, 1886.

A Springfield paper suggests that a good way to do away with loafing races would be to have the men ride around the track in opposite directions.

Fred Morse, of St. Louis, has invented a new handle, which is described as a cross between a T and a spade. The Pope Manufacturing Company will adopt it for their wheels.

Tandems will be heavier next year. It may be that they will be as heavy as the sociable yet, for the sociable can be reduced a good deal in its weight without impairing its strength.

The cycle papers are having a war on subscription rates. The next "cut" to be announced will probably be an offer to pay any wheelman so much a year who will agree to take the paper.

Alfred McCurdy, who holds the twenty-four-hour road record of the world, is not much more than a boy. He weighs 160 pounds, is 21 years of age, and is five feet ten and one-half inches in height.

Harry Etherington, proprietor of *Wheeling*, has been sued for libel by G. Lacy Hillier, for reproducing in *Wheeling* a recent article in the *Wheelmen's Gazette*, in which Hillier is called an "imbecile" and a "fop."—*Union*.

I'm disgusted! They all told me that President Cleveland, and his wife as well, were both cyclists, and yet here is his message published, and he fails even to allude to the greatest question of the day, viz., amateurism.—*Bulletin*.

The possible cause of the bicycle's slow introduction into Germany is said to be due to the indecision as to which of the following names to call it: Trettwagen, reunhold, schnellwagen, selbsttraber, reitgaul, reitfahrzeng, rittling, elsen-gaul, rittlingsfuhrer or strampelwagen.—*Boston Globe*.

Mr. Phizackerley has on show at the Sydney Exhibition in London, Eng., what we believe is the largest ordinary racing bicycle ever built, being a 65-inch Rudge racer, built for the Sydney professional, W. Gordon. Gordon is 6ft. 4in. in height, and weighs 189 lbs. This machine has had to be specially built in every part, but, notwithstanding the size, it only weighs, with saddle and pedals, 31 lbs.—*Ex.*

Whittaker's time for the first ten miles of his famous twenty miles' run on the road was 29m. 14-5s. The Champion he uses has been run over 2,500 miles at the speed he travels in training, and is as good, apparently, as ever—a staunch showing.

Otto's new tyre will, without doubt, be one of the features in cycles next year. We hear that Messrs. Singer & Co. will fit this tyre to all their machines in the coming season. We do not think Mr. Otto can get a more practical proof of the value of this invention than the fact of its being taken up by this firm.—*Bi. News*.

The holiday number of *Outing*, published at Christmas time, is especially dedicated to tobogganing. Practical advice is given regarding the cost of toboggans, how to make them yourself, and how to construct slides. There are more than a dozen handsome illustrations to this one article alone, by Kelly, Sandham and others.

The six days' forty-eight hours' bicycle race for the championship of the United States closed at Omaha, Neb., Dec. 11, and was won by John S. Prince, who made 767 miles and 9 laps, beating the championship record, made in Minneapolis last month, by 27 miles. F. Dingley, of Minneapolis, covered 765 miles; Albert Schock, of Chicago, 756 miles; Tom Hardwick, of Kansas, 746; and E. N., Ballock, of Omaha, 672.

Gormully & Jeffery are busy making stock for the expected demand next season. The upper loft of the new building is a much higher room than any of the others, and will be used for storage. They propose to crate the machines as they are finished, so as to be able to ship immediately on receipt of order. The atmosphere is kept uniform by an elaborate system of piping, and the finish will therefore remain unharmed.

It is gratifying to know that our fancy bicycle rider, "Billy" Hurst, is meeting with success in London, where such keen competition exists. T. W. Nairn, in a recent number of the *Cyclist*, says: "Cyclists in London ought not to lose an opportunity of seeing Mr. Hurst at the Crystal Palace, who has won 23 medals for competitive trick-riding, and who exhibits some really wonderful feats. His gratuitous performance in Far-rington Road raised quite a sensation."

Henry E. Ducker, the great Springfield cyclist, desires a rest from the trials and tribulations of public life. Mr. Ducker says that there is not a man in the country with a stronger constitution than his own, but there's a limit to all things, and he thinks the time has now arrived for him to "draw the line." It is reported that he declines to stand as a candidate for the office of president of his club another year. He has not yet said that he will no longer serve as president of the A.C.U.

As Karl Kron's work advances, slowly but surely, he becomes more and more independent of original dollar subscribers, who about two years ago first gave him the backing which he required. He says in the *Wheelmen's Gazette*: "My dollar subscribers may feel sure that no dun from me will ever disturb them. I fully release them from any obligation in the case. If they send me the specified sum within a month

or two after publication day I shall send them the book because I have agreed to, and because I think they will help secure new purchasers, but I have no wish to send it to any unwilling patron." It is evident that Kron feels pretty certain that he can place his edition at the present subscription price of \$1.50.

H. G. Kennedy, the Denver (Col.) Wheel Company's repairer, has contrived a new pedal that will give a small wheel any desired reach, so a rider of a 56-inch machine can have the same reach on a 48-inch. Its advantages are ease in mounting from the small size of the machine used, and power on hills and in sand, there being no dead centres to overcome. The arrangement resembles a stirrup hung on a pedal pin and attached to the crank. It will permit of a fancy rider having a machine for fancy riding and road use all in one.—*American Wheelman*.

The *Wheel World* has a long article giving the history of a man who for years was a sufferer from rheumatic gout. He survived the manipulation of nineteen doctors, showing no permanent improvement. The twentieth doctor, after a preliminary treatment, put his patient on a tricycle, and though at first excruciating pain was endured, by degrees, and eventually, it caused a complete cure. We know this sounds a bit like a patent medicine ad., but that the experience is a genuine one we believe, because of its source. It should set our old rheumatics to thinking and acting.

There are fast bicycles and there are slow bicycles. Any amount of evidence can be brought forward to prove this. And they are as freaky as an unbroken colt. One racing man tells us that his machine is very fast for a mile, but beyond that it slows down; another tells us that his wheel always goes fast in the direction of his home, especially when it is near to the dinner hour; still another has told us that his bicycle never goes so fast at other times as it does when he rides in the direction of the home of his best girl, and he says that from her house it always goes slowly. Truly our wheels are full of whims.

Some society young men in Chicago have become tired of wearing pantaloons, and they have started a movement in favor of knee-breeches of the old knickerbocker style. A club has been formed among them based on the agreement that when it shall have fifty members they shall take hold of this great question of dress reform in earnest. Thus far only sixteen of the young society lights of Chicago have entered the organization, but as soon as the fifty that are required have been recruited by the leaders, they are to appear in public all at once in their knickerbockers, and thus set the fashion for the timid and conservative young men who have not the courage to exhibit their calves.

The sports in connection with the South Australian Cyclists' Union took place at Adelaide last month. It included the final heat of the Walker Whiskey handicap and the bicycle obstacle race. The conditions of the obstacle race were—First lap: To ride round, lift machines over five hurdles, mounting machines after getting over hurdles, except the last one, when you run to the centre of the Oval, lie on your back and eat a roll. Second lap: Crawl through

bags under tarpaulin and through casks, run 100 yards with bicycle, mount and finish lap in the saddle, dismounting opposite pavilion. Third lap: Run to centre of Oval, put on coat and bell-topper and ride to scoring-board at the south end, then across the Oval and over the water jump, round the flag, on to the track, and finish. Enormous crowds witnessed this extraordinary event, and the obstacle amateur champion for 1886 is the hero of the hour in Adelaide cycling circles.—*Bicycling News*.

The members of the Nashville Bicycle Club are now contemplating a tour by wheel to Niagara Falls the coming season. The party will probably consist of ten or twelve of the best riders in the club, and they want to be able to start some time in June. The route, as proposed now, is from Nashville, by Gallatin, to Mammoth Cave, remaining there one day; thence to Louisville; thence to Indianapolis, Fort Wayne, Toledo, Cleveland, Erie, Buffalo; thence to Niagara. After remaining at the Falls a few days, they propose to go over into Canada and make a short tour on Canadian soil.

One of the young men about town—and it may be unnecessary to say he disliked the wheel—was talking with a wheelman the other evening, when he remarked, "I wouldn't ride a bicycle, it seems so boyish." "Oh, it does?" answered the cyclist; "well, since you are a good billiard-player, pray tell me if rolling balls on a green cushion is as boyish as riding a wheel." "Oh, but billiards requires skill." "Yes, I see; but if you think that bicycling doesn't, just step outside and try to mount my wheel, and see if you are not soon convinced that riding is an accomplishment." He subsided, but a few days later was around wanting to learn to ride.—*Spectator*.

A New York cyclist was lately in Boston, and while in one of our club-rooms, preparing to take a spin over our good surfaces, was asked by his Boston friends where he would like to go. "I should like to go to whiskey straight," said the Gothamite. "I don't know any such place," said the Bostonese. "Don't know where it is? It's somewhere near Boston," was the response. "There's certainly no place of that name about here," asseverated the local cyclist. "Well," returned the nonplussed New Yorker, "it's something like that name, anyway. It's some straight drink." "Oh," exclaimed the Boston man, "perhaps it is Jamaica Plain!" And he hit it right.—*Bicycling World*.

Rev. J. H. Watson, a prominent clergyman of Hartford, Conn., is a very enthusiastic tricyclist. After having ridden his Columbia two-track for some time, he was asked to write something about cycling, and he rapidly penned the following unique article: "B's for Clerical Bonnets." Brethren beloved! Bicycles befit busy biblical brain-workers; bring bounding, blooming buoyancy; banish biliousness; baffle bronchitis; build bones, biceps, brain; brew bright blood; blow balmy breezes before befogged brains; broaden bigotry; bid burdens begone; benefit bank accounts; bestir besetting business; brighten barren, bewildering byways. Benevolent bishops believe bicycles beneficial. Brother bipeds! buy bicycles before becoming balky,

bald-headed, broken-winded. Be bold! By brief battle bravely bestride best-bearing beast.—*Boston Globe*.

Writing us on Nov. 18th, Messrs. Hillman, Herbert & Cooper say: "We think it not out of place to inform you of two phenomenal orders which reached us by the post of Monday morning last; the one being from a doctor at Adelaide, South Australia, aged 84, for one of our 'Premier' safeties, and the other from a rev. gentleman in London, aged 76, for a direct steering tricycle of our make." This is worth noting, but we can beat the above instances, as we have a letter in our possession from a gentleman who tells us that he is 96 years of age, and that two years before—i.e., at the age of 94—he learnt to ride the *bicycle*, and beyond the mounting and dismounting found no difficulty, and enjoyed the pastime immensely. We may add that this mount was an "Extraordinary." This letter was written in 1883. We do not know if the gentleman is living still.—*The Cyclist*.

Detroit has a bicyclist who promises to make the speedy ones hustle. The fastest recorded time for a mile is 2.51 2-5, and at Cleveland, last August, F. X. Spranger, jr., covered a mile in 2.49, and without previously having any training. At that time the Cleveland papers referred to Spranger as the "fair-haired Detroit boy with his little spurt." The best time for a mile of Van Sicklen, the lightning Chicago wheeler, is 2.48; so it will be seen that Mr. Spranger gets over the ground with the best of them. He recently covered a mile at Adrian, on a rough track, in 2.57, and up to that time the Michigan record for a mile was 3.05. It was not till the latter part of August that he developed speed. He possesses a fine racing machine, and next season will go to Springfield, Mass., and Hartford, Conn., the wheelmen's paradise, and take part in the speed contests. Doubtless he will be heard of there to his credit.—*Herald*.

Mr. Fourdrinier, of the *Bi. World*, always a favorite with the ladies, and some time since announced by *Wheeling* as the handsomest of English cycling scribes, thus writes of Stevens' account of the Nautch dance: "Thos. Stevens has shown a decided talent in written descriptions. His portrayal of the Nautch dance, published in and written for the Boston *Herald*, is worthy the pen of a Bayard Taylor. He says the Nautch dance is not naughty; on the contrary, is decorous and refined. When he gushes forth thusly, we wish we were there, too: 'Now they imitate the spiral movements of a serpent, climbing around and upward on an imaginary pole; again they assume a charming posture, their dusky countenances half hidden in seeming coquetry behind the muslin mantle, the large red fan waving gently to and fro, the feet unmoving, but the undulating motions of the body and the tremor of the limbs sufficing to jingle the tiny ankle bells.' Just count us in as an admirer of decorous and refined Nautch dancing."

The Overman Wheel Company has commenced suit against Gormully & Jeffery for the infringement of the Bowh ball-bearing patent. The claimed infringement applies to all of the better grade of machines having adjustable ball-bearings. They are sued for the amount of \$20,000.

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Special Notice to Wheelmen.

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On the Road. THE COLUMBIAS On the Path.

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

SMASHED RECORDS ON COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD,

JULY 5.

3/4-MILE (World's Record).....	1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition).....	2.34

WM. A. ROWE AT LYNN,

JULY 5.

4 MILES (World's Record).....	11.05
5 MILES (World's Record).....	13.57 2-5
6 MILES (World's Record).....	16.47
7 MILES (World's Record).....	19.38
8 MILES (World's Record).....	22.24 2-5
9 MILES (World's Record).....	25.18
10 MILES (World's Record).....	28.03 2-5

THE COLUMBIAS AT BOSTON,

MAY 29.

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

THE COLUMBIAS AT LYNN,

MAY 31.

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

THE COLUMBIAS AT NEW HAVEN,

JUNE 11, 12.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN,

JUNE 17.

1-MILE NOVICE RACE.....	S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5.....	W. A. ROWE.
2-MILE LAP RACE.....	GEO. M. HENDEE.
2-MILE HANDICAP RACE.....	F. S. HITCHCOCK.
1/4-MILE PROFESSION'L TRICYCLE RACE, T. W. ECK.	
World's Record. Time—1.42 2-5.	

CHAMPIONSHIPS ON COLUMBIAS,

SEASON OF 1886.

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

THE COLUMBIAS IN THE WEST.

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

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

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

THE COLUMBIAS IN NEW JERSEY,

JUNE 19.

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

On Columbia Light Roadster.

THE COLUMBIAS AT BROOKLYN

JUNE 19.

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

LONG-DISTANCE RIDERS ON COLUMBIAS,

SEASON OF 1886.

AROUND THE WORLD (ON THE WAY)....	THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO,..	(ON THE WAY)....F. E. VANMEERBEKE.
FROM NEW YORK TO SAN FRANCISCO,..	(ON THE WAY).....S. G. SPIER.
FROM NEW YORK TO SAN FRANCISCO AND RETURN,	GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD <i>Post</i> .
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