

The Canadian Wheelmen

THE ONLY CYCLING JOURNAL PUBLISHED IN CANADA.

PUBLISHED ON THE 20TH OF EVERY MONTH.

W. KINGSLEY EVANS, EDITOR.

The Official Gazette of the 'Cyclists' Touring Club, in Canada.

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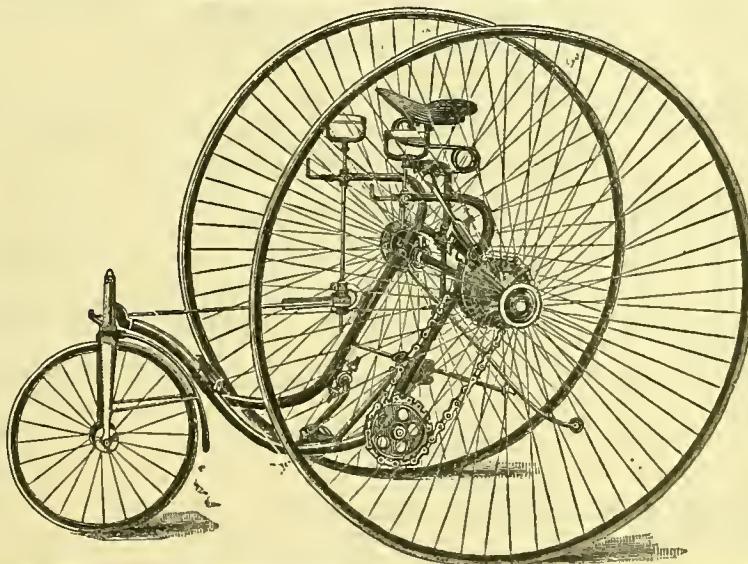
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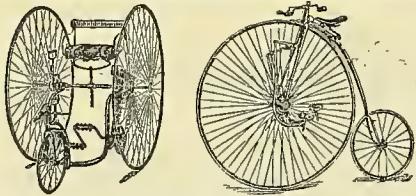
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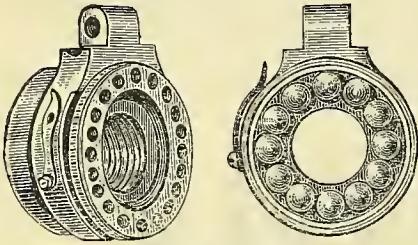


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The Canadian Wheelman.

A Monthly Journal, devoted to the interests of 'Cycling, etc.—The only one published in Canada.

The Official Gazette of the Cyclists' Touring Club in Canada.

PUBLISHED AT LONDON, CANADA, ON THE 20TH OF EVERY MONTH.

TERMS: \$1 a Year in Advance.

Advertising Rates on Application.

W. KINGSLEY EVANS, Editor.

EDITORIAL.

With this issue, Vol. 1. of the CANADIAN WHEELMAN is completed. It may now be said with confidence that this term of twelve months just finished is but the infancy of a periodical which is bound to grow in its largely increasing sphere. All doubts which have been expressed as to the chances of the WHEELMAN ever gaining enough support in Canada to guarantee a permanent institution can now be cast away.

But all our feeble efforts in undertaking to supply a bicycling journal for Canadian cyclists would have availed nothing, had not our bicycling friends, including our advertisers—to all of whom we owe our heartiest thanks—come to the front and shown their interest in a substantial way, viz: in subscribing, securing subscribers, and giving their patronage. And our thanks are also due to the many who, although not cyclists, have taken an interest in our venture in the journalistic world, and encouraged us to attain our coveted object.

Next month THE CANADIAN WHEELMAN COMPANY take hold of the WHEELMAN, with the intention of improving it in every way, and also of lightening the duties which have hitherto attended the publishers. From the arrangements that have already been made, we can guarantee, that in appearance, as well as in its literary qualities, it will rank with the best of cycling journals and be second to none published. It will be the Official Gazette of the C.W.A., also of the C.T.C. which must needs increase its influence greatly.

It will continue to be published in London, under the same management, with Messrs. W. G. Eakins, of Toronto and H. S. Tibbs, of Montreal, as Associate Editors, H. B. Donly, as C.W.A. Editor and J. S. Brierly, of St. Thomas, as Sec.-Treas. of the Company, to whom all subscriptions should be forwarded, all matter of a literary character to be sent as heretofore to W. K. Evans, at London.

A slight reference might be made as to the benefit of advertising in the WHEELMAN. With all the improvements which have been specified above, and an increasing circulation all through Canada as well as the United States. The CANADIAN WHEELMAN is un-

doubtedly the best medium for bringing bicycles, tricycles, and the various specialties before the Canadian cyclists, as our advertising columns plainly show.

A more extended prospectus will appear in the September issue, Vol. II., No. 1, which will appear very shortly, and from which all particulars can be learned.

With this slight introduction of our second volume we ask for the liberal patronage with which we have hitherto met, and "lots more."

In the last issue of this paper we published an account of the theft of a tricycle from A. T. Lane, the well-known importer of Montreal, by an Englishman named Speechley. Since the report the machine has been found in the hands of a firm of pawnbrokers, where it had been pawned.

Mr. Lane writes: "You will be pleased to hear that the publicity given the case in the CANADIAN WHEELMAN has been the means of letting me know that Speechley has been run to earth in Brandon, Man., where he was captured on July 31st, after forging a check for \$31.00. A gentleman up there having seen the account in the CANADIAN WHEELMAN kindly sent me copy of paper giving account of his capture."

So much for the influences and power of the CANADIAN WHEELMAN.

A FRIENDLY VISIT.

On Thursday morning, 7th inst., thirteen of the Woodstock Bicycle Club wheeled to London, a distance of twenty-seven miles, arriving in London about dinner time. In the afternoon they were taken around town and shown the various points of interest by Captain J. A. Muirhead, of the Ariel Touring Club, and in the evening a very social time was spent in the parlor of the Grigg House by the visiting wheelmen and about twenty London cyclists, songs being given by Messrs. Kern and Hurst of Woodstock, and Messrs. McCarthy, Muirhead, Mountjoy, and a number of other Londoners. The visitors left by the 11:20 train for home, and every body was delighted with the first visit that the Woodstock Club paid London, and now that the custom is started, it is to be hoped that we will see our neighbors oftener.

A LONG DISTANCE RIDE.

On the 9th of August T. W. Harrison of the St. Mary's Bicycle Club, rode from St. Mary's to Goderich and return, via. Anderson, Francetown, Brucefield, and Bayfield, 114 miles in 15 hours—riding time 14 hours and 10 minutes. Immediately after this he rode to Anderson and back, 16 miles. Total for the day, 130 miles, (cyclometer registering 132½.) Total riding time 17 hrs., 5 min.

Mr. C. S. Rumsey, Capt. of the St. Mary's Bicycle Club, states that he has satisfied himself that the distance and time given are all correct. This is, we believe, the longest one day run recorded in Canada as yet, and Mr. Harrison deserves credit for his accomplishment.

THE BELLEVILLE RAMBLERS' TOURNAMENT.

The races on Monday 18th inst., of the Ramblers' Wheel Club in the Bicycle Park, Belleville, took place in the following order:

Two Mile Dash—open to Co. Hastings—1st Prize Silver Medal presented by Alex. Robertson, M.P.; 2nd, Club Prize.

Entered—L. B. Cooper, T. West, and J. Retallack.

West 1st, Retallack 2nd.

Green Race—open to all who had never won a prize—Prizes, 1st Silver Medal; 2nd Club Prize.

Entered—E. Clarke, F. Garratt, S. Daly, G. H. Knight, C. Scantlebury.

Clarke 1st, 4:46, Garratt 2nd.

Three Mile Dash—Club Championship—Prizes, 1st Gold Medal; 2nd Silver Medal presented by Ald. Biggar.

Entered—W. Garratt, T. West, L. B. Cooper, S. G. Retallack, G. H. Knight.

West 1st in 11:1 $\frac{1}{4}$, Garratt 2nd.

One Mile Race—without hands, open to all—Prizes, 1st Silver Medal; 2nd Silver Medal presented by W. P. Way, Treasurer.

Entered—T. West, F. Foster, E. Clarke. West won in 2:01, Foster 2nd.

Fancy Riding—Prizes, 1st Silk Handkerchief; 2nd Plated Calliope Whistle.

Entered—Kelly, F. Foster, H. Price.

Foster was awarded 1st prize, Kelly 2nd.

Five Mile Race—Corby Challenge Cup. (3rd contest)—2nd prize, Silver Medal.

Entered—W. Greatrix, T. West, S. G. Retallack.

Cooper, who was entered for this race, did not start as his fall unfortunately put him out of condition for fast riding that day. Before the race was half over Retallack was out of it. Greatrix was drawn for the pole and led off at a fast pace which he maintained throughout. West, as a rule, clung to his leader's little wheel, though occasionally Greatrix opened daylight between them as much as a wheel and a-half.

West won in 18:31. This being the fastest local time ever made.

Obstacle Race—Prize Silver Medal presented by Dr. Wilson.

Entered—J. Retallack, F. Foster, S. M. Daly, F. Garratt.

Foster won easily.

One Mile Handicap—classified in heats—Prize Silver Medal, presented by J. W. Snider.

Entered—S. B. Cooper, E. Garratt, Knight, J. Retallack, W. Garratt, H. Price.

Frank Garratt 1st, W. Garratt 2nd.

One Mile Dash—open to all—Prizes, 1st, Gold Medal; 2nd, Silver Medal.

Entered—S. B. Cooper, W. Garratt and Knight.

Garratt 1st, Cooper 2nd.

Consolation Race—Prize Silver Cup.

Entered—Knight, S. G. Retallack and H. Price.

Retallack won easily in 1:46 $\frac{1}{2}$.



Cyclists' Touring Club.

THE INTERNATIONAL WHEELMEN'S ASSOCIATION.

FOUNDED AUG. 5, 1878.

Dues for first year \$1 in advance, or \$2.75 including silver badge: annual dues after first year 75 cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the Canadian Chief Consul, Horace S. Tibbs, 26 Union Avenue Montreal.

Applications for membership:

W. M. Begg, Federal Bank, London.
R. J. Bowles, Yonge St., Brighton.
Jas. S. Brierley, Talbot St., St. Thomas.
Gershom de Sola, McGill College Avenue, Montreal.
W. Kingsley Evans, Richmond St., London.
W. J. McIntosh, King St., London.
William Payne, London.

Alfred Maitland Scott, Dundas St., Woodstock.

If no objection is received by the Chief Consul within seven days after publication of this paper, the above will be considered provisionally elected.

Additional Canadian Consular appointments to date:

W. M. Begg, London, Ont.
J. S. Brierley, St. Thomas, Ont.

For information re-official tailors, uniform, &c., see July "CANADIAN WHEELMAN."

By a change in the racing rules of the League of American Wheelmen, the Columbia Bicycle Prize Cup will be admitted in amateur races, under the auspices of that body. This cup, which is undoubtedly the most elegant and expensive prize ever offered for amateur competition, will be raced for at the coming meets at Cleveland and Philadelphia. A printed copy of the rules can be had upon application to the office of The Pope Manufacturing Company, Boston, Mass.

KRON'S CIRCULAR TO HOTELS.

EDITOR OF CANADIAN WHEELMAN:

The arrival this morning of seven subscriptions from the North Otago Cycling Club, of Oamaru, New Zealand, brings my total enrollment to 1709, as compared to the 1447 which I reported to you on the 10th July. My Australasian supporters now number fifteen, which is as many as I have yet secured among the half-million riders of Great Britain. Another curious contrast is shown by the fact that of the ninety names which have come to me from the whole Dominion of Canada, the Province of Nova Scotia has supplied thirty-five.

Marked copies of the Springfield Wheelmen's Gazette for August, containing my "Circular to Hotel Keepers," have just been mailed to "the leading hotel" in 500 towns. The editor volunteered to assume all the expense, provided I would supply him with the specified number of addressed wrappers. Forty-seven of these I assigned to Canada,

whereof I directed seventeen to the captains of as many bicycle clubs not yet well represented on my list of subscribers, requesting each of them, after finishing with the Gazette, to persuade the chief hotel-keeper of his town to at least read my argument contained therein. The Gazette was sent direct to the owners of thirty Canadian hotels, which I myself have visited, or have seen advertised in the C.W.A. hand-book; but I fear that in many cases of this sort, my circular may be thrown aside unread. The problem with me is, how to induce the landlords to really look into the merits of my scheme for introducing the names of their houses to the notice of 25,000 bicyclers, by the pledge of a dollar bill? If I could contrive to make them understand it, to make them see that the triple insertion of the hotel's name in a book that excludes all advertisements, and has an edition of 5,000 copies, must necessarily be worth far more than a dollar—I should be certain of placing "Ten Thousand Miles on a Bicycle," where it would be publicly accessible to all tourists, in the hotel offices of more than a thousand towns.

The last plan which I can think of for getting my scheme to the notice of the landlords is to request a resident subscriber in each town to persuade them to read my argument. I have therefore had a thousand extra impressions struck off of four pages in August Gazette, containing my articles on "The Hotel Question," and "the costs of book-making;" and I shall be pleased to mail copies of the same to any town where they can be put to use. As to the general question of subscriptions, it seems as if the whole of Canada might be induced to supply a tenth part of the needed 3,000 names, if the real scope of my scheme were well understood. I shall describe nearly 1100 miles of roadway which I have traversed in the British possessions; and my "appendix of 3,000 subscribers' names, geographically arranged by towns," is destined to be a standard directory of the really active wheelmen of the continent. The necessary increase of price, after publication day, to \$1.25 (or perhaps \$1.50, for I can only guess at present how large and expensive the book will prove to be), is another fact in the case which will cause many a purchaser to regret that he did not pledge the desired dollar in advance. A detailed account of the subjects covered by each of the thirty-three chapter-titles in the prospectus has just been prepared by me for the next issue of the Gazette:

KARL KRON.

Washington Square, N.Y., Aug. 19.

The Toronto Bicycle Club intend holding their third annual tournament, on Saturday, Sept. 6th on the Rosedale grounds.

The events are—open to all. One mile green race; one mile; quarter-mile veloci-pede, boys; one mile city championship; one mile time race—3:59; five mile handicap; fancy riding. Club members. Three mile handicap; half-mile junior; Two mile club championship; half-mile consolation.

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

HAL. B. DONLY, Simcoe,
Sec.-Treas. C.W.A.

Applications:

Brantford add 1—W. A. Brophy, B. O. 327.
Hamilton add 3—L. Buckingham, B. O. 328; J. B. Richardson, B. O. 329; R. Robertson, B. O. 330.
Seaford add 4—F. H. Spence, B. O. 331; W. McKay, B. O. 332; Julius Duncan, B. O. 333; Robt. Porter, B. O. 334.
Kingston add 1—H. Coyne, B. O. 336.
Woodstock add 3—Geo. Douglas, B. O. 337; Fred. Utley, B. O. 338; Norman McQueen, B. O. 339.
Newcastle add 7—Chas. Wilmot, B. O. 340; A. C. Lovkin, B. O. 342; E. F. Bowie, B. O. 343; R. Watson, B. O. 347; W. Billwood, B. O. 348; F. Quay, B. O. 349; F. Barfeet, B. O. 352.
Ottawa add 3—L. W. F. Harrison, B. O. 395; S. M. Rogers, B. O. 397; J. Dalgleish, B. O. 399.

Goderich add 3—J. Williams, B. O. 410; J. Imrie, B. O. 411; C. Hodge, B. O. 412.

St. Marys add 2—D. Wright, B. O. 427; J. G. Riddell, B. O. 428.

Berlin add 6—J. S. Bingeman, B. O. 430; Fred. Day, B. O. 431; Chas. Fice, B. O. 432; Ab. Culp, B. O. 433; J. S. Moyer, B. O. 434; H. J. Aldous, B. O. 435.

The President has appointed as a racing board for this season, Messrs. J. H. Low, J. A. Muirhead and T. H. Robinson.

Messrs. J. A. Muirhead, J. S. Brierly and H. B. Donly, have been appointed a membership committee. At their first meeting Mr. Muirhead was elected chairman. Two cases came up before them. In that of Mr. Newton Myers, of the Forest City Club of London, the protest was sustained, and Mr. Myers deprived of his amateur standing, and expelled from membership in the C.W.A. The other was a protest against Fred. Westbrook, which the committee declined to take any notice of as Westbrook had resigned from his membership in the Association, and announced his intention of joining the professional ranks. Members of the C.W.A. clubs will make a note of this fact, however.

PROSPECTUS
THE CANADIAN WHEELMAN
VOL. II.

Next month "The Canadian Wheelman" will enter upon its second volume, enlarged, improved, and made in every way a worthy exponent and advocate of Canadian Cycling and Cyclers.

It will be published by The Canadian Wheelmen Company, which is composed of twenty-four of the most prominent members of the Canadian Wheelmen's Association, who have formed themselves into a Company for the purpose of issuing a publication of such a character as will be creditable to the Association, and as will justify them in asking the hearty support of every wheelman in the Dominion.

Under its new management "The Canadian Wheelman" will be the official gazette of The Canadian Wheelmen's Association, and of The Cycling Touring Club in Canada.

It will thus be the only reliable source of information regarding either of those organizations.

It will contain able editorials on matters of moment to Canadian Wheelmen; full particulars of Canadian wheel doings, and condensed but comprehensive details of all foreign matters of interest to its readers.

It will be issued once a month during the winter, and twice a month, if possible, during the summer.

It will be printed on fine toned paper, from new and handsome type.

It will be edited by Mr. W. K. EVANS, of London, who will be assisted by Messrs. H. S. TIBBS, of Montreal, and W. G. EAKINS, of Toronto.

Its subscription price will be \$1 per year.

Its already large circulation, and the support which it will certainly receive from all portions of the Dominion, will make "The Canadian Wheelman" an excellent advertising medium for everyone wishing to bring his wares before the notice of Canadian riders.

The active and hearty assistance of all lovers of the sport in the Dominion is requested.

All communications of a literary character should be addressed to the editor, MR. W. K. EVANS, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,

AUGUST, 1884.

ST. THOMAS, ONT.

News from the Clubs.

To CORRESPONDENTS.—Please make your letters brief and newsy, and then we will not be obliged to crowd out other letters of equal importance.

BICYCLING IN WINNIPEG.

NOTES OF A TRIP TO SELKIRK—THE VICISSITUDES EXPERIENCED BY A COUPLE OF WHEELMEN.

Mr. W. H. Nourse, Captain, and Mr. Geo. Broughall, sub-Captain of the Winnipeg Bicycle Club, took the first exploratory bicycle tour out of the city last Saturday afternoon. They left about five o'clock in the evening for Selkirk, taking the Kildonan block pavement and the old Red River Road past Lower Fort Garry. The afternoon was extremely hot, but the road was in fairly good condition. Some portions of it, however, were covered with a heavy layer of fine earth and dust, which made the wheeling extremely tiresome. The run down was, on the whole, a very delightful one. The scenic landscapes and glimpses of the rolling Red as viewed from the winding trail along the bank were picturesque indeed. A short halt was made at St. Andrews, which is composed of a straggling line of some forty or fifty farm houses. Selkirk, the long-looked-for objective point of the tourists, was reached a few minutes after eight. The actual running time, exclusive of one or two delays, was three hours. An examination of the cyclometer attached to the bicycle showed the distance covered to be twenty-four miles. The distance is said to be twenty-two, but as the River Road was taken and the cyclometer was stamped "G. Washington," the riders are bound to stick up for any glory there may be in the extra two miles.

The 'cyclers put up at the Lisgar House, a really excellent little hotel, and then proceeded to examine the beauties of the place. Here they met Mr. Harry Gemmel, of the *Herald*, riding calmly down the main road on a bicycle. No introduction was necessary. The machines waived all ceremony. He proved to be a member of the "Wanderers," Toronto. He succeeded admirably in pointing out and explaining all the objects of interest. The next morning they attended the only church at which service was held. After dinner, as it threatened to rain, the two riders decided to start back for Winnipeg. A slight stop was made at Lower Fort Garry, five miles from Selkirk, and an interesting examination was made of the interior. Another seven miles was accomplished, and here misfortune struck the twain. A heavy thunder shower, lasting half an hour, made the roads, in the vicinity of St. Andrews, a soft, muddy composition two inches in depth. It was then 4 o'clock in the afternoon. It took the two 'cyclers an hour and a half to pull their machines through the mud, only a distance of a mile past the Hon. Mr. Norquay's. A short but doleful consultation was held and the two then manfully shouldered their once glittering, but now mud-begrimed steeds, and struck out over a ploughed field, ankle deep in the mud, for Parkdale station,

a glimpse of which could be seen in the distance. After numerous weary halts the haven was at last reached—that is to say, Parkdale station. Parkdale station is, perhaps, the second in importance on the line of the Selkirk branch. It is six feet square, has three walls, the fourth not being completed. It is uninhabited, not a soul within a mile, while half a million mosquitos make the welkin ring. There was nothing to do, but wait for the morning train. A smudge was started, to ward off the mirthful mosquito. After this the two hungry tramps, the only title they then could justly claim, began to skirmish for supper. The "Captain" in an hour's search secured nine partially ripe, diminutive strawberries, while the "sub" collared eight of this luscious fruit. After their "dude-like appetites had thus been satisfied, sleep, balmy sleep, on a hard floor couch, was sought. "Rome did howl" with the gentle breathings of these two tired individuals. Two a.m. saw them up taking a turn around the stately edifice, endeavoring to keep warm, while their under jaws threatened to be chattered completely off. After 18 laps of this healthy exercise, more sleep was the order of the programme. Two hours later they were awakened by the building shaking, as though some earthquake or dynamiter was endeavoring to demolish the depot. A hurried exit found the cause of the alarm to be a drove of about thirty cows and oxen, attracted by the smudge, gently rubbing the mosquitoes off on the corners of the passenger house. The door was almost demolished, but with four or five wild "hooplas" from the tramps, the flock of bovines cantered off at a mild trot, and some few dollars of the C.P.R. property was thereby saved, and Parkdale station lingers for another day. The sun was then rising, the god of Morpheus again exerted his influence, until eight o'clock, when Premier Norquay woke the boys by arriving to embark on the morning train, which soon appeared, and a hearty good-bye was said to Parkdale. Parkdale station will forever linger in the memories of these youths; and may perhaps meet with a kindly note in the Bicycler's Guide Book for 1885.

Winnipeg was reached at the usual train hour yesterday morning, after two days of eventful occurrences.

SEAFORTH.

On August 14th the Seaforth Bicycle Club held their first annual tournament which proved to be a grand success. Bicyclists from Woodstock, Goderich, Listowel, St. Mary's, Stratford and other places participated. The following are the winners of the various contests:—One mile, for the championship of Huron, Perth and Bruce, was won by—1st, Wm. Blackwell, Seaforth; 2nd, Armitage, of Seaforth. Half-mile, without hands, won by Williams, Woodstock, 1st; Armitage, Seaforth, 2nd. Five mile, championship professional race, won by Westbrook, Brantford; Higham, of England, 2nd. Time, 18 $\frac{1}{2}$. Two mile local championship, won by W. McKay, of Seaforth. Three mile

open race, won by Clark, of Woodstock; W. McKay, Seaforth, 2nd; Five mile championship of Huron, Perth and Bruce, won by W. McKay, of Seaforth; McLean, of Goderich, 2nd. Hurdle race, half-mile for the local championship, and for a beautiful silver cup presented by C. L. Papst, of Seaforth, won by Armitage, of the same place. The track was in excellent condition, but a very strong head wind prevailed. The time for the race was, under such conditions, very good indeed.

A LONG MOONLIGHT RIDE.

On Saturday, 9th inst., at 11 o'clock p.m. might have been seen three enthusiastic London 'cyclists—usually considered by the citizens to be about half crazy—starting for a run from London to Pt. Stanley, a distance of twenty-eight miles, by moonlight, they being Messrs. Meyers, Kipp, and Evans.

As stated before a good start was made at exactly 11 o'clock, and everything went lovely until between Lambeth and Five Stakes, where some fresh country youths had laid two fence rails directly across the road. Although the moon was shining brightly and the "midnight marauders" were possessed of lamps, Kipp who was leading persuaded himself that the rails were shadows and, of course, rode straight ahead receiving a bad header. Evans, the next in the parade, was quite convinced from Mr. Kipp's performance that the obstructions were rails and rode around them, but Meyers, the whipper-in, forgot that there were two rails and took a violent header over the last rail, these being the only falls worth mentioning.

Port Stanley was reached at 2:20 on Sunday morning, the ride of twenty-eight miles having been accomplished in three hours and twenty minutes.

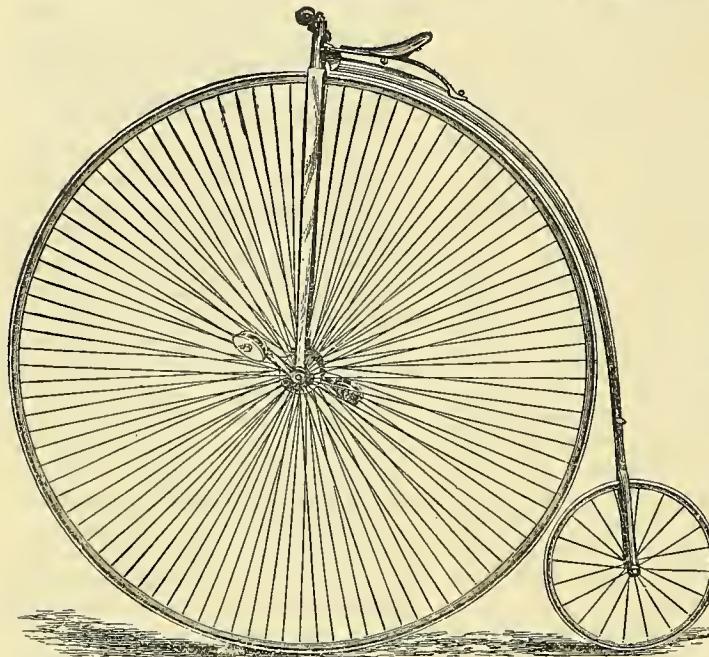
As it was a bad time of the night to get in any of the hotels, all of which proved to be full, the now wearied 'cyclists betook themselves to a hay-loft near by where sleep was tried but proven to be a failure. But the day soon broke, and after spending Sunday in the usual quiet way on the lake, a start was made for London at 5 p.m., by Meyers and Evans. Kipp having found a strong attraction at Port Stanley in a "fair one" remained over and returned Monday morning.

All three have come to the conclusion that moonlight riding is a grand success, this trip especially, and they are also bold enough to claim the longest moonlight trip ever made in Canada.

At the bicycle tournament at Louisville, Kentucky, on Thursday, 14th inst., 2,300 people attended. In the ten mile professional race Prince, the American champion, was beaten by Woodside, the Irish champion, by twenty feet. Dolph, Ohio's champion, showed up in grand form, carrying off two of the events. He won the inter-State ten mile race with ease, defeating Charles Jenkins, of Louisville, second, and C. S. Stone, of St. Louis, third, in faster time than was made by the professionals in their ten mile.

Bicycles ! Tricycles ! Bicycles !

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Importers of the Celebrated

"Club" and "Invincible" BICYCLES AND TRICYCLES.

Which are acknowledged by all racing men and tourists to be the Strongest and Fastest Machines in the world.

The One Mile & Five Mile CHAMPIONSHIPS OF CANADA were won on the "INVINCIBLE" BICYCLE also all the previous Canadians records have been beaten on the same Machine.

Fittings - of - every - Description !

REPAIRS A SPECIALTY.

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Note the address, and send for particulars to

36 Adelaide St. West,

TORONTO.

N. Y. SQUIBS.

Chris—Chris—Chris Wheeler ? Oh, yes ! I remember—Baltimore penitentiary.

Mr. Henry E. Ducker is at present eating humble pie in consequence of his downfall at Washington.

Mrs. Fred G. Bourne not only controls \$30,000,000, but can convert it into ready money at any time.

"Familiarity breeds contempt," is an old and trite saying, but does not apply to the cyclist and the header.

The Kennebec tourists didn't have such good weather as the Chicago party; raining more than half of their trip.

When a man is training for a race, did you ever notice he will try to convince himself that liquor will strengthen him ?

There is a man in New York who thinks he can invent a bicycle that will run by electricity and do a mile a minute.

Rev. Timothy McKelly Brown, President of the Citizens' Club, will shortly enter into the holy bonds of matrimony with Miss Anna B. Streetlot, of New Haven.

It is said that C. J. Krag, who was lately married, is having the experience of Tony Peller, and will probably warn the next generation of Krags never to marry a "widder."

"Why is this bicycle like a pitcher ?" inquired Brown, as after a fly of ten feet he alighted in a pig-pen. "Because," answered Jones "it helps to send a man home sometimes."

Mr Frank A. Egan, who is whiling away the weary summer hours at Asbury Park, N. J., says that he recently rescued a lady from a shark, which upon closer investigation proved to be a cat-fish.

A metropolitan man has been keeping a diary of his rides on the wheel. It begins something like this: Aug. 2—Took a ride to Yonkers; three headers; laid up a day; Doctor's bill. Aug. 4—Run down by an ice wagon, brought into court, but both parties dismissed. Aug. 7—Riding near dock ; fall in. Aug. 9—Try to ride down Mt. Washington ; come within an ace of breaking my neck. &c.

LITERARY NOTES.

We welcome to our exchange table *The Bicycle*, published in Montgomery, Ala., by F. X. Mudd & J. C. McKenzie. One of the editors' names is rather suggestive of *The Bicycle* dabbling in dirty work, but from the general personal of its contents, it is free from anything of that sort.

An anecdotal tricycling article, profusely illustrated by Joseph Pennell, will appear in the September *Century*. It records the incidents of a journey from Coventry to Chester, treating of Izaak Walton's country, with its quaint, old-fashioned inns, sequestered villages where the curfew still rings at sunset, the bicycle races at Derby, etc., etc. As Mr. Pennell is an expert and enthusiastic wheelman, his dozen or more pictures will have a special interest in the line of character sketches.

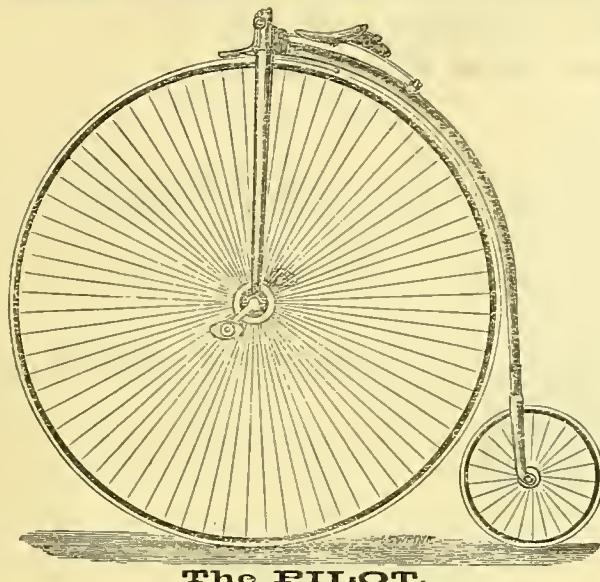
Charlie Mountjoy, of the Ariel Touring Club, claims the honor of having made the fastest time from London to Goderich, having accomplished the distance in six hours and a-half.

Hal B. Donly, Secretary of the C. W. A., has accepted the invitation of the Springfield Bicycle Club, to act as one of the judges at their grand tournament in September. It is a pleasure to see a Canadian 'cyclist thus honored.

Messrs. Stark Bros., of the Toronto Bicycle Club, arrived in London on Monday 11th inst., having ridden from Toronto through Guelph and Woodstock. They report part of the trip pretty poor. From London they took splendid roads through St Thomas to Aylmer where the cycling part of their journey ended.

H. B. Donly, Sec'y. of the C.W.A., while riding at a fast pace in the dark a few weeks ago, fell, and dislocated his left shoulder and sprained his right wrist. Correspondents will bear this in mind and exercise a little patience, as Mr. Donly is not able to have the free use of his hand yet.

By another column it will be seen that an agency has been established in Canada for the well-known "Rudgen" machine, the various good qualities of which everyone is so familiar with. The agents are Messrs. Rae & Watson, 22 Church St., Toronto, who also advertise machines for hire, machines repaired, and second-hand machines bought and sold. Don't forget to examine the "Rudgen," when purchasing.



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Which they can recommend as being especially adapted to Canadian roads, and made of the very best material throughout. These machines are used all over the world and have ever given the greatest satisfaction.

Extract from testimonial to Hickling & Co.:—"I have ridden the machine I bought from you in all seasons and over every conceivable kind of road, a distance of 37,800 miles, with one tire on the large wheel."—G. D. HISCOX, Beaumont House, Slough, England.

In Stock and to Order:

Hickling & Co.'s Pilot Roadster, Pilot Light Roadster, London Safety and Berkshire; Empire (Ticehurst's); Sanspareil (Andrews); Speedwell and Montreal (Speedwell M'fg Co.)

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Write for Catalogue.

WOODSTOCK'S SECOND TOURNAMENT.

The athletic tournament of the Woodstock Amateur Athletic Association is announced to take place on Monday 25th of August. From the success which attended their first venture, the second one will, no doubt, prove again a success.

Since the first tournament the Association grounds have been put in more perfect order and the asphalt bicycle track, which was then new, has been perfected so that it is now equal to the best track in the Dominion. A novel feature will be the grand fancy dress parade on wheels, the first of the kind ever seen in Canada. The wheelmen will appear in fancy carnival costume followed by a retinue of cavalry in fancy dress, with grotesque companies in weird suits representative of historical events and local interests. This procession, which is likely to be as attractive as it is novel, will parade the principal streets of the town at 9 a.m. A prize is also given by the citizens of Woodstock for the best representation of any visiting club.

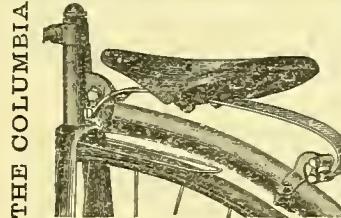
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THE COLUMBIA

SWING SPRING

Combines the best combinations of three different inventors toward the solution of the difficult problem in bicycle seat springs. The jar incident to all riding must be either vertical, lateral, or fore and aft, or a combination of two of these. The wheel itself and its freedom of motion relieves sufficiently the lateral jar, it has been found; and lateral yield in the spring, to any considerable extent, gives an unsteadiness of the seat which has condemned for most riders several otherwise good springs. The ordinary bolted clip spring is, where well made, sufficient relief from the vertical jar. But the fore-and-aft jarring caused by meeting obstructions to the large wheel and the constant vibration of the small wheel, has hitherto found no efficient relief except with springs otherwise very objectionable. This last difficulty the Columbia Swing Spring overcomes by means of two pendent links combined with other parts in a peculiar way, as shown in the cut, so as to allow a fore-and-aft motion of the seat to a limited but sufficient extent to stop vibration, and to ease the rider over considerable obstructions. In averting headers it is a safety device beyond any other in the market. This spring is only applicable to the Expert Columbia Bicycle, and on that machine is readily interchangeable for the one usually sold with it heretofore.

Price, nickel-plated, \$6.50
Price, additional as substitute for the other on new machine, 3.25

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Mr. Payne says: "It is the best Polish I ever saw." Two sizes, 10c. and 25c.

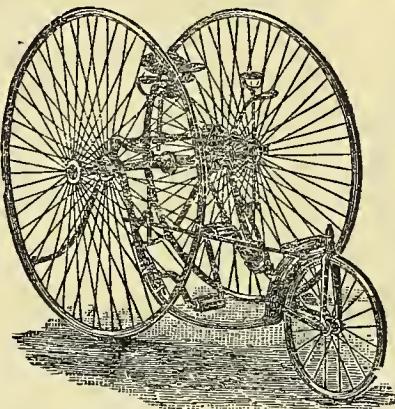
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Special Royal Canadian,

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Expert Columbia,

American Star, (small wheel in front.)

Ideal.

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Bicycles, from \$40 up.

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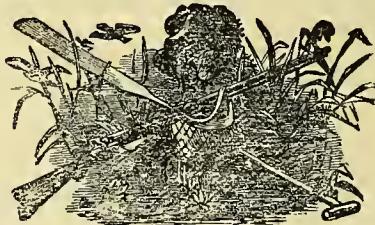
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Bicycle Repairing



Parties having broken machines, can have them Repaired and made equal to new, by leaving them at the old reliable

GUN SHOP

—OF—
W. A. Brock

375

Clarence St., London.

Montreal, 8th March, 1884.

A. T. LANE Esq., Montreal.

Dear Sir.—With regard to the Special Royal Canadian Bicycle purchased from you I can but say that I am quite satisfied. It has met all the requirements of a first-class machine. It has been run over the very roughest of Canadian roads and has stood as severe a test as ever a machine could on both road and track.

Yours truly, J. A. MUIRHEAD,
Late Capt. Montreal Bicycle Club.

(Now Capt. Ariel Bicycle Club, London.)

A. T. LANE,

Montreal.