PROSPECTUS.

To the Wheelmen of Canada:—

In presenting to you this, the initial number of our journal, which we hope will fill a great want among our wheeler friends in Canada, we take great pleasure in stating that we intend it to rank with the best of this class of periodicals published, and it lies entirely within the power of all of you to make it so.

From the growing popularity of this sport our time of commencing is opportune, and many circumstances combine to present a fair outlook toward a prosperous career for our publication:

Firstly, as it is, at the present time, the only paper of its kind published in Canada; this alone should recommend it to everyone at all interested in bicycling.

Secondly, in commencing the paper, we have secured the best talent, possible, both in writing and engraving.

Thirdly, as often as possible we hope to publish the portrait of one of our prominent Canadian wheelmen, a specimen of which will appear next month, in the person of Mr. Perry Doolittle, who is well known to all our readers.

Fourthly and lastly, we hope to keep increasing our circulation till the paper reaches every person who is, at all, an admirer of the manly sport, and to that end we would respectfully ask that all our wheeling friends heartily respond by subscribing as soon as possible, and thereby help us to accomplish our aim.

We have been sadly disappointed by the engravers, in not having our heading, and portrait of Doolittle finished in time for this issue, but we hope to have everything complete for our next number.

In reply to several enquiries received, we might say that we have no connection whatever with the late Hamilton Bicycle, which, we are led to believe is now a thing of the past.

OTTAWA NEWS.

OTTAWA, Sept. '83

Mr. Editor:

I am glad to see the appearance of a journal in the interest of 'cycling in Canada, which speaks well for the progress of this sport. Ottawa Club wishes you success.

The first meeting in Ottawa, in the interest of 'cycling was held on Aug. 4th, 1883, when a club was regularly formed, called the "Ottawa Bicycle Club," with the following officers:—President, Mr. G. A. Mother- sill; (now a member of the C. W. A. Board); Captain, Mr. M. Bayly; 1st Lieut., Mr. J. A. Seybold, and Mr. F. M. S. Jonkis, Hon. Sec.-Treas. At a later meeting Mr. F. W. Harrison was appointed 2nd Lieut., and the Club color and uniform decided upon, the former cardinal and the latter dark blue patrol jackets, knee breeches and ribbed stockings, with a gray hair-cloth helmet. The rules of the Toronto Bicycle Club were, with some modifications, adopted at this meeting.

On the 19th of the same month the "inaugural meet" took place at the Bank street toll-gate nearest the city and about half a mile beyond the city limit. There were about ten members present. That so distant a point of starting should have been selected was due to a feeling of consideration for the city horses to a certain extent, but chiefly to the existence of a slight feeling of uncertainty on the part of some of the riders, and an anxiety to be as far as possible from the public gaze. If I recollect rightly the hour was very early; perhaps for the same reason.

During the balance of the season of '83 the Club flourished, adding several new members to its roll, and "meets" were held regularly every Saturday.

At a meeting held in September the Club badge was decided upon. It consists of a silver shield with "OTTAWA," in relief diagonally across the face, and the letters "O," and "A" above and below also in relief, the shield being worn on a rosette of cardinal ribbon. This year the badges of officers were somewhat changed, a silver bar on which is engraved the office of the wearer having the shield suspended from it by a little silver chain.

At the second annual meeting, held on the 19th of April this year, the officers for '83-4 were elected, Mr. Mothersill being re-elected President; Mr. Jenkins, Captain, in place of Mr. Bayly who resigned upon leaving Ottawa; Mr. W. C. Young, Hon. Sec.-Treas.; Mr. S. Woodburn, 1st Lieutenant, and Mr. Blythe the 2nd Lieutenant; the latter two in place of Messrs. Seybold and Harrison, resigned.

The Club now numbers about twenty-one members, and is constantly increasing. It also belongs to the C. W. A. to the extent of fifteen, and will shortly add five more to the list.

Club "meets" are held regularly twice each month, (one afternoon and one evening) and they are for the most part successful in every respect.

At two large public demonstrations held here this season bicycle races were decidedly the feature. We possess some very stent and fast riders, though a member of the Ottawa Club succeeded in carrying off second prize in a three mile at the Grand Lodge of Odd Fellows' sports here. Mr. G. A. Wilkins, of the O.B.C. taking first easily in 12:49, the track being eight laps to a mile, and partly sod, in fact, most of it.

The City Fathers are considering our prayer for a quarter mile cinder path in Dominion Park. We "hope we may get it." Touring is decidedly the preferable phase of this sport indulged in by our members. Our roads are very good and scenery unsurpassed in Canada. Chelsea, high up among the Lorentian Hills, on the River Gatinave, Aylmer, on Lake Deschenes; International, on the Ottawa, and Richmond, away inland, are all capital objective points, being distant from nine to twenty miles. Aylmer is, perhaps, our favorite run, distant about ten miles. This road is decidedly our best, and the town possesses accommodation (in the shape of Mrs. Ritchie's hotel) not often met with in small places.

Next Saturday about six of our members start off on a Western tour, Kingston being the objective point; but some intend pushing through to Toronto. If the weather is fair, they will have a delightful time, as they possess within themselves the means of making the halting periods as pleasant as when on the wheel.

Our Captain plays well, and does his duty in accompanying the songs of the "boys," among whom good voices seem to rule. Messrs. Hillman, Herbert & Co., the well-known manufacturing firm of Coventry, England, are well represented in the O.B.C., there being no less than twelve of their machines in it, nine of H. F. Premiers, and two of No. 9; "the former give the best of satisfaction. Besides Messrs. H. & C. we have machines of the Challenge, Sans-pierie, Florentine and Royal Canadian type, nearly all good machines.

Yours,

"OTTAWA."
The Awful Punishment
OF A SACRILEGIS AND GREEDY CYCLIST.

Part I.
This tale is told of a 'cyclist bold
He retired, last not to rest.
Who retired to his repose;
And, sad to say, on his back he lay,
And a terrible dream arose.
He had eaten heartily at a church choir party,
And he had devoured, too,
The lonely oyster that swam in the moisture,
Yielding an oyster stew.

The oyster,
And where he put it.
Aye; 'twas taken that fish from
The steamy dish, and
And had placed it on his plate.
In the sarcophagus of his vast asphoopherous
Had consigned it to its fate.
And then he'd quaffed full many a draught
Of liquors alcoholic,
Watch, there is no question,
Forwards digestion
In a manner diabolic,
And so behold! this 'cyclist bold
He lay in ecume,
And he strove to wake, but he could not break
Hisdreamt slumber.
And he rolled and turned, and
His stomach burned
Like an ancient link-boy's link;
He'd have given a quarter for a draught of water,
But alas! there was none to drink.
And, as he dreamed, to him there seemed
To come a stately wheel;
And a weird, pale light streamed, shining bright
O'er its spokes of glittering steel.
Like some gruesome elf it moved itself,
No rider could be seen.
In the half-light gloom of the sleeper's room—
'Twas a fearsome sight I ween.
Then, at length, it made one turn and stayed
By his bedside, still and standing,
And a voice there seemed to the one who dreamed
To speak in a tone commanding.
And the weird voice said, "Get off that bed
And mount me, I am waiting)
To whirl you away to the sombre Hades,
The darksome realms of Satan.
Get on, get on,' ere the night
And let us haste away;"
The 'cyclist felt, as he slumber smelt,
That he could not but obey.

He sigheth;
His sere ride.
And he sprang astraddle on the empty saddle,
And the wheel, as if by a miracle,
Of itself, with a dash, sped away like a flash.
Through the element atmospherical.
To the youth, it seemed as be,
Flying, dreamed
That the wheel quite disbelieved his
Steering, and whizzed whereon
As it flew to the road on to Hades.
The and terror and fright of the youth, that night,
With pity would a man or a boy stir.
As voices cried, on every side,
"Here's the blade that hooked the oyster
From the festive bowl and devoured it whole,
The greedy, selfish viper;" Oddsdoddidkiss manny! by
The great-lord Harry,
But he's got to pay the Piper.'"

Part II.
And away he flew through the ether blue,
Where never before had mortal
Essayed to fly; in the wink of an eye
He reached grim Tophet's portal,
Through the darksome gate at a terrible rate
On went the fiendish bicycle
Till the blood of the youth, in vertest truth,
Ran cold as a winter's jicke.
Before him flew huge plates of slow
O'er which pale flames were flickering;
Oh! he saw, I ween, what hath oft been seen
By a man after many week's liquor ing.
And oysters clammy on his sight Jim-jammy
Kipt bursting everywhere,
And they flew of themselves like demon elves,
And whizzed through the sulphury air.
Yes, the fiendish shellfish on this youth so soulful,
Came pelting like wintry hail;
And flew like the fleet up an open street
Impelled by a nor'-east gale.
And still the wheel, in its devilish red,
Kipt whizzing and danc ing forward;
To the west and east, like lightning greased,
To the south and then to the nor'ward.
And the 'cyclist tried to spring aside,
But no, he stuck like a plaster.

To his unsought seat whilst
His legs and feet
Worked fast, and fast, and faster.
"Oh! bicycle, stay," he cried,
"I pray,
And let me off! oh! do, sir,
For heaven's sake!" "Nay, thou didst take
That oyster from the stew, sir!"

Hades.
Young man, ungrateful, of
Stew, a plateful
Wouldn't do, but you stole the shellfish.
And away they sped, whilst
Flames bright red,
And most remarkably lurid,
Danced here and there and everywhere.
As ever they onward hurried.
Till at length, ahead, yawned a charn red
All flaming, roaring, smoking,
And into this with a shriek
They plunged 'midst this blazes choking.
And down they went in a swift descent,
'Midst the bowls of the damned bawling.
"When lo! on the door, near his bed-room door
The youth found himself a-sprawling.
Yes; that oyster dank, and the liquor he'd drank
Had troubled his weak digestion;
For an oyster won't rest, much less digest.
Alcohol, there's no question.
Now, youths, at least, ye ones who feast,
And at choir socials royster,
Whatever you do don't rob the stew
Of its solitary oyster.
Swiz.

The Ariel Touring Club made their first appearance on the streets on Friday night September 14th.
The suits which are described elsewhere, were manufactured by A. B. Powell & Co., and are certainly a credit to the makers. The club has only twelve riders and with one exception, are mounted on Special British challenge machines purchased from Mr. Wm. Payne in this city, and supplied with lanterns and all latest improvements.
The club are practising very hard, and will give a good account of themselves at the Western Fair Bicycle Races, to be held here on the 3rd, 4th, 5th, Oct.
Young lady, don't get mad if your bicycling young fellow cuts you dead on the street. He can see you, dear, out of one corner of his eye, but he is green on the wheel, and he knows that if he rolls his eye around to one side he may throw off his balance; and to take off his hat and bow would be Hable to deprive you of his Sunday night calls for several weeks.
CRANK'S CORNER.

DEAR WHEELMAN:—

That your venture may be a successful one is my hearty wish.

There is considerable risk involved in riding out upon the almost unknown fields of bicycling literature, but with a keen look out ahead by the Editor and a steady hand on the financial lever by the Business Manager, I have no doubt the CANADIAN WHEELMAN will come around to the standing point of its second year with strength increased by its twelve months breathing of the head-winds which it can hardly fail to meet.

Since the final header of the late lamented "Hamilton Bicycle," Canadian Wheelmen have been so ably seconded by Mr. Harry Hepinstall, Lieut. of the Wanderers, that they should certainly give your enterprise unstinted support.

Since the "meet" in London, the St. Thomas riders have not taken combined action in any matter worthy of note. They have been doing a fair amount of riding individually, but club rides have not been attempted. It has proved too difficult a task for the boys to all leave their work at any certain time to make club runs very enjoyable affairs.

There is no lack of enthusiasm however in the St. Thomas Club, even if it does not display itself in large gatherings.

Our captain, Heptinstall, is a whole host in himself, and is ably supported by Harry Scott, the energetic Secretary of the Club.

Scott and Lindop went down to Niagara Falls the other day and rode from there to Niagara, taking dinner at Queenston. They report the scenery delightful, but the roads decidedly rough. Morley, our 60 inch man (that is, our 60 inch machine man, for Jack is considerably over five feet high)—(wonder if the objects to being called a machine man?) has been spending his holidays down Chat- ham way, surprising the natives of his old home.

The girls down there think more of Jack now than ever before, and that’s saying a good deal. By the way some of the boys are rather envious of the handsomely embroidered colors Mr. J. wears on his handlebar. The latest accession to our ranks is Mr. Wright, Dry Goods Merchant, who has purchased a beautiful "Special British."

Wishing the Wheelman lots of wheel and little whos.

Crane.

The St. Mary’s Bicycle Club of St. Mary’s Out, expect to attend the Springfield tournament with about forty men. It is a lively club and shows the right spirit in attending the only Springfield tournament this year; they know a good thing and are bent to see it.—Springfield Gazette.

This is one on the Gazette. St. Mary’s is a small town, supporting only seven bicyclists, but we agree with the Gazette that they are a live club as every member turned out to the "meet" in London, July 2nd.

A bicyclist who spends all his money for a machine may truly be said to be broken on the wheel.

THE WANDERERS, OF TORONTO, AT HAMILTON.

On Monday, August 13th, the Wanderers, to the number of twenty, united with the Hamilton Bicycle Club for a day’s outing. Arriving by the boat in the morning, the Club was met by a committee of the Hamilton Club and escorted to the St. Nicholas, where, after having dinner and a short rest, the Club set out for the "Gore," where the "Blues" were found mustered to the number of fifteen. The clubs were then marshalled into line by Captains Donville and Robinson, and intemixed, the gray and black of the Wanderers making a pleasing contrast with the blue and scarlet of the Hamilton Club. The bugler sounded the "m-o-u-n," and a short run was made around the principal streets, attracting considerable attention. At three o’clock the road to Burlington Beach was taken, and after about an hour’s dusty riding, that well-known resort was reached, without any serious accidents, except the usual number of "crapers" which were indulged in by both clubs. Bagler John Sankly, jr. for the H.B.C. and Lieut. W. H. Van Winkle for the Grays, especially distinguished themselves for their graceful evolutions in the dust.

It was the intention of the clubs to have supper at the beach, when heavy clouds overspread the sky, and their appearance being quite formidable, the officers in command thought it advisable to return by the train at 6 p.m. The Ocean House was taken possession of, and with the secretary of the Wanderers at the piano, the house was nearly shaken down with the songs of the wheelmen. After an hour’s singing, the clubs were enlivened with a political speech from Lieut. Cooper, which fairly "took the house."

The return trip was made in the train, and a general rush was made from the station to the hotel to prepare for the evening’s entertainment.

THE BALL.

was held in Mr. Donville’s magnificent residence, the grounds being nicely hung with Chinese lanterns, etc. Both inside and out of the house was magnificently decorated, and much praise is due Mr. and Mrs. Donville for the excellent manner in which everything was prepared. Dancing was indulged in by many of the wheelmen until an early hour in the morning, and thoroughly enjoyed by all the participants. As all the gentlemen were in bicycling costume, there was no embarrassment which might have been felt had there been any "swallow-tails" in attendance.

The Wanderers, who were represented by Capt. Robinson, Lieut. Cooper, Fitzgerald and Duff, Secretary Orr, and Messrs. Littlejohn, Fischer, Dickey, Hamilton, Gommal, Daniels, McKee, Foster, Anderson, Thompson, Douglas, Hurst and others, left on the morning boat, expressing many thanks to the Hamilton Bicycle Club, who had done everything in their power to make the trip enjoyable.

THE H.B.C. was represented by Capt. Donville, Lieut. Gitchell, Secretary Tinling and Messrs. Fearman, Grant, Close, Rutherford, Duncan, John Moodie, jr. and others.

Riding on a Wheel.

Whisking through the woodlands, Glancing over bridges; Darling past the orchards, Coasting down the ridges; Whirling o’er the meadows, Glint of polished steel, Bless me, this is pleasant, Riding on a wheel!

With a rubber tire, Tireless 1 ride; Passing men and horses, Silently I glide; Pretty, pretty maidens Watch me as I pass, Wave their kerchiefs to me, Sitting on the grass.

Rustics in the furrow Stop the plow and stare At the flying figure Silent as the air. Timid village ladies Anxiously observe That there must be danger Going round the curve.

Every one is looking At my silent flight; Hardly do they see me Ere I’m out of sight; Down the hilly roadway With a bugle peal rings me, this is pleasant, Riding on a wheel.

Bicycle Races!

THE CANADIAN WHEELMAN, 3

WILD WESTERN FAIR,

LONDON, ONTARIO.

OPEN TO ALL!

Wednesday, October 3rd.

1-mile Dash, best two in three heats. 1st Prize, Gold Medal. 2nd " Silver "

WEDNESDAY NIGHT.

Club Drill for eight members. Prize, Eight Badges.

Thursday, October 4th.

Three-mile Race. 1st Prize, Silver Medal. 2nd " Badge.

Constitution Race. One Mile. 1st Prize, Silver Medal.

THURSDAY NIGHT.

Parade of all Wheelmen present, and Club Drill.
The Canadian Wheelman.

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

Published at London, Ont., on the 20th of Every Month.

Terms: $1 a Year in Advance.

W. Kinglet Evans, Editor.
J. B. Digem, Business Manager.

The C.W.A.

There is one idea which we would like to impress upon all our readers, and that is the necessity of joining the Canadian Wheelmen's Association.

The first annual meet, which was held in London, on July 22nd, was, as everybody knows who was present, a decided success in every particular, and goes far in proving that bicycling is fast becoming the leading pastime in Canada, and also shows why every wheelman in Canada should join, and make the more the merrier" the motto of the C.W.A.

We are confident that all the "boys" are building on having a splendid time at the next annual meet, which, very likely will be held in Toronto, and there is not the least reason why they should not, if every bicyclist, whether unattached or belonging to a club, would come forward as soon as possible and join, as the fee charged is very small.

The inducements held forth by the Association are, as yet, very limited, but we hope to see the advantages clearly demonstrated before next season's wheeling is very far advanced.

Club Drill.

How comparatively few is the number of bicycle clubs that devote any amount of time to club-drill. We cannot see why this important branch of bicycling should be neglected.

Let a certain number of men be chosen (either eight or sixteen, as most convenient), who ride as nearly as possible the same size of wheel, and let them drill, first on foot.

This not only is the fastest and quickest way but by far the safest, both as regards limb and machine.

Let the movements be as simple as possible, and practise them until every man is perfectly familiar with them, and when mounted on machines you could hardly recognize the same movements.

We hope the C.W.A. will encourage club drill by putting it on their prize list, and instead of offering a silver cup or some other such prize let each individual member of the winning club receive a neat silver badge.

Now as the season for wheeling is drawing to a close it would not be a good idea for clubs who have not already done so, to form a drill club and practise all winter in their club rooms on foot, and then in the spring with a week's drilling on machines they will be able to perform both correctly and gracefully.

The Springfield Meet.

It is to be hoped that Canada will be well represented at the great Springfield Tournament which takes place on the 18th, 19th, and 20th of this month, and that Ross of Montreal, our present champion of Canada, will maintain his reputation, and come back with flying colors.

A few of our London wheelmen have signified their intention to participate in the enjoyment, and no doubt they will be treated in the very best of style.

From the Wheelman's Gazette, we learn that over $12,000 is to be expended, a half-mile concrete track laid, and rain or shine, the races will take place, when we hope to see all previous records lowered.

Tricycle Riding.

Tricycling is rapidly increasing. Not that the tricycle is taking the place of the bicycle, but the tricycle is gaining riders from among those who never for a moment thought of becoming bicyclers. And then some bicyclers, who prefer the three-wheeled to the two-wheeled, for after dark riding, on account of the greater safety.

A bicyclist who desires to fully realize the whole of the pleasures of cycling must ride the tricycle as well as the bicycle. Tricycling is exceedingly popular in the States, and the ladies are beginning to follow the excellent advice set them by the fair sex of "over the water." Shortly female Yankee-dom will take a more decided start and America will rival Old England in her number of lady cyclists. The Columbia tricycle is undoubtedly as perfect a tricycle as has yet been produced, and perhaps no better recommendation could be given than to say that it is in workmanship, finish and durability truly equal to the Expert Columbia, a machine which equals, if not excels, the very best of English manufacture.

Canadian Roads.

We have been urgently asked by several leading wheelmen, who take a great deal of interest in touring, to start a column devoted entirely to the description of Canadian roads for the benefit of tourists.

This we think is a first-class idea, but as it will be impossible for us to fill the column, we will have to depend entirely on our readers and hope to hear early from some person in every direction, who will furnish us with a complete authentic report of the roads with which they are acquainted.

There is a splendid opportunity for any enterprising club to encourage touring through their part of the country.

Who will send us the first report?

The Result of the Elections.

The following is the official report of the elections for Chief Consuls and representatives:

R. H. McBurn, Esq.,
Pres. C.W.A., Toronto:
Sir,—Having made careful scrutiny of the ballots cast for the election of Chief Consuls and representatives of the C.W.A. we beg to submit the following report:

We might mention that Mr. J. G. Hay's name was withdrawn after the ballots had been distributed.

For Chief Consuls. No. of votes.

No. 1 Dist., W. G. Eakin, Woodstock,
Geo. Barns, jr., London
A. McLean, Guelph
O, 2 Dist., J. H. Robinson, Toronto,
W. McLean, Guelph
W. J. Knowles, Brampton
J. G. Hay, Woodstock
2 2 C. E. Leslie, Toronto
C. E. Dingie, Ottawa
1 3 W. C. Young, Ottawa
4 4 H. J. Lew, Montreal

For Representatives.

No. 1 Dist., W. G. Eakin, Woodstock,
Hai. B. Doug, Simcoe
A. McLean, Guelph
Samuel Roebos, P. L. Edin
W. J. Knowles, Brampton
J. G. Hay, Woodstock
2 2 C. E. Leslie, Toronto
C. E. Dingie, Ottawa
1 3 W. C. Young, Ottawa
4 4 H. J. Lew, Montreal

We have received the report of the scrutineers, I find the following persons duly elected to fill the respective offices in above Association, as below:

No. 1 District.
Chief Consul, W. G. Eakin, Woodstock.
Representatives, H. E. Donley, Simcoe
W. J. Knowles, Brampton.
A. McLean, Guelph.
No. 2 District.
Chief Consul, T. H. Robinson, Toronto.
Representatives, C. E. Leslie, Toronto.
Chas. Dingie, Toronto.
No. 3 District.
Chief Consul, G. A. Mothersill, Ottawa.
Representative, W. C. Young, Ottawa.
No. 4 District.
Chief Consul, H. S. Tibbs, Montreal.
Representative, J. H. Low, Montreal.
R. H. McBurn, President.
Toronto, Sept. 18th.

On account of unavoidable delay at the hands of the engravers, this issue is somewhat late; but we hope our readers will bear with us.

Pocock Bros.
Manufacturers and Importers of
BOOTS, SHOES
Trunks, Valises, Etc., Etc.
W Gonale WHOLESALE AND RETAIL.
London & St. Thomas.
To Correspondents.

We have written letters to persons in each club in Canada, which we could get the names of, asking for club news, and in quite a number of instances have received first-class contributions, but others have not replied in time for this issue. We would like to impress upon all Bicycle Clubs the necessity of appointing one of their members whom they think competent to act as our correspondent, and who will send us a spicy letter each month, giving us all the news relating to bicycling, and lots of personalities, which will be read with interest by all wheelmen.

The Toronto Races.

The prize list of the Toronto Bicycle Tournament which takes place on Monday, Sept. 17th, during the Industrial Exposition, is just to hand, and we are glad to see that there is lots of encouragement offered all wheelmen to participate. Prizes to the value of $210 will be distributed, and we hope it may prove a grand success, a full account of which will appear in our next issue.

An Invitation.

The Wanderer Bicycle Club of Toronto, with their usual enterprise, have secured large and commodious club rooms at No. 75 Yonge St., and wheelmen visiting Toronto at any time will be sure to receive a hearty welcome by calling at the rooms.

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.

News from the Clubs.

WOODSTOCK.

The Woodstock Bicycle Club is in point of age five of years still a "chicken,"—having attained the age of five months only. It is fortunate in the possession of attributes beyond its years. Bicycling is by no means a novelty to the good people of Oxford's County-Town; inasmuch as far back as the year 1879 Mr. Jas. Hay, Jr., one of our prominent men, astonished both the natives and himself by the evolutions, voluntary and otherwise, which he found himself capable of performing on the giddy "wheel." His pioneer experience, moreover, was so satisfactory, that the next year saw Messrs. J. G. Hay, A. B. Hay and Fred. Scott, the proud possessors of like instruments of locomotion—and, for a while, toreres the fashionable and constant use in connection with their business soon made those men proficient in the art, and the next year, 1881, saw J. G. Hay, the first and present captain of the W.B.C, not only winner of many trophies on the track, but at the close of the season, holder of the magnificent gold medal—representation of the Championship of Canada—presented by the Montreal Athletic Association, and won by him at their tournament in that city. The pressure of business necessitated Mr. Hay's retirement from the arena, and nothing worthy of note marked the next year, save the addition of several other riders to the list in Woodstock.

The spring of the present year found about ten wheelmen here, and the call of the Association spurred these to action. On April 14th, thirteen gentlemen—only seven of whom were riders—met and formed the Woodstock Bicycle Club. Many of these, like the writer, attended simply to encourage the sport, and without the fullest idea of ever imitating their precious lives in such a dangerous-looking amusement, but the result was a "boom" that went higher than Winnipeg's best. The following officers were elected: President, A. Pattullo; Vice-President, James Brydon; Secretary-Treasurer, W. G. McKay; Captain, J. G. Hay; 1st Lieutenant, W. A. Kerr; 2nd Lieutenant, W. C. Clarke; Bag!er, J. L. Wilson; Committee, W. G. Eakin and Geo. Middleton.

In a few weeks the infection was general, the membership nearly doubled and on July 1st the club roll showed a membership of thirty-five names. Some idea of the interest manifested may be gained from the fact that our enterprise dealer, Mr. J. Codville, has since last fall handled about forty machines, thirty-three of which he sold this year. The inhabitants of the West End had enough amusement furnished them during the early hours before breakfast, for a month or so, to last them a lifetime. Sticking plaster went up with a rush and arnica became scarce in the market. But the boys stuck to it nobly, and on the occasion of the Annual Meet in London our Club—then the third in size in the Association—had seventeen men in the
MONTREAL.

I was delighted to hear that it had been decided to make a venture in wheel literature in London, and hasten to wipe the rest off my pen and give you a sketch from Montreal.

I have sent you a programme of the 3rd annual race meeting of the M.B.C., together with a report of the same called from the Montreal Gazette. We were disappointed at not having Doolittle or Westbrook down to wipe out the defeat they sustained in your city on Dominion Day.

Ross, the champion, is now in hard training for Springfield, where I fully expect he will uphold the honor of Canada in whatever races he enters.

Low, another of the London party, goes down with Ross on the 10th and will enter in several events; the rest of the club will most likely leave on the evening train, on the 17th. About twenty-five names have so far been handed in, exclusive of gentlemen joining us from the west.

The rate of railway fare is $8.00, return, $3.50 additional if accompanied by a wheel. The expense at Springfield is $2.50 a day including meals and accommodation on canvas; all that a cyclist need take along, besides toilet requisites, is a blanket.

The tents will be boarded and each man will have a cot to sleep in.

Our club will be five years old on the 2nd of December next, and different suggestions for celebrating the event have been offered. Among the best being a dramatic sketch with a wheel tendency, of which several have been written and presented in England, to be given on the stage in our Club House, followed by a "bonnet hop," of which we had one or two last winter proving very successful.

There is considerable excitement anent the C.W.A. elections for C.C. and Representative for No. 4 district, there being just four men eligible for the two offices, (one not being a resident in the Province,) and the same number to vote, as, although the whole membership of the Montreal Club has joined in a body, the Secretary of the Association rules that only they are entitled to vote or hold office who were members before 1st of July.

I see that the membership of the C.W.A. was, previous to that date, over 250, as No. 1 District was entitled to three representatives, ergo it contained at least 150 members, No. 2 District to two representatives, ergo it contained at least 100 members—250 exclusive of Districts No. 3 & 4. Considering the extreme youth of the Association, this speaks well for the energy on the part of the officers and enthusiasm on that of the wheelmen.

On the 11th August, Captain J. H. Low made a trip of a hundred miles, being accompanied by President Tibe, and Vice-President Lane on a "Premier Sociable" for eighty miles. This was a regularly called club ride and is, I think, the first century in Canada, the eighty miles stands as second so far on this continent for any form of tricycle, seventy-two miles being the best done in the States up to the present time, in one day.

In my next I will give you an account of our trip to Springfield. I am sorry that we shall not enter for the club drill competition there. Last year we had a squad of sixteen men who could go through a considerable number of evolutions gracefully and correctly, but this year the men are too lazy to get up to practice in the early morning, and for the first time we had to drop it from the programme of our race meeting.

There was no fancy riding competition, either, as in former years, it being considered too difficult a matter to judge fairly between the respective movements of the contestants when all do not do the same acts.

Annual Races of the Montreal Bicycle Club.

The third annual races of the Montreal Bicycle Club took place on the Montreal Lacrosse Grounds on Saturday Sept. 1st, and were in every respect a decided success—the weather was all that could be desired, the attendance of spectators was large, and the races were all closely contested.

We only append the races open to all, and the club race, which will interest the wheelmen most.

One Mile Bicycle Race.

Open to all amateurs. First prize, gold medal; second, silver medal.

W. G. Ross, Montreal Bicycle Club..... 1
R. Darling, a 2
Allan Arthur, a 3

Time—3 min. 47 sec.

Darling led until the last round, with Arthur second, when Ross made a spurt and took first place, with Darling a second behind.

Three Mile (1st Class) Club Cup Race.

Open to all members; three prizes, silver medals.

J. H. Low .................................. 1
R. Darling .................................. 2
H. S. Tibbs .................................. 3
A. T. Lane .................................. 3
G. H. Hill .................................. 0

Time—11 min. 46 sec.

Bill dropped out at the end of the fourth round. Low took the lead at the start and kept it throughout, winning easily. Tibbs, although he had only ridden a few times this season and was consequently out of practice, made a lucky race, keeping the second place until the last second, when Darling passed him. Lane tried to make a spurt on the last round, when he fell, cutting himself badly in the face. Darling's time was 11 min. 52 sec.

Five Mile Bicycle.

Open to all amateurs. First prize, gold medal; 2nd, silver medal.

W. G. Ross, Montreal Bicycle Club..... 1
J. H. Low, a 2
G. S. Low, b 3

Time—18 min. 47 sec.

G. S. Low dropped out at the end of the first mile, leaving the race between Ross and J. H. Low. Low took the lead at the start, but Ross kept him well in hand, and on the second last lap made a spurt, and obtained first place, finishing in fine style.

Low's time was 18 min. 58 sec. The time for each mile was as follows:—First mile, 3 min. 48 sec.; 2nd, 7 min. 28 sec.; 3rd, 11 min. 16 sec.; 4th, 15 min.; 5th, 18 min. 47 sec. It was expected that some of the Western wheelmen would have entered for this race, but none of them put in an appearance.

LONDON.

The Ariel Touring Club.

London comes once more to the front with a new club—the "Ariels"—formed August 9th, for the special purpose of touring and drill. At their first meeting the following officers were elected for 1883: G. D. Cameron, President; J. D. Keenleyside, Vice-President; W. M. Berg, Secretary; J. A. Muirhead, Captain; H. M. Kipp, 1st-Lieutenant; James Lamb, 2nd-Lieutenant. The Club is limited to sixteen members this season and twenty next. The membership has reached twelve already and promises soon to swell to the required number, and the fact that no one can become a member without a machine and uniform, shows that things shall when the "Ariels" will be strong as a Bicycle Club. Their uniform is a dark grey polo cap, briddled patrol jackets, pants, stockings and grey cloth shoes faced with black leather. At the "most" next year, which it is hoped will be held in Toronto, the "Ariels" will turn out their full number. They are going right in for drill, and have secured the Drill Shed in which they are drilling in the evenings and expect soon to be able to go through some good movements.

GALT.

We have just got our Club nicely organized and have eleven riders, their names being R. Milman, J. T. Cochran, R. Gillovak, A. Habbick, W. Trap, J. E. Warnock, F. Pitts, C. Warnock, F. Campbell, H. Cranston and myself. We have had some nice pleasant rides, but all our runs are very long, one of our members having taken a trip as far as Hamilton and back.

We had two races here for medals—one and two miles—and both medals were taken by members of our Club.

I have no doubt but that we shall start out in the spring with a good number of riders. Our boys have experienced some very fine "headers," but so far we have had no bones broken, and things are going along first-class.

Several of our members talk of taking a trip as far as New York next season on their wheels, and our intention is to join the C.W.A.

I will be most happy to do what I can to help you with your paper.

Yours truly,

J. R. C.
FOREST CITY BICYCLE CLUB.

Mr. J. S. Brierley, Secretary of the C. W. A., paid us a visit on Saturday last.

Mr. John Moody, Jr., of Hamilton, was in town during the past week, on pleasure.

Captain Cox of Goderich was in town during the last few weeks with some Marshall, Mich., boys.

Mr. Perry Doolittle of Aylmer has completed his 10,000 miles on a bicycle. Who can beat this?

Mr. Alexander Duncan, of the Hamilton Bicycle Club, is spending a couple of weeks' holidays in this city.

Mr. Crawford Maclean, of the Forest City Bicycle Club, was seriously ill, but is now progressing favorably.

Mr. E. Fitzgibbon, of the St. Thomas Bicycle Club, has left for a three months' trip to the old country.

Mr. A. J. Morley of the St. Thomas Bicycle Club spent his holidays touring around the county on a five-foot wheel.

J. I. Fitzgerald and J. G. Dawson, both members of the Forest City Bicycle Club, spent a couple of weeks at Ashbury Park, N. Y., a short time since.

Mr. Frank Morrison, formerly of the Aylmer Bicycle Club, has removed to London and accepted a position with W. J. Thompson & Co., Carriage Manufacturers.

Mr. Charles Mountjoy has just returned from a week's tour on his wheel to Grimsby and vicinity, and reports being well treated by all wheelmen wherever he went.

Mr. James Hodgins of the Ariel Touring Club has returned from a week's trip through the Counties of Huron and Bruce. He reports the roads in splendid condition.

J. F. Leys, of Sheffield, on Saturday, August 19th, at Leicester, Eng., rode twenty miles in a little over 58 minutes, and covered twenty and a half miles, plus 25 yards, for the hour.

Mr. F. W. Jopling, artist, of New York, has been paying a visit to his friends in Toronto, Canada. Mr. J. was formerly a member of the Toronto Bicycle Club. The boys were all glad to see him.

George Burns, Jr., President of the Forest City Bicycle Club, has left for Springfield, Mass., to attend the grand tournament, which takes place on September 18, 19 and 20th. He is also going to visit New York and Albany.

S. S. Williams and Henry Saunders of the F.C.B.C. left on Tuesday last for Port Burwell. When about two miles from Aylmer, the head of Saunders' machine broke and he had to return home by train. Williams finished the trip alone returning home on Thursday.

We regret to hear that Mr. A. T. Lane, of the Montreal Bicycle Club, while participating in one of the races at Montreal on September 1st, received a severe throw from his machine, which confined him to the house for some time, and we hope to hear of his speedy recovery.

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1—58 in., 6 plated.
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1—54 in., Royal Challenge.
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© 19[?]
Permit No. 1287, 15 June 19[?], Vol. 9, No. 5.
Mr. Perry Doolittle.

It is with much pleasure that we present to our readers in this number of our paper, a portrait of Mr. Perry Doolittle, of Aylmer, one of the most popular wheelmen in Canada.

Mr. Doolittle was born in Aylmer in the year 1860, and is consequently twenty-three years of age, but it was not until five years ago that he commenced bicycle riding.

His first attempt at riding was on a machine of his own manufacture, composed entirely of wood, and designed from engravings, as he had not, up till this time, seen a real bicycle.

He learned to ride this machine fairly well, having made, on one occasion, from Aylmer to Strathroy (fifty miles) in one day.

He next made an iron bicycle, using the barrel of an old gun for a backbone. On this machine he made the same fifty miles, as before, in six hours.

At present he rides a 54-inch Special British Challenge semi-racer; weight, 36 lbs.

His first prize (a napkin ring) was won at St. Thomas on May 24th 1881, since which time he has won twenty medals beside pieces of plate and other articles.

He has to his credit a road record of 10,000 miles.

Our American friends will remember Mr. Doolittle as their escort through Canada on their late tour.

Clifton.

This town is, we believe, the only one in Ontario that can boast of a Mayor who is a bicyclist. Mr. D. A. Forrester, the gentleman who occupies that position, is an enthusiastic rider, and although the last of "the crowd" to learn, can spin along with any of the boys.

The Holmes family has three good riders among its numerous members. Mr. E. Holmes, Sr., who is sixty years of age, takes just as much pleasure out of a quiet ride as most younger riders; R. Holmes, who was the first to introduce "the airy steed" in this locality, has not been able to do any riding whatever for several weeks, owing to illness, E. Holmes Jr., is considered the rider of the place, and as most of his spare moments are spent in the saddle, it would not be much to his credit if he were not an expert in handling "the contrary critter," as some people call a bicycle.

The wet weather this season has been very provoking to riders, but when the roads were dry they were good. But what's the use of saying that; everybody knows that their arrival the proprietor of the Grigg House had to lay in a fresh supply of provender.

None of the boys here have tried as yet, to do much in the way of making speed, but some of them intend to get the driving park in shape, and "practice up." After that such men as Ross, Doolittle, and Westbyck, will be compelled to take a back seat.

Until last week we had two very young 'cyclists in our midst. They were aged respectively eight and ten years, and were adepts, being able to do considerable fancy riding. They belong to Cleveland, and have just returned home.

Mr. Chris Dickson, being about to enter the state of matrimony, recently sold his bicycle, perhaps under the impression that one position is incompatible with the other, yet four of our best wheelmen are married men.

This county has about thirty-five wheelmen, but they are scattered among the different places. It has several times been proposed that a County Association be formed, but the proposition has not yet taken practical shape.

Mr. J. P. Tisdall, banker, is the wealthy rider of "our party," and he is just as liberal as wealthy when on a tour. He is truly a "half fellow well met!" Mr. T. Jackson takes the cake for personal beauty. The claims of all the rest are too numerous to mention.

Next season we anticipate a good addition to our numbers, people becoming convinced that the bicycle is not simply "a thing of beauty and a joy forever," but a practical means of locomotion at a very reasonable outlay.

It riders from other places, who purpose touring over the unsurpassed roads of Huron, would simply drop a card to any of the members of the club here, we would be glad to meet them and extend any courtesies in our power.
THE CANADIAN WHEELEMAN.

THE NOCTURNAL RIDE
OF THE BUSH CITY BICYCLE CLUB.

CHAPTER I.

"I have been thinking," said the Captain of the Bush City Bicycle Club, "that we ought to make a trip to some of the towns at a little distance—say Sarnia or Goderich, to go in a body, I mean, and I propose that we make the journey by night; a moonlight excursion, eh? how does that strike you?"

"Capital, excellent," resounded on all sides. "The sooner the better. When shall we start?"

"To-morrow evening at half-past ten," suggested the Captain.

"I don't think I shall be able to go on any moonlight excursion to-morrow," said Mr. Bubchug, the obstructionist of the club, a fat, podgy little fellow with intensely red hair and freckled face; "I'm sorry, but I shan't be able to manage it."

"That's too bad," remarked the Captain. Mr. Chifney Soggletroop. "I should like the club to turn out in full force, if possible. Can't you really manage it, Bub? I should take it as a personal favor if you would make the effort?"

"Can't possibly be done, and I'm afraid none of us can go to-morrow," responded the lugubrious Bubchug.

"Why? what do you mean?" asked the Captain, in an alarmed tone. "I shall go for one," and he snorted defiantly. "Why can't we go to-morrow, Bubchug?"

"'Cause there's no moon for another week," answered the complainant Bubchug.

"How are you going on a moonlight excursion without a moon?"

"Hum!" muttered Soggletroop, "the fact of the moon's being invisible certainly is an objection. I didn't think of that."

"Bosh!" broke in the Secretary, Mr. Simpkins Doodleby; "'bosh! I haven't we all got lamps? Who wants a moon? Fish! shut up, Bubchug, and don't try to throw cold water on every scheme proposed."

"Very good," the Captain said, "shall we say to-morrow at half-past eight?"

A unanimous affirmative being given, it was settled that the club should meet in front of St. Paul's Cathedral, at 10.15 p.m., sharp, on the ensuing evening, each man to be provided with a substantial lunch in case of accident, and with every lamp trimmed and filled with oil, "for," remarked Mr. Soggletroop, "we don't want any fancy virgin business about this trip; and we ought to get into Sarnia at about five next morning, taking it easy and resting on the road; we shan't be able to go very fast, as Bubchug won't be able to keep up, and we must keep together."

"Never mind about Bubchug," growled that worthy; "it hadn't been for Bubchug I suppose you'd have waited in front of St. Paul's for a moon to rise—and you might have watched;" and the revellers departed homewards, with the strict understanding that all were to meet at the appointed place at the hour previously indicated.

CHAPTER II.

"Half past ten," said Soggletroop, looking at his watch, as he and several other members of the Bush City B. C. stood with their machines at the trysting place on Richmond street. "It's time we were off, and only fourteen of us here. Bubchug late of course; I never—"

"Shut up, there; Bubchug's been here for the last half hour," said that gentleman's voice; "as you'd have seen if you'd had that moon of yours on hand."

"Regard, old man, I didn't see you!"

and then the Captain added, sotto voce, "not that your proportions are infinitesimal as all that!"

"Well, I vote we start; the rest can follow," suggested Spitherrybingle.

"Give them ten minutes more," said Soggletroop; "if they don't turn up at the end of that time we'll be off."

The prescribed ten minutes having elapsed, and no addition having been made to the party, the Captain gave the word to start, and in a few seconds every man was in the saddle and gliding away up Richmond street.

The night was dark, though not so pitchy black but that the road was easily discernible; moreover, every wheelman's lamp was lit, and its rays illuminated the surrounding darkness for several feet.

"Who knows the road, by the way?" enquired Soggletroop. "I forgot that important matter."

"I do," responded Doodleby; "Can't go wrong if you go straight ahead with a bearing off to the left."

"All right; you go first as guide," ordered the Captain. "You fellows, all follow Simkins," and away they sped, the bright wheels flashing in the light of the lanterns as they noiselessly whirled along.

"Bear to the left, gentlemen, bear to the left," cried the guide, as he branched off in that direction, followed by the whole thirteen, all of whom placed implicit confidence in his leadership.

"If we keep this pace up we'll be in Sarnia by four o'clock at latest," remarked the Captain.

"Easily," replied one or two of those nearest him; "jolly night, ain't it? Have a cigar here;" and the offer being accepted the air was soon filled with the fragrance of many weeds, as the smoke streamed behind the swiftly-gliding column of cyclists. All went well till after midnight; not a single mishap had occurred to mar the pleasure of the ride; not one solitary spill, and all the members of the party kept well together, and were in hilarious spirits.

"I'm getting most devilish hungry," observed Doodleby, shouting back over his shoulder.

"And I," said several.

"Well, I'm pretty peckish, too," joined in the gallant Captain. "I say, you fellows, suppose we halt and feed. Deuced glad I suggested bringing grub with us; here's a good place, as far as I can see; nice and grassy, by the roadside; halt! let's dismount and pitch in; this air makes one as hungry as the devil," and in a few minutes every man was engaged in lightening the contents of his lunch receptacle, whatever it had been, by stowing them away in the one provided for them by nature, whilst a fire of good-natured chaff was freely kept up by the high-spirited wheelmen.

CHAPTER III.

"Say, Doodleby," enquired Soggletroop, as they sped along once more, "what was that place we passed on our right about a quarter of an hour ago? I thought I saw a light there and here."

"Well, we have been making good time, and I guess it must have been Warwick, replied the doughty guide.

"By Jove! we are getting over the ground in fine style; I'd no idea we were going at such a pace, but one can't tell at night how fast he really is going."

"That's so," said Mr. Boomblash; at this rate we shall be in Sarnia by half-past three."

"By Jingo! we're the stuff. I shall publish an account of this trip in the CANADIAN WHEELEMAN," exclaimed the Captain, quite jubilant at the prowess they were displaying.

Onward, ever onward, sped the nocturnal riders; it was ten past two; true, a few of the party were beginning to stagger slightly and fail to the rear, but on the whole, they kept pretty well together. No one had spoken for some time, and nought had been heard for, perhaps, half an hour save the whirring of the swiftly-revolving wheels.

"Be in Sarnia in another hour and a-half, eh, Doodleby?" asked little Spriggs, a game, wry diminutive specimen of the human race, but pluck to the back bone. "Can't be long now, eh?"

"Good Gosh! I hope not," growled Bugchug, on whom the pace was beginning to tell, and who had for the past hour been "larding the lean earth" as he puffed along, managing, however, to retain his position, "Blest if I ain't as dry as a pine board, and hungry too."

"Clear up, Bub," said the Captain, encouragingly, "I telegraphed ahead to Sarnia for a glorious blow-out, and we'll soon be pitching into it."

"Hope so," was all that Bubchug vouchsafed in reply.

"Ha!" exclaimed Spitherrybingle, after another half-hour's silent riding, "That looks like daybreak, yonder," and he pointed in the direction of a long, pale streak of grey light in the heavens, nearly straight ahead, but rather to the left of the riders.

"That's day-break and no mistake," replied Soggletroop; "brrral it'll be light in a short time."

"I say," enquired a soft-spoken, unostentations, reticent little fellow, who had not said much during the ride, "Of course I only ask for information and don't mean any harm but—where does the day break in this part of the country?—I mean in which quarter of the heavens does the
sun-rise, for of course the day breaks in the same place as the sun rises, doesn’t it?”

“Certainly, Bimbledy, certainly; the day breaks in the east, to be sure,” replied the Captain, with an air of superior knowledge and information.

“Well, then, Tugglethropp,” continued the modest Bimbledy, consulting a little compass that hung at his watch-chain. “Please don’t be angry, but we were going north when we left London, and consequently the east would then be to our right; of course, my compass may be out of order, but if it isn’t, that grey streak, which is getting brighter all the time, is undoubtedly east of us, and it is on our left; how is that?” and he peered with a half-brightened air at the Captain.

“By the holy poker! he’s right,” ejaculated Pugglethropp, again; “I say, Doolby, hold on, we’re wrong.”

“I’ve been thinking that for the last hour,” replied their guide, calmly, “but I thought it best to keep mum!”

“A little device you did,” cried the captain——

“I must say——

“Hurrah! hurrah!” yelled some enthusiastic rider in the rear, who had not heard the foregoing colloquy; “look! there’s Sarnia,” and he pointed to what was evidently some town which could be made out distinctly in the rapidly increasing light. “Sarnia at last, boys; now for a final spurt, and then, hurrah! for breakfast!”

“Well, by heavens!” cried Spittithropp, binding, “if that’s Sarnia—if that’s Sarnia, I say, well I’m damned,” and he burst out into a roar of laughter.

“What’s the matter, Spitt? ” enquired the Captain, on whose mind it was slowly dawning that everything was not as it should be; “what’s the matter?”

The whole party had now halted and were clustered round the speakers.

“Why,” resumed Spittithropp, that looks to me most deceitfully like London Court House, and if that tower yonder isn’t St. Paul’s, I’m a dunce; oh! ho, ho! I say, this is one on us. Soon be at Sarnia, ha! ha! I’ll be hanged if I haven’t ridden all night to get to the place we started from, ha! ha! ha! and the air fairly rang with his obstreperous mirth.

“It does look most uncommonly like London, that’s a fact,” said Spittithropp, day having now fully broken, rendering objects perfectly distinct; “how do you account for this, Doolby?” turning to their guide.

“Very simply, Chief;” responded that worthy; “it is London, and I took the wrong turning when I branched off to the left, and that was Delaware we passed through and thought it was Warwick?”

With dropping heads and crestfallen air, the cyclists once more remounted their wheels, and sneaked by several back streets into London.

“I suppose, Chief,” said Bubchug, “I suppose you won’t send an account of this trip to the Canadian Wheelman, as you said you would, eh?”

“We will settle that again,” replied the Captain, with some asperity.

“By Gosh! I wish you and the breakfast and everything else were all where you’d be hot enough,” and he sped off in the direction of his house, and the Nocturnal Ride of the Bush City Bicycle Club came to an end, though it was not the last they ever indulged in, as will be seen in a future number.

The Western Fair.

OCT. 1ST TO 5TH.

As business was not very pressing, we allowed the office boy and the staff of carriers a holiday on the occasion of the Western Fair, and decided that the Canadian Wheelman should see the show as well as anybody.

The first person whose countenance shone upon us was Mr. W. G. Eakin of Woodstock, who is working so energetically for us, and whose efforts we greatly appreciate. The next on the scene was Mr. F. Donville of Hamilton, who had an interest in the Dog Show. Of course Captain Cox was down from Goderich with his big helmet, which is quite a notable feature of his bicycle costume. Fred Westbrook also being on hand to participate in the races. The next in order were Messrs. Hamilton, Cole, Farwell and Loft of St. Mary’s, who looked as if they were quite satisfied with the first number of the Canadian Wheelman.

Working our way around the building to Wm. Payne’s display of bicycles, we met Mr. F. A. Winter, of Eden, also Mr. Higginbotham, of Guelph, whose time was very limited, being taken up by some fair affair. Messrs. Moore and Macklin, of Poplar Hill, enthusiastic bicyclists, were on hand, the latter of which made a very good show in the three-mile race on Thursday.

Passing on still farther, Messrs. Ed. Macklin and Webster, of Toronto, met our gaze also Mr. Overhold, of Eastwood.

Of course the Forest Citys and Ariels were there in full force, in the evening Captain Burns of the Forest Citys being well occupied,” and Mr. Geo. Cameron doing full justice for the Ariels in his attentions to the young ladies who were present; but we must hasten on to the races.

The one-mile race, in heats, was well contested by Messrs. Westbrook, of Brantford, and Burns and Kipp, of London, but was a foregone conclusion, although the latter two rode a very plucky race.

The three-mile race was participated in by the same three riders, along with Dr. Macklin, of Poplar Hill, who rode a very good race, having pushed Westbrook in good style, but on the seventh lap he gave out

Westbrook finishing 1st, Burns 2nd.

The consolation race was contested by Messrs. Kipp and Macklin, the latter again dropping out, leaving Kipp winner.

In the drill competition, the Ariels had their own way, no club having entered against them. They showed a great deal of proficiency, which certainly reflects great credit on their Captain, Mr. J. A. Muirhead.

Oshawa Wants a Corner.

Oshawa, Oct. 11th, 1883.

DEAR WHEELMAN—

SUCCESS FROM OSHAWA. We hope to bring you long winter hours by reading your columns, and will try to help in every way possible.

As a Club, we have made no headway this season. Although we have ten members well mounted, we can very seldom get more than two of them together at once.

Captain McBride, of the Toronto, rode through here last week and, I understand, made the trip from Toronto to Grafton in one day, a distance of eighty miles. We have a good road for coasting between Oshawa and Whitby, and a very nice level road to Bowmanville, nine miles east, and lots of friends when we get there, but when any of our members do go east it is generally for a different exercise than ‘cycling.’

Our V.P. is taking matrimonial more than ‘cycling’ just now and has shipped his machine C. O. D. Only nine riders left.

Our Captain who is representative for this district intends keeping a bank account during the winter, having sold his wheel, as he thinks a C. W. A. officer should be better mounted than the ordinary ‘cyclist.’ Only eight left.

Our Bugler after beating all our members in a local race, found that bicycling and lessons would not pull the same way, so he has split the difference and started business; he still keeps his machine, but very seldom rides—reason—his ped’l’s gone.

Dick, after pinning a medal on his breast, at the Ottawa races, is keeping very quiet; so that, with deer-hunting and growing beards the O. B. C. is almost disorganized.

More anon.

Yours, a ALARM.

CONTRIBUTED BY OUR OWN CRANE.

What bought I with my hard-earned,tin,
That I might ‘round the country spin,
Far from the city’s noise and din?

My Wheel.

What brought I home with boyish pride,
That I should shortly learn to ride,
Although thus far I had not tried?

My Wheel.

What mounted I with boyish glee,
’Cause Dad and Mum were there to see,
Their off; for it had mounted me?

My Wheel.

What made me craze its ways to know,
And further strive to make it go,
To climb again with cheeks aglow?

My Wheel.

What struck that buck? I think I aware,
Just as I passed my father’s door,
“A I am not dead, but gone before!”

My Wheel.

What now lies rusting in the shed,
And has lain, since I hurt my head,
I think I’ll sell to cousin Ned?

My Wheel.
What They Say About Us.

We have received No. 1, Vol. 1 of the Canadian Wheelman, a neat little journal devoted to Cycling, etc. It is published in London, Ont., and should receive the support of every bicyclist in Canada.—\textit{Gazette}.

The \textbf{Canadian Wheelman}—This is the name of a neat little paper devoted to the interests of bicycling, published in London the less. The initial number contains a readable article upon bicycling from the pen of W. E. Evans, barrister, Woodstock. Mr. E. has recently been elected counsel for this district in the Canadian Wheelman's Association.—\textit{Ingeroll Chronicle}.

The \textbf{Canadian Wheelman}, a spicy monthly in the interest of bicycling, has been started in London, and it is live, bright and interesting, and numbers among its contributors men of no small ability. W. Kingsley Evans, Editor, J. B. Digman, Business Manager. We wish it success. \textit{Family Circle}.

We have received the first number of the \textbf{Canadian Wheelman}, published in London, and edited by W. Kingsley Evans, has been received. The difficulties and troubles of a first issue have been got over admirably, and the number is a very creditable one. The Wheelman promises a series of portraits of prominent Canadian cyclists, beginning next month with Percy Doolittle. The new journal deserves success, and promises to become very influential among the growing army of wheelmen.—\textit{Hamilton Tribune}.

The \textbf{Canadian Wheelman} is the name of a new monthly journal, which, as its name implies, is to be devoted to the interests of bicyclists in Canada. It is published at London, by W. Kingsley Evans & Digman, and reflects credit upon them. There is no doubt that its constituency will for some time be a growing one. We do not reason why the Wheelman should not become an enduring fact, as bicycle men have hardly felt the want of a reliable organ.—\textit{Simcoe Reformer}.

The \textbf{Canadian Wheelman} is the title of a neat little publication of this city, the editor of which is Mr. W. Kingsley Evans. It is a monthly.—\textit{London Advertiser}.

The first number of the \textbf{Canadian Wheelman}, published in London the less, has made its appearance, its laudable objects being to fill a long-felt want. It is well got up typographically, and presents a neat appearance generally, and reflects no small credit on its editor, Mr. W. K. Evans, and J. B. Digman its business manager. The Wheelman is devoted to matters of interest to bicyclists, and has our best wishes.—\textit{Gray, Toronto}.

Of course the printers had to make a few bungles, a bad sample of which occurs in "My Wheel," page 11, where the word "brick" should read "brick."
News from the Clubs.

Simcoe Spokes.

There is an old saying, that you cannot beat a hare out of a bush when there are none in it. So it is, when you ask me to send you "bicycle news" from Simcoe, a difficult matter for me to give you any.

The present condition of things has got to be an old story. Our glorious sport which boomed out so brilliantly last year, and which opened this spring with such splendid progress, has gradually descended to that ignominious limbo of decay along side of those other young giants of former days—the Simcoe Lacrosse Club, the Simcoe Cricket Club, the Simcoe Lawn Tennis Club, etc., etc.

The principal cause of the above sad state of affairs, is no doubt owing to circumstances over which the members of the Club had no control, the removal from the town of some of the leading members being chiefly to blame.

However, Mr. Wheelman, for the love I bear to Bicycling, I have sat me down in mood profound to scratch you off a few lines to let you know, that the Simcoe Bicycle Club is not dead though it has of late grown fearfully weak. And now, having made my preliminary growl, allow me to extend to you my hearty congratulations. Bicycle men were sadly in want of a reliable organ, and I can see no reason why the Wheelman should not step into the place of the late lamented Bicycle of Hamilton; not to share the same hard fate, I do hope, but to grow with wheeling, as wheeling is sure to do until it becomes a power in the land.

And now a few remarks as to our Club: Our President is Mr. Geo. W. Wells, a leading member of the class in Simcoe, who despite his 220 pounds of solid humanity, manages to ride an "Extraordinary Challenge" in very good style. Our Captain is Mr. H. A. Carter, perhaps I should say "was," for Harry has taken wings and gone up among the rocks of our much disputed North Western territory. The Secretary-Treasurer is Mr. H. B. Donley, recently elected one of the Representatives of District No. 1, C.W.A. The Club Lieutenant is Mr. K. J. McKibbin, head clerk in the largest dry goods store in town, and an all-round good sport, at home on the wheel, in the lacrosse field, with a gun, or wielding the willow, the owner of a very handsome gold medal, won last 25th of May, and an exceedingly good rider; W. S. Perry, the proprietor of the Simcoe Shirt Factory, a prince of good fellows, the leader of the Club orchestra, and our principal "tourist;" the Tisdale brothers, Edgett and Rob, the elder a student-at-law, the younger, champion rider of the Club, one mile distance; he is now somewhere in the neighborhood of the Rocky Mountains on an eight months' holiday trip; T. A. Donley, a clerk in the Simcoe Bank [the Federal]; Chas. A. Austin of the well-known drug firm of Austin & Co.; D. Ferguson and others whose names I do not now recollect.

The Club is the owner of a very handsome gold medal, which is put up monthly for competition among the members. The distance runs each time is one mile, the contestants being handicapped. The first winner was Rob. Tisdale, the second, W. J. Robey, and the third and present holder of the medallion, Dan Ferguson. The contests have all been exciting, and have elicited much interest from our townspeople, who have always treated us in the kindest manner possible.

As to the roads in this vicinity I am afraid I can say but little, at least favourable. But to all wheelmen who venture them we give a warm welcome. To those who have already visited us we say, "Come again;" to those who have not yet partaken of our hospitality, "Our latch-string is always out." In the hope that next year our boys will wake up and do some good, hard work to regain their lost ground, I am,

Yours most fraternally,

GRIT.

Racing at Montreal.

Fall Championship Games of the Montreal Amateur Athletic Association, Sat., Oct. 6, 1883.

One-mile Championship of Canada.

First trial heat, W. G. Ross, 1st, G. S. Low 2nd.

Second trial heat, T. C. Holden, 1st, W. A. Dodds 2nd.

Holden was protected by J. H. Low for a foul on last lap, and ruled out by the judges.


J. H. Low got a bad fall from collision with Holden's step which cut through six or seven of his spokes and was thrown out of this race and also the five mile championship, which was a walk over for W. G. Ross, who covered the distance alone in 18:30.

Westbrook, of Brantford, had entered but did not file an appearance; neither did Robinson, the English Crank.

Montreal Driving Park, Monday, Oct. 8, 83.

One-mile—thirteen starters. Six prizes. Silver cup, value $75 to 1st; gold medals to 2nd, 3rd and 4th; and silver medal to 5th; silver medal to 6th.

First trial heat—W. G. Ross, 1st; F. C. Holden, 2nd; G. S. Low, 3rd; R. Darling, 4th.

Second trial heat—D. B. Hold, 1st; H. Ramsay, 2nd; W. McCaw, 3rd; W. Dodds, 4th.

First four in each heat started in final heat.—W. G. Ross, 1st; G. S. Low 2nd; R. Darling, 3rd; H. Ramsay, 4th; W. McCaw, 5th; D. B. Holden, 6th. Time 3:13.

The track is one-half mile. Coming into the straight on the first round, Ross, who was leading, fell, and F. C. Holden fell over him. Ross, however, remounted and caught his field, winning handily by forty or fifty feet.

PERSONALS.

Tommy Lane brought a "Star" along from Springfield, and several of our men have tried it. I believe it is the coming "machine," Frazier having landed himself first on one weighing about sixty pounds in the 25-mile race at the big tournament.

Jack Low had hard luck, getting put out of the mile and five mile championships on the 6th, and the mile at the New Driving Park on the 8th (which would have been two seconds if not three) by his fall in the trial heat.

Little D. D. Holden, who got 6th prize on the 8th, is the third (and youngest) brother to make his appearance on the track. He will make a good man some of these days. He rode a very plucky race, especially in the trial heat, which he got first in half a second. It was a sign to behold to see "Jimful," and "Hungry Tommy" heading the second place party on the Tuesday night at Springfield—one with a fish-horn four feet long, and the other with a torch-stick and a five-gallon oil-can for a drum.

The Montreal Club will reach its sixth anniversary on 2nd December next, and some special means of celebrating the event are being cogitated over by the wise heads on the Committee, among others being a "Cinderella," (or small and early advance, quitting at midnight) or a dramatic performance with a wheel tendency, both to take place in the large hall of the Club House.

"Kanuck" wants to know why K. K. is never heard from now, and who the devil is Frank E. who writes from Montreal for the Bicycle World? Perhaps K. K. is short for Kanuck: people need to say it stood for Kanuck in the rainy days before Charles Sidney went home to Scotland, and before so many of our men had joined the noble army of beneficents.

How much more graceful, elegant, and superior does the man on the bicycle look than the man with the wheelbarrow. But wait until they come into collision and see which procession turns up in the most handsome condition—Exchange.

Yes, but the chances of a bicycle's coming into collision with anything else are few and far between, if the rider has his eyes open, and an experienced rider is not nearly so liable to fall as most people suppose.

As will be seen by my personal column, Mr. A. T. Lane, of Montreal, has imported the American Star Bicycle. This exhibit of enterprise is commendable and will add to Mr. Lane's popularity with the bicycling fraternity.
The Springfield Tournament.

The Canadian Star’s machine having the little wheeler in front, in the splendid time of 3:11, C. H. Jenkins, of Louisville, Ky., 2nd, in 3:11 2-5.
The second race was a two-mile, in which seven started, won by A. H. Robinson in 6:02 1/2, H. D. Corey 2nd, in 6:02 2-5; C. D. Vasey (England) 3rd, by a length.
The next was a ten-mile handicap, eleven starters; won by E. P. Burnham, of Newton, Mass., in 3:48.
The next two were an Inter-Club race, won by the Springfields, and an Inter-College race, won by Harvard.

Then followed the twenty-mile race for the Pope Cap (valued at $1,000) which was at the last moment announced withdrawn, another prize being substituted by the Springfield Club. Only three started, Jenkins dropping out on the third mile, leaving Hendee (Springfield) and Midgely (Worcester) to struggle on together. After a close race for 19½ miles, each leading alternately, Hendee came away with a grand spurt and won in 1 hour and 7 minutes 32½ seconds by about 100 feet. The crowd, wild with enthusiasm, rushed over the wide track like a flood, and the result was both competitors got knocked over and seriously shaken up.

The last race of the day was a ten mile professional handicap won by J. S. Bruce in 32:51 with a field of nine riders.

In the evening a grand display of fireworks was given, attended by nearly 20,000 people, and the racket in camp afterwards was nearly as bad as the night before.

THURSDAY.

Thursday morning was devoted to a club drill competition, which your correspondent was unable to witness, and prior to the races in the afternoon an exhibition of fancy riding was given in front of the grand stand, which was every day packed, its seating capacity being over five thousand.
The first race was the one-mile, seven starters; won by H. D. Corey in 3:51 1/4, A. H. Robinson 2nd, in 3:52 1/4, W. G. Ross 3rd by a quarter length, Hendee 4th by same, all four beating previous record.
The next was a five-mile handicap, eight starters, won by C. S. Fisk, of Springfield, in 15:50.
Then followed a five-mile tricycle race, won by H. L. Johnson in 18:35 2/4; three started.
The next event was the twenty-mile professional championship of the world, five starting; won by W. H. Higham in 1h. 6m. 30s., John Keene 2nd, J. S. Prince 3rd, James 4th; a very close finish.

This was followed by the race for the $500 medal and

TWENTY-MILE

amateur championship of the United States; five starters; the race was won by C. Frazier, of Smithville, N. J., on an American Star, Robinson 2nd, Vasey 3rd; 1h. 23m. 10s. H. J. Low, of Montreal, was 2nd at seventeen miles, and finished fifth within one second of the winner, lapping two competitors. The record was broken in this race by nearly thirteen minutes.

A consolation race wound up the programme, and subsequently H. D. Corey essayed successfully to cut the ten-mile record with Ross, of Montreal; Prince, of Pittsfield, and Fisk of Springfield, making the pace in alternating half-miles. Corey completed his self-imposed task in 31:39 beating the previous record by thirty seconds.

The Montreal racing men went down to Springfield a week before to train on the track there, and on arrival found it unrideable, which injured their chances considerably. Low’s machine also was minus five spokes at the conclusion of the twenty-five mile race, and Ross’s machine is too small for him. Taking these facts into consideration, and looking at their respective performances, I am of opinion they are just as good as any two other men competing, and expect in the future to see them successfully uphold the honor of the Dominion.

On Thursday evening the party broke up, some returning home, others proceeding to New York and others to Boston, a few remaining over to visit the United States Armory on Friday. All, however, returned satisfied with the successful termination of the greatest affair of the kind ever attempted in the world. The weather during the whole trip was splendid, not one drop of rain failing to mar our pleasure.

KANID.

Guelph.

Guelph, Sept. 7th, 1883.

I am glad to hear of a Bicycle Journal being started in Canada. Several of our wheelenmen have been receiving American papers; but I have heard them remark that they did not care for them, and would prefer a Canadian paper if there were such, and I think you ought to get a fair number of subscribers here. Our Club is but in its infancy yet, but the prospects are that we shall have double the number of members next year.

We have never managed to have our weekly runs, except in the evenings, and as they are now getting very short, the runs have been cut down accordingly.

Although bicycling is rather quiet here at present, I will send you all the news items possible.

Wishing you every success, I remain,
Yours truly,

D. A.

I.

Gaily the bicyclist mounted his wheel,
And vied with the wind on his swift steed of steel;
Singing: I happy am, catch me who can.
Bicycle, bicycle, like wings to man!

II.

Home came the bicyclist, jaded, I ween;
He'd taken a header and bust his machine,
This was the song he sang, murmuring low:
Bicycle, bicycle, why did you so?
THE CANADIAN WHEELMAN.

Industrial Exhibition Bicycle Races.

Toronto, Sept. 17th 1883.

These races were held on the exhibition track and were a decided success as to competition and entries, but as usual the races were not called till nearly five p.m., owing to some horse racing that could not be postponed, and the latter part of the programme was gone through in the rays of the electric light.

The judges were, J. B. Boultend, C. E. Lailey, and T. H. Robinson; referees were Messrs. McBean and Higinbotham of Guelph; and Wm. Payne of London acted as starter.

There were over one hundred bicyclists in uniform on the grounds, the Wanderers to the number of sixty-five including visitors, arriving shortly before the Toronto Bicycle Club, who turned out to the number of fifty including visitors. The track was in prime condition with the exception of the inside edge which was soft, owing to the rain of the previous day. The race resulted as follows: 1-mile heat race, fifteen starters: 1st, G. H. Orr, Wanderers; 2nd, F. J. Campbell, Toronto; 3rd, J. Moodie, Hamilton.


1-mile green; 1st, A. J. Boyd; 2nd, C. Langley; 3rd, F. Foster.

Fancy riding; 1st, O. Brunell, Wanderers; 2nd, P. Doolittle.

In the 1-mile race, the first heat was very exciting, and was a close contest all through. In the second heat of the same race, Hopinstall, of St. Thomas, made a very neat race, but was beaten by Orr, Campbell, and Moodie, Orr leading at the finish by about thirty yards. Time 3:17.

In the slow race a very close contest was witnessed between Moodie and Brunell, the latter winning by a few feet.

The 3-mile race was a very good race, and Doolittle had a little difficulty in passing Campbell, who made it interesting for him. Moodie somehow or other came in 3rd instead of 1st, after a hard struggle with Wickham.

The green races were run in the dark, and the spectators only caught occasional glimpses of the contestants as they shot under the electric lights scattered around the course.

The fancy riding contest was the event of the day and many very difficult tricks were perfectly performed by both Brunell and Doolittle. Brunell, who has been riding scarcely a year, performed some really astonishing tricks. He was at a disadvantage having to use a borrowed wheel two inches smaller than his own which he unfortunately broke.

Charles Stephenson, the husband of Kate Claxton, rides a bicycle, which is said to be in the neighborhood of ten feet high. It was supposed to have been made for the Chinese giant; but Mr. Cone denies it and says it was built for his son-in-law, the present owner.

PERSONAL.

Mr. Solon Doolittle of Aylmer, wheeled to London on Oct. 8th.

Mr. E. W. Keenleyside is the latest accession to the bicycle ranks in this city.

Mr. A. E. Bogg, of the Toronto Bicycle Club, has been spending a few days in Boston.

Messrs. A. F. Webster and E. H. Macklin, of the Toronto Bicycle Club, were in town during last week.

Mr. A. T. Lowe, of Montreal, the pioneer bicycle importer, is “struggling” with an American star machine.

Jas. G. Bailey, of Patterson, Ont. has assigned half of the interest of his patent bicycle to Richard Thorne, Toronto.

Mr. Harry Sanders, of the F. C. Bicycle Club, has left for Philadelphia where he will attend the School of Pharmacy during the winter.

Mr. Vanamour Davis, of the St. Thomas Bicycle Club, rode from St. Thomas to London and returned without a dissent on Sunday, Oct. 7th.

Mr. Ed. Crean, the popular manager of the Roller Skating Rink in this city, is seriously thinking of buying a bicycle. You cannot do better Ed.

Mr. Jas. Lamb, 2nd Lieutenant of the Aries, fell from his machine on Saturday, 13th, and severely sprained his wrist, but we trust he will soon be about again.

Mr. E. Holmes, Jc., of the New Era, Clinton, rode from Clinton, through London, to St. Thomas, on Friday, October 5th, returning on the following Monday. He reports the roads very good.

Mr. Crawford McLean, Secretary of the Forest City Bicycle Club, who has been dangerously ill for the past month is now rapidly improving, and we hope before long to see him out on his “Bike.”

Mr. Geo. A. McIntosh, of the Forest City Bicycle Club, left, on the 26th September, for Leckwood, Missouri, where he has entered into business. Although George was not a rider, still we all will miss him.

Mr. G. Sisson, of the Toronto Bicycle Club, and Mr. Fred Morphy, took a trip from Toronto to Whitby, a distance of about forty-three miles on Thursday, Oct. 4th, and reported that the roads were all that could be desired.

Mr. Smith, of Napanee, Can., was recently coasting down the long, steep hill immediately east of the town of Napanee when his brake gave way. The wheel darted off with the velocity of an express engine. At the bottom of the hill there is a covered bridge through which he had to pass, but arriving there he discovered a team coming towards him, and in his endeavor to avoid a collision was thrown a distance of twenty or thirty feet, where he was suspended by his clothes’ catching on to a pin of the bridge. Bicyclists should see that their brakes are in proper condition before running hills.

WM. PAYNE, Importer of Bicycles, Tricycles, London, Ont.

ONLY THE BEST ENGLISH MAKE KEPT IN STOCK.

IN STOCK:

No. of Wheels

21—52 in., 8 B.C., half-plated.

14—52 in., 4-plated.

12—52 in., 2-plated.

6—54 in., 4-plated.

6—54 in., all plated but rims.

6—52 in., B.C., 4-plated.

6—50 in., 4-plated.

1—55-in., 4-plated.

8—Nitar, 43 in., 4-plated, Balls in all bearings.

10—N.C., 52 in., new style.

10—N.C., 50 in., new style.

1—54 in., Royal Challenge.

4—Apollo Tricycles, new style.

14—Youths’ Challenges, 44 to 46 in.

A large stock of Fittings for the Challenge, Bell, Gong, Lamp, Springs, Bags of all kinds, at Reasonable Prices.

BE SURE

And examine my stock before making a purchase.

Satisfaction both in prices and style of wheel guaranteed.

SEND 2-cent stamp for Catalogue.

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No. 2. do do

Expert Columbia,
American Star (small wheel in front.)

Bicycles from $40.00 Upwards.

A SPLENDID LINE OF FITTINGS IN STOCK.
TESTIMONIALS.

Montreal, 8th March, 1883.

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
Capt. Montreal Bicycle Club.
(Now Capt. Ariel Bicycle Club, London.)


Dear Sir,—I have much pleasure in stating
that the Special Royal Canadian Bicycle
I purchased from you this spring has given
every satisfaction. I have ridden it the
whole of the season over some very rough
roads as well as in several races without
having to adjust a single nut or bolt, and it
has not cost me a cent for repairs.
Yours sincerely,
HORACE S. TIBBS,

A number of Second-Hand Bicycles for Sale Cheap.
Send 3-cent stamp for Catalogue.

A. T. LANE, Montreal.

For Sale.
Advertisements under this head, one cent per
word each insertion. No advertisement less than
twenty-five cents.

BICYCLE FOR SALE.—52-INCH SPECIAL
Club; adjustable double ball bearings to front
wheel; safety to back, with Automatic Alarm
Bicycle Stand, Spoke Adjuster, etc. Price $70.
Address—Secretary Oshawa Bicycle Club.

BICYCLE FOR SALE.—52-INCH ROYAL CHALLENGE,
with cradle spring, Automatic Alarm and Cy-
crometer. Has been run only a short time—too
small for present owner. Will be sold cheap.
Address—Box 92, London, Ont.

WRITE FOR OUR SPECIAL RATES TO
CLUBS.

ADDRESS
“The CANADIAN WHEEWMAN,”
LONDON, CANADA.

WM. WILSON,
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LADIES’ HABIT MAKER.
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Bicycle Uniforms
A Specialty.

Send for Quotations. Special Reductions
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Lightning Bicycle!
Full Nickled, Ball-Bearing Pedals. King of the Road Lamp, Saddle Bag and Bell—all complete.
TO IMPORT, - PRICE, $110 CASH.
JAS. COWAN & CO.,
121 Dundas St. - London, Ont.

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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

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London & St. Thomas.

Sole Agents for British Lawn Tennis and Bicycle Shoes.

Wm. Payne, Importer of
BICYCLES and
TRICYCLES

Save up your spare Cash, and prepare for a good Bargain next March or April. This will be the time my NEW STOCK will arrive. I shall adopt such Improvements as will be practically tested and fully demonstrated at the

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GREAT BICYCLE EXHIBITIONS

to take place soon in London, England. My orders for 1884 will be based solely on the Practical Working and Merits of all Improvements that will be advanced at these two

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Customers can rely with confidence that my Bicycles for 1884 will embrace the very latest styles and novelties adopted by the leading 'cyclists in Great Britain.

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Bicycle Agent, London.
From Toronto to Belleville in One Day.

Thanksgiving Day is usually looked forward to by the members of the Toronto Bicycle Club, for a record of long distances, and arrangements are entered into sometime beforehand in order to secure success. This year has been no exception, and a club run was called by the captain for an eastward trip to the objective point being Belleville, a city of beautiful situation on the shore of the far-famed Bay of Quinte, and 117 miles east of Toronto. Six members put in an appearance at the Don Bridge shortly after 5 a.m., and as the morning was very dark considerable difficulty was experienced in making safe progress. As the Don Bridge was reached the first header was taken, causing a bent handle bar, which had to be put in good condition before proceeding on their journey. Captain McBride, Lieutenant Ryrie, and Mr. Webster left the bridge at 5:10 a.m., the balance of the party Messrs. Blachford, Langley, and Warwick following shortly after. While proceeding along the sidewalk some two miles on, Mr. Webster's cap was brushed off by the lower limbs of a tree, which were very difficult to avoid on account of the intense darkness. He was not missed by the leaders till they reached the Woodbine, four miles from the market. Here a halt was made and the whistle sounded, answering voices were heard, when a remount was called and the leaders proceeded. As slow progress was made it was expected that the rear would soon catch up, but from this time forward, the Captain, and Lieutenant did not see nor hear anything of them. After daylight had made its appearance, when a good view could be obtained a look back was given, but no sign of the stragglers appeared. Messrs. McBride and Ryrie then gave up hopes of seeing them again and pushed on to try and accomplish their task.

A few days before starting, a programme was prepared giving time for different points and denoting where refreshments were to be taken. Oshawa, thirty-four miles was reached at 9:10 and a halt was made for breakfast. Remounting at 9:30, Bowmanville, forty-three miles, was passed at 10:50; Newcastle forty-eight miles at 11:35. Before reaching Port Hope a call was made at a farm house for dinner which caused quite a delay as the servant was very slow in her movements, and occupied double the time necessary.

In spite of the delay Port Hope, sixty-five miles, was reached at 5:05, just five minutes after programme time, but another half hour was lost here looking after some luggage which was to be sent on to Belleville. Port Hope was left behind at 2:35 and Cobourg, seventy-two miles, was passed at 3:28. A stop was made at the house of a friend, some five miles from Cobourg and a comfortable ten was partaken of. Grafton, eighty miles, was reached at 4:47 just 13 minutes ahead of programme time. As it was now beginning to get dusk, on account of the cloudy sky, no stop was made further than to make enquiries at the hotel about a friend who was to meet the party here. As he did not turn up, the wheels were again mounted and the road taken for Colborne, eighty-eight miles, which was reached, over some poor roads for night riding, at 6:05 p.m. Here Mr. Bowles, of Brighton, was found in company with the only other bicyclist in this district, Mr. Johnston, who had come all the way to Brighton to a party to that city. After a pleasant stay of twenty minutes at the Windsor, a fine new and commodious hotel, a fresh start was made under the escort of Mr. Bowles and his friend, and taking an easy pace in the darkness, Brighton, ninety-five miles was reached at 7:45 p.m. Here supper was ordered at Clark's Hotel and done justice to by the hungry travellers, who caused the steak and boiled potatoes to disappear in a manner that suggested a considerable vacuum in the inner regions. As there was nothing now to gain in the way of daylight a short rest was taken, when McBride and Ryrie again took to their saddle, and, headed by Mr. Bowles, who kindly volunteered to accompany them the ten miles further to Trenton, they leisurely wended their way eastward, reaching Trenton, 103 miles, at 9 p.m., and an uneventful ride of one hour and three-quarters brought them to the beautiful city which had been so far distant when they set out in the morning. The ambition of the riders was now satisfied; they had completed the largest record of a club run, or any other single day's run. In Canada and were therefore content to close the riding season. As it was now 12:15 a.m. an effort was made to get their baggage from the station, but the train had arrived and it was found too late. Mr. Bowles, who had accompanied the party from Colborne to Trenton (some sixteen miles) was loath to leave them and quickly made up his mind to go the whole distance. Strange to say the riders were not yet tired of the road and decided, before retiring for the night, to ride back part way the next day, as the captain wished to call upon some friends at Grafton, whom he had not time to see on passing through. Breakfast was had at 8:30 next morning and after a few calls had been made, the return trip was commenced at 10:20, and, putting on a faster pace than the night previous, Trenton, twelve miles, was reached at 11:20. A rain storm having set in before Trenton was reached a halt was made here and dinner partaken of, but on getting ready to start again, a strong gale of wind and rain from the south and west caused a change of programme, and the rain continuing to come down in torrents accompanied with thunder and lightning, it was finally decided to wait for the evening train to Toronto. At 5:30 p.m. a start was made for the station, some two miles distant. This distance had to be walked as the road was bad at the best of times, and was now a mass of mud. The sidewalk which could otherwise have been utilized, was cut short at every crossing with a drop of eight to ten inches, which made it practically unridable. The baggageman on the train was very careful of the wheels and kindly made room for them, by moving some boxes, so that they would sustain no damage. Brighton was soon reached, where Mr. Bowles, to whom they were so deeply indebted for the pleasure of the latter portion of this trip, bade them farewell. He beguiled the way with entertaining anec-
dotes of this or that person or place and seemed to be full of information pertaining to that section of the country. It might be here mentioned that on his way to Colborne to meet the Toronto riders he and his friend took the trouble to clear off the large loose stones lying on the hills that would interfere with safely coasting them after dark, and, following his leadership, all the hills between Colborne and Trenton were safely coasted in the darkness. The night Mr. Bowles learned to ride when living in St. Thomas, and should this meet the eyes of any of his old associates they will be pleased to know that he is as enthusiastic as ever concerning the wheel. The time on the train passed quickly in pleasant chat over the events of the past day and regret expressed that rain prevented the completion of the trip. The machines ridden were, by Mr. Ryrie, a Standard Columbia, and by Mr. McBride, a light roadster Special British Challenge. No accident happened to mar the pleasure of the trip and the wheels did not require the services of a wrench or oil can during the whole run. The roads were in fair condition but were somewhat heavy and rough till after Bowmanville was passed when they improved, and, with the exception of two miles just west of Port Hope, were as good as could be expected. Between Grafton and Brighton sandy patches are met with which cannot be ridden, but there is good wheeling between. From Brighton to Trenton and on to Belleville the road is very good, and can hardly be excelled in Canada or the States.

G. W. A.

Applications for admission to the C. W. A. have been received by the Secretary-Treasurer, as follows:-

Carl Kent, Newcastle; Thos. Miller, New-
castle; D. Ferguson, Simcoe; Goderich Club applied Nov. 30th; Dr. T. F. McLean, President; G. D. Glass, Esq, Vice-President; Geo. B. Cox, Captain; Jno. H. McCullough, H. G. McLean, M. C. Thompson, Allan Cam-
THE C. W. A. GUIDE-BOOK.

By the minutes of the Directors' meeting held in Toronto lately, and published elsewhere in our columns, it will be seen that Messrs. Eakin, of Woodstock, Brierley, of St. Thomas, and Donly, of Simcoe, have been appointed to compile and publish a guide-book for the use of members of the C. W. A. In the hands of these gentlemen this work should be done well; two of them are editors and the other a lawyer, and we do not think three others could be found in the ranks of Canadian Wheelmen better fitted to accomplish the difficult task before them. We want to impress most strongly upon every member of the C. W. A., however, one very important fact, and that is, that without the hearty cooperation of everyone the book will fail in its purpose, no matter how talented the editors may be. The chief aim of the coming book is to give to wheelmen a complete touring-guide for the two Provinces of Ontario and Quebec. Every road fit for bicycling must be given, with a description of the towns and hotels along them. In order to do this the editors must have the assistance of the consuls, who will shortly be named, one for each town in which there is a wheel. Upon the manner in which these officers respond to the appeal made to them will largely depend the success of the book. We sincerely hope that not one of them will be remiss in their duty. As soon as appointed they will be supplied by the Secretary with full directions as to what is required of them. Let them not be slow in rendering all the assistance in their power to the Guide-Book.

We would like to know where the medals won by W. G. Ross, our present champion, on July 1st, at London, are, as he had not received them up to a late date, although other prizes won since then have been in his possession for some time.

This certainly is not a very good commencement for the C. W. A. in the matter of races, especially as the sum of $75.00 had been granted them immediately after the tournament by the Forest City Bicycle Club.

It is to be hoped that in the coming season the medals will be finished, and on exhibition on the day of the tournament and presented during the evening of the same day at the annual meeting.

Before the Wheelman is again issued, consuls will probably have been appointed for the various towns which are entitled to the honor.

Many are apt to regard the position lightly, but more depends upon its being efficiently filled than may be imagined.

To the consuls will fall the duty of maintaining that interest taken in the Association by individual members, which can alone ensure its success.

Let them remember this and be not slothful in business, but fervent in spirit.

On the occasion of the retiring of Mr. Jas. S. Brierly from the office of Secretary of the C. W. A., a few words may not be amiss.

During Mr. Brierly's term of office, he has proved himself to be a thorough and enthusiastic worker for the cause of bicycling, and great credit is due him for having brought the C. W. A. to its present flourishing condition.

The Association is also to be congratulated on the good choice which has been made for the successor to Mr. Brierly; viz.: Mr. Hal R. Donly of Simcoe, who we have always heard spoken of in the very best of terms, and from the interest he has always manifested in bicycling in the past, we are confident that he will show the same marked interest during the coming season, and it is to be hoped that every member of the C. W. A. will help Mr. Donly in his efforts, and keep the Association up to the very highest standard.

The costume which the modern bicyclists uses, is, taking everything into consideration, one which could not be very easily improved upon, because in it are embodied neatness, economy and a great many other sensible ideas. It is therefore a timely suggestion which has been made, that of adopting the bicycle uniform, or a suit of a similar style for skating during the coming season.

Everyone knows that the knee breeches are by far the most comfortable and most graceful to skate in, they also being used by almost every skater of unusual merit.

A bicycle club could easily be organized into a skating club for the winter season the chief object being, that every one belonging should wear the recognized uniform, on regular days appointed, as a skating costume.

The time is not far distant when the knee breeches will be brought into fashion, anyway, and the wheelmen might just as well have the credit of commencing the fashion, as it is not a very hard or severe matter.

Of course, the first appearance of the costumes would evoke the usual very funny and rarely complimentary remarks, which we are all used to, but we have struggled through them all whilst bicycling, and surely can practice the same amount of consistency when adopting the style for skating.

Anything and Everything.

The Winnipeg Club had a very pleasant run to Stonewall on their Civic Holiday. Thirteen riders turned out.

Thirty members of the Montreal Bicycle Club rode out to Pointe Claire and back, about thirty-five miles, on Thanksgiving day.

The races of the Toronto Club, held last month, furnish an example of good management and correspondingly good results, which have been too rarely seen in Canada.

It is a great pity the cycling journals of the States do not work harmoniously together for the welfare of the sport. See how their Canadian contemporaries dwell together in peace.

Bicyclists would confer a favor on THE CANADIAN WHEELMAN by consulting their advertisers before purchasing elsewhere, as they can be recommended as reliable in every instance.

WINNIPEG.

Dear Wheelman:

We have two Bicycle Clubs in Winnipeg, viz: The Alerts and Winnipeg. The former is a combination of cricket, lacrosse, etc., and the bicycling department is very small but successful. The Winnipeg is a large and very well equipped club considering its age. It was organized in 1882, and has at present about twenty active members. The machines used are principally a Royal Canadian, and "Challenge," with a few D. H. F.'s.

The roads in Manitoba are no doubt the best in the world for cycling. For miles and miles they are as level as possible. Hills are unknown, and the only fault is the lack of scenery. A thirty mile trip on the prairie road is not as fatiguing as twenty in Ontario. Early in the spring I rode from Emerson to Morris, a distance of thirty-three miles in two hours and three-quarters without an effort, and in the same evening I returned home in three hours.

The Indians and Metis can't understand the "wheel," and you can imagine how startled the Indians were when they first saw the "silent steed." The best roads near Winnipeg are from the city to Silver Heights four and a-half miles, to Stonewall thirteen miles, to Selkirk twenty-three miles. In Emerson the roads are a little better. The road to Morris passes through two points, St. Jean Bapt and St. Pie, and affords very good stopping places at which the "curiosity " is well received.

Wishing your paper every success.

I am yours sincerely

W. H. N.

We desire to call the attention of our readers to our marked improvement with this issue, and hope to receive their hearty support and thereby maintain a first-class standard as a journal in every respect.
Canadian Wheelmen’s Association.

Report of the Directors’ Meeting Held at Toronto.

(Special to the Canadian Wheelman)

The first meeting of the newly-elected Board of Officers of the Canadian Wheelmen’s Association was held at the Walker House, in the city of Toronto, on the 19th ult. There were present, the President, Mr. McBride, in the chair; Vice-President Doolittle, Chief Consul Eakins and Robinson, Representatives McBean, Lailey, Knowles, Donly and Sec.-Treas. Brierley.

The first business brought up after reading of minutes was the appointment of a Secretary-Treasurer for the current year. Mr. J. S. Brierley was unanimously re-elected to the position. He, however, declined to any longer hold the office as his time was entirely taken up with his private business. Attempts to induce him to alter his determination, his resignation was, on motion, most unwillingly accepted Messrs. H. B. Donly, of Simcoe, and W. G. Eakins of Woodstock, were then proposed in turn for the office. Both declined most emphatically to run, the latter asserting that as he was about to leave the country it would be impossible for him to take it. After some further delay, Mr. Donly submitted to the wish of the meeting and was elected.

Mr. Brierley was then, on motion of Mr. Doolittle, seconded by Mr. Knowles, unanimously elected to the place on the Board vacated by the election of Mr. Donly to the Secretary-Treasurer.

The President and Secretary were authorized to purchase medals for the winners of the different contests in the London meeting last July.

The Secretary was authorized to procure designs for an Association badge, to be worn by members. Messrs. McBride, Robinson and Lailey were appointed a Racing Board.

Messrs. Eakins, Brierley and the Secretary were appointed editors of the Guide-Book, with orders to proceed with its publication at once in such a manner as they may see fit. After the transaction of some other matters of business of minor importance, the meeting adjourned.

The Longest One-Day Trip in Canada.

We have received the following just before going to press, which explains itself:

“On Thursday last, Mr. R. J. McKee of the Wanderers Club of Toronto, made the longest trip in one day yet recorded in the Province. He rode the distance of 115 miles, from Toronto to Belleville in sixteen hours or not including stoppages in less than twelve hours. Two other riders from Toronto who started for the same place before Mr. McKee, did not arrive there till early the next morning. — Mr. McKee arriving there at a few minutes to 12 p.m.”

Our Canadian Roads.

Mr. Wheelman:

Permit me to modify, to a certain extent, what may be considered undue severity in my criticism, in your first issue, of the roads which radiate from Woodstock. A recent visit to Detroit, during which I had the pleasure of meeting the veteran President Bates, Chief Consul Standish and other prominent Wheelmen, has opened my eyes to the fact that we are particularly fortunate in this locality in the possession of roads far above the average. Detroit wheelmen, as far as I could learn, hardly know what it is to be able to take runs outside of the city; and those who had taken part in the tour through Canada were enthusiastic in their praise of our highways, with the exception perhaps of the ‘magnificent water-stretch’ which they traversed between St. Thomas and London. Mr. Doolittle has, I believe, expressed the opinion that our road to Stratford (twenty-five miles) is equal to the famous Goderich road, and that the only said road leading to Ingersoll and Norwich (ten miles each) are, with one or two breaks, inferior to few. From that all I can learn of roads in the United States generally, Canada should be the ‘Paradise’ of the wheelmen of this continent, and it bids fair to become the favorite touring ground of our neighbors immediately across the lines.

The following notes of a trip of over 400 miles, made by Messrs. W. J. and H. Williams, of our Club, may prove interesting to those of your readers who live in Western Ontario. I am indebted to the diary of the riders for details. The distances mentioned are in all cases those actually ridden.

“Started August 13th. Woodstock to Waterloo via Tavistock, Shakespeare and Berlin—fifty miles. Road to Strathallan very hilly but hard, to Shakespeare splendid, to New Hamburg and Baden very smooth and hard, scenery beautiful. First-class Dutch dinner at latter place; thence to Waterloo, very hilly. Waterloo to Guelph via Breslaw, fifteen miles. Roads and scenery very fine to Breslaw, thence hilly and rough. First header.

“Guelph to Durham via Fergus, Arthur and Mount Forest—sixty miles. Pavement-like road to Fergus—thirteen miles in fifty minutes. Remainder bad and much cut up. Dinner at Arthur. Stared at by natives, being the pioneers over this road.

“Durham to Woodford via Williamson, Chatsworth and Owen Sound—forty miles. After leaving Durham and while crossing the romantic-looking Rocky Saugan, caught in a thunder storm. Roads muddy. Did Chatsworth to Owen Sound, nine miles in fifty minutes. Rest of road very rough and rocky.

“Woodford to Orillia, forty-five miles. To Meaford, rough but down hill; thence to Collingwood, one of the best roads we saw, composed of decayed stone and fine gravel. Collingwood to Stuyves, strong head wind and soft road. Gave up and took train to Orillia.

“Orillia to Mono Centre, forty-five miles. Train to Barrie, thence per wheel across country to Mono Centre.

“A tough day. Rain and clay road to Crockton, then soft sand, and after passing Alliston climbed the Mono Hills, some of which were so steep that the wheels could scarcely be pushed up. Mono Centre to Guelph, fifty miles. To Onglerville very good road, thence to Hillsburgh, splendid. Not quite so good to Guelph. Guelph to Waterloo, eighteen miles. Went by way of Freepoint, which was better than via Breslau. Waterloo to Woodstock, fifty miles. Left at 9.15 a.m. Bridge down between New Hamburg and Shakespeare. Walked three miles on track. Dinner at Shakespeare. Reached Woodstock at 3 p.m. Best long-distance run of the trip.

“Including thirty-eight miles ridden while at Guelph, the whole distance traveled was 411 miles. The Messrs. Williams say that it was the most enjoyable and cheapest trip they ever had. They derived much amusement from the remarks which the novel vehicles elicited in localities where bicycling is still an unknown art. At one time they were asked if they ‘belonged to a circus;’ at another if they ‘made their living by it.’ At Waterloo a corpulent Dutchman stood out in the road and yelled at them with all the strength of his lungs, ‘Jumbo—Jumbo!’ Their only breakages were a couple of bolts, and the ubiquitous Vice-President of the C. W. A. was the only wheelman they met on the road, though a tricycle had been in Owen Sound not long before them.

Woodstock.

W. G. E.

Important to Bicyclists.

Some time ago, Mr. J. B. Moore of Stratford, while riding from Exeter to London on his bicycle, met a young lady driving a spirited horse, which became frightened at the approach of the machine.

The young lady taking advantage of a moment’s stillness jumped from the buggy and the horse wheeling around ran away and damaged the rig. The owner of the horse immediately went to Squire Ferguson and procured a warrant, but although Mr. Moore wrote a letter to a local paper (which was published) giving his address, he heard nothing further about the matter until Saturday last. On that day while in St. Thomas, he was arrested by a St. Thomas policeman, and handed over to Robert Shoff County Constable, who brought him to London, where he gave security to appear on Monday. On Monday he appeared before Squire Ferguson, who adjourned the case for a day to allow the plaintiff to procure witness. Mr. B. C. McCann of London acting for Mr. Moore, warned the plaintiff that he would be made to suffer for any delay that occurred with the suit, that the magistrate had no jurisdiction, and that he had better procure advice before proceeding further. The plaintiff came to London, and after consulting his solicitor agreed to suffer the damage, drop all proceedings, and pay costs to the extent of upwards of $20. If Mr. Moore would consent which he agreed to.
News from the Clubs.

OTTAWA.

Mr. Editor—

Since last date of writing nothing of special importance has transpired in our cycling community, except the accomplishment of the western tour spoken of in my last, as likely to come off about the end of September.

Instead of six (as was expected) only four started on this trip, three going from Ottawa to Brockville by train, the fourth (Capt. Jenkins) riding the whole distance. From Ottawa to Kingston they report the roads as being almost unrideable, had to such an extent that riding became more a serious labor than a work of love. From Kingston west, (especially the first part of the distance), the roads were good.

During the earlier part of the trip an effort was made to secure "commode civil" rates at the various hotels, but as all refused but one, the attempt was given up. Concerning this hotel will be one of the first efforts of the O. W. A. I hope, having secured it touring will be much stimulated beyond a doubt.

The striking resemblance our badges bear to those worn by the Salvation Army, caused our boys some embarrassment at Kingston, the high-water pants alone saving them from being "graffed."

The story came to us that at Brockville one of the tourists was so hungry that he was helped three times to steak, and wanted a fourth, but was refused, purely for his own good it was said, however next morning a whole "round" of steak weighing six or seven pounds was set before him, accompanied with the remark I hope you'll be satisfied this time," and no doubt he was.

Our fellows arrived in Toronto just in time to join the Wanderers in their Saturday run, they were afterwards shown through the new club rooms, and received many kindnesses which were duly appreciated. The comparative isolation of Ottawa prevents our receiving many visits from outside wheelmen; next year we hope to make the capital more attractive to bicyclists. Amusement is on foot to amalgamate two of our most popular sporting clubs, viz: Cycling and Lacrosse. Should the programme be carried out, we will have splendid recreation rooms for winter, and a first-class cinder track for the summer. As far as Ottawa is concerned these two phases of sport seem to be decidedly the favorite and always draw large crowds of spectators to their matches and races. At several of the neighboring fall fairs held this year, handsomely silvery and silver medals have been provided for bicycle races. Our 1st Lieutenant Woodburn has succeeded in capturing most of them; just at present he is incapacitated, having bent the back-bone of his machine by falling on it while making a "hasty step" dismount to avoid being crowded into a ditch by a restless team. The Ottawa cyclists have one common ground of common plaint, and that is that they are prohibited from riding within the Parliament gates, on the beautiful drives to be found there, and for no good reason that they can see. At the beginning of the season, a couple of riders, not members of the Club rode on the paths. They and all others were stopped, not only from riding on the foot paths, but from entering the gates on their machines, and for all time to come, apparently. These two riders have since become members of the O. B. C.; which has special by-laws regulating the riding of its members. All this has been only explained to the Minister in whose province the matter lies, but nothing will move him. It seems hard that we should be denied the only available riding ground in bad weather, when the only ground is open to vehicles of every possible description from a baby carriage to an omnibus. Perhaps next year we can bring about the coveted privilege, our Club will certainly be very materially strengthened by the acquisition of several new active members.

Before closing I must express my pleasure at receiving No. 1 of the Canadian Wheelman, and at the same time compliment the management upon its creditable appearance.

I will do my utmost to increase its circulation thereby making it better known, and giving it additional means of raising itself to the very high standard attained by its namesake across the border. Ottawa.

ITEMS.

Rumor has it that one of our best riders Mr. E. G. Wilkins is about to leave Canada and return to his native soil, old England.

We suffer from the usual want of a handy man in the machinist line to cure debilitated bikes.

Mr. Young, Secretary, and Mr. Hawley, a member of the Club, intend selling their D. H. G. Premiers, forty-eight inches, and ordering larger machines of the same make. Mr. Mothersill, President, intends improving his condition by selling his Premier, fifty inch trike, and buying a new one from the same firm but with a "two speed gear" attachment.

The final "meet" of the O. B. C. came off on Thanksgiving Day and was about the most successful one of the season. They first visited the foot ball matches at Rideau Hall grounds, and then rode to Aylmer (nine miles), arriving in time for dinner, after a musical half-hour spent in Mrs. Ritchie's hotel drawing room, during which all the boys sang in solo and chorus, a start for home was made with a beautifully shining overhead, and perfect roads beneath.

The pleasure of this ride seems to stand out in great relief as compared with the same trip under similar conditions during the summer, no doubt because it was the last. While I write—two days later—the roads are in a fearful state again.

The O. B. C. have petitioned for the use of the Drill Hall once a week for winter practice of club drill and fancy riding, but have not yet got the desired permission.

BELLEVILLE.

Dear Wheelman:—Your last issue has been received all O.K. We are glad to see that you have commenced your "run" in earnest. Our Club is flourishing and is increasing its number daily. Our membership roll amounts to ninety-three members. We are receiving a great deal of encouragement from the citizens of Belleville and expect when the spring of 1884 opens we will number forty-three wheels. Our active wheelmen number eighteen at present. We have, through the energetic efforts of our worthy Captain, Mr. S. G. Retalick, procured a lot in the heart of the city on which a track is now being built. It is nearly completed at the time of writing and will measure one-seventh of a mile in circumference and twenty-one feet in width, and, when finished will be a "multi secondo." We propose to have races about the end of this month but it will be only open to members of the Club. We may possibly change our minds before then, though, and have some open races. The roads are in fine shape now and whenever it is possible we are on our wheels. Your correspondent has a fine little run of fifty miles on Sunday (better the day before speed) along Dundas street, commonly called the Kingston Road. The wheeling was perfect as the road could not possibly be in a better condition. We notice in your first issue the desire to further club drill. This is what we our Club is going in for, and as we have drilled some already we have come to the conclusion that there is not a better sport than a "drill on the bike."

Yours fraternally,

[Hos.]

THE ARIELS.

Dear Wheelman:—The first two numbers of your welcome paper received: allow me to congratulate you on its neat appearance and good reading matter, I wish you every success, and feel certain that if "every wheelman does his duty" it cannot help being a success. I see you have had no letter from the Aries as yet, and will now give you a little news.

We have just been organized three months, and have had a run every Saturday afternoon since, that roads and weather permitted. Our first to St. Marys, was a little marred by our missing the home Club, who had turned out to meet us. This was caused by the boys that built the bridges out that way, not making any provision for any "common little-every-day-freshet" that might be making a tour in that direction. Consequently we had to abandon the route planned out, and struck the town at the wrong end, (the right end being the hotel where supper was watching for us as ordered by the St. Marys Club).

The St. Thomas run was made in two hours exactly, over very muddy roads. On the way our gallant Captain managed to dismount in the largest mud-hole he could find on the way. No damage done however
Spokes from the Wanderers.

DEAR EDITOR:

I did not see anything about the Wanderers in your last issue and thinking that perhaps the readers of the Wheelman would be interested in bicycling affairs in Toronto, I send you the following notes:

The Club has now attained a paid up membership of over seventy-five members, over sixty of whom are at present mounted. Considering that the Club was formed only a year ago, I think there is no other club in Ontario that has had such an increase.

The second concert given by the Club in the Granite Rink, on the 17th, was an immense success. Over 1,500 people were present, and the net receipts were considerably over $200. Some excellent drill was exhibited by thirty of the members in uniform, and the fancy drill of Messrs. Hurst, Fitzgerald, Orr and Brunell, especially, receiving round after round of applause. The horizontal bar exhibition by Mr. Wm. Hurst was probably the best ever witnessed in Toronto. Mr. Hurst is at present the champion of Canada and a member of the Wanderers.

Talking about champions, I guess our Club has got its share. Besides the champion gymnast, we have two out of the Toronto Rowing Club, four more champions of Canada, also the champion single sculler of Canada, Mr. Thompson; the champion skater of Canada, Mr. Robinson; perhaps, the champion fancy rider, Mr. Brunell; and also a champion "slinger" and "ballerina," whose name we will not divulge.

Our new club room is now complete and is second to none in the city as an athletic club room. It is situated on the corner of King and James streets, which is centrally located. Our first venture in the room line was on Yonge street. After climbing up three pairs of stairs, the visitor, after a few minutes search, was rewarded by finding a room about thirty feet square, furnished with a table and a few chairs. Now we have an extra large, airy room on the first floor of a large building, handsomely furnished and equipped with a piano and all the necessaries for making a racket. Visitors are cordially welcome and are always sure to find some members there on any evening. The Club holds "at homes" there every Thursday evening.

A handsome gold medal was presented to Mr. H. Gemmel, who is leaving for the Northwest. Harry is well known among bicyclists through the country. He is one of the five Wanderers who accompanied the Chicago contingent on part of their tour.

An illuminated address is also to be forwarded Mr. O. Brunell, the well-known fancy rider, who has left rather suddenly for New York. The Club sincerely regret the loss of such riders as Messrs. Brunell and Gemmel, and it will be a long time before they will be forgotten, as they have been untiring in advancing the interests of the Club.

Our President, Col. Otter, is expected home next Monday, from England, after an absence of six months.

Three hours and forty-five minutes is the fastest time yet recorded between Toronto and Oshawa on a bicycle, and this time was made by Messrs. McKee and Foster on a recent trip. This seems to be a favorite trip with Toronto wheelmen, as several trips have been made there this season.

Yours etc.

WANDER OR.

LONDON.

DEAR WHEELMAN:

Now that the season for wheeling is coming near to a close, the members of the Forest City Bicycle Club have had their spacious Club rooms on Dundas street fitted up in first-class style for the winter season, where the members can spend their winter evenings in instruction and amusement.

There is a fine piano and plenty of music; and about six or seven other members of our Club all play musical instruments of some kind or other, we anticipate having very many pleasant evenings together. It has also been proposed to get up some entertainments during the winter.

We have also gymnastics of all kinds in our rooms, such as Indian clubs, dumbbells, boxing gloves, &c., and we would be most happy to entertain any visiting wheelmen who should be so fortunate as to drop in to this little city of wheels. Our captain, myself, and three other members had one of the finest rides on our wheels, about four weeks ago, that any of us ever had the pleasure of joining in. The trip was to Birr, a distance of about twelve miles. I had never seen the roads in better condition than they were then. If you want to enjoy good sport in wheeling take a good spin when the nights are moonlight and the roads good. I have just been to see how Secretary Maclean is progressing and found him gradually improving. I sincerely hope that he will soon be among us again.

In your first issue "Buckbome" made a slight mistake when he said the F. C. Bicycle Club had to call a meeting twice before enough members were present to form a quorum. Such was not the case, and I hope never will be as long as we have so many live members as we have at present. I am sure the members of the F. C. Bicycle Club should feel proud of having such a spacy little bicycle paper published by two of their most energetic members, and I am sure they all agree with me in wishing them a hearty success in their venture. I also feel certain that it will soon become one of the leading bicycle journals in America, and should have the support of every rider in Canada and the United States. Send in your contributions and subscriptions, boys, and help to support them. So says

Yours, silently,

MACHINE.
Simcoe Spokes.

Mr. Moore, a Toronto bicyclist, took a bad head recenty, cutting his face severely.

Mr. John Cowan, of the Forest Citys, has just imported a full nickel Wolverhampton machine.

Mr. Fred Leonard, of the Forest Citys, has accepted a position as traveller for L. C. Leonard.

The bicyclists, Prince, Morgan, Higham, and Woodside, it is stated, will go to San Francisco, Cal., this winter under a manager.

W. H. Nourse and C. W. Jarvis, lately of Emerson but now of the Winnipeg Club recently made a trip of 180 miles through Southern Manitoba.

Mr. Ed. Taylor, formerly of the Forest Citys, has left for England, where he intends to complete his education. He will be absent about three years.

Walter Arnold, Captain of the Winnipeg Club, could not arrange a race with Mr. Luther, of the same city, as the latter met with a severe accident while riding in the race at the fireman's sports in Winnipeg.

T. H. Robinson, Captain of the Wanderers, of Toronto, made the run to Trenton 101 miles on Thanksgiving Day in less than fifteen hours, which is the second longest trip yet made by any Wanderer.

Mr. Vansickle's advertisement, on this page, is worthy the attention of our readers. As he purports buying a better machine of the same make, he has decided to raffle his present one which is in first-class condition.

Messes. Hendee, of Springfield; Corey, of Boston; and Burnham, hold all the amateur bicycle records in America for from one to ten miles. Hendee holds the one, three, four, and five miles; Corey, six and seven; and Burnham, eight, nine, and ten.

Mr. M. H. Kipp of the Ariel Touring Club, is about to sever his connection with the firm of Wm. Saunders & Co., where he has been engaged during the last three years. He purposes attending the Pharmaceutical College, Toronto, during the winter.

Mr. H. Goulding, Vice-President of the Toronto, has kindly furnished the entire Club with club colors (cardinal and navy blue), and now a scheme is on foot whereby the lady friends of the Club are going to supply a banner, and when the ladies undertake to do a thing you may depend upon its being well done—so says the Toronto correspondent.

Harry Gemmill, of the "Wanderers," the picturesque rider who accompanied the Chicago tourists through their Canadian trip, is going to leave for the Northwest shortly. He will take his bicycle with him and no doubt will astonish the "Injuns" of that far off land by his agility on the wheel. They are sorry to part with Harry as he is one of the nine who helped form the present large Club.

To Be Raffled.

Wednesday, Dec. 6th.

Coventry Tricycle

In first class order, complete with lamps etc., at

McDonald's Hotel, Kennington, the property of T. W. Vansickle, lumber merchant, London, who intends purchasing a more expensive machine of the same make.

Tickets, $1.00 each.

For sale at T. W. Vansickle's office, York Street, London; McDonald's Hotel, Kennington; and The Canadian Wheelman.

Subscribe at once!

This Paper sent from now until September 1884, for 75 cents. Clubs of ten and upwards, for 60 cents each.

Address:

Canadian Wheelman, Box 52, LONDON, CANADA.

—The Western 'Cyclist,

A 12-page Monthly, published by the

Ovid Bicycle Club,

for the good of the cause, at the very low subscription price

25c. PER YEAR

containing all the news regarding 'cycling in Canada and the U.S.

Address, Western 'Cyclist, Ovid, Mich.
COLUMBIA TRICYCLE!

FOR

GENERAL USE

BY

Ladies and Gentlemen.

Expert Columbia.
A medium-weight bicycle. The most artistic and scientific bicycle made.

Standard Columbia.
The "OLD RELIABLE STEED" for general use.

Every Variety of Accessories Constantly on Hand.

Send 3-cent Stamp for Illustrated 36 page Catalogue.

THE POPE MANUFACTURING CO.,
587 WASHINGTON ST.,
BOSTON, MASS.

Agent for Pope Manufacturing Co.

BICYCLES!

D. H. F. Premier,
Special Royal Canadian,
No. 2 do. do.
(Hillman, Herbert & Cooper, Makers, Coventry)

Bicycle, American Star, (small wheel in front.)

Bicycles, from $40 up.

A splendid line of fittings.

IN STOCK.


WANTED TO PURCHASE—52 INCH ENGLISH BICYCLE. Must be in good order and cheap. Apply immediately to this office, box 92.

FOR SALE—52 INCH IRON MACHINE IN good order. Bid the time for a club to buy for its members to learn on. Price $23.00 must be sold by end of December. Address—this office, box 92.

FOR SALE—52 INCH ROYAL CHALLENGE, with cradle spring, Automatic Alarm and Bicycle. Has been run only a short time—too small for present owner. Will be sold cheap. Address—Box 92, London, Ont.

FOR SALE—570 CASHE—4 1/4 D & F Premier Bicycle, heavy register, made by Hillman, Herbert & Cooper, Coventry, England. Ridden 50 miles, never required repairs: in first-class order; has proved more than satisfactory. Cost $160 here: has bent handle bars, black enamel back pole, and forks rent bright; balls to front wheel, gone to back, oiler, complete set wrenches and "Tens" wrench, latter worn but useful as ever. Hillman's adjustable stop, stop bell, Lampson's suspension saddle, and six extra spokes. Selling to buy larger machine of same make. Will send machine F. O. B. any time on receipt of cash. Address W. C. Young, Secretary Ottawa Bicycle Club, Ottawa.

WM. WILSON,
MERCHANT TAILOR,

AND,

LADIES' HABIT MAKER.

Dundas St., LONDON.

BICYCLE UNIFORMS.

A Specialty.

Send for Quotations. Special Reductions to Clubs.

Montreal, 8th March, 1883


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
Capt. Montreal Bicycle Club.


Dear Sir—I have much pleasure in stating that the Special Royal Canadian Bicycle purchased from you this spring has given every satisfaction. I have ridden it the whole of the season over some very rough roads as well as in several races without having to adjust a single nut or bolt, and it has not cost me a cent for repairs.

Yours sincerely,
HORACE S. TIBBS,


A number of Second-Hand Bicycles for Sale Cheap. Send 3-cent stamp for Catalogue.
Bicycle Photography!

AT

FRANK COOPER'S

GRAND

NEW STUDIO.

For Fancy Positions and Artistic Effect, Can't be Beat.

!! ATTENTION !!

Bicycle Repairing

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

GUN SHOP

W. A. Brock

375

Clarence St., London.

Pocock Bros.

Manufacturers and Importers of

BOOTS, SHOES

Trunks, Valises, Etc., Etc.

WHOLESALE AND RETAIL. *

London & St. Thomas.

Sole Agents for British Lawn Tennis and Bicycle Shoes.

Wm. Payne, Importer of

BICYCLES

AND

TRICYCLES

Save up your spare Cash, and prepare for a good Bargain next March or April. This will be the time my NEW STOCK will arrive. I shall adopt such improvements as will be practically tested and fully demonstrated at the

GREAT BICYCLE EXHIBITIONS
to take place soon, in London, England. My orders for 1884 will be based solely on the Practical Working and Merits of all Improvements that will be advanced at these two

GREATEST EXHIBITIONS IN THE WORLD, (—

2nd Customers can rely with confidence that my Bicycles for 1884 will embrace the very latest styles and novelties adopted by the leading 'cyclists in Great Britain.

BE SURE

And examine my stock before making a purchase.

Satisfaction both in prices and style of wheel guaranteed. WM. PAYNE,

Bicycle Agent, London.
THE CANADIAN WHEELMAN's WOOSING; or The Flower of Hawthorne Farm.

A CHRISTMAS TALE.

Written for the "Canadian Wheelman."
"Fall many a flower is born to blush unseen,
And waste its fragrance on the desert air."

Arthur Gresham was a most popular young man with both sexes; there is no denying the fact, even should anyone feel disposed to do so; and, moreover, he was an excellent wheelman and took a pride in displaying his dexterity and skill, and line, well-put-together figure, as he bestowed his glinting, nickel-plated steed, and traversed the streets of Bedealva, a small but prosperous city, where, as a law student, he was sharpening up his legal weapons preparatory to a career along the intricate pathways of the law, a pathway that is, of all others, one that it is well to traverse with mental weapons keen and ready for the fray at any moment; where foes lurk in ambush to attack the young adventurer, against whom none but the wariest weapons avail anything, without which the aspirant for a slig.

The last chapter of Hawthorne was unexpectedly

"The best bit: schemes o' mice and men."

Arthur was looking forward to three full weeks of the purest enjoyment, planning in his own mind the fun he would have in such and such a place; the nice girls he would flirt with in another, and the jolly reunions he would have with old chums in still another, when the truth of Burn's lines was made apparent. Possibly, Arthur's thoughts wandered away too far from the immediate business in hand, for as he was descending a slight declivity at a rapid rate, his wheel ran against a treacherous stone, and before he could do anything to save himself, he had pitched head-first into the road where he lay without sense or motion.

"It's a woman, in our house of ease, Uncertain ever to please.
When pain and anguish wring the brow.
A ministering sister then"

"Father, the sick gentleman is ever so much better this morning," said dainty little Marion Hawthorne, the sturdy old farmer's daughter, to her father, one morning, some ten days after the incidents related in the last chapter. "He understood me when I spoke to him, and, father, he actually said he was hungry."

"Well, make 'in a bowl' o' beef tea at once and put some little into 'im," replied old Hawthorne, a thoroughly honest old farmer of the English stamp, but most decidedly "grumpy;" make 'in some beef tea and gi' it to 'im; we don't want no dead man round here; and Marion, look thee here, lass: don't have to say much to 'say to the young chap; he's one o' them city sprigs, and there's no trusting 'em;" and he saluted forth to superintend his laborers in the field.

Marion Hawthorne was an anomaly. Born and bred in the country, she still possessed all the grace and refinement of a city girl of the best society. Denied, by the death of her mother, whilst she was still an infant, that care in her younger days which is almost essential to the formation of pure womanly character, Marion had, nevertheless, been given full play to her taste for reading and literature generally, gradually educated herself to a pitch of perfection scarcely to be credited by those who were acquainted with all the facts of the case, till now, at

Mansdley, a little town distant some twenty miles from the scene of our hero's labors amongst the dingy tomes of Blackstone or Chitty.

Now carolling to himself in very lightness of heart, now indulging in a few whiffs of an excellent cigar, the pale blue wreaths of smoke from which curled in the still and balmy air behind him, Arthur glided along.

The sweet notes of the robin floated from the roadside trees; the hoarse crying of the crows could be ever and anon heard; the bobolink uttered his cheery note as he flew from one tall mullein stalk to another; and nothing but peace appeared to reign in the quiet country through which the wheelman sped.

Burns never made a truer remark than when he said:

"The best bit: schemes o' mice and men."

CHAPTER II.

"I'm a woman, in our house of ease, Uncertain ever to please."

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A ministering sister then"

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the age of eighteen, she is introduced to the reader, a charming, intelligent, well-versed and vivacious girl, with dark sparkling eyes, ponting lips whose line would put the brightest cherry to the blush, and cheeks which the pure country air delighted to utilize as a garden for the production of the most bewitching roses.

All that is piquant and charming, let the reader picture Marion Hawthorne to himself to be, and she flowered, a beautiful flower, seemingly a rare exotide amongst the coarser blossoms growing around her.

It is, perhaps, needless to state that the subject of Marion's remark, which opens this chapter, was our unfortunate hero, Arthur Gresham, who, bad been found with his broken machine beside him, lying insensible. In the road, a stone's throw or so away from Farmer Hawthorne's dwelling, and

very pale he looked as he lay in the snowy sheets of the wholesale farm house, with the cooling breezes blowing through the open window upon his brow. Very different indeed was his appearance to what it had been on the morning when he had set forth upon his expedition but a week and a half before. But he was decidedly better this morning than he had been since he was picked up in the road, and the fact that he had asked for food was taken by Marion to be an excellent sign, as indeed it was, and when fussy little Doctor Sprinkins called a couple of hours later and found his patient sitting up gladly gazing at a bowl of strong beef tea to dispense, while Marion sitting beside the bed cast furtive glances towards her well-loved but involuntary guest, he nodded his head with a sage and pleased air, and telling Arthur's pulse, pronounced him to be fifty per cent. better.

Arthur's name and address were procured, and a boy dispatched to Bedealva, to inform the wheelman's friends of his condition and whereabouts, and in the evening the old uncle with whom he lived came hurrying out, anxious and alarmed, but only to have his fears dispelled by the good account given of his patient by the genial little doctor. "I don't blame him," said the jovial little fellow, "if he does n't remain ill with such a nurse as Miss Hawthorne to look after him," and he bowed to the young lady in question. "Be changed if I wouldn't almost consent to be an invalid myself if it were only for the pleasure of having so charming an attendant!"

"Yes, Miss Hawthorne," broke in Arthur's uncle, "I can never thank you sufficiently for what you have done for, though no one has told me he's attentive you have been, I see traces of your care everywhere; and he glanced towards a handsome vase of beautiful, freshly-cut flowers standing near Arthur's bedside.

(Continued on Page 30.)
Before the Canadian Wheelman is again issued, the end of the present year of the Forest City Bicycle Club will have come to an end, and the new management decided upon, and it is to be sincerely hoped that all the members will fully consider everything that is necessary to re-establish the Club on a strong and secure basis, and use their own good judgment in appointing those on the Management Committee.

Financially, the Club is on as good a footing as any club in Canada, but the members do not seem to look at the matter seriously enough, and they allow other clubs not half as well situated, to take the lead in every particular.

It might only be added, that, at the meeting which will be held on the first Monday in January next, every member of the Club who takes any interest in the sport, whatever, should make it a point to be in attendance, and in the event of not being present, he can only blame himself if dissatisfied with the officers for 1884.

THE C. W. A. MEDALS.

Mr. T. H. Robinson, the jeweller, of Toronto, writes us that the order for the Association Medals, won on the 1st of July last, has at last been placed in his hands, and he is now actively engaged in working on them.

SAMPLE COPIES.

We have been mailing sample copies of the Canadian Wheelman to all parties in Canada, whose names we happened to secure, not for the purpose of forcing the paper upon them, but hoping that they would become more or less interested in it, being the only paper of its kind in Canada, and also as a polite invitation to subscribe if they found the paper worthy.

There is no end of discussion in the States over the financial results of the Springfield tournament. The Springfield Club is claiming that there was a deficit of $1,300, and it is alleged that at a late meeting of the Club the members were assessed fifteen dollars per head to meet the shortage. On the other hand it is claimed that the Springfield Club partitiously withheld their balance sheet, and that in reality they have a big balance on hand. A western paper states that they cleared $22,000. At all events the Springfield Club intend holding another tournament next year.

The December number of the Wheelman contains the announcement that a newly-conducted magazine is to be consolidated with Outing, under the title of Outing and the Wheelman, which no doubt will produce a magazine meriting the patronage of everyone who takes an interest in outdoor sports. We wish them every success.

Anything and Everything.

Teetotalism is on the increase. There are 90,000 bicyclists in the United States who never smile.

Now is the time to take your machines to W. A. Brock's and have them thoroughly overhauled. Remember the address—375 Clarence Street.

The Western Cyclist appears this month as new sys as ever. It follows the Canadian tourists as far as Goderich, and is loud in its praise of the Canadian roads.

It is said that W. G. Ross, the Canadian champion will not race next year, except possibly, at the championship meeting of the C. W. A. He can't spare time to train.

The last number of the Cyclist (Coventry) comes to hand, full of information for Bicyclists in all parts of the world. We always look forward to receiving the Cyclist with pleasure.

Through the kindness of the author, we have received the book entitled "Lyra Bicyclica," by J. G. Dutton, Boston, which justly merits all the praiseworthy notices which it has received.

No living thing moving on the face of the earth by its own muscular exertion can overcome distances at our pace. We can only be passed by "through express trains," on first-class railroads.

Why should bicyclists not take a flying start? They are made to start from the scratch, being pushed off by an assistant. If a flying start were allowed, we'd soon get nearer to the horse record.

The New York Sun, whose columns on Sundays contain examples of the best productions of the day, clips often from the Wheelman. No higher compliment, nor one better deserved, could be paid.

The Belleville Bicycle Club is going to have a first-class ball about 20,000 feet in connection with their Club room, which is being newly fitted up. All wheelmen happening in that city will be cordially welcomed.

A horse became frightened at a truck near the Decatur depot last week and ran away, throwing the driver out and tearing the buggy to pieces. Still the trucks ran on. Suppose a bicycle had carried the smash-up, when would we have heard the last of it?—Sunday Journal.

A basket of flowers was presented to Mrs. Cooper, who plays the leading part in the New York Opera Troupe, which lately visited Toronto, by the members of the Wanderers' Bicycle Club, of Toronto. Mrs. Cooper is the wife of Lieutenant George Cooper, of the Wanderers.

Now has come the season of the year when the wheelman enjoys the last few remaining spins allowed him before Jack Frost, Eq., upon his cycle of ice, leaves the tracks of his passing wheel upon our roadways in the form of snow and slush, and general discomfort to the wheel world.—Sunday Journal.
The Secretary informs us that the largest club in the C. W. A. is now the Wanderers, of Toronto. Wake up, Montreal.

The C. W. A. grows space, but not fast enough to suit us. There are on the register of the Association, at present, some 450 names. It is supposed that there are in Canada upwards of a thousand wheelmen. This is not as it should be. Every man who rides a bicycle or a tricycle should belong to the Canadian Wheelmen's Association. The advantages to be derived are many, the cost only nominal. We know of several large clubs in this immediate vicinity who have so far resisted all efforts to get them into line. Let them send in their applications at once to Mr. Donly. Perhaps they may say there is but little use to join this season of the year, but in this they are mistaken. It is the intention of the editors of the Hand-Book to include in it a complete list of all the members of the Association. All wheelmen joining before the end of January next will appear in this list. Thus, by joining now, members will be eligible for office and will be entitled to vote in the elections to be held next spring.

One of the prime objects of the C. W. A. is to facilitate touring; for this purpose the Hand-Book is to be published. It is greatly to be desired that every portion of the Province of Ontario be represented in it, and that full descriptions of the roads, to and from all the leading towns and places of interest in the Province, be fully described. In order to accomplish this the C. W. A. must have consuls in every town, village or city in the Province. Before consuls can be appointed the Association must have members in these places. In every locality where there are already members, a consul has been named. Wheelmen, where there are no C. W. A. members, will readily see the importance of coming into the Association at once, in order to give their towns representation in the Hand-Book. With energetic consuls in all Ontario towns, to help them, the editors of the Hand-Book will be able to turn out a work that will be of inestimable advantage to wheelmen who do any touring whatever.

It is earnestly to be hoped that those gentlemen who have been appointed consuls will make their reports for the Hand-Book just as comprehensive as possible, and that they will be just as prompt in filling them out and returning them to the Secretary, as possible. Upon them, to a great extent, depends the success of the book.

Woodstock, Dec. 12, 1883.

I have thus far made the following appointments for Consuls in my district:

London—J. A. Muirhead, Jr.
Georgius Burns, Jr.
St. Thomas—C. H. Hepworth.
Brantford—F. W. Webster.
Woodstock—W. A. Karna.
Simcoe—W. S. Perry.
Aylmer—A. E. Haines.

Yours truly,

W. G. Earsie, C. C.

DENVER, COLORADO.

The largest crowd which has assembled for some time, was brought together in Jewell Park, on Sunday, December 2nd, to witness the exhibition of bicycle skill by the League of Champions.

The first race was a two-mile exhibition between Eck and Fred. S. Rollinson; Eck took the lead at the start; at the quarter-mile he was about five yards ahead, and came in winner. Time, 11.47.

The second race was a three-mile contest between Higham and Prince. This was very exciting; as Prince represented America and Higham England.

Higham was ahead in the first mile in 3.35, and maintained the lead until the home-stretch, when Prince gradually lessened the gap between them, and passed Higham a few yards from the wire amidst the greatest excitement. Time, 11.48.

The third race was between T. W. Eck and Louise Armaido. Eck, as usual, took the lead, but did not maintain it long, and was passed by Louise Armaido in fine style. The second heat was but a repetition of the first, and was won by Louise, who was loudly cheered by the audience.

Next came the exhibition of scientific riding by Higham, which was followed by the burlesque and fancy riding of Fireman Rollinson, which created a greater furor than anything on the programme.

The ten-mile race was won by Higham by about six yards.

The participants of the races complained of the bad condition of the track, and the Champions, not being acclimated, failed to make any extramural time.

The Silver Star Social Club.

This is the name of a new social club lately formed in London, on whose membership roll are to be found the names of several bicyclists. They have large and beautifully-furnished club rooms at Dundas street where an evening may be spent very pleasantly. We have just received a very neatly printed invitation to their first annual reception, which is to be held in the Masonic Temple, December 27th. About 150 invitations have been issued, a large number of which were to bicyclists. We wish them success.

The Ariel Club Concert.

The concert given on Thursday, December 13th, by the above Club, proved quite a success both financially and otherwise, a very appreciative audience being present. The concert was purely local and void of anything in the line except a solo by Mr. Chas. Mounty, one of the Club, and Mr. J. A. Muirhead (Captain) as one of a quartette.
News from the Clubs.

To Correspondents—Please make your letters brief and neatly and therefore will not be obliged to crowd out other letters of equal importance.

TORONTO.

The Wanderers.

Dear Editor:

Your last issue was a very improved one and the appearance of the Club Rooms last week, and was eagerly read by the Club who commence to see the need of such a paper, which gives information about our Canadian clubs which could not be got in any other way.

We held our monthly meeting last evening and our spacious meeting-room was crowded by the members assembled. Owing to the illness of the President, Mr. Otter, was absent, and his place was taken by Captain Rodden. Several members were added to the list, and some new names proposed. Thereafter, it was decided that nobody would be admitted into the club unless he is positively a rider and owns a bicycle, and, after due consideration he must have a club uniform not later than six months after his name is proposed. During the meeting the First Lieutenant, Mr. George E. Cooper, thanked the club for the few well-chosen remarks for the kind gift of flowers presented to Mrs. Cooper, who is the leading vocalist in the New York Opera Company, which lately visited Toronto.

A short lecture on the "peculiarities of gas" was delivered by Mr. George E. Cooper, after the adjournment of the business-meeting, in a very enjoyable and humorous style, in which several new theories of "nitrogen," "oxygen," and "old Tom gin" were advanced and explained.

Now that the cold weather set in and bicycling in the open air is pretty well shut down, several schemes are being talked of to bring the members together during the winter months. One plan is to hold social gatherings at different members' houses, and judging from an invitation just received, we are to have the first next week.

Several of the "old heads" have formed a small debating society, and intend holding debates once a week. Of course, the subjects will be purely "bicyclic" and no doubt a good deal of information will be derived from these debates. Of course the rooms are the best scheme of all, and being well lighted and heated, are sure to draw a crowd every evening. Next to the piano for creating amusement comes the reading table, which contains nearly all the bicycling journals, besides sporting, dramatic, and other literature. The latest addition has been three new small tables whose drawers are filled with all kinds of games, cards, etc.

The returns of the late entertainment held by the Club were made at the last meeting, and show the receipts, after paying all expenses, to be over $200, which is quite a reinforcement to the funds, which were quite low at the time.

Club drill in our old winter quarters on Jarvis street, will probably be resumed after Christmas. The "Bone-Shaker" class will probably be started some time sooner.

A Club photograph is to be taken by Dixon, the well-known photographer, and will no doubt make a good picture as by actual count over sixty members with bicycles and uniforms will be taken.

Wishing you and your readers a merry Christmas, I remain,

Yours, Wanderer.

Toronto, December 1883.

OTTAWA.

I regret that the first subject of my December letter should be the announcement of the sudden death, on the 22nd November, of Sidney A. Woodburne, late First Lieutenant of our Club, from congestion of the lungs, after a very short illness, originating from a severe cold caught while witnessing a foot-ball match here.

His death has been a sad blow to his brother wheelmen. At club meets every one hailed "Sid" with a hearty greeting. He was amiable and warm-hearted to a fault, and always ready to help a comrade in distress—a persevering rider, and the acknowledged wit of the Club. Club rooms were always "closest" when Sydney was one of the party. He could sing a good song and tell a good story. But how keen is the irony of fate! when your last number arrived, containing an account of his exploits, the poor fellow was lying in his coffin.

The pall-bearers were all members of the O. B. C. The floral contribution of the Club was the most beautiful I ever saw; the design was the Club badge (a shield), made entirely of flowers. At a meeting held on the 27th ult., a committee was formed to draft and forward a letter of condolence to Mr. and Mrs. Woodburne. It was also decided that each member should wear a mourning badge for one month, the badge to consist of a piece of the Club (cardinal) ribbon, edged with black.

I understand that permission has been granted the O. B. C. to use the magnificent drill hall here for drill and practice. I do not think much riding will be done, however, until spring, as riding in our frosty climate would be almost certain death to the machines.

The O. B. C. as a club, has not joined the newly formed Ottawa Athletic organization, though several individual members belong to it. The question of "Club" action was discussed at the special meeting held on the 27th ult., but owing to so many of the members being out of the city, action was deferred.

In common with many other clubs, we have been able to read with pleasure your account of how justice was eventually done to a persecuted bicyclist, in the person of Mr. Moore, of Stratford. Last month I nearly had a somewhat similar incident to record. One of our wheelmen had the misfortune to be within half a block of a spirited young team attached to a farmer's wagon; in the wagon was a young woman, very much muffled up, and holding the reins. At first sight of the wheels the horses turned suddenly round and rushed up street, throwing the girl out, breaking a lamp-post, and finally completely demolishing the wagon against the post-office, and spilling the contents in every direction. The girl was not badly hurt, fortunately, and she afterwards confessed that the runaway was due to the fact of the bolt coming out of the whiffletree, and not to the bicycle. Chief of Police Grant said a great deal for a few days about putting a stop entirely to bicycle riding in the city, but we rode as usual without interruption, no doubt because "his worship" knew he could not legally sustain his threats. Some of our country friends still wax very Louth whenever we are the cause of their having to "halt up" or stop to allow us to pass. They usually express their opinion that "a thing should not be allowed." However, they are getting reconciled by degrees. In most cases all that is necessary is a little patience and a conciliatory tone on the part of the rider, to smooth over all trouble.

Our Captain (Jenkins) is an enthusiastic hockey player. He is exerting himself to convert his brother wheelmen to his way of thinking.

President Mothersill, Second Lieutenant, and Mr. Blythe and T. B. Evans are members of the Metropolitan Athletic Club. All of our leading roads have had a thorough overhauling this fall, so that we look for good roads next season.

Yours,

OTTAWA.

NEWCASTLE.

Dear Wheelman—

I have just received the copies of your paper, but I am unable to send you my article as I am in the midst of a great deal of work. I am, however, very pleased to hear from you.

I have read with pleasure your account of how justice was eventually done to a persecuted bicyclist, in the person of Mr. Moore, of Stratford. Last month I nearly had a somewhat similar incident to record. One of our wheelmen had the misfortune to be within half a block of a spirited young team attached to a farmer's wagon; in the wagon was a young woman, very much muffled up, and holding the reins. At first sight of the wheels the horses turned suddenly round and rushed up street, throwing the girl out, breaking a lamp-post, and finally completely demolishing the wagon against the post-office, and spilling the contents in every direction. The girl was not badly hurt, fortunately, and she afterwards confessed that the runaway was due to the fact of the bolt coming out of the whiffletree, and not to the bicycle. Chief of Police Grant said a great deal for a few days about putting a stop entirely to bicycle riding in the city, but we rode as usual without interruption, no doubt because "his worship" knew he could not legally sustain his threats. Some of our country friends still wax very Louth whenever we are the cause of their having to "halt up" or stop to allow us to pass. They usually express their opinion that "a thing should not be allowed." However, they are getting reconciled by degrees. In most cases all that is necessary is a little patience and a conciliatory tone on the part of the rider, to smooth over all trouble.

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Yours,

NEWCASTLE.
Now, no doubt by this time, the readers of The Wheelman are beginning to wonder when I am going to "dry up" about the Club and give them a little information as to the roads down this way. Well, although not at present a rider I can give them the information I have received from the active portion of our Club, and from several tourists who have passed through last summer, that the road from Bowmanville, a town five miles west, for about twenty miles east, is one of the best roads in the Dominion, and that the scenery is very hard to beat. I will leave it to some of the wheelmen to describe some of the rides of the Club, and in conclusion I will say on behalf of the N. B. C., that any bicyclists passing through our town will be most heartily welcomed at our Club Rooms, and that they can rely on being well attended to by the Consul of our town, Mr. W. H. Chandler, to whose untiring energy we owe the present prosperous condition of the Newcastle Bicycle Club.

"Rick."

OBITUARY.

It is our painful duty to have to record the death of one of Ottawa's most popular bicyclists, Mr. Sidney Woodburn, who died at his home in Ottawa, November 22nd, 1883. We extend to the bereaved parents and members of the Ottawa Bicycle Club, our heartiest sympathy in the great loss they have sustained.

We clip the following from the Citizen: The funeral of the late Sidney Woodburn, which took place from the residence of his father, on Saturday, was a strong evidence of the affectionate respect in which he was held by all who knew him.

The burial service at the house was read by Rev. Mr. Longley, and prayer was offered by the Rev. Mr. Scott. Many floral tributes were sent to the home of mourning from private friends, besides those which were offered by the bodies of which the deceased was a member. From the Ottawa Bicycle Club came a handsome shield bearing a bas-relief of their badges, with "Ottawa" in dark red and the letters "R. C." in opposite corners in light blue. The pall-bearers—Messrs. Jenkins, Hawley, Wiksits, Roy, Blyth and Young—are all members of the Ottawa Bicycle Club, and wore their badges draped in crepe. The members of other bodies, including Mr. Woodburn's employees, wore mourning badges consisting of a white silk circular centre, on which were in black letters the words: "In memory, Sidney A. Woodburn, died Nov. 22nd, 1883, Ottawa."—

It is with the deepest regret that we chronicle the death of Mr. John Gunn, of the Molsons' Bank in this city. Though not a bicyclist, he took a great deal of interest in the sport and it seems to some of the members of the Bank, that he had been stationed at Toronto, St. Thomas and elsewhere, and had won many friends who will regret to hear of his sudden demise.

(Continued from Page 26)

Marion blushed but said nothing, and the conversation drifted away to other subjects. Doctor Spankens was of opinion that Arthur, though showing every sign of doing well, had sustained a shock to his nervous system through his fall that the quiet and fresh air of the country would do more to enable him to overcome, than gallons of medicine in the city. Arthur seemed perfectly willing to try the doctor's treatment, and as it was quite feasible for him to pursue his legal studies at Farmer Hawthorne's homestead, it was finally settled that he should remain there till Christmas, at least, an arrangement that seemed to afford great satisfaction to Miss Marion. Accordingly, old Hawthorne was interviewed, and the matter ended in Arthur's being installed a member of the Hawthorne household.

CHAPTER III.

"Hast seen my lady?"

"Say, marvellous!"—(Trollop and Crockett)

It was the old, old tale with Arthur and Marion. Two young people constantly thrown into one another's society, if they are of the genuine brand of youthful flesh and blood, are certain, sooner or later, to feel sentiments stronger than those of mere friendship. Cupid was ever hovering round the young couple, and Arthur felt, at last, that he knew what real love was. When Marion was absent, he was wretched, and when she was present he, of course, was in the seventh heaven of happiness. And so time flew on, and the color returned to Arthur's cheeks once more, but though he actually felt as well as ever he had done in his life, the thought of leaving the peaceful farm house was certain to bring on symptoms of a relapse.

As regards his legal studies, it may be stated that he obeyed Doctor Spankens' instructions to the letter and refrained from overworking himself, finding far more pleasure in the society of Marion (with whom he wandered about through the shady woods and glens, saying the softest things, no doubt and believing in the most idiotically lover-like way) than in that of Littleton and Cake. Ah! those rambles! how many tender things were said during a single autumn afternoon; but, though the words might vary slightly each day, the theme of Arthur and Marion's low-voiced conversations was ever the same—love, love, that passion at once so tender yet so powerful.

Old Hawthorne had quite overcome his anti-pathy to "that city chap," and having discovered that Arthur, in addition to possessing excellent abilities and a good character, had also very fair expectations from his old uncle, seemed perfectly contented to let things go on as they were, even though those forest rambles and murmured conversations in the evening twilight should end in Arthur's becoming his son-in-law and in losing his pet, Marion.

And Arthur, as every other lover fancied, imagined that he was all in all to Marion as she was to him.

Space will not permit a full and detailed account of all the actions of this sentimental pair. They differed in no respect from the millions of other lovers who have been since the beginning of the world, and the reader may rest assured that they were very silly indeed.

Mike, the hired man, had, for some reason, conceived a huge dislike for Arthur, and muttered and growled like a bear with a sore head every time he saw the lovers together; he had even, on more than one occasion, offered threats of personal violence to the young law student, who, however, had treated him with all the contempt due to a mere hired man. True, poor Mike may be said to have had some cause for his hatred, for before Arthur's advent to the farm-house, he had been a declared admirer of Marion, and she had always been gracious and confiding to him, and he felt, that to use a slang expression, his nose had been put out of joint. So he brooded and growled, and muttered, and regarded Arthur with an evil eye.

Christmas was to be a day of high festivities at Hawthorne farm, and now it was but the day before that glad anniversary—for the reader must be contented to be informed that summer and autumn had fled away and winter had usurped the place of the latter, and Arthur and Marion were to be introduced to the neighboring rustics, at a grand Christmas dinner, as a betrothed couple.

The day arrived, fresh, crisp, breezing, the snow, hard packed and in prime condition for sleighing, sparkled and glittered in the morning sunshine, as Arthur descended from his bed-room and sought the pleasant little parlour where Marion and he and the old farmer generally breakfasted, and where the former usually awaited him, to receive her morning kiss from her lover's lips. On this Christmas morning she was not there, and upon old Mr. Hawthorne's coming in soon after Arthur had entered the room, and being asked how it was that Marion was so late, he confessed he could give no reason, and set off to call her, imagining that she might have overslept herself, she, like Martin, having been busy about many things on the previous evening, or that she might be bestowing her Yuletide benefactions on the cattle and poultry, of which she was so fond, in the yard.

She was not in the bed-room, and old Mr. Hawthorne stood against as he disordered the dainty bed had not been slept in. On vain he shouted and shouted; no answer was vouchsafed to his call of "Marion," in which Arthur, now fully alarmed, joined.

"Perhaps Mike knows where she be," suggested the old man. "Mikel! Mikel!" he roared, but no Mike responded. "See if he's out in the stable, do see," pleaded Mr. Gresham; but he asked of Arthur, who accordingly went out to see; but hunt as he might, no Mike was to be found.
Wild with anxiety, and tearing his long white locks in his despair, the old man rushed out to the barn. The grey horse's stall was vacant. Into the coach-house ran old Hawthorne and Arthur. The light sleigh was nowhere to be seen.

With a deadly sickening sensation at his heart, Arthur grasped the door jamb for support, or he had fallen, and with Pallid face gazed into the agonized features of the poor old farmer. His own thoughts he saw reflected there. Both had come simultaneously to the same conclusion; and, as after-events showed, it was the correct one. The fact could no longer be concealed, humiliating and distracting as it was. The truth flashed on both Arthur and old Hawthorne at the same time.

Marion had eloped with the hired man.

A HOLIDAY TRIP,

Written for the Canadian Wheelman by a regular contributor.

On a bright summer morning, How pleasant to ride! Leaving home, cares, and business, And all else beside, Save the wheel your companion, Your lunch and your "Grip," To the country beyond! On your "Holiday Trip." All nature seems sailing As onward you lie, And the Great Orb of Light Mounts up in the sky, And casts over the meadows, A Radiance serene, And glitters like gold On your polished machine. Now coasting down hillsides, Where cattle are prone, To rest in the shade From the heat of the sun, Where the tall forest trees Form a canopy over, And Stalks up these, Even the gods must adore. But onward you hie, Past forest and fen, And embark on the broad Open highway again, Where the long slender lines Of the now lowering sun Recalls to your mind A day's sport near done. The moon mounts in splendor, The star spangled dome, And recalls thoughts so tender Of loved ones at home, Who now for your coming So eagerly look, As they have for the lunch, From the pantry you took. You scarce note the hours How quickly they fly, Nor that Luna's pale splendor Is now on the wane, Till off in the distance You dimly descry, The village, the station, Your homeward bound train.

PERSONAL.

Mr. Adam Lind, of the Forest Citys, made a short trip to New York last week.

Mr. S. S. McClure has resigned his position as editor of the Wheelman, Boston.

Mr. H. Kipp, of the Ariels, is enjoying a short vacation at his home in Woodstock.

Mr. C. S. Ramsay, Captain of the St. Mary's Bicycle Club, was in this city Nov. 28th.

Mr. James S. Brierley, of the St. Thomas Bicycle Club, was in this city on 24th and 27th of last month.

Col. Otter, President of the Toronto Wanderers, has returned from an extended tour in the Old Country.

Karl Kron, the well-known rider, passed through London on Wednesday, October 9th, on a pleasure trip.

Mr. William Saunders, of the Forest City Bicycle Club, has left for New York and Philadelphia on business.

Mr. W. M. Begg, Secretary of the Ariel Bicycle Club, is at present supplying in the Federal Bank in Petrolia.

Mr. G. Hill, of the Mont real Bicycle Club, is practising some very nice fancy riding in the gymnasium of their club room.

Messrs. John Cowan, Len Fitzgerald and R. Osborne are the latest additions to the membership roll of the Ariel Bicycle Club.

Mr. A. E. Haines, of the Aylmer Bicycle Club, has been appointed Counsel for Aylmer. A better choice could not have been made.

Mr. William Payne has sent a 54-inch plated S. B. C. to Fort Qu'Appelle, N. W. T., the roads there being magnificent for bicycling.

Mr. Lambert, formerly of the Buffalo Bicycle Club, has removed to this city and accepted a position with the Bennett Furnishing Company.

W. G. Ross, the champion bicyclist of Canada, is the favorite in the coming snow-soot contests for a $250 cup, to be competed for in Montreal this winter.

Mr. W. D. Cooper, of the Ariel Bicycle Club, has presented the Club with the portraits of each of the members, nicely framed. It is a nice Xmas box.

Mr. Crawford Maclean, Secretary of the Forest City Bicycle Club, has sufficiently recovered from his severe illness as to return to Brockville, where he intends to live.

Rev. C. W. Powell, pastor of the Flatbush (N. Y.) Methodist church, uses a tricycle in going to and from the Methodist church, in which he preaches, at Sheepshead Bay, a distance of five miles.

Mr. A. T. Lune, of the Montreal Bicycle Club, has opened out a store for general sporting goods at 1421 St. Catherine street, close to the Windsor Hotel. This is a good move and is sure to pay.

Mr. C. H. Wallace, late First Lieutenant of the Forest City Bicycle Club, who has removed to Belleville to engage in the brew-

ing business, was married yesterday (19th) to Miss Carrie Lanza, the well-known vocalist of this city.

FROM BELLEVILLE.

Franklin Wills prophesied that there will be a big boom here in wheels next year.

Prof. Green's new expert is a pretty machine, but a little heavy for ordinary use.

George Davis says his machine does not run worth a cent—minus the little wheel.

W. Northcott is delighted with his new machine, and will not take much dust next season.

E. Fenwick has had a lame hand, which interferes with his wheeling, but soon will be up with us again.

S. G. Retallick expects his new Pilot Light Roadster about Xmas, also of Hickling & Co.'s make.

Joe Morgan, the Secretary-Treasurer, has made up his mind to take the trip with the Chicago friends next summer if all's well.

J. D. Morgan and Wills made a run of about forty-five miles the other day to Blossom and return, and report roads good.

J. W. Snyder enjoys his wheel more than any other member of the Club, and thinks nothing of riding from Napanee to Belleville, a distance of twenty-five miles.

Answers to Correspondents.

Cyclist, Coventry.—Thanks for advice. We receive lots on the same subject.

H. G. McL., Gomer.—Yours received. Thanks. Hope to hear from you again.

A. C., Gosnake.—Yours received, and hope you will decide differently before long.

R. J. Bowles, Brighton.—Posted copies to the addresses you sent. Hope they will bring returns.

J. S. D., Boston.—Cannot account for the non-arrival of November number. Have you tried it again?

T. H. R., Toronto.—Yours with enclosure received. Hope you will change your mind about the "ad."

C. T. M., Canandaigua, N. Y.—Yours received. Many thanks. Hope it will come up to your expectations.

This is the season to drop into Massinick Bros., the Boston Gym Gallery, and get some ambrotypes taken.

WM. WILSON,

MERCHANT TAILOR

AND—

LADIES' HABIT MAKER.

Dundas St., LONDON.

Bicycle Uniforms

A Specialty.

Send for Quotations. Special Reductions to Clubs.
COLUMBIA TRICYCLE!

FOR

GENERAL USE

BY

Ladies and Gentlemen.

Expert Columbia.

A medium-weight bicycle. The most artistic and scientific bicycle made.

Standard Columbia.
The "OLD RELIABLE STEED" for general use.

Every Variety of Accessories Constantly on Hand.

Send 3-cent Stamp for Illustrated 36 page Catalogue.

The POPE MANUFACTURING CO.,

597 Washington St.,

Boston, Mass.

Agent for Pope Manufacturing Co.

! BICYCLES!

D.H.F. Premier,
Special Royal Canadian,
No. 2 do. do. do.
(Heilman, Herbert & Cooper, Makers, Coventry)

Expert Columbia,
American Star, (small wheel in front.)

Bicycles, from $40 up.

A SPLENDID LINE OF

FITTINGS

For Sale.

Advertisements under this head, one cent per word each insertion. No advertisement less than twenty-five cents.

WANTED TO PURCHASE.—55-INCH English bicycle, must be in good order and cheap. Apply immediately to this office, Box 52.

FOR SALE.—28-INCH ROYAL CHALLENGE, with saddle bags, front and rear fenders, and spare wheel. Has been run only a short time—too small for present owner. Will be sold cheap.

Address—Box 53, London, Ont.

FOR SALE, $70 CASH

48-INCH D.H.F. PREMIER BICYCLE, HEAVY Frame, manufactured by Hillman, Hildreth & Claricott, Coventry, England. Has been ridden only 550 miles; has never required repair; it in first-class order; has proved more than satisfactory. Cost $100 here; has been handled, and back and forth, on the grand tour; sold to front wheel, a box to back wheel, a complete set of screws and "Dent" pouch, latter worn but good as ever. Hillman's adjustable step, stop bell, lampshade, suspension saddle, and other spare spoked. Selling to heavy machine of same make. Will sell machine for $70, less 5 per cent. for cash. Address W. J. Tedes, Secretary Ottawa Bicycle Club, Ottawa.

FOR SALE—CHEAP—55-INCH FULL NICKEL British Challenge Bicycle has been run only a very short time; in first-class repair; good as new. Owner wants a larger machine. Make certificate dated by Wm. Fenton. Cost $117 will sell for $100, less 5 per cent. for cash. Address-this office, box 55, London Canada.

Bicycle Suits

JOHN GLEN,
Merchant Tailor,
West End House,
415 Richmond St., London.

Special Discount given to Clubs. Samples and Prices on application.
Bicycle Photography!

FRANK COOPER'S
GRAND NEW STUDIO.

For Fancy Positions and Artistic Effect, Can't be Beat.

!! ATTENTION !!

MASSNICK BROS.,
THE PRIZE PHOTOGRAPHERS,
Make a Specialty of
!! BICYCLE AMBROTYPES !!
Satisfaction Guaranteed.

BOSTON GEM GALLERY,
211 Dundas St., London.

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.

Pocock Bros.
Manufacturers and Importers of
BOOTS, SHOES, TRUNKS, VALISES, ETC., ETC.

WHOLESALE AND RETAIL.

London & St. Thomas.

Sole Agents for British Lawn Tennis and Bicycle Shoes.

Wm. Payne,
Importer of

BICYCLES AND
TRICYCLES

Save up your spare Cash, and prepare for a good Bargain next March or April.
This will be the time my NEW STOCK will arrive. I shall adopt such Improvements as will be practically tested and fully demonstrated at the

GREAT
BICYCLE EXHIBITIONS

to take place soon, in London, England.

My orders for 1884 will be based solely on the Practical Working and Merits of all Improvements that will be advanced at these two

GREATEST EXHIBITIONS IN THE WORLD.

Customers can rely with confidence that my Bicycles for 1884 will embrace the very latest styles and novelties adopted by the leading cyclists in Great Britain.

BE SURE
And examine my stock before making a purchase.
Satisfaction both in prices and style of wheel guaranteed.

WM. PAYNE,
Bicycle Agent, London.
Forest City Bicycle Club.
Second Annual Dinner.

This is how the interesting part of it read:

SECOND
Annual Dinner.

— TO BE HELD AT THE—
GRIGG HOUSE,
or

Thursday, January 17, 1884,
At 8:30 p.m.

The pleasure of your company is earnestly requested.

And if there ever is an occasion for bicyclists to feel happy, it is when such an invitation is received as the one above, where you know that you will meet a set of young men all of the same stamp, jolly, gentlemanly, and as jovial a set as could be wished. Well, this is just the feeling which came over The Canadian Wheelman upon hearing of the F.C.B.C. Supper.

At the time announced, the guests, numbering about thirty, sat down to a sumptuous repast gotten up in the very best style, the dinner being a complimentary one from the Club to all of its members of good standing.

Tasteful decorations were hung around the dining room, presenting a very cheerful appearance. We cannot begin to give anything like a truthful description of the necessary things of life which were spread before the wheelmen.

The invitations, a number of which had been sent to the Secretaries of the various clubs, contained the menu and programme, also a list of officers of the Club for 1884, the whole forming a very fitting memento of the occasion. To the Committee of Management: viz., H. O. Brunton, J. B. Dignam, and R. M. Burns, too much praise cannot be given for the excellent manner in which arrangements were carried out.

Around the table were noticed, Messrs Dawson, Meyers, A. W. Reid, Stevely, Millar, Evans, Wolfe, R. Burns, Brunton, Leonard, Patton, Lind, Griffith, Dignam, and many others.

Everybody was in the best of humor, joke buttressed against joke, and puns ran riot, all seeming to lend help in demolishing the good things prepared.

Dinner being over the Secretary read letters of regret from Messrs Hal, B. Donly, Secretary of C.W.A., Simco; R. Holmes, Clinton; Captain W. Cox, Goderich; J. F. Wills, Belleville; Geo. D. Cameron, Ariel Touring Club, London; A. G. Chisholm, London, and others.

The Chairman, Mr. George C. Davis, arose and said "Gentlemen, allow me to say that I thank you most heartily, most sincerely, for the honor you have done me in asking me to preside this evening. I must say I feel somewhat confused amidst such a band of warriors as I see assembled around this table this evening; but, gentlemen, I can claim to be one of you; I can appeal for your sympathy; I can sympathize with you when you speak so eloquently regarding "headers," spilled ankles, fractured wrists, etc., as I hear with me the scars obtained in battle with that villainous, depraved, unsightly thing, called a bicycle. Humorists have stated time and time again, that a small banana peel judiciously placed on the sidewalk or an insignificant-looking wheel-barrow in the back yard, are the articles to throw a man successfully, but I can most truthfully affirm, that a nice, persuasive, innocent bicycle, beats all creation in this regard.

I know of no better cure for conceit, or arrogant pride than a bicycle, taken in moderate doses. You often heard the remark, "they are very easy to ride," whenever I hear this expression, I recall the incident relating to the Irishman and the manufacture of cannon. A son of the Emerald Island, and his friend were gazing on one of these huge implements of war, when the latter remarked "how difficult it must be to make a cannon," the Irishman promptly replied, " dificult ye say, divil a bit of it; all ye have to do is to take the ground, and pour iron around it." Thus it is respecting bicycle-riding, it looks exceedingly simple, but pride, conceit, and good clothes have to suffer considerably before you attain proficiency in this noble, healthy, and practical exercise. But to come to consider what has brought us together to-night. In view of the position I hold here this evening, you have a right to expect that I should say a few words regarding the Forest City Bicycle Club. Many of you are more conversent with its history than I, but that does not relieve me from my duty of speaking briefly regarding this noble Club, which has accomplished so much, and has elevated bicycling, and brought it into popular favor. This pastime of bicycling has made great strides into popular favor during the past year, I believe truly that this result is largely attributable to the exertions both individually, and collectively of the Forest City Bicycle Club. The Tournament held in the summer did not a little to promote the cause of bicycling. You successfully managed this affair, and all honor should be paid to those who worked so earnestly, and systematically to make their first tournament a grand success. You have in every way endeavored to support the pastime, which you have taken under your especial care. Again the paper which so ably represents the cause of bicycling, is conducted by two most worthy members of the F.C.B.C. Your financial standing is A 1; this is a subject for great congratulation. Remembering these things I have just stated, I think they will act as incentives to you to go forward and achieve still greater success in the future than you have accomplished in the past. But it is a cause for the deepest regret, that you have lost some of your most prominent and active members during the past year. You mourn the loss of some—your late esteemed Secretary for example—by reason of removal from the city, whilst other causes have alienated many more from your ranks. I may here say that the relations existing between the F.C.B.C., and the Ariel Touring Club, are of the most pleasant character. We sincerely trust that this cordiality of sentiment, and unanimity of purpose will continue, to animate the members of these noble Clubs.

I do not see how any other than this spirit can exist between you, as you are most intimately related to each other. The Ariel Touring Club is your child, they came from the F.C.B.C. I am far from believing that the members of the Ariels could speak disrespectfully of their mother Club, and I am certain you would not be guilty of infanticide, in that you would destroy your own child. Although this spirit of friendship exists between you at present, I think it is a cause of deep regret that you are separated. I trust that this prodigal child of yours will come back, and be welcomed as we are told was the returning prodigal in the parable. I trust you will soon amalgamate. Allow me to say to the members of the F.C.B.C., that though your members are diminished, if you have quality left you are all right. If each member is loyal to the Club, is willing to work earnestly to advance its interests, and cheerfully supports the efficient officers who have been elected to serve you, though you have paucity of members, you will have a live, healthy, and powerful Club, and you will accomplish more than double the success which will be achieved by a club whose members are indifferent to its interests, and whose numbers are largely in excess of your own. I will not say anything further, but ask you to drink the health of the QUEEN.

This was responded to by all rising and joining in the National Anthem.

The Chairman next proposed the toast of the GOVERNOR GENERAL AND LADY, which was received in the customary manner.

The next on the menu were the ARMY AND NAVY coupled with the names of A. W. Reid, A. E. Griffith, and R. Patton.

Mr. A. W. Reid thought that it was a bit of spite on the part of the Chairman to call on him to reepnd to this toast as he had never been connected with either the army or navy in any way, nor had ever read any of the blood-curdling literature with which the chairman seemed to be very familiar.

(Laughter.)

Mr. A. E. Griffith was in the same fix as Mr. Reid, as he had never donned the military uniform, but his opinion was that "the army wasn't bad, and the navy wasn't much better."

Mr. R. Patton gave, in his old familiar style, "Jack's yarn," and was loudly applauded.

The Chairman, in proposing the toast to the "c.w.a." said that as every large institution required a governing body, the popular pastime of bicycling required one. He called upon Mr. Geo. Burns to respond to the toast.

(Continued on Page 38.)
THE CANADIAN WHEELMAN

The following extract of a letter explains itself:

On December 6th last, Clarence R. Fitch was convicted before the Police Magistrate of having ridden a bicycle on the sidewalk in the city of Brantford. On appeal before Judge Jones in the quarter sessions, the learned Judge decided that the city council had overreached its authority under the statute, as they had power only to regulate, not prohibit the use of bicycles on the sidewalks. The city council will therefore pass a by-law allowing us to ride on all but two or three streets.

The news of such a victory won by brother-wheelmen, as the one recorded above is always chronicled with pleasure—not spitting pleasure, for such is it not, but simply a feeling of gratefulness for the sometimes, unpleasant manner in which the self-made antagonists of 'cycling are brought to time,' to use a commonplace expression. During the wheeling season, cases are heard of at all times where wheelmen are summoned or arrested for wheeling on suburban or city sidewalks, as well as riding on the roads, where they always happen to meet the most fractions of horses, and after a trivial trial, involving a good deal of time and some little expense, the 'cyclist is fined or dismissed.

Now, while not advocating the right to use the principal sidewalks in any city, because such would not only be very unreasonable, but risky to the rider as well, we do not see why cyclists should not be allowed the privilege of the use of certain sidewalks in every town or city where the foot traffic is very small, if any at all.

It is a well-known fact in this country, that some policemen have been known to go off their beat, and also when not on duty, to follow a bicyclist up a back street, where there is not ten pedestrians in a week, to arrest him by pulling him off the machine, when no resistance is offered; but when they are really needed at a lively row, they are always scarce. Bicyclists are not even allowed to ride during the nights at any hour when the streets are clear. We must congratulate the wheelmen of Brantford in having secured through Mr. Fitch, the privilege of using the sidewalks in that city, and only hope that the day is not far distant when the city fathers of each city and town will look on cycling as a modern means of traveling, and grant us a great many more privileges.

THE GUIDE-BOOK.

In a late issue of the Bicycling World, regarding guide books, a suggestion is made, which we think ought to receive the consideration of the editors of the Canadian Guide-book and that is the necessity of having blank pages bound in with the reading matter, so that the possessors of the book might make any remarks or notations that would suggest themselves, and if any errors were found, they could be noted on the blank pages. The expense would be very little extra and would prove a valuable addition to the book, for those members who are at all inclined to interest themselves in touring the roads, etc.

"OUTING & THE WHEELMAN."

The January number of the new magazine, resulting from the union of Outing of Albany, and The Wheelman of Boston, the two leading out-door magazines of America, has been received with pleasure, and the reading matter is excellent, and the illustrations superb. It is now in the field as the only illustrated magazine in the country devoted wholly to the literature of out-door recreation, pleasure, travel, and physical culture and certainly deserves the support of every one who is at all interested in any of these subjects. It also promises the account of the Chicago tour of July 1883, illustrated before long, and which will prove a pleasant and interesting memento, of that famed trip, as a special inducement the subscription price of the two journals, The Canadian Wheelman, and Outing and The Wheelman, has been placed at the very low price of $2.25 per annum, and we hope to hear of quite a number of wheelmen availing themselves of this opportunity of securing both publications at such a reasonable figure.

It is quite evident that Fred Jenkins, the corresponding secretary of the L.A.W., has got himself into a bad fix over his $100 bill, for services and expenses as referee at the Springfield Tournament. The Bicycling World of January 4th contains a very exhaustive letter from President Ducker, of the Springfield Club, which, correct, goes far in proving that Jenkins has not acted as upright as he might have done, but it certainly is a sport like bicycling, which is usually thought to be conducive of friendship, should bring out before the public some personal remarks as have been seen in the correspondence lately published. It looks as if a money speculation is being made out of the L.A.W., which should not be.

This number has been delayed somewhat on account of several events having transpired at a late date, among them being the Forest City bicycle Supper, but it has been thought more advisable to delay for a day or so and get all the news, which would be old by the time our next number would be issued.

Anything and Everything.

There is strong talk of reviving the Springfield Wheelman's Gazette as a permanent publication; money enough has been pledged to insure its support for one year.

Quite a number of bicyclists were present at the Bachelors' Ball at Ingersoll, on Friday evening, the 18th inst., prominent amongst them being some of the Woodstock Wheelmen.

The Ariel Bicycle Club of London, through the medium of a neatly printed card, have sent their Christmas greeting to the cyclists of Canada. It also contains an invitation to wheelmen to call upon them in their new Club Room, Albion Block.

The Free Press, of the 9th inst., says: "Bicycling on the ice is popular in other cities. Why not in London?" This is an easy question to answer. It would certainly be popular if we had favorable weather, and a nice stretch of ice, but as yet we haven't had the pleasure of either, and therefore bicycling is at a standstill here.

The Ariel Touring Club of this city, intend going to a carnival at Woodstock before long. We can recommend to the Woodstock bicyclists as a very judicious gentlemanly set of wheelmen; but they must be watched, as their worst failure is a great regard for the gentler sex when out of their native city.

An Englishman has patented a device by which the front wheels of two bicycles may be so joined as to permit the machines to be driven tandem by two riders. One advantage of this form of riding is that falling forward over the handles is rendered quite in impossible, and another is that a greatly increased pace is attainable. Ascents and descents can thus be made when previously it was necessary to dismount.

In a recent lecture in England Mr. Walk-er, M. P., claimed that the bicycle was one of the most wonderful inventions of modern times. It was a great temperance reformer, because it was impossible for a man to ride his bicycle if he were otherwise than sober. It was a great educational reformer, because it enabled persons to go from one end of the country to the other in a fortnight at little expense, and spend their holidays in a reasonable and rational manner.

The latest thing out with bicyclists is to form a skating club, and visit neighboring towns and cities in a body, and, as a matter of course, which cannot be avoided, make themselves very nice to the young ladies who always think that those bicycle costumes make the boys look so handsome. It seems to be a very pleasant change for some who get tired of the incessant company of boys while riding in the summer.

Correspondence intended for publication should be in our hands by the 12th of each month, unless anything of special note takes place between that date and the 20th, when we would be advised of the fact and can keep space for such articles. By complying with this rule, it will save some trouble, and not delay the circulating of the paper by the 20th.
Canadian Wheelmen's Association.

Applications have been received this month as follows:

Unattached:—No. 449, Archibald McLean, Hamilton.

To Toronto Club add six. No. 450, Frank Robertson; No. 451, C. H. Lavander; No. 452, N. R. Butcher; No. 453, T. Alkenhead; No. 454, E. B. Freeland; No. 455, F. V. Massey.

Consuls have been appointed as follows:

District No. 2, T. H. Robinson, Chief Consul, Toronto—F. J. Campbell, No. 102.

E. O. Fitzgerald, No. 119.

Hamilton—C. W. Taling, No. 258.


Ottawa—W. E. Middleton, No. 236.


District No. 3, G. A. Mothersill, Chief Consul.


Ottawa—T. M. S. Jenkins, No. 278.

We would urge upon the Consuls in the various towns, the necessity of sending in their road reports to the Secretary-Treasurer, Mr. H. B. Donly, Simeco, at once. Many have already furnished very carefully prepared descriptions of the roads in their vicinity, but nearly all of the important places have so far done nothing. This means death to the success of the Guide-Book. Let the lovers of the wheel awake. If any person has been appointed to the position of consul and it is not his intention to thoroughly perform the duties asked of him, let him inform the Secretary at once of the fact, that his place may be filled by an active man.

TOURS FOR 1884.

From all prospects as yet the western wheelmen will either have to join the proposed tour from Niagara to Boston for part of the way, or get up a little tour of their own, over the old familiar roads to occupy three or four days.

Nevertheless it is highly probable from the success of the last Chicago tour, that a large number of Canadian bicyclists will join the proposed trip of the Chicago Club, meeting them at either Niagara or Toronto, and accompanying them as far as Montreal, which will make a delightful spin.

Mr. B. B. Ayers who organized the Chicago run of 1883, is also the projector of the trip for 1884, and every one can feel confident that in his hands the affair will be a grand success. We clip the Canadian part of the tour from the Bicycling World.

"The object of the Niagara to Boston tour is not a test of physical strength or great speed. The distances to be accomplished are based upon the average bicyclist's ability, and fifty per cent. reduction made to allow for the full absorption of a country brimming of historic and scenic interest. The route and daily mileage, as at present set down and which will be but slightly changed, is as follows: Leave Chicago Tuesday evening, 15 July, by rail to Niagara Falls. After dinner and meeting of other wheelmen, leave Niagara Falls Wednesday afternoon, cross the foot suspension bridge to the Canadian side, and wheel down the bank of the Niagara River, past the whirlpool and Brock's Monument to Niagara. Here take steamer for a three-hour trip in the evening across Lake Ontario, arriving at Toronto at eight o'clock. Augmented by the Canadian tourists, leave Toronto Thursday 17th, wheeling to Port Hope, sixty-five miles; Friday 18th to Belleville, forty miles; to Kingston on Saturday 19th, forty-eight miles.

Leave Kingston Sunday morning for Alexandria Bay, spending the day quietly among the marvellous Thousand Islands. Leave the Bay, Monday, by steamer down the St. Lawrence, passing through all the rapids, arriving at Montreal in the evening."

THE MONTREAL CARNIVAL, FEBRUARY 4TH TO 9TH.

Although the above enterprise has very little connection with bicycling, excepting that nearly all the members of the Montreal Bicycle Club are adept at some of the Canadian sports; viz, tobogganing, skating, and snowshoeing, and in fact taking the lead in this comparatively new idea of a carnival, still we have been intrusted with an invitation and advice to all, wheelmen and otherwise, who intend being in Montreal during the week of this festive occasion to be sure and bring their blanket suits with them, if they are the happy possessors of such an article.

All visitors to Montreal during the carnival week, are to have free use of all toboggan slides, etc., that city boasting in five toboggan clubs with a total membership of over 1,600.

The ice palace is rapidly nearing completion, and when finished will be a magnificent structure.

Already the city is alive with the weathers of the toboogganing suits, both male and female, and it is evident that the entertainment will far surpass anything of the kind held in America.

Our readers will notice by Mr. A. T. Lane's advertisement on the eighth page, that all wheelmen visiting Montreal will be cordially received at his new place of business, "The Carnival House near the Windsor Hotel," and that he will do all in his power to assist them in enjoying themselves, and from our personal acquaintance with Mr. Lane, and the other members of the Montreal Bicycle Club, we can assure all those who intend going that they will be received and treated in the very best of style, and will never regret the trip. In conclusion, we wish all the participants "a glorious and jolly time."
News from the Clubs.

To Correspondents—Please make your letters brief and to the point, and then we will not be obliged to crowd out letters of equal importance.

NEWCASTLE.

Dear Wheelman:

The December number of the Canadian Wheelman has just been placed on the club tables, and it need hardly be said that it was read with avidity, my poor contribution seeming to lend still greater interest.

Since my last we have increased in membership to fifty-five, fifty-five members in three months, who can beat that? please excuse our "blowing," but really you must own that we have cause. Since our last was written we have had a little disturbance, that for a short time interrupted the serenity of the Club; it has, however, it seems, ended, like the story books by the general or almost reconciliation of parties concerned.

We have on an average fourteen or fifteen at the rooms every evening, and for a place the size of Newcastle, we think that number much better than could be expected.

Our Library is, with the exception of a few, very few of the more studious, left unmolested. Our President, Rev. W. A. V. E. Patterson, is advocating our getting more books; we, however, should advise the Club to procure more games, sit up a gymnasium room, with boxing-gloves and clubs. We have spoken to several members as to this, and find the general desire of the Club is to have such a room.

A short time ago three or four of our members went out on an outing, our 1st Lieutenant, Mr. W. H. Chandler being in command, and 2nd Lieutenant, Mr. Edward Dayman acting as whipper-in. Our President who has not as yet bought a wheel went alone on horseback. They reached Bowmanville five miles west and learning that a football match was on the tapis, there concluded to get off and witness it. On the road up racing, was the "order of the day," between the wheels and the horse. It is needless to inform you that the "bikes" came off victorious every time. The only result being that the horse (which is a very fine tall speedy chestnut horse), was one mass of lather and foam. Our worthy president, who by-the-bye is a most accomplished horseman, came to the conclusion that it was cruelty to the horse to attempt to catch the silent steed.

Yours truly,

Nick.

BELLEVILLE.

Dear Wheelman:

I hardly know how to tell you what I have to say. As a Club we are as well off as far as health goes; but, goodness, everything is apparently wrong. All riding is now over with us, as we have enjoyed nothing for the past six weeks but one long succession of snow and cold weather, the pleasure of the wheel is therefore out of the question. It is at this season of the year that the clubable nature of the wheelmen shows itself. We have now a large hall 75 by 40 feet, to be used as a reading and club room. A noisier, jollier, better natured, and more enthusiastic crowd can hardly be imagined. The roads in and about Belleville for fifty miles in every direction, are of the very best order. The run to Trenton, distance twelve miles along the shore of the beautiful Bay of Quinte, the magnificence of the scenery along the way cannot, I believe, be surpassed. The serious business of missing the stones and ruts is pleasing to wheelmen as they are not to be found along the way. A rough and stony road may be conducive to health, but certainly does not I think lead wheelmen into that idea; a header is not the most pleasant sensation, especially when you see a star or stars, as it were, in the distance. It humilates one, throws him in the sand, makes sackcloth and dust a luxury that we might do without; at least my experience has led me to think thusly, and I think my fellow wheelmen will certify to the accuracy of this conclusion.

Bicycling interests have not been very active in our city this season. When I say "active" I mean lively and bustling. Our Club numbers twenty active wheelmen with some good racing men and long distance riders. We own also a fine bicycle track, completed through the exertion of our Captain, Mr. Retallick, situated in the heart of the city.

It would be a waste of words to speak of the attractions Belleville presents to her wheelmen. Her prepared track, her beautiful avenue and streets with the unrestricted freedom permitted to the wheel. I could go on and give you numerous adventures on the wheel, and the Wheelman readers will hear of some perhaps in future numbers.

Trusting I have not occupied too much of your valuable space, and wishing the Wheelman success in every sense of the term, I am,

Yours Fraternally,

Backbone.

THE WANDERERS.

The Club Picture of the Wanderers Club of Toronto which is now in progress, is to surpass anything in its line yet produced in Canada. The size is to be five feet by two and a-half, and shall contain over seventy members in the well known grey and black suits of the club. The front figures of the group are eight inches high, the back figures being six and a-half. It is now nearly completed, and copies will soon be issued. Dixon the well known photographer has the thing in hand, and some splendid artistic work may be expected. Westbrook, who has resigned from the Brantford Club, will occupy a central position in the picture as the Club's "fast" man.

The Western "Cyclist" intends enlarging to sixteen pages before long.

WHAT THE ARIELS ARE DOING.

Our annual meeting was held in our Club rooms on the first Thursday in the new year at 8 o'clock p.m., nearly all the members being present. The financial and riding reports were very favorable. Considering that we have only been five months in existence as a club, we have every reason to congratulate ourselves, our bank account showing a neat, handy sum to our credit, and the record of club-runs totaling up quite a respect able number of miles covered. Of the latter an interesting part is the summary showing each individual member's achievements—number of runs participated in, distance ridden, average speed, etc., etc. Next season this will undoubtedly be a strong incentive to the boys to turn out regularly to the runs, so as to have their names stand as high up as possible on the list; such remarks as these being general after the meeting: "I'll top that list next season or I'm a Dutchman," "I'll go you one better or call me Dennis," "The man who is ahead of me next summer will have to get up very early in the morning.

Among the places to which we have ridden are nearly all the neighboring towns and villages, including St. Thomas, Port Stanley, St. Marys, Strathroy, Ailsa Craig, Lucan, Exeter, and Goderich; and everywhere we have met with good treatment and had a jolly good time. On some future occasion, I will dilate on one or two of our best tours if you will give such "yarns" a place in your excellent paper. Our shortest run was to Hyde Park and return, twelve miles (by moonlight) and our longest, from here to Goderich, about sixty-five miles. The following officers were elected for the ensuing season: G. D. Cameron, Pres.; J. D. Kenelmes-side, Vice-Pres.; W. M. Begg, Sec'y; J. A. Muirhead, Capt.; G. F. Lilley, 1st Lieut., and James Lamb, 2nd Lieut. A management committee was also appointed as well as a bugler, a standard-bearer and a club-correspondent.

After the transaction of all business we adjourned to the St. Nicholas restaurant. Every body knows the St. Nick, kept by Popham, and noted for its pretty waitresses, and the excellences of its free lunches. It is very handy to our quarters—not using that word to signify a current coin of the realm, of course, but as applying to our club-rooms; for, as I was going to say, we can pop out of our back door right into Pop's, or milk-stew or anything, in accordance with the extent to which the generosity of the man who happens to be "setting it up," prompts him. This handiness, combined with its other good points mentioned above, makes it a somewhat popular resort with us, and the name, mentioned in connection with oysters or cigars, has a tendency to de-populate our rooms so suddenly as to be alarming. This particular evening of our first meeting in the new year we spent very pleasantly, as we all seemed to be in a very generous mood.
As riding is out of the question this weather, we are doing the next best thing towards keeping ourselves in condition, namely, skating. Quite a number of our Club attended the carnival here in uniform, and eight of us visited Legersoll on the 15th inst., and did their carval also in our Club duds, as one of the eight (I will refrain from giving his name) called them on the way home; but as the night was chilly I suppose he had caught cold, and intended saying a dude, but found his tongue was too thick to get around the word properly. However, we all enjoyed ourselves heartily, both at the carnival and while putting in the four hours waiting for the train home, which was somewhat late. Fifteen of us, the other sevenailing from Ingersoll and Woodstock, sat down to a "spread" in Young's oyster parlors, where, after appeasing the cravings of our "inner man," we amused ourselves, and no doubt contributed in a high degree to the elevation of everybody living within three blocks, until all the songs in our vocabulary were exhausted, which we were entertained for a while by the tricks and acts of Bayly's trained dog. This animal shows a degree of intelligence which is almost human, and so took our fancy that the boys now swear by "a Bayly's dog," and any of them would back him in a contest with any dog alive, barring none, soft gloves or bare fists, to knock his opponent out in the first round or forfeit his share of the gate money. Even I, who do not pretend to be a sport, would go my pile on him in a hop-step-and-jump against all comers. However, "everything goes," so we wound up with a dance in the waiting room at the station, and Randy singing "Home Sweet Home" with nineteen variations.

The Toronto Mail in reviewing Sports and Pastimes for 1883 speaks thus of the progress of bicycling in Canada:

"In the Canadian Wheelmen's Association there are enrolled over 500 bicyclists. This time last year there were not 200. The first meeting of the Association held at London on July 2nd, was successful in the most telling way—it failed. Next to this was notable the tour through Canada of the Chicago and Western wheelmen; and next notable were the admirably conducted race meetings of the Montreal and Toronto Bicycle Clubs. The Canadian amateur champion, W. G. Ross, went to the Sprig's meet, and although winning no first prize, he was placed in two races out of four in the best company in America. The Canadian meet of 1884 is promised to Toronto, when the 500 bicyclists of the C. W. A. ought to take the town by storm."

The Bicycling World of Boston increases every week in popularity, and is undoubtedly the best weekly cycling journal published.

(Continued from Page 34)

Ex President Burns rose and said, "Gentlemen,—Most of you are doubtless aware of the dissatisfaction that has been felt in the C. W. A. by the Forest City Bicycle Club, since the first annual meet which took place in this city in July last—I refer to the unnecessary delay in the forwarding of the medals won by Mr. W. G. Ross, the present champion, as we had voted the C. W. A. the sum of $75.00, which would more than cover the expense of the medals. However, as there is now a change in the officers, no doubt everything will be in better shape. I have been appointed one of the consuls of London, but have thought seriously of resigning as my knowledge of the roads is non-existent. Mr. Mitehead, the other consul, will no doubt take my place to bring the report for London, but I recommend Mr. Wm. Payne, as he knew all of the roads. However, I will leave it to the choice of the club whether I will act."

Some discussion now took place as to whether the Club should remain in the Association, and on motion of Mr. Jas. Reid, seconded by W. K. Evans, it was unanimously decided that the Club should remain in the C. W. A., and also that Geo. Burns accept the position of Consul.

The Chairman, in proposing the next toast, THE CANADIAN WHEELMAN, said that the Club ought to feel proud that two of their prominent members were the promoters of such a spicy and newsy little paper, which he felt sure did a great deal to promote bicycling in Canada. (Applause.)

When he had received the first number be read it because he had nothing else to do. (Laughter.) Now he was only sorry when he had finished perusing its columns, and wished for more. He thought it deserved the encouragement of every wheelman in Canada, in a practical way, by each one's subscribing at once. He concluded thus:

"Gentlemen,—I ask you to drink the health of the CANADIAN WHEELMAN and its promoters. Messrs. Evans and Dignam." W. K. Evans, in response, said: "Gentlemen,—I thank you most cordially for the hearty manner in which you have drunk the health of THE CANADIAN WHEELMAN, and, whether Mr. Dignam responds to the toast or not, I am perfectly sure that he heartily agrees with me. In starting our little sheet, a good deal of doubt was felt by some as to our success, and, in fact, some doubt is manifested yet; but I can assure you that we are on a far better footing now than we had imagined when commencing. Financially, we have every prospect of our venture's being a success, and it only remains with you to say whether we have succeeded in our efforts to provide a pleasant medium for the exchange of each other's ideas, for the promotion of the interest taken in our well-chosen pastime, and for an opportunity of seeing the graphic and brilliant accounts of President So-and-so's honor, and Mr. What-you-may-call-em's capacity for eating while out on a tour; (I came nearly saying tear) although a good many, who have gone through the ordeal, have not received the necessary notice in the Wheelman, for which we offer our apology for the neglect. Although the fact, possibly, may be unknown to you, we do not enjoy quite as large a circulation as two of our esteemed city contemporaries; still we do not feel in the least discouraged, and I say, if we received half as much encouragement in some of the other towns and cities as the bicyclists of London have given us, we would now be issuing successfully a sixteen or twenty page journal. I might add that the Forest City Bicycle Club will always receive their due share of attention in our columns, and anything that the CANADIAN WHEELMAN can do to further the interests of the Club, without any detriment to any other club, will always be willingly granted. I only hope that we may all enjoy together many returns of this evening, and again thank you for the manner in which you have received the toast of the CANADIAN WHEELMAN." (Applause.)

Mr. Dignam said: "Mr. Chairman and gentlemen,—It affords me great pleasure to respond to a toast that has been drunk in such a hearty manner as the one just finished drinking. I will not take up your time in claiming for our paper the largest circulation or that it is the best advertising medium in Canada, (laughter), but I will say that it is the only paper devoted to the interests of 'cycling published in Canada, and as such it is entitled to the support and encouragement of every Canadian wheelman. I think that you will all agree with me when I say that after the collapse of the Hamilton Bicycle, the Canadian wheelmen had been badly in want of a paper devoted to the interests of their sport. To fill this want the CANADIAN WHEELMAN was started. In the place of long, windy editorials, we have substituted short, spicy letters from the various clubs, and by combining these with the latest bicycle gossip, we have endeavored to add a little interest to the club room by sending our paper there, and encourage that sociability which should always exist among bicycle clubs, and, gentlemen, we flatter ourselves, that we have, to a certain extent, succeeded, as in most cases our paper is a welcome visitor. (Applause.) In the future as in the past our highest aim will be to elevate the sport and encourage it in every honest way, bicycle and tricycle alike. Again thanking you for the high compliment you have paid our paper, I will merely add that the CANADIAN WHEELMAN is published monthly at one dollar per year, in advance. (Applause.)

The 1st-Vice Chairman now took charge of the toast list, the first one being THE FOREST CITY CYCLE CLUB, coupled with the names of Jas. Reid and J. G. Dawson.

Mr. Jas. Reid hoped that the F. C. B. C. would step into its old place at the head of the list of bicycle clubs. (Applause.) He was sorry that he did not feel capable of accepting the office of President; but for the rest of the officers he knew that they would take a deep interest in the Club. (Heart's cheer!)
Mr. Dawson regretted that he had not been able to join in the club more frequently, but as he was so busily employed in his Majesty’s service, between London and Wingham, he was unable to attend. He concluded:—"Gentlemen,—that is my first speech."—Pause.—"I have nothing more to say." (Cheers.)

O UR OFFICERS.

brought Messrs. Dignam, R. Burns, and Ceyd’ Burton to their feet.

Mr. Burns, in proposing

THE LEAGUE OF AMERICAN WHEELMEN,

although he fully expected Mr. Moody, of Hamilton, and Mr. Moore, of Stratford. The toast was then drunk, everybody joining in "Yankee Doodle."

THE BICYCLISTS’ INTERESTS OF LONDON

was also unrepresented as Mr. Wm. Payne was unavoidably absent. Mr. Stevely told his experience of establishing a large agency in this city, carrying a stock of one machine, but did not succeed.

Mr. Burns, in proposing,

THE ARIEL TOUGHER CLUB,

regretted that its President, Mr. Geo. D. Cameron, was not present, and would ask the company to drink a toast to the Ariels. (Applause.)

For a change the whole Club sang "The Policemen’s Chorus," from "The Pirates of Penzance," which was exceedingly well rendered.

Mr. Jas. Reid, 2nd-Vice, now took charge of the list, proposing

THE RETIRED OFFICERS.

As all the retiring officers were now members of the Ariels, Mr. Reid could not call on anyone to respond.

Mr. Burton now gave "Bob up Serenely," with chorus by the Club.

In proposing

THE DUDES

Mr. Reid was not aware that they had got as far west as London, but would ask Messrs. Fred Leonard, A. W. Lind, and R. M. Burns to tell us all about it.

Mr. Leonard thought that we were all dudes, as he had read that a dude was a monkey without a tail, and by Darwinian theory we were all educated monkeys, therefore we were all dudes. (Laughter and applause.)

Mr. Lind’s speech happens to be the only one which we secured verbatim. He spoke thus:—"Gentlemen,—This is fierce. Wearing a pair of pants constitutes a dude then I am one; but I thought that a dude always carried an eye-glass and never paid his debts. (Laughter.)"

Mr. E. M. Burns followed with a recitation entitled:—"Spare the poor dude, don’t be rude," which we unfortunately did not secure. Mr. Leonard next sang, "I’m an Irish Alderman," with lots of vim, provoking much merriment.

The toast of

THE LADIES

brought Messrs. Meyers and Millar to their feet.

Mr. Meyer acknowledged that he always addressed the ladies, although their tongues were sometimes rather long.

Mr. Millar declared that he knew nothing about the ladies (groat). He had nothing else to say.

THE PRESS

was ably responded to by the representa-


tives of the Free Press and Advertiser, who each in turn stated that the Club would always receive the best of treatment at the hands of the press.

Mr. Grigg responded to

THE MAYOR.

It gave him pleasure to cater to a company of young gentlemen as were assembled here to-night. His tastes ran towards horse-racing, and he, therefore, could not say much on bicycling, although he thought that the "bikes" were pushing the horse for first place. (Applause.)

An admirable feature of the evening was the entire absence of intoxicating liquors and the gentlemanly conduct of all present, which is always characteristic of bicycling. The company dispersed shortly after twelve o’clock, all being delighted with the way in which the evening had been spent.

This ended the second annual dinner of the F. C. B. C.

PERSONAL.

Mr. W. H. Cooper, of the Ariels, has taken the road for Messrs. Watson, Young & Co., this city.

Mr. Frank Morrison, formerly of the Aylmer Bicycle Club, has opened out a business in Ridgetown.

Mr. Perry Doolittle, of Aylmer, stopped over one train to wish the Canadian Wheelman a happy new year.

Mr. B. B. Ayers of Chicago, is again to the front as Manager of the second Canadian tourist which takes place in July next.

Mr. S. Frank Peters, of the Forest City Bicycle Club, is able to be around again after a severe attack of typhoid fever.

Mr. S. G. Rettsalack of Belleville, has been expelled from the L.A.W., the Membership Committee regarding him as a professional.

Fred Westbrook has resigned his position as Consul of the C.W.A. for Brantford, and has been transferred to the Toronto Wanderers.

"Lord Granville," a correspondent writes, "has recently taken to bicycle riding, and is not infrequently seen taking a spin from Walmer Castle into Deal!"

Master George Nash, the youngest member of the Springfield Bicycle Club, recently rode on one wheel entirely around the Hampden Park track, a distance of one mile.

But Peasy, the star rider, will start on an exhibition tour throughout New England the latter part of February, and he is preparing some new and startling tricks for the occasion.

Mr. A. E. Window of the Forest City Bicycle Club, intends removing to the Northwest shortly. He will undertake the management of the Cochrane Cattle Ranch. We wish him success.

Mr. O. Brunell, the well known fancy rider of the Toronto Wanderers, has located in Connecticut, where his facilities for learning fancy riding are much increased in the company of Canary and several others of the craft.

Mr. G. A. Motherrill, President of the Ottawa Bicycle Club, who has been spending a few days among his friends in this city, paid us a friendly call on the 25th December. He expects to see a large number of new wheels in Ottawa next season.

Woodside and Morgan are running a skating rink in Chicago. Woodside takes in the quarters at the office, and Morgan shows off the ice for the skaters.—Philadelphia Sporting Life.

Mr. Morley, of St. Thomas, the bicyclist who rides the largest wheel in Canada, and who intends removing to Toronto to accept a more lucrative situation, was banquetted by his St. Thomas friends last week. No doubt either one of the Toronto Clubs will be proud of the possessor of the largest wheel in Canada.

WM. WILSON,
MERCHANT TAILOR

LADIES’ HABIT MAKER.

Dundas St., LONDON.

BICYCLE UNIFORMS

A Specialty.

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COLUMBIA TRICYCLE!

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A medium-weight bicycle. The most artistic and scientific bicycle made.

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Every Variety of Accessories Constantly on Hand.

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D.H.F. Premier,
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Expert Columbia,
American Star, (small wheel in front.)

TOBOGGANS and CUSHIONS,
SNOW-SHOES, MOC-CASINS,
BLANKET SUITS, TUQUES,
SKATES,
INDIAN WORK.

MONTREAL CARNIVAL!
4th to 9th FEBRUARY, 1884.

Visiting Wheelmen are cordially invited to give me a call, when I shall be happy to be of assistance to them in any way that lies in my power. If you wish to have a good time, don’t miss the Carnival.

A number of Second-Hand Bicycles for Sale Cheap. Send 3-cent stamp for Catalogue.

A. T. LANE,
1421 St. Catherine St., Near Windsor Hotel,
MONTREAL.

For Sale.

For the CANADIAN WHEELMAN, and have it sent to your address.

7 Months for 50c.

Bicycle Suits

JOHN GLEN,
Merchant Tailor,
WEST END HOUSE,
415 RICHMOND ST. - LONDON.

Special Discount given to Clubs. Samples and Prices on application.
A Race for Life.

Dinner is over. The ladies have withdrawn, and around the fragments of a costly dessert sit four gentlemen. Colonel Harvie and his guests, Captain Morton and William Staines, are sipping their wine and talking politics (Master Tom Harvie, the Colonel's young nephew being home from Eton for the Christmas holidays.) The Colonel and his friends being staunch Tories and with very similar opinions on most political questions, any suggestions or theory advanced by one is carried unanimously by the other two; and therefore, their remarks being neither very interesting nor exciting, Mr. Tom's chatter is listened to, much to that youth's surprise and pleasure.

"O Uncle!" he says; "what is that extraordinary arrangement you have in the hall, facing the front door?"

"What, the bicycle?"

"Yes, I suppose it's a bicycle, but it's the last old one I ever saw; and why should it stand on that splendid tiger skin?"

"Ah, thereby hangs a tale," says Captain Morton, sentimentally.

"To the tiger, or the bicycle?" laughed Tom.

"If you begin making bad jokes at your time of life, Tom, I don't know what will become of you. By-the-bye, Staines, have you heard of Harvie's Indian adventure?"

Staines, who has only lately become acquainted with his host, says "No."

"I've written it in the shape of a story, Morton, since I saw you last," says the Colonel, "and if you like we will read it over our cigars; being a literary man, Staines, you must listen critically."

"A story, hurrah!" shouts Tom.

The manuscript is produced, and Colonel Harvie, settling himself comfortably, adjusts his double eye-glasses, clears his throat, and begins:

"Has a bicycle ever saved a man's life? A curious question, and one to which, I imagine, few persons would answer in the affirmative. I am one of those few, however, and as the life in question had a particular interest for me, being my own, all the details of the terrible event are firmly fixed in my memory.

I was always fond of bicycling, and from the time when I was a small boy and labored for hours at a bone-shaker, to the day when I became the proud possessor of one of the first bicycles ever manufactured, I revelled in the enchanting pastime, spending hours which should have been otherwise occupied, on the back of my iron horse, thus putting my physical powers a long way ahead of my mental. In fact I hated the sight of a book, and was never happy unless touring around the country on my bicycle.

My father was a doctor, in a little Kentish village, and having a large family, he was thankful indeed when, at the age of nineteen, a commission was obtained for me by a wealthy friend in a regiment about to sail for India. And one fine morning I found myself with the King's Own at Plymouth, starting in H.M.S. Ganges for our mighty Eastern Empire. A grand new bicycle was my father's parting present to me, and great was my delight at finding that Fred Bent, another young sub, in my regiment was also a bicyclist.

Well, we reached our destination at Jast, and steamed up the mighty Hoogly to Calcutta. Words fail me to describe the sensation which our bicycles caused. They were, I believe, the first ever seen in India; and as my friend, Fred Bent, and I rode together into the town, some days after our arrival, one would have thought it was the triumphal entry of some eastern potentate. But by degrees the natives became quite accustomed to our iron steeds, as we always used them to transact any business which we had to do.

But for a change, and to make things interesting, we agreed to have a trial of speed, and as our pet pastime would seem to have been abandoned for an indolent period, one evening, after mess, we drew up and signed articles, in the regular professional style, to ride a ten-mile race for five pounds a side. We were now stationed at the foot of the hills. There was a grand native road within a short distance of our camp running away for ten miles as flat as a billiard table, and it terminated in a very thick jungle. On this route I started to train. After a week of such training as would make a modern athlete's hair stand on end, I considered myself fit for the contest, and the adventure I was going to relate, occurred on the evening before the eventful day, when I started out for my final spin. In about an hour's easy riding I had reached my usual halting-place, ten miles from camp. This place I passed and rode two miles farther on, which brought me to the jungle.

Now for home. Dismounting, I oiled my machine, tightened up every screw, and then sat down on my boulder to rest and enjoy the prospect. A beautiful scene it was, too! Above me rose the grand mountains with their snowy tops; here a little waterfall, like a thread of gold and silver, running down the mountain-side, and twining in and out amongst the masses of trees and rocks. A port, or 'tank,' as they are called, surrounded by dense foliage, festooned by parasitical climbing plants, glowing with flowers of every imaginable hue. On the "tank" floated water fowl of every kind, and variety of color. But now the shadows were deepening, and the cold snow began to look grey and ghostly.

A flying fox went bustling past me, and I hastily prepared to mount; for there is scarcely any twilight in India, and I knew it would soon be dark. As I rose my eyes encountered something which made me start, and nearly drop my bicycle. There, not forty yards off, was a tiger. I knew the animal well enough; but how different he looked from the lean, half-starved little beast I had seen at home. He had just come to the open space from a dense jungle break and sat there washing his face and purring in a contented sort of way, like a huge cat. Was I frightened? Not an atom. I had my bicycle and a start of forty yards; and if I could not beat him it was a pity.

He had not seen me yet, and I stood for another minute admiring the handsome creature, and then quietly mounted. The tiger was directly on my right, while the road stretched straight away in front of me. The noise I made aroused him; he looked up, and then, after deliberately stretching himself, came leaping with long, graceful bounds over the rank grass and rocks which separated him from the road.

He did not seem a bit angry; but evidently wished to get a nearer view of such an extraordinary object. Forty yards, however, I thought was quite near enough for safety. The tiger was in the road behind me now; so I pulled myself together and began to quicken my pace. Would he stop, disregarded, after the first hundred yards and give up the chase, or would he stick to it? I quite hoped he would follow me, and already pictured in my mind the graphic description I would write home of my race with a tiger. Little did I think what a terrible race it would be. I looked behind By Jove! he was "sticking to it." I could not judge the distance; but, at any rate, I was no farther from him than when I started. Now for a spurt! I rode the next half-miles as hard as I could; but on again looking round I found I had not gained a yard. The tiger was on my track, moving with a long, swinging trot, and going quite as fast as I was.

For the first time I began to feel anxious, and thought uneasily of the ten long miles that separated me from safety. However, it was no good thinking now; it was my muscle and iron steed against the brute. I could only do my best, and trust in Providence.

Now there was no doubt about the tiger's intentions; his hooed was up and on he came, occasionally giving vent to a roar, which made the ground tremble. Another mile had been traversed, and the tiger was slowly but surely closing up.

I dashed my pouj to the ground, hoping it would stop him for a few seconds; but he kept steadily on, and felt it was then grim earnest. I calculated we must be about seven miles from camp now, and before I could ride another four, my pursuer, I knew, must reach me. O, the agony of those minutes, which seemed to me like long hours! Another mile passed and then another. I could hear him behind me now. Quicker and quicker, louder and louder.

I turned in my saddle for a moment and saw there were not twenty yards separating us. How choromns the brute looked, and how terrible! His huge face hung out, and the only sound he made was a continual groan of rage, while his eyes seemed to literally flash fire.

It was like some awful nightmare, and with a shudder I bent down over the handle and flew on.

As I now sit quietly in my chair writing, I find it hard to analyze the crowd of mem-

(Continued on Page 46.)
AMALGAMATION.

In our last number, under the head of "What say the Canadians?" appeared part ot a letter which was originally published in the L.A.W. organ, the Wheel, and which has elicited some little correspondence. This month we publish some of the letters which we have received, some being in favor of amalgamation and some against. It is somewhat early to agitate the question, but our columns are always open for discussion and we would be pleased to see any new ideas proposed.

Correspondence.

The Canadian Wheelman:

Regarding the article in your January number headed "What say the Canadians?" I, for one, am of the opinion that up to the present time, the C.W.A. has been quite as active and beneficial as the L.A.W., and, in fact, more so, taking everything into consideration. I would, therefore, like to see it given a fairer and longer trial, as it has really not been organized any length of time. Let us wait and see what the next annual meet and meeting will bring forth.

A C.W.A. Member.

Editor of the Wheelman:

I beg to offer a few suggestions apropos of the article "What say the Canadians?" in your last number. I would like to see the C.W.A. affiliated with the L.A.W., as it would cause a more friendly feeling than now manifested between the two, although personally there is not the least enmity between American and Canadian wheelmen. One of the great advantages in either seems to be unity and friendship; therefore let us amalgamate.

A Canadian Cyclist.

Dear Wheelman:

There appeared in your January number an article headed, "What say the Canadians?" which has created some little talk among the cyclists of your own city. I, for one, would like to see the C.W.A. and L.A.W. amalgamated, as I think it would not only increase the friendly feeling now existing between them, but would also increase L.A.W. touring in Canada, which I know is the wish of all Canadians.

Yours truly,

A SURPRISE PARTY.

Our office was literally besieged by a large number of prominent bicyclists of London, on the evening of the 26th February, the immediate cause being that our paper was a day late, and the "boys" came around to enquire after its welfare.

The deputation from the "Ariels" consisting of President Cameron, Secretary Begg and Private Fitzgerald, accepted our apology for the delay and hoped it would not occur again.

You are always welcome.

THE GUESSING PROBLEM.

As stated in our last number, Mr. Corson has extended the date of closing his guessing scheme till March 1st. He reports guesses coming in fast, and some close. Send your guesses in now, to


We are desirous of finding out, before the opening of the wheeling season, the names and full addresses of every "cyclist in Canada, whether belonging to an organized club, the C.W.A., or unattached. Where there is a club organized we would feel obliged to the secretary for a full list of the names of all the members and officers and their addresses, including his own, and would like one person in every town to do us the favor of sending the names of the wheelmen in his particular town or city as soon as possible, and if wheelmen know of cyclists where our paper does not circulate, kindly inform us of their address to enable us to communicate with them. We will deem it as a special favor if all will reply to this as early as possible.

As will be seen by reference to another column, the Forest City Bicycle Club of London, intend giving a big tournament on May 24th. The Forest City's are not undertaking anything new, as they have had quite a lot of experience in tournaments and races.

We can promise the wheelmen who come a big time. The track will be the best that money can make it, and all other arrangements to correspond. Although somewhat early to "pull up," a tournament, the prospects are that we will have an early spring, and when wheeling once starts, the time will soon pass. The Forest City's are to be congratulated on the position they have taken, and we hope their efforts will be crowned with success.

All of our readers will, no doubt, be pleased to hear of the success with which Mr. W. G. Eakins, of Woodstock, Chief Constable for No. 1 District, has met, namely having received an appointment on the editorial staff of the Toronto Mail. Mr. Eakins is a most enthusiastic bicyclist, as he has shown himself to be by the interest which he has always taken in bicycling, the C.W.A., and the Canadian Wheelman; and we hope, at no far distant date to give our readers some articles from the pen of so excellent a writer.

Anything and Everything.

The Ariel Touring Club of this city, have invested in a club bike, from the celebrated establishment of C. W. Hutchins, manufacturer of musical instruments, Springfield, Mass., U.S.A.

We lately had the conundrum propounded to us. "What prominent Bicyclist looks like Pat Rooney, the variety actor?" It did not take us long to answer.—J. Moodie Jr., of Hamilton, (right.) Next!

We extend our heart felt sympathy to the Peoria Bicycle Club, of Peoria, Ill., in the loss its members have sustained in the total destruction by fire, of the large Club rooms in which were stored a large number of bicycles belonging to the members.

The advertisement of the Overman Wheel Co., Chicopee, Mass., occupies our first page this month. This Company are as active as ever, their Victor Tricycle being considered one of the best machines on the market. No doubt this will be a busy season for this firm.

Our "For Sale" column contains some rare bargains this month, and intending purchasers would do well to study it before buying. This is the season of the year when the most advantageous sales can be made. Parties wanting to either buy or sell, will find it a most desirable medium for advertising. When answering any of the advertisements, mention this paper.

An enthusiastic meeting of the Toronto Bicycle Club was held on the 14th of February at the President's office, Adelaide street, Captain in the chair. Several important items of business regarding the coming season were discussed. Thirteen new names were added to the already large membership. This is a good beginning, and speaks well for the Club's future prospects.

The Forest City Bicycle Club of London have, with their usual enterprise, secured a suite of new Club Rooms, No. 3 Victoria Buildings, Richmond Street, where they will gladly welcome all wheelmen who happen in the city. Neither drinks nor expense will be spared to make the rooms attractive. A new upright piano has been secured and the members are looking forward to many an evening's enjoyment.

Great is the bicycle. It has numerous names. One is the Columbia, named from Colombus, who discovered America, and the rider thereof discovers America twice as often as he wants to. Then there is the Mustang, and you mustang on or you will fall off. A third kind is the Harvard, and you harvard work to ride it, you may be assured. A cheaper make is the Otto, and a man Otto get his life insured before he tries to manage it.

Handle Bar Straighteners. Every Bicyclist should have one: it saves five times the cost in one season.

Price $1.00.

W. M. PAYNE, London.
The Canadian Wheelman's Association.

Application:
No. 466, S. G. Retallack, unattached.

Transfers:
From Brantford Club to Wanderers, Toronto, Feb. 15, No. 179.
From Toronto to Wanderers, Ewing Buchan, No. 57.

The Canadian Wheelman:
I have made the following additional appointments for consuls in No. 1 District: St. Marys - C. S. Ramsay; Clinton - R. B. Holmes; Pt. Elgin - S. Beecher; Goderich - G. B. Cox; Guelph - J. Davidson.

Yours truly,
W. G. Earke, C. C., No. 1 Dist.

The Secretary of the C.W.A. writes us to the effect that the route slips for the use of the editors of the Guide Book have been returned by nearly all the Ontario consuls, London being the only place from which nothing has been heard in this province. Montreal has, so far failed to do anything, a fact greatly to be regretted, as the book will certainly be very incomplete without a chapter devoted to the roads around the commercial metropolis of the Dominion; and as the Montreal Club is the only one in Quebec belonging to the C.W.A., it is to the official of the Association in that Club that the editors can alone look for information in regard to the touring grounds of that Province. It is to be hoped that this reminder will stir Chief-Consul Tibbs into immediate action.

Any wheelman, whether a member of the C.W.A. or not, who has ridden along the North shore of the St. Lawrence, from Prescott to the eastern extremity of Ontario, will confer a great favor upon the editors of the C.W.A. Guide Book by sending his name to Mr. H. B. Donly, Simcoe.

The Montreal Club expects to have fifty wheels in line at the next meet of the C.W.A.

Chief Consul Tibbs of the Montreal District, has appointed consuls for the city, as follows: A. T. Lane, J. D. Miller and W. G. Ross.

X. M. MILES ON A BI.

This is the abbreviated title of what promises to be a very interesting road book which Karl Kron, the famous tourist, proposes issuing, provided he meets with enough support, the full title being, "Ten Thousand Miles on a Bicycle." The book will be handsomely printed on good paper and securely bound in cloth. No advertisements of any sort will be admitted. It is expected that the number of pages will be about 300; and that the date of publication will be about June 15th, 1884. The names of all wheelmen subscribing will also be contained in a list published in the book. Karl Kron's experience in road-riding is by no means limited, he having traversed one thousand miles of Canadian road-way—part from Detroit to Odgenburg, and the rest in the Maritime Provinces. The book will also contain the report of several hundred miles by other riders who have toured in Canada. The subscription price of the book is $1.00, not payable until it is published.

The following is the table of contents and general prospectus:


As the above notice is very inadequate, it is desirable that every wheelman who has any idea of subediting should send his name to Karl Kron, University Building, Washington Square, New York City, when he will be furnished with a prospectus, containing the many good points of the book and all particulars; and as Karl Kron wishes to know immediately what support he may expect, before issuing, send in your names as soon as possible.

THE BEST READING.

Every family that desires to provide for its young people wholesome and instructive reading matter should send for specimen copies of the Youth's Companion, of Boston. It is the brightest and best of papers for young people. Its columns give more than Two Thousand Stories yearly by the most noted authors, including J. T. Trowbridge, William Black, Harriet Beecher Stowe, Thomas Hardy, Mrs. Oliphant and many others, besides scientific articles by eminent specialists, tales of adventure by noted travellers, papers of encouragement and advice by men and women of ability and experience, and reminiscences and anecdotes of famous people. With a circulation rapidly approaching 350,000 copies a week, the Youth's Companion can well afford to spread such a feast before its patrons; and spreading such a feast, it is no wonder it has such a tremendous circulation.

To all cyclists who smoke we can recommend the W. T. R. Cigar as being A No. 1. Manufactured by W. T. Rutherford & Co., London.

Tour for 1884.

The Wanderers', of Toronto, have come to the front with a proposed Annual Tour. The subject was brought up at a meeting not long ago and it was unanimously decided to hold a tour some time in July or August, to last from five to ten days. Several propositions as to the destination and route were proposed, but nothing definite was settled on. The majority seem to be in favor of a tour through Western Canada, while a few were for a trip through to Montreal. However, it is as well as settled that the trip will take place and arrangements will soon be made whereby outside wheelmen will have a chance of joining the next Canadian tour.

The Toronto Bicycle Club have been presented, by lady friends of the members, with a very handsome banner. It is composed of silk, cardinal and navy blue, the colors of the Club, on either side—On the blue, the badge of the Club; i.e., the maple leaf and beaver, with initiais, T.B.C., is worked in variegated silk, and the cardinal contains the word, "Toronto," embroidered in blue, the whole being bound in gold cord and fringe, and mounted on a plate made present worthy the donors, and indicative of the high estimation in which the wheel and wheelmen are held by the fair ones of Toronto.

Mr. E. W. Pope, Secretary Pope Manufacturing Co., has offered to replace at cost, all bicycles burned at the Peoria Club house fire on the 31st January. This is but one more repetition of the many acts of kindness shown to wheelmen by the Pope Manufacturing Co.

The columns of the Canadian Wheelman are always open to receive any proposals or suggestions regarding tours for the coming season, and anything that can be done to further the interests of any which are projected, will be given with pleasure.

The Canadian Wheelman, published at London, is a newy little paper, and as a representative of its special line will bear favorable comparison with its more pretentious American confreres. Canadian wheelmen should liberally support so able a representative of their class—[Canadian Sportsman.

We can return the compliment to the Sportsman and recommend it to all cyclists as the authority on sporting matters in Canada, and worth twice the price of subscription, $4.00 per year.

The Cunningham Co.'s catalogue for 1884 is just to hand and is an improvement on all previous catalogues issued by this firm. Their machines are becoming justly celebrated all over the world. We appreciate the high compliment paid the Canadian Wheelman by the Cunningham Company in their catalogue, under the head of "Cycling Literature."
News from the Clubs.

To Correspondents—Please make your letters brief and newsv, and then we will not be obliged to send out other letters of equal importance.

THE TORONTO CLUB.

Dear Wheelman:

I am afraid you will be beginning to think that the "Torontos" have dropped completely out of existence from the fact that their regular and faithful correspondent has not been heard from for so long, or rather has not been heard from at all. However, I am happy to inform you and their many friends that they are still alive, and that pulse, respiration easy and natural; and every indication that they will survive the drawbacks of winter, and come out next season with renewed life and vigor. As an indication of this, I might just here state that at our last regular meeting we had six members proposed, and for our next, on Thursday 14th, we have already eight, including that of our worthy friend Mr. W. G. Eakins, Chief Consul for No. 1 district, and one of the most active and efficient workers in the C.W.A.

While sympathizing with our Woodstock friends at the loss to them of so valuable a helper and genuine companion, we cannot but feel delighted at the prospect of having him with us, and we extend to him the right hand of fellowship, and are sure that our brother Club and all wheelmen in this city will be more than pleased at the desirable addition of so worthy a wheelman in our midst.

Next month we expect to commence riding in the Drill Hall. We were given permission to use it last fall, but owing to the extreme cold no one has availed himself of it. Can you tell me the best oil or combination of oils, for use in bicycle lamps? I have a "King of the Road" lamp and have tried both sperm and sperm and astral oil mixed, the latter in a proportion of astral 1 and sperm 7. I have also tried putting a small piece of camphor in the oil, which was highly recommended, my experience in all cases being that my light would burn brightly at first, gradually grow dim, and go out. Perhaps you could explain the difficulty. My experience has been that of most members of the club. Night riding is very largely indulged in by the O.B.C., and a solution of this question would prove a great boon to them, and to

Yours truly,

Brantford.

OTTAWA.

Dear Mr. Editor:

Press of business prevented my sending in January my usual letter. However, items interesting to bicycle men were so scarce with us that perhaps it was just as well.

On January 17th we lost one of our best riders, etc., Mr. E. G. Wilkins, who has gone to Hamilton, where no doubt he will continue to be the same enthusiastic wheelman that he was here. A large number of the members of the Ottawa Club will mourn his absence.

The only really bicycle event that has taken place here for some time was a joint "meet" of the O.B.C. and Hockey Club held in January, when members of both Clubs met at the rooms of the latter, and proceeded to the Rideau Canal, and thence up the Canal on skates to "Gurney's" about five miles out, where an oyster supper was waiting for them.

The meet was a great success, there being any amount of fun in the shape of singing, Hockey, etc.

The O.B.C. looks for a material increase in strength next season from the ranks of the Hockey Club, and next winter I would not be surprised to find the interests of both Clubs merged into one. I know of no better preparation for strong riding than Hockey playing, and such

At the Montreal Carnival, our Hockey Team made a splendid effort, defeating every club they played against, including the Victories, the crack team; but owing to our Club having played a match on three consecutive days, the Victories, (who had a two days' rest), defeated them in their final match for the cup. On the fourth day our boys felt the loss of the cup very keenly as they considered the contest, for it was so badly arranged, that their winning it became an impossibility, though they defeated all comers. Mr. Jenkins, Captain O.B.C., captained the team, Lieutenant Blythe, acting as umpire.

The question of costume is agitating our wheelmen; the Montreal dress seemed to strike our fellows as something very nice and neat. A change in the O.B.C. costume is spoken of and will probably be discussed at the next annual meeting which will be held in April.

Next month we expect to commence riding in the Drill Hall. We were given permission to use it last fall, but owing to the extreme cold no one has availed himself of it. Can you tell me the best oil or combination of oils, for use in bicycle lamps? I have a "King of the Road" lamp and have tried both sperm and sperm and astral oil mixed, the latter in a proportion of astral 1 and sperm 7. I have also tried putting a small piece of camphor in the oil, which was highly recommended, my experience in all cases being that my light would burn brightly at first, gradually grow dim, and go out. Perhaps you could explain the difficulty. My experience has been that of most members of the club. Night riding is very largely indulged in by the O.B.C., and a solution of this question would prove a great boon to them, and to

Yours truly,

Ottawa, Feb. 18th, '84.

[Note—Cannot some wheelman who has practically tried or experimented with the various oils used for hub lamps, give his views as to which is the best kind to use? —C.W.]
THE PURSUE, FRIEND.

Mr. R. J. Grove, of the Wanderers, Toronto, will remove to London some time next month.

Mr. Fred Leonard of the Forest City Bicycle Club intends spending a short vacation in Port Huron, Mich., shortly.

Mr. Frank Bonititee, late of the Wanderers, Toronto, has removed to Ottawa, where he has taken a government situation.

Mr. Wallace, of Mildmay, paid us a short visit on the 14th. He reports a big demand for second-hand bicycles up his way.

Mr. A. H. Loft, of the St. Mary's Bicycle Club, was married on Tuesday last to Miss Young of London. We extend our congratulations.

Mr. Geo. F. Burns has been unanimously elected as President of the F.C.B.C. This is a guarantee of another years prosperity for this Club.

Mr. A. E. Lambert, formerly of the Buffalo Bicycle Club, but who has been in business in this city for some time past, has returned to his home in Oshawa.

Mr. W. G. Ross, of Montreal, the Canadian champion, has presented a large photograph of himself to the Ariel Touring Club of this city. They are proud of the honor.

J. B. Dignam, of this office, claims the first bicycle ride in London, for 1894. He was pushed hard by Mr. Wm. Payne for first place, who appeared on the street about one hour later.

W. J. Morley, late of St. Thomas, has decided to offer his sixty-inch club machine for sale, as his business is going to prevent his riding this season. See advertisement in another column.

Mr. Wm. Payne is out with a new Handle Bar-Straightener, the first on the market. It will save twice the cost in one season. He also calls attention to his list of second-hand machines in another column.

The Wheel, the paper of which Fred. Jenkins is editor, has been sold by Oliver and Jenkins, to the Cycle Publishing Co. Jenkins has also been suspended from the office of Corresponding Secretary of the L.A.W. This will no doubt be a change for wheelmen to have a rest from the disagreeable, personal controversy which has been kept up between the 'Bicycling World' and 'The Wheel', about the Springfield tournament.

Get your bicycles repaired and in trim for the coming season at Wm. Brock's, the old reliable gun shop, 375 Clarenge St. London.

Frank Cooper's new and commodious photography gallery, contains every convenience for artistic work, and the highest satisfaction is always expressed at the photographs taken at this popular studio.

BICYCLES & TRICYCLES

IN STOCK

THE 1st OF MARCH, 1884.

Including all the latest improvements and novelties for this season.

1-58-in. B.C. half plated on copper, bal. enamelled, lined in gold, $120 00
1-54-in. S.B.C. Semi-racer, all plated but felloes, strong forks, $120 00
1-54-in. B.C. Standard pattern, half plated, lined in two colors, $169 00
1-54-in. S.B.C. half plated, bal. enamelled, fine lined, $170 00
1-54-in. S.B.C. all plated but felloes, $122 00
1-54-in. Royal Challenge, plated, aall ball bearings, $115 00
1-53-in. S.B.C.,three-fourths plated bal. enamelled, fine lined in gold, $116 00
1-59-in. S.B.C.,three-fourths plated bal. enamelled, fine lined in gold, $114 00
1-54-in. S.B.C.,three-fourths plated, bal. enamelled, fine lined in gold, $118 00
3-52-in. S.B.C. all plated but felloes, heavy forks, $118 00
1-53-in. S.B.C. all plated but felloes, heavy forks, $119 50
1-51-in. B.C. half plated, bal. enamelled, fine lined, two colors, $100 00
1-56-in. B.C. half plated, bal. enamelled, fine lined, two colors, $99 00
1-56-in. National Challenges, Andrews head part polished, $72 00
1-52-in. National Challenges, Andrews head part polished, $75 00
1-56-in. Extras, all ball bearings, all bright parts plated, $118 00
2-48-in. Extras, bal. enamelled, and fine lined in gold, $118 00
1-56-in. Folding tandem Tricycle for two riders, all bright parts plated, all ball bearings, $150 00
3-48-Apulios, part plated, balls to all wheels, $140 00

A FEW GOOD SECOND-HAND BICYCLES IN STOCK.

Singer patent ball pedals, something new, extra, $5.00
Bicycles and Sundries F.O.B. Toronto, at catalogue prices.

Bicycles shipped C.O.D., but cash must accompany orders for sundries.

The above machines will be here the first of March, and are all made from material carefully selected, the forks of the S.B.C. are made a little heavier than usual. Without a doubt these Bicycles are bound to supersede any previous importations.

The past three years Singer & Co. have been well posted, and schooled in all the requirements for a first-class Canadian Roadster.

For further particulars see large Catalogue.

WM. PAYNE, London,

BICYCLE DEALER.
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.

Pocock Bros.

Manufacturers and Importers of

BOOTS, SHOES

Trunks, Valises, Etc., Etc.

London and Retail

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Sole Agents for British Lawn Tennis and Bicycle Shoes.

Bicycle Suits

JOHN GLEN,

Merchant Tailor,

WEST END HOUSE,

415 RICHMOND ST., - LONDON.

Special Discount given to Clubs. Samples and Prices on application.

Bicycle Photography!

AT

FRANK COOPER'S

GRAND

NEW STUDIO.

For Fancy Positions and Artistic Effect, Can't Be Beat.

For Sale.

Advertisements under this head, one cent per word each insertion. No advertisement less than twenty-five cents.

SPLENDID BARGAINS OFFERED IN THE FOLLOWING BICYCLES:

2 52- INCH STEEL BICYCLES, ENGLISH make: tires good as new, used only one season, offered for $45 each.

One all plated 52 inch S. D. C., all late improvements, price $125, offered for $105. This machine is perfect.

One 52-inch Royal, with solid plated fork and handle bar. This bicycle is in perfect order, nearly new, offered for $55.

Address—Wm. Payne, London.

FOR SALE, $70 CASH

18-INCH B. H. PREMIER BICYCLE, HEAVY T Roadster, manufactured by Hillman, Hastings & Cooper, Coventry, England. Has been ridden only 550 miles; has never required repair; is in first-class order; has proved more than satisfactory. Cost $100 here; has bent handle bars, black rubberized back bump and fork, bright brass to from wheel, cone to back wheel. Complete set wrenches and "Don" pouch, latter worn but useful as ever. Hillman's adjustable step-stop, both Lambeth's suspension saddle and six extra spokes. Selling to buy larger machine of same make. Will send machine F.D.O. B. anytime on receipt of cash. Address W. G. Young, Secretary Ottawa Bicycle Club, Ottawa.

FOR SALE—A FULL NICKEL, "MATCHLESS" 52-inch Bicycle, with Bell, Saddle Bar, Lantern and Tools, all complete. Only run a short time; too new for present owner. Cost $180, will sell for $125. Address—box 52, this office.

FOR SALE—A 48-INCH SPECIAL CLUB, ALL plated, included felcoes, Bell bearings, all round. (Pedals included) in first-class condition. $125. Address—Wm. Payne, London.

GRAND

BICYCLE TOURNAMENT

AT

LONDON, CANADA,

ON

May 24th, 1884,

UNDER THE AUSPICES OF

THE

FOREST CITY BICYCLE CLUB.

Geo. F. Burns, - President.

H. O. Brunton, - Secretary.

W. T. Rutherford & Co.,

London,

THE

Western 'Cyclist,

A 12-page Monthly, published by the

OVID BICYCLE CLUB, for the good of the cause, at the very low subscription price

25c. PER YEAR

containing all the news regarding 'cy-

cling in Canada and the U.S.

Address,

WESTERN CYCLIST,

Ovid, Mich.
COLUMBIA TRICYCLE!

FOR GENERAL USE

BY

Ladies and Gentlemen.

Confidently Presented

As the Finest Made

MOST PRACTICAL

Tricycle Manufactured.

Every Variety of Accessories Constantly on Hand.

Send 3-cent Stamp for Illustrated 36 page Catalogue.

THE POPE MANUFACTURING CO.,

507 Washington St.,

BOSTON, MASS.

Agent for Pope Manufacturing Co.

BICYCLES!

D. H. F. Premier,
Special Royal Canadian,
No. 2 do. do.
(Hillman, Herbert & Co., Makers, Coventry)
Expert Columbia,
American Star, (small wheel in front.)

Bicycles, from $40 up.

—— A SPLENDID LINE OF ——

FITTINGS

IN STOCK.

A. T. Lane, Esq., Montreal.

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,
Capt. Montreal Bicycle Club.

Dear Sir,—I have much pleasure in stating that the Special Royal Canadian Bicycle I purchased from you this spring has given me great satisfaction. I have ridden it this whole of the season over some very rough roads as well as in several races without having to adjust a single nut or bolt, and it has not cost me a cent for repairs.

Yours sincerely, Horace S. Tibbs,

66 A number of Second-Hand Bicycles for Sale Cheap. Send 3-cent stamp for Catalogue.

A. T. Lane, Montreal.

TRADE NOTICES.

The Pope Mfg. Co., of Boston, are preparing for a big season’s business. Their “Expert Columbia” is still well to the front with the Columbia Tricycle not far behind.

In Mr. Wm. Payne’s advertisement which appears in another column, will be found a list of machines he has in stock. The list is as complete as it can be considering he is making sales every day, and intending purchasers who see there the wheel they want, will do well to write to Mr. Payne at once, as such bargains will not stand long.

We have received a copy of “The Star Rider’s Manual” from the author and publisher, Mr. E. H. Corson, East Rochester, N. Y., and can recommend it to all interested as a very useful and handy publication. It is neatly gotten up, finely printed, and contains a great deal of valuable information for bicyclists other than star riders, “Tips on Touring” being exceedingly interesting and practical.

We desire to call the attention of our readers to the advertisement of Messrs. Pocock Bros., which appears in another column. One of the members of the firm is at present in the Eastern Markets where he expects to pick up a few leading novelties in the bicycle shoe line. Their stock of values and satchels for tourists is complete. When ordering your bicycle shoes for next season’s riding don’t forget to ask Pocock Bros. for prices, and you will buy from no one else.
VICTOR TRICYCLE.

STAUNCH & SPEEDY.

ALL INTERCHANGEABLE.

Harrington's Enamel!

Cut-off Axle.

Price $160

(CRATED)

BOWN'S AELUS BALL BEARINGS, ALL ROUND.

126 BALLS!

VICTOR RIBBON STEERING.

WE CANNOT BUILD A BETTER TRICYCLE!

Send Stamp for Illus. Catalog of Tricycles and 'Cyclists' Sundries.

MAKERS:

OVERMAN WHEEL CO.,
CHICOPEE, MASS., U.S.A.

First, Largest, and Only Exclusive Tricycle Makers in America.
AN INCIDENT OF TORONTO BAY.

It was in the winter of eighty-four, that several wheelmen, five or more, determined one afternoon to go on the frozen Bay through the crunching snow.

They were, for their history must surely be told, the only Wandering bicyclists bold who had essayed over its surface to run. They were mounted, and now the fun is begun.

They soon struck Ned Hanlan's where they viewed the bleak scene, but on a nickelled, ball bearing machine.

Started back, leaving them like a gleam or a ray.

Of the lightning that glints under Zunn's great away.

Then came an ice-boat from the town, as bird of prey comes swooping down, poor S. was sitting as usual upright, and turned around in a terrible fright.

This sort of goose chase he did not like, for the ice-boat made a bee-line for his bike.

So he put on full steam but missing his pedal the informal machine caught his in the middle.

S. fell on the boat which dashed over the bay, and bore his wrecked bike in triumph away.

It caught on the prows, so they lopped it in, He groaned as, in slang terms, he thought of his tin.

They soon reached the wharf from which they had started, and from which he wishes he never had departed.

And now as they lifted him out of the boat they found his shirt torn, as also his coat.

They took him straight home while he solemnly said: "Into riding on ice be never misled, see me as I lie here in agony real. A victim to riding on ice on a wheel." —[Augus]

ED CANADIAN WHEELEMAN:

Dear Sir,—It was with much pleasure that I read the views of several correspondents in your last issue, upon the letter of mine which appeared in the Wheel of January 11th in regard to the amalgamation of the two representative bicycle associations of Canada and the United States.

When my contribution was penned I had little idea that its contents would ever be discussed, but now that it has been brought before your readers, I trust that you will allow one who has had experience in both countries to express his views.

In advocating amalgamation, or rather, I should say, affiliation of the C.W.A. with the L.A.W., I have not lost sight of the fact that, as young Canadians, we should not relinquish our national feeling by taking a secondary place, as the Sporting Editor of the Mail would seem to imply such a union might give rise to. Always, then, with the idea of Canadian interests first, let me state my case as I understand it. Here, side by side, are existing two separate organizations with almost identical rules, regulations, etc., and presenting in both countries advantages to wheelmen who may be traversing the highways of each, except that no Canadian wheelman, unless he is a member of the L.A.W., has any right to the privileges of that society while in the State—except those due by civility, and the same applies to American (or I should say, Yankee, for why should we relinquish our right to the title?) bicyclists in the Dominion. Why, then, may not some arrangement be made whereby members of the C.W.A. may be also members of the League and vice versa, and then one uniform standard of track measurement, racing rules and constitution could be determined upon and such a case as is now happening could not take place. This case is that of an expelled League member making application for C.W.A. membership. Surely this fact must call for some notice even in regard to the status of an amateur. If anything is to be done in the way of affiliation, surely now is the time for agitation; and it appears to me that the matter cannot be too fully discussed in order that a thoroughly systematic basis of union might be agreed upon.

Every year the Canadian roads are wheeled over by a constantly increasing number of cyclists; and such amalgamation or affiliation of Associations, besides forming a uniform standard of rules, would also tend to strengthen men, and increase the interests which wheelmen naturally have with one another. That some arrangements may be agreed and finally decided upon are many months have passed is my sincere wish. Sincriss.

WM. PAYNE, London.

BICYCLING ON THE ICE.

Canadian Wheel notes sometimes attain a wide circulation.

The following paragraph which appeared in the Toronto Mail some time ago, was clipped from a New Orleans paper where ice in large quantities is probably seldom experienced:

"A party of the Wanderers' Club, Toronto, consisting of Messrs George, Foster, Stephens, Carlyle, Hara, Rogers, Townsend, and Thompson, met at the hotel of Jarvis street Saturday afternoon, February 23, for a run out on the bay. At about 3:20 a start was made on the ice, there being about an inch of snow covering it, and, to the surprise of the party, it was found as good wheeling as could be expected on the best of gravel roads. No accidents or falls of any kind were experienced on the trip over to Hanlan's, which place was reached in about twenty minutes. After stocking machines on the frozen sands, a tour was made out on the lake shore and back. Mounting again, a start was made for the city, the party getting separated owing to the desire on the part of some of the last riders to show their speed. Mr Stephens, who was proceeding leisurely along, was overtaken by an ice boat, which threw him off his machine into the boat. His machine was caught by one of the skaters and was smashed into several pieces. Mr Stephens had a very narrow escape himself, and had it not been that he fell into the boat, perhaps the Club would have had to carry Mr S. home instead of an armful of broken bicycle which was carried to town. No other accident occurred, and the party felt satisfied with making the first club run of the season, and on ice, too.'

Correspondence.

In reply to the query in the February issue of the Canadian Wheelman, regarding the best kinds of oils for use in hub lamps, we have received the following letters:

Dear Wheelman,—

I noticed in your last number an article asking for information regarding what kind of oil is most servicable in bicycle lamps. I have tried sperm oil mixed with a little kerosene (pure), and olive oil (the best quality). I found it difficult to get sperm oil to flow and burn well, and also that when I went fast it had a decided tendency to flicker. A little kerosene added to the sperm oil makes it burn up better but does not obliterate the tendency to flicker. When burning pure kerosene I found that although it burns very well when the lamp was standing still, I as soon as it was put in motion the flame would flicker very badly, but the olive oil seemed to throw a far steadier flame than either of the others, and it also burns well in warm weather; but in cool weather, that is, when the thermometer is at 40° or 45° Fahr., I found kerosene was the only oil that would remain thin enough to burn with anything like a bright flame.

Yours Truly,

[Name]

DEAR WHEELMAN.—Referring to your request for illuminating oils, I shall, with your permission, endeavor, in as few words as possible, to give you the benefit of my experience. I may say that I have tried several kinds, amongst them, of course, the much-vanted spermaceti, but with indifferent success, until at last I hit upon seal, and found that it gave very good satisfaction indeed. I take a pint of the best steam-refined seal and add about an ounce of gum camphor, then stand it in a warm place for a day or two until the gum has become thoroughly dissolved, when the mixture is ready for use. For a cheap oil I do not think it can be excelled; at all events it is well worthy of a trial, as the total cost will not exceed 25¢. If you find the light growing dim after burning an hour or two, the trouble will generally be found in the wick which will require to have the cinder knocked off, when the light will again shine all "seemly." Yours truly,

Kingston, March 12th.

Handel Bar Straighteners, Every Bicyclist should have one; it saves five times the cost in one season. Price $1.00.

THE CANADIAN WHEELMAN: 
A CORRECTION.

Whereas an impression has got abroad that this paper is published under the auspices of the bicycle clubs of London, Ont., we wish to state that such is not the case. The Canadian Wheelman is published independent of all bicycle clubs, both in this city and out, and is the sole property of the publishers, W. Kingsley Evans and J. B. Dignam.

C. W. A. POINTS.

We unwittingly did a wrong in our last issue to the C. W. A. officials in London and Montreal. Just after the paragraph we refer to had been written, but before the publication of our February number, the Secretary received road reports from both of these cities. Consul Muirhead, of London, sent in several very good reports on the roads in this neighborhood, and in addition he has done good service in the way of obtaining advertisements for the Guide Book.

From the tenor of what Secretary Daily writes us, we are led to think that he has fallen in love with Chief Consul Tibbs. That gentleman has been working nobly for the Association. He appointed his consuls for the city, as given in our last issue, and then went to work with them in giving the roads in his District. He has been engaged for some time in mission work, which has obtained for the C. W. A. a footing in the City of Quebec which promises to grow to the entire Club in the immediate future. More power to Mr. Tibbs' elbow, we say. Would that there were more like him.

We must congratulate the C. W. A. on the very evident prosperity which is now attending it. In this issue there are a large number of applications for membership—a goodly addition, indeed, for the month of March, with snow lying many inches deep on the ground, all nature still fast asleep in the arms of John Frost, and the majority of wheels still wrapped in blankets in the lumber room. In the words of its own appropriate motto, it grows a pas de geant.

Our readers, many of whom are doubtless anxiously awaiting the publication of the Guide Book, will be pleased to learn that the first pages of it are now in the hands of the printer and that nearly all the data for its completion are in the possession of the editors. It is expected that it will be ready for distribution the last of April or beginning of May.

Article XV. of the By-laws of the C. W. A. says that "Between the first and tenth days of April in each year the Secretary shall send to each member of the Association a ballot paper for representatives and chief consuls, on which shall be printed the names of all nominees proposed and seconded by two members of the District, before the first day of April. It will, by this, be seen that only a short time has now to elapse until the time for nominations will be closed. Secretaries of clubs will do well to bestir themselves in this matter and have their clubs pick out their nominees at once. It is earnestly to be hoped that no person will be nominated who will not, if elected, be enthusiastic in the promotion of the interests of the C. W. A. Nominations must, of course, be sent to the Secretary.

CROWDED OUT.

The following very interesting communications are unavoidably crowded out of this issue, but will appear in our April number: An article on "The Niagara to Boston tour." A complete sketch of "X. M. on a BI" by Karl Krom, and club letters from the Toronto Bicycle Club, the Ottawa Bicycle Club, and the Wanderers.

We are pleased to announce that the Canadian Wheelman has been moved into larger quarters in the Edge Block, corner of Richmond and Dundas streets, where we will be pleased to welcome all our old friends, who may visit us.

Anyone having copies of our November, 1883, number to spare, will confer a great favor on us by mailing them to this office, as our stock of them has accidently run very low.

The March number of Outing and the Wheelman comes out with a charming snow scene for a frontispiece, and a mixture of winter and summer in its contents, as varied as the season. A light tennis sketch, by Arlo Bates, with lively illustrations, has the first place. The Leaves from Mr. Claudbourne's Journal of his etymological studies on a bicycle tour give a solid medium of science to the number, set off by butterfly pictures. Winter, in its various aspects of beauty and of storm, appears in two essays; and in another one Commodore Jones describes a trip on skates from Harford to Springfield, done in three hours, with the assistance of one of those swift Norwegian rigs of sails that make every man his own ice-yacht. They seem to carry a man at a splendid pace when the wind and ice are right. Then there are some bicycling poems and excursions, and a yachting sketch. The best fiction in the number is a breezy, out-door story, begun by President Bates, called The May-alongue, and it has one of the best descriptions of a storm in it that we remember, being written by a man who knows what he is writing about. If the character drawing is as good as the description of nature, the story will be a powerful one. The illustrations, however, are not as good as they have appeared in this journal before, but Outing and the Wheelman has a broad and attractive field, and one that is steadily gaining attention from the public. It is filling it increasingly well.

Anything and Everything.

The annual meeting of the C. W. A. is to be held in Toronto on April 11th. Out of five prize-winners at the sports and games in the Queen's Ave. Rink, in this city, three are bicyclists. Although rather late, we must acknowledge the receipt of complimentary tickets for the Belleville Bl. Club Concert, and exceedingly regret that the great distance precluded us from accepting their kind invitation. The concert, of which an account is given elsewhere, was a grand success, and we hope it may not be the last this Club may enjoy.

It is rumored that a St. Thomas young lady has taken kindly to the bicycle and has learned to ride it. It is also rumored that she will make her debut at the big tournament to be held in London on May 24th, but maybe it is only rumor.

A TOKEN OF ESTEEM.

The members of the Montreal Bicycle Club, which has the proud honor of being the second oldest club on the continent, and of including within its ranks the amateur champion of Canada, held a meeting last evening in the Montreal Gymnasium, Mansfield street. The popular President, Mr. H. S. Tibbs, occupied the chair, and there was a very large attendance of members. After some fifteen new members had been proposed and some other routine business transacted, the President, in a few well-chosen remarks, on behalf of the Club, presented Mr. W. G. Ross, the amateur champion of Canada, with a magnificent Ridge riding machine as a mark of the high appreciation in which he is held by his fellow members. Mr. Ross feelingly returned thanks, and in the course of his remarks expressed his intention of taking part in the annual races of the Canadian Wheelman's Association, which takes place at Toronto on the 1st of July. He also intimated going to Springfield, Mass., in the fall, when he will compete with some of the crack American riders. The Club is justly proud of Mr. Ross, and there is no doubt but that he will give a brilliant account of himself during the coming season. The sixth annual meeting of the Club will take place on the 19th of April, when very satisfactory reports will be presented and arrangements made for the approaching season.—Montreal Gazette.
Canadian Wheelmen's Association.

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 examined by the Executive. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs and candidates will please notify me if names and addresses are correct, and report errors at once.

H. B. Doust, Simcoe, Sec.-Treas. C.W.A.

Applications:
Unattached,—482, W. N. Campbell, Quebec, P.Q.
Toronto Wanderers,—448, A. Thompson, Front street, Toronto.
Brantford Bicycle Club,—485, Fred Fox; 466, Arthur Watts; 467, Sum Slater; 489, Tom Slater; 489, Chas Jarvis.
Gadestown Bicycle Club,—470, S. M. Lloyd; 471, John Platt.
Strathroy Bicycle Club,—515, W. H. Grant; 516, P. H. Matthews; 517, Evan Begg; 518, A. E. Johnson; 519,— Mitchell; 520, F. A. Meeck, J. Adams.
The Wanderers, Toronto,—521, E. P. Hill, Care R. C. Scon; 522, W. Cassidy, Care Hughes Bros; 523, John Skauth, Toronto News Company; 524, W. J. Sylvester, 233 King street east; 525, S. F. Qua, Care P. C. Allan.
Simcoe Bicycle Club,—526, D. Bobb Thies; 527, Mr. & Mrs. C. E. Boyd; 528, T. Vincent; 530, C. Findlay; 531, B. Beverley Matheson; 532, George R. Cook.
Unattached,—533, Horace A. McIntosh, Kentville; 534, E. Coonah, Kingston.
Ottawa Bicycle Club,—535, C. Campbell; 536, J. W. Hawley; 537, Samuel Bishop.
St. Thomas Bicycle Club,—538, J. J. Trel-let; 539, F. Broderick; 540, H. Heard; 541, E. Davis.

Mansfield street; 547, A. D. Darling, 24 Victoria street; 548 Robb Scott Care J. Murphy & Co; 549, Rowland Merlin, Care Watson & Patton; 550, J. McAllum, Cote St. Antoine; 551, Wm. West, care J. Cip. Ward, Cote St. Antoine; 552, R Murphy, Cote St. Antoine; 553, Thomas Nicoll, 6 Lorne Avenue; 555, Alex. Merrill, 274 Notre Dame street; 556, E. Burston, 207 Sherbrooke street; 557, R. M Hannon, 1501 St. Catharine street; 558, George R Stark, Dom. Trans. Company; 559, J. A Taylor, 64 St. Catherine street; 560, J. G Ross, 26 University street; 561, M Harris, S. Greenshield & Son; 562, E M Haldiman, 1452 St. Catharine street; 563, A. E. Patto, Windsor Hotel; 564, A G Higginson, St. Sacramento street; 565, J B Seales, 15 Cathcart street, Transients.
No. 264, Lloyd Harris, from Woodstock to Brantford.
J. L. Fitzgerald, 37, from Forest City Club to Ariel Touring Club.
Perry Dollittle, 08, from Alymer to Toronto.
W. G. Eakins, 184, from Woodstock to Toronto.
Robert Tyson, 139, from Wanderers to Toronto.
H. B. Doust:
Dear Sir,—I have made the following appointments for consuls in my district: Guelph, O. Shantz; Ingersoll, W. C. Noxon; Strathroy, W. H. Grant; Kincardine, F. E. Coomb; Stratford, J. B. Rudge.
Yours truly,
W. G. Eakins, C.C. No. 1 Dist.
H. B. Doust:
Dear Sir,—I have appointed Mr. W. N. Campbell Consul for the City of Quebec.
Yours truly,
H. S. Thorpe.
Montreal, March 4th.
H. B. Doust:
Dear Sir,—Mr. C. W. Tinling having resigned his position as Consul for the City of Hamilton, I have this day appointed Mr. A. E. Domville to fill his place. I have also appointed H. C. Gooden for Consul at St. Catharines.
Respectfully yours,
T. H. Robinson.
Toronto, March 5th.
C.C. No. 2 Dist.

THE O.T.C.

The Dominion of Canada now forms a separate chief consipacy of the 'Cyclists' Touring Club, with Mr. Horace S. Tibbs, of Mansfield street, Montreal, as chief consul. This will bring a much-needed relief to the United States chief consul, in whose territory Canada was till lately included. Mr. Tibbs, we are informed, will appoint provincial consuls in British Columbia, Manitoba, Ontario, Quebec, Nova Scotia, New Brunswick, and perhaps New England. No matter in which part of the United States we do not know the future, it is generally reported that there is a large amount of the American people who will not consent to the United States of America, and we see no reason why the United States of America should be any more neglected in its consular appointments than the United States of Canada. We are informed that Mr. Tibbs has been appointed consul for the United States of America, and we understand that he is a man of high character, and will do his best to carry out the objects of the United States of America. We trust that Mr. Tibbs will be successful in his appointment, and we are confident that he will do his best to carry out the objects of the United States of America.

PERSONAL.

President Burns, of the F.C.B.C., has gone to New York for a few days.
Mr. J. J. Peake formerly of the Winnipeg Free Press has removed to Calgary, N.W.T.
Mr. Chappell, of the St. Marys Bicycle Club, sang at the harmonica concert lately given in that town.
Messrs. Ducker and Fenney have been reinstated as members of the League of American Wheelmen.
Mr. Harry Sanders, of the F.C.B.C., who has been for the last six months in Philadelphia, has returned to this city.
Mr. C. G. Garner, formerly an active member of the Forest City Bicycle Club, and a most active member of the League of American Wheelmen.
Mr. W. J. Moriey claims the first ride of 1884. As Mr M has sent us the date of his ride, we withdraw our claim for first place.
Mr. N. A. W. Meyer, of the Forest City Bicycle Club, has accepted a very lucrative situation with the C. O. C., and is now engaged in the business of the Forest City Bicycle Club.
Mr. G. E. Sibley, of the Montreal Bicycle Club, has been re-elected as captain of the Edinburgh Amateur Bicycle Club, Scotland.
Mr. C. E. Freemen, of the Forest City Bicycle Club, has been in London attending the annual sports and games at the Queen's Avenue Rink.
Mr. A. C. Lane, of Montreal, imported the bicycle that was presented to W. G. Ross, of which an account is given in another column.
Mr. Joe Wolfe, 1st Bogler of the Forest City Bicycle Club, won the hurdle race at the recent sports in the Queen's Avenue Rink, London.
Prof. Rollston, of England's 'League Champions,' has been arrested and lodged in jail for getting drunk and misusing himself improperly on the streets. Served him right.
Mr. James Hamilton, one of the most active members of the St. Marys Bl Club, has purchased the hardware business formerly carried on in that town by C. Freeman & Co. We wish him all success in his new venture.
Mr. Wm Payne has invented a very useful and cheap appliance for straightening bent cranks instantaneously and without removing them from the machine. He intends patenting both handle-bar and crank-straightener.
Messrs. Shipley and Kennedy, of this city, both prominent bicyclists, and employees of Hobs, Osborne & Hobs, were in the building at the time of the explosion, and, we are glad to say, were not injured. We congratulate them on their narrow escape.
BELLEVILLE.

Dear Wheelman:—I must apologize to you for not informing and keeping you alive to the workings of the B. B. C. The Belleville B. C. Club has gone to a great deal of expense in fitting up their handsome rooms and riding hall (which are at all times open to visiting wheelmen), and in order to strengthen the finances of our flourishing Club a grand bicycle meet and concert was proposed and met the approbation of all. A committee was appointed to make all arrangements for the holding of the meet and concert, and great praise must be given them for the energetic efforts and ultimate success in their undertaking.

The concert was held in the new Opera House, on Thursday, March 6th, under favorable auspices and a good large audience, there being about six hundred persons present. The tableaux given by the Club were admitted by all to be one of the most pleasing features of the evening, and the tableau in which Mr. Thos. Richie, on behalf of H. Corby, Esq., President of the B. B. C., presented a very handsome silver cup was decided pretty. Too much cannot be said in praise of the singing. The ladies especially sang well, and it would be hardly fair to particularise; but I think it would be an injustice not to mention the singing of Miss Wallace, late of London, whose full, rich voice and exquisite rendering of the selections sung by her were applauded to the echo, and received encore, although the Chairman, Mayor Dunnett, requested the audience not to encourage the lady. The recitation, given by Messrs. Carsmichael and Richardson were well received and the rendering by them would compare favorably with some of our best actors on the stage. The recitation (Illustrative) in the sign language, given by Prof. S. T. Greene, entitled "The Amateur Bicyclist," was very amusing and received repeated applause. It seems almost necessary to mention everyone on the programme, but your space is limited. H. S. T. T., C.C., Dir. 4.

THE ARIEL TOURING CLUB.

Dear Wheelman:-

"Gentle Annie" can't be far off now and no one will hail her with more delight than the "Ariels." The coming races, tours, and tournaments are the chief topics around our fire nightly, but the all-absorbing one is our intended tour to Montreal, which will take place early in August. Arrangements and details will be brought to a fine point in a short time, as our letters of inquiry along the route have been answered promptly and courteously, which speaks well for the eastern cyclists and is fully appreciated by us. Our present plans are to train to Toronto, thence to Montreal and back by boat to Hamilton and then home. Time about ten days. The club motto has now been changed to "Economy is the road to Montreal." Our little arrival last week and was as cold "failed to connect," tilted his chair back, and calmly wondered why the boys asked him if he was sure he was quite well and why they edged their chairs near the stove. We all enjoyed the hilarious lace as the "Ariel" was launched, and the real cause found and gently assisted out by the club sport (right hand top man in club photo) who thinks it strong enough to knock out Sullivan in half a round. He intends to take it to Toronto on the 1st, July to help keep the crowd back at the gate.

Our great female impersonator (centre man, bottom row in club photo) better known to the London public as "Tilly Maggs," appears for the last time this season in St. Thomas this week, closing a very successful engagement with the Maggs Bugs. This lady has quite a bit this year and was appreciated.

Our "Club masher" (top row, second man from the left) is once more in trouble. A short time ago he received a huge poster advertising another Ingersoll carnival with the short but meaningful verse, "Be sure and come Jimmie, I'll break the back of Minnie." As Jimmie was "troubled with the shorts" at that time he didn't attend, and now Minnie, who is visiting here "never speaks as she used to."" The rest of the Club are in good health due no doubt to the unintermitting attentions of our janitor (lost January 4th, 1884,—reward offered for his recovery).
Mr. John Glen, whose advertisement appears in another column, wishes to call the attention of clubs who may require new uniforms to the fact that he is prepared to furnish them at the lowest cash prices. This is the season of the year when new uniforms are chosen, and before deciding on anything it would be well to get samples and prices from him. Apart from bicycle uniforms he is one of the most fashionable tailors in town, and we can recommend him to anyone wanting a nobly suit. Don't forget his address. West End House, 415 Richmond St.

FOR SALE

51-inch "Sanspareil" Racer; Balls both wheels and pedals in perfect order; too small for present owner. Price $70.

48-inch D.H.F. Premier; Balls both wheels and Bell Pedals; Hillman Patent Spring; Automatic Gong; in good order. Cost $150. Price $85.

Address—A. T. LANE,
P.O. Box 267, MONTREAL.

Send for List of New and Second Hand Machines, just published.

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BOOTS, SHOES
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Special Discount given to Clubs. Samples and Prices on application.

Bicycle Photography!

FRANK COOPER'S
GRAND NEW STUDIO.

For Fancy Positions and Artistic Effect, Can't be Beat.

The Largest,
The Cheapest,
The Best

ASSORTMENT OF

English Bicycles!

KEEP IN CANADA.

THE MATCHLESS
THE D.H.F. PREMIER
THE ROYAL PREMIER
THE PREMIER RACER
THE POPULAR PREMIER
THE NO. 0 PREMIER
THE BOYS' PREMIER
THE CANADIAN ADVANCE, No. 2
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FROM $39
UP.

Also a large assortment of all the latest Sundries and Fittings

GOOLD & KNOWLES,
BRANTFORD.

BICYCLES & TRICYCLES

NOW IN STOCK.

Including all the latest improvements and novelties for this season.

1-58-in. B.C. half plated on copper, bal. enameled, lined in gold, $120.00
1-54-in. S.B.C. Semi-racer, all plated but felloes, strong forks, - 120.00
1-54-in. B.C. Standard pattern, half plated, lined in two colors, 107.00
1-54-in. S.B.C. half plated, bal. enameled, fine lined, - 110.00
1-54-in. S.B.C. all plated but felloes, - 122.00
1-54-in. Royal Challenge, plated, all ball bearings, - 115.00
4-52-in. S.B.C. three-fourths plated, bal. enameled, fine lined in gold, 110.00
34-52-in. S.B.C. three-fourths plated, bal. enameled, fine lined in gold, 114.00
22-54-in. S.B.C. three-fourths plated, bal. enameled, fine lined in gold, 118.00
2-52-in. S.B.C. all plated but felloes, heavy forks, - 118.00
1-53-in. S.B.C. all plated but felloes, heavy forks, - 119.50
1-51-in. B.C. half plated, bal. enameled, fine lined, two colors, - 100.00
6-50-in. B.C. half plated, bal. enameled, fine lined, two colors, - 99.00
10-50-in. National Challenges, Andrews head part polished, - 72.00
16-52-in. National Challenges, Andrews head part polished, - 75.00
13-56-in. Extras, all ball bearings, all bright parts plated, - 118.06
2-48-in. Extras, bal. enameled, and fine lined in gold - 118.00
1-56-in. Folding tandem Tricycle for two riders, all bright parts plated, all ball bearings, - 150.00
3-48-Apolls, part plated, balls to all wheels, - 140.00
One a little shop worn, for - 130.00

A few good second-hand Bicycles in stock.

Singer patent ball pedals, something new, extra, - 6.50
Bicycles and Sundries F.O.B. Toronto, at catalogue prices.
Bicycles shipped C.O.D., but cash must accompany orders for sundries.

The above machines will be here the first of March, and are all made from material carefully selected, the forks of the S.B.C. are made a little heavier than usual. Without a doubt these Bicycles are bound to supersede any previous importations.

The past three years Singer & Co. have been well posted, and schooled in all the requirements for a first-class Canadian Roadster.

For further particulars see large Catalogue.

WM. PATNE, London,
BICYCLE DEALER.
BICYCLES & TRICYCLES!

W. C. TROTTER & BRO.

Have in Stock, and Import to Order,

Bicycles and Tricycles of the Best English Makes, at Prices Ranging from $40 to $125,

Of which they would highly recommend the following:

- "PILOT" ROADSTER.
- "PILOT" LIGHT ROADSTER.
- "LONDON SAFETY."
- "BERKSHIRE."
- "TIMBERLAKE."
- "SANSPAREIL." (Andrews.)
- "SPEEDWELL."
- "MONTREAL."

Boys' Bicycles, and Boys' and Children's Tricycles all sizes.

WALLACE C. TROTTER & BRO.,

30 ST. NICHOLAS ST., MONTREAL.

Grand Bicycle Tournament!

—at—

LONDON, CANADA,

—on—

1884. MAY 24th, 1884.

UNDER THE AUSPICES OF THE

FOREST CITY BICYCLE CLUB.

Geo. F. Burns, President.  H. O. Brunton, Secretary.

Star - Rider's Manual,

By the Wheelmen who Coated Mt. Washing- on on a Star.

Now ready. Buy it, and learn the history of the Star. It contains engravings of the author and the inventor of the Star. It tells how to become a perfect master of the Star; how to do all of Burt Pressy's trick-riding; all about touring, care of the Star, rights of wheelmen, and a lot of other valuable information. Equally valuable for the crank rider. PRICE, POSTPAID, FIFTY CENTS.

Address the Author,

E. H. CORSON, East Rochester, N. H.

Selling Agent for the Newly Improved American Star Bicycle, "Victor" Tricycle, and dealer in Second-Hand Crank Bicycles (to be sold very cheap) and Bicycle Supplies of all kinds. Also inventor and manufacturer of the "Tourist's Delight," a filtering drinking tube. Price, 50 cents. Write for anything wanted, enclosing stamp, and you will receive an answer to your advantage.
COLUMBIA TRICYCLE!

FOR

GENERAL USE

BY

Ladies and Gentlemen.

Expert Columbia.
A medium-weight bicycle. The most artistic and scientific bicycle made.

Standard Columbia,
The “OLD RELIABLE STEED” for general use.

Confidently Presented
As the Finest Made

MOST PRACTICAL

Tricycle Manufactured.

Every Variety of Accessories Constantly on Hand.
Send 3-cent Stamp for Illustrated 36 page Catalogue.

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597 Washington St., Boston, Mass.

Agent for Pope Manufacturing Co.

! BICYCLES !

D.H.F. Premier,
Special Royal Canadian,
No. 2 do. do.
(Hillman, Herbert & Cooper, Makers, Coventry)
Expert Columbia,
American Star, (small wheel in front.)

Bicycles, from $40 up.

—a splendid line of—

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For Sale.
Advertisements under this head, one cent per word each insertion. No advertisement less than twenty-five cents.

FOR SALE—A 60-INCH SPECIAL CLUB, all plated including felloes, Ball bearings, all round, pedals included, in first-class condition, $125. Address—Wm. Payne, London.

A NEW 52-INCH BICYCLE FOR SALE—Ball-bearing Pedals; Bells to both wheels; Chime Bell and Saddle Bag; Tools and “King of the Road” Lamp. Address—Box 52, this office.

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.
VICTOR TRICYCLE.

STaunch  SPEEDY.
INTERCHANGEABLE.
Harrington's Enamel!
Cut-off Axle.

Price $160
(CRATED.)

WE CANNOT BUILD A BETTER TRICYCLE!

Send Stamp for Illus. Catalog of Tricycles and 'Cyclists' Sundries.

MAKERS:

OVERMAN WHEEL CO.,
CHICOPEE, MASS., U.S.A.

First, Largest, and Only Exclusive Tricycle Makers in America.
The Largest, The Cheapest, The Best

ASSORTMENT OF

English Bicycles!

KEPT IN CANADA.

THE MATCHLESS
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FROM $39 UP.

Also a large assortment of all the latest Sundries and Fittings

Solo Agents for ILIFFE & SON’S Periodicals on Bicycling.
A number of Second-Hand Bicycles on hand, for sale cheap.
Send 3-cent stamp for Catalogue, or 10 cents for Photograph.

Bicycle Photography!

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GRAND
NEW STUDIO.

For Fancy Positions and Artistic Effect, Can’t be Beat.

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WHOLESALE AND RETAIL.
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FOR SALE
61-inch "Sansparell" Racer; Balls both wheels and pedals in perfect order; too small for present owner. Price $70.
48-inch D.H.F. Premier; Balls both wheels and Ball Pedals; Hillman Patent Spring; Automatic Gong; in good order. Cost $30. Price $85.
Address—A. T. LANE,
P.O. Box 987, Montreal.

N. A. MEYER,
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DUNDAS ST., LONDON,
AGENT FOR
Sanspareil Bicycle Lamp Oil!

Warranted to be the Best Illuminating Oil manufactured.
Try it, and you will use no other.

Price, 50c. a Can.

Handle Bar Straighteners. Every Bicyclist should have one; it saves five times the cost in one season. Price $1.00.

WM. PAYNE, London.

S. B. C. & B. C.

AND

XTRAORDINARY!

THE CHALLENGE BALL BEARINGS!

to front and back wheel. — No filing or grinding to adjust these Bearings. Can be adjusted to the greatest nicety, and securely locked.
Any cyclist can do this.

Just Arrived!

A few of those 52-inch S. B. C., that attracted so much admiration at the Speedwell Exhibition. This style and finish was greatly admired by the following gentlemen:—Duke of Bedford; Rt. Hon. Lord Lamington; Lord Cecil, M.P.; Marquis of Worcester; H. J. Gladstone, M.P.; W. H. Mills, Esq., M.P.;—expressing themselves delighted with the great display made by Sinox & Co.

These Machines are now offered at close figures.

Rock-Bottom Prices, for CASH.

Call and see them. Now in stock by

WM. PAYNE,
LONDON.

WM. PAYNE, London.
By referring to the account in another column of the meeting of the Board of Officers of the C.W.A., held at Toronto on the 11th inst., it will be seen that the second annual ball will be held in Toronto on June 15th instead of the day originally set apart for the purpose, viz., July 1st.

The object in making this change of date was as a great many know, that the semi-centennial of the City of Toronto was to be celebrated from the 19th till the 24th June, and the meet would be largely benefited by the large crowds which must needs be at Toronto during that period, and with which would warrant a very large attendance at the performances. Also by holding it during the celebration, the C.W.A. would be brought into more prominence in Canada than if held on July 1st.

The advantages to be derived by both wheelmen and the Association as set forth in the circular issued by Mr. Donley Sec. C.W.A. at the close of the mail rate were well put. There will be no doubt a splendid opportunity for those who are able to present, to spend a most enjoyable time, and one which will not occur again for some time; but the one great drawback is the possibility of wheelmen being unable to go to Toronto that day. It is but eleven days from a holiday following, and as the trip will occupy all of two days it is unreasonable to suppose that wheelmen who are in mercantile business of any kind, and living some distance from Toronto can ask three holidays inside of two weeks.

Again the city is going to be crowded to overflowing, therefore, are the visiting wheelmen sure of getting good accommodation, or any at all? The chances are somewhat against them. To prevent any mistake on this point, it would be well for the committee to secure accommodations before hand. There is another advantage presented in Mr. Donley's circular, viz.: that wheelmen may have the choice of many other amusements by coming earlier or staying late.

By the reasons stated above, very few of the bicyclists will be off from their business for more than a day which will necessitate them making the trip in a very hurried way, also in every town and city, as many as four and five wheelmen are employed in the one firm, a circumstance very natural enough, our City of London being furnished with half a dozen or more such instances. This will be another cause to lessen the chances of all wheelmen being present, whereas if the celebration were held on 1st July it is a public holiday, and every one is free to do as they please.

There is no doubt but that Toronto is just the right place for the second annual meet, as it is centrally located from all points in Canada and is a beautiful city; but it seems a pity that the annual holiday, the day which every wheelman looks for for weeks and months before—in fact as soon as the preceding meet is over—that this day which cyclists celebrate should have to be changed for the second annual meet, an action which it is to be hoped will not occur again, unless similar circumstances to these are brought to bear upon the managers.

Finally, the meet will undoubtedly be a success from present prospects, but in numbers of wheelmen it will fall short; although those may not be able to attend can rest contented that their sacrifice is for the good of the Canadian Wheelmen's Association.

In conclusion we would ask that every wheelman in Canada will do his best to be present on June 15th and strive to make the annual meet a grand success in every particular.

THE NIAGARA-TO-BOSTON TOUR.

Mr. John Moodie Jr., of Hamilton, has signified his intention of organizing a Canadian party of bicyclists to join the above-named tour, and anyone who thinks of participating will be furnished with all particulars by addressing him. We are also instructed to say that Mr. M. E. Graves, General Agent, 207 Broadway, New York, if communicated with, will make special rates to Toronto with the railroads for anyone who desires to join the tourists at that point.

NOT THE ONLY ONE.

The following is an extract from one of the many letters that we have lately received from new subscribers.

Dear Sirs,—Enclosed please find $1.00, one year's subscription to the Canadian Wheelman. I had intended to have forwarded it long ago, but carelessly neglected to do so.

Wishing you every success,

from a Lover of the Wheel,

From the fact of having received so many agreeable apologies, as the one just cited, it is very easy to imagine that there are many other wheelmen in Canada who are guilty of the same offence, viz., negligence in the first degree.

As our journal has been considerably enlarged and improved this month, which we hope to continue to a far greater extent, in the future, and as no Canadian cyclist should be without the only cycling journal pub-

lished in Canada, we hope this little reminder will spur all our friends up, and prompt them to send in their subscriptions at once. Only $1.00 per annum.

NOTE.—DON'T BE CARELESS AND NEGLECTFUL.

A GOOD EXAMPLE.

The example set by the Springfield Bicycle Club by sending the names of forty-eight members of that Club as subscribers to the Cycling World is worthy the imitation of some of our Canadian clubs. The Springfield Club is noted for the whole-hearted manner in which it enters into anything it undertakes. We would like to see some of our largest clubs take a pattern from their American cousins and send us in a good long list.

A good, and very easy way to secure subscribers is for some bicyclist to head a list, which may be left on the table in the reading room for other members to imitate his good example. It has been our experience that the clubs most active in other matters are most dilatory in subscribing.

EDITORIAL NOTES.

Ever since the Canadian Wheelman was started, we have been obliged to ask the various correspondents each month for news, and while thanking the gentlemen who have so kindly furnished us with letters in the past, we would request that they send us their news on, or before, the 10th of each month; and we would also say that any wheelman who may have any news of club runs, elections of officers, tours, etc., however small, will confer a great favor on the Wheelman by forwarding it to us.

A youthful bicyclist of this city, who rides a 36-in wheel, was followed for about three blocks by a policeman, and was at last seen to take the sidewalk when he was arrested by the brave officer of the law. The P. M. dismissed him with a warning in the morning, and signified his intention of dealing severely with bicyclists in future. Wheelmen beware!

We take much pleasure in presenting in another column of this number the design which has been accepted for the badge of the C.W.A. The design is peculiarly pretty and original, and will no doubt make a very handsome badge and be an ornament to the various costumes of Canadian wheelmen.

In reference to the remark made in the January issue of this paper, approving of the suggestion of the Cycling World, that the practical value of a road-book might be increased by the blank leaves for subsequent annotations, Karl Kron authorizes us to say that, while he cannot undertake to provide such interleaved copies of Ten Thousand Miles on a Bicycle, he will nevertheless agree to supply the unbound sheets of the book to subscribers who may express a preference for it in that form, allowing them thus a chance to exercise their own fancy in respect to interleaving and binding.
announcements to attract the patronage of those who practise cycling.

It seems to me that everyone who has either a business interest or a sentimental interest in the spread of ‘cycling ought to be willing to manifest it by contributing a dollar in support of a book whose wide circulation will necessarily give a great impetus to touring; inasmuch as every touring cyclist is the best possible advocate for the increase of wheeling. An advance subscription list naming 3,000 people who had individually pledged a dollar for the book would do more both to advertise the subsequent sale thereof and to advertise the importance of ‘cycling generally than an assurance that twice that number of copies would be purchased by the book stores. Its value as a club list and ‘elite directory’ will also be increased by the addition of some individual subscriber’s name. No better demonstration for giving information to the tourists concerning the clubs, and the men most devoted to wheeling, in any given locality, than this scheme of providing him with a list of owners of the road-book. A catalogue of all the cyclists in America, if it could be compiled, would be too bulky and too miscellaneous to be of much value for reference; but a list of those who testify to their enthusiasm by making a special pledge of a dollar must evidently be select and significant. My appendix, as first planned, promised to present ‘an alphabetical list of 3,000 subscribers’ names, accompanied by residences, and also an alphabetical list of these residence towns, accompanied in the case of each town by the name and exact address of every subscriber living there; but I have since decided to carry out the directory idea still further, by making special scourings of the club men in each town, including the club headquarters as well as the individual address of each member, and especially designating those subscribers who are or have been officers of the club, the League, the C.W.A., or the C.T.C. Mere membership in any of these associations will also be shown. The clergymen, lawyers, and physicians on the list will be specially noted as such, and I may perhaps mention the occupations of other subscribers which may be reported to me. I certainly will mention the occupations of all who definitely request me to do so; and this mention in the case of a dealer in bicycles, will be equivalent to a ‘business card,’ worth in itself a good deal more to him than the subscription price of the book.

In like manner, every hotel-keeper on the road where he or she is practising can well afford to pay me a dollar, merely to have his name mentioned in the geographical list of owners of the book. It is plain that each one of these owners, while on a tour, will be inclined, as between two possible choices whereof he has no other knowledge, to patronize the hotel or the agency where he knows he can at least find a copy of ‘the tourists’ guide.’ I have taken up so much space in showing how valuable the mere appendix of the book may be made as a ‘directory to riders,’ that I cannot venture now to say much about its main purpose as a guide to roads. Minute descriptions of the 5,000 miles of them explored by me in the region indicated by the list of titles which you published in February, will be supplemented by summaries of the road reports which other riders have contributed to the ‘cycling press; and the whole will be so thoroughly indexed as to make each fact and statement instantly accessible. The chief local index will consist of an alphabetical list of all the towns mentioned (with typographical devices distinguishing the ‘center houses,’ and other important towns from the little ones), and the names will then all be repeated under an alphabetical arrangement of states and counties. There will be special lists of rivers, valleys, lakes, mountains, water-falls, battle fields, monuments, colleges, and places rendered notable for historic or sentimental reasons. One special index will contain the names of all men who are mentioned in the book; another, the desirable routes for tours; another, the ‘free’ railroad and steamboat lines; and so on.

Inasmuch as I rode straight through Canada for a distance of 635 miles, during a fortnight of last October, after having tried 350 miles of roadway in Nova Scotia, Prince Edward Island and Cape Breton; and inasmuch as I start to-day on a voyage to Bermuda, in order to write a report of its excellent roads, no one can fairly accuse me of applying the broad title, ‘American’ to a road-book whose scope is limited to the United States.

University Building, Washington Sq., N. Y. City,
March 6, ’84.

THE YOUTH’S COMPANION

As a source of profitable entertainment for the family, no paper excels in interest the Youth’s Companion. Its list of writers embraces the best names in periodical literature, and it is evidently the aim of its editors to secure not only the best writers, but the best articles from their pens. It is a remarkable thing for a single paper to obtain such a succession of lively and brilliant stories and illustrated articles. While the Companion is in the main a story paper, the mental, moral and religious training of young people is an end kept steadily in view. Its articles on current topics are written by the most qualified pens, and present, in a clear, vivid, direct way, the fundamental facts of home and foreign politics, and all public questions. Its original anecdotes of public men are invaluable in their influence in stimulating right ambition and a high purpose in life. Every household needs the healthy amusement and high moral training of such a journal. It is published by Parker Mason & Co., of Boston, who will send specimen copies upon application.

"The Canadian Wheelman is bound to be a success as no pains are spared to make it a valuable record of all things pertaining to the sport."—London Echo.
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. Everyone 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. DONLEVY, Simcoe,
Sec.-Treas. C.W.A.

Applications:

Unattached,—569, A. L. Murray, Brockville, Ont.; 560, H. Conrie, 233 Queen street West, Toronto.

Brantford,—560, Harry Whitehead; 567, Jas. Montgomery; 568, Her. Vivian.

Montreal,—570, A. Hardman, Cote St. Antoine; 571, J. T. Ostall, 22 University street; 582, John Jamieson, St. Catharine street; 573, W. W. Swain, St. James street; 574, Sept. Fraser, 32 McGill College Ave.; 576, J. H. Robertson, Care Toes, Costigan & Co.; 578, L. J. Smith, 12 Foundry street.

Listowel,—579, N. J. Hay; 580, John H. Schinbein; 581, Harvey R. Hay; 582, C. K. Burt; 583, John D. Nichol.


Transfers:

W. F. Hay, from Wanderers of Toronto to Listowel.

Chief Constable Eakins, of London District has appointed F. W. Hay, Constable for Listowel.

ANNUAL MEETING OF THE C.W.A. OFFICERS.

The annual meeting of the Board of Officers of the Association took place at the Walker House, Toronto, on Friday evening April 11.

There were present: R. H. McBride, Esq., President, in the chair; Vice-President Perry E. Doolittle; Sec.-Treas. Donlevy; Chief Constable Eakins, Robinson and Tibbs, and Representatives Knowles, Brierley, Lailey and Law.

The first and most important business before the Board was the settling of the time and place for the annual meet. The Secretary reported that mail vote No. 1 had resulted in the amendment to the constitution's being carried. The vote stood for the amendment, 297; against, 43. Considerable discussion was had upon a motion that the meeting be held in Toronto on the 19th of June. Messrs. Tibbs and Law very earnestly advocated the holding of the meet on the 1st July in Montreal. In this they were supported by Mr. Brierly. When, however, these gentlemen found that the majority of those present were of the opinion that the best interests of the Association would be served by holding the meet during the great semi-centennial meet in Toronto, they all gracefully yielded and voted for the motion, making it unanimous. The discussion was carried on in the most friendly spirit possible, and reflects the highest credit on all concerned. The conduct of the Montreal men is especially to be commended, and certainly earns for that city a first mortgage upon the meet for 1885.

The tender of Messrs. P. N. Ellis & Co., of Toronto, for the supply of gold and silver pins for the Association, was on motion accepted.

A universal code of signals for use in Association parades was agreed upon, and ordered to be published in the Guide Book.

A Committee composed of Messrs. the President, Vice-President, Eakins, Robinson, and Lailey was appointed to act in conjunction with the Toronto Club in running the annual meet.

After the transaction of some other business of a routine character the meeting adjourned.

CYCLISTS' TOURING CLUB.

The International Wheelmen's Association.

Founded Aug. 5, 1878.

Dues for first year, $1.00 in advance, or $2.75 including silver badge; annual dues after first year. Application blanks can be obtained by forwarding a stamped addressed envelope to the Canadian Chief Constable, Horace S. Tibbs, 26 Union Avenue, Montreal.

Applications for membership:


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

Provisional appointments:


We have received through the kindness of the publishers, Messrs. Alfred Palmer & Son, 12 Paternoster Row, London, E. C., a copy of their "Cyclists Autograph Album." It is well gotten up neatly printed, and supplies a long felt want in this country among the growing army of wheelmen whose friendly relations may now be strengthened between such other, by the addition of an autograph. Copies may be had of the publishers.

PERSONAL.

Mr. A. T. Lane, of Montreal, was in Brant last week.

Mr. S. G. Southcott, of the Hensall B. C., was in town last week.

Mr. F. Meek, of the Stratroy B. C., was in London on the 18th inst.

Messrs. Craven, Glass and Henderson are London's latest bicycle riders.

Mr. A. E. Lambert, of the Oshawa B. C., has accepted a position in Batavia, N. Y.

Mr. W. C. Young, formerly Secretary of the Ottawa B. C., has moved to Montreal.

Messrs. Rutherford and Field paid a visit to Brantford on their wheels on Easter Monday.

Mr. W. J. Morley, formerly of the St. Thomas B. C., has secured a situation in this city.

Mr. A. H. Rebout, of the Hamilton B. C., claims the longest ride for this season, so far, 60 miles.

Woodside, the bicyclist, has entered a suit against Mrs. Clarke, of Chicago, for libel. Amount claimed, $1,000.

Messrs. Burns and Branton, of the Forest City B. C., have sold one of their sociable tricycles to a gentleman in Montreal.

Mr. C. W. Tinning, of the Hamilton B. C., has been admitted as a partner in the firm of Archdale, Wilson & Co., druggists, Hamilton.

Mr. J. Moodie, of the Hamilton B. C., paid London a flying visit on the 18th April. He has entered several of the races for May 24th.

Mr. Wm. Payne has just received a case containing a Traveller Tricycle, and a Velodrome—the first two ever brought into this country.

Mr. Will Hurst, the Wanderers' bugler, has returned from the States, and will exercise his wind on the new bugle to be provided him.

Mr. W. A. Meyer, of the Forest City B. C., has been appointed agent in London district for Wallace Trotter & Bro's American Sans-palet Bicycle Oil.

Dan O'Leary, the pedestrian, wants to wager $1,000 that he can cover a greater distance on horse-back, in six days, than a bicyclist on his wheel.

The Stratroy Bicycle Club has appointed Mr. G. N. Bolton as Secretary. The Club which has been newly formed promises to become a large institution.

Mr. R. Patton, of the Forest City B. C., was presented with a volume of Shakespeare on the occasion of his leaving the employ of John Green & Co., to take a position in Montreal.

Mr. Davis, of the St. Thomas B. C., is in Toronto, and will attach himself with the Wanderers during his stay, as also will the Lieutenant of the Arabs, Mr. Kipp, who will be in that city off and on for a few months.
News from the Clubs.

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

GUELPH

Dear Wheelman:

Although at this season the interest taken in bicycling is somewhat dead, I cannot say that it is altogether so, here. The members of our Club still all feel confident that we are going to make a greater success of it this year, and as we now have comfortable rooms in which to meet a large number intend joining on that account. We intend to push things here this year, and hope soon to be able to secure some building to practice in, and hope to have every arrangement made to make it pleasant, not only for ourselves but for all wheelmen who drop in to see "the Royal City."

Yours,

PEDAL.

WANDERERS NOTES.

Dear Editor:

The wheeling in Toronto is still a thing of the future for 1884, as the amount of snow and ice piled on the roads late made the bicyclist wonder if there is such a thing as wheeling on the roads anyhow!

However, although there has been no road-riding, yet the practice in large riding "shell" proceeds steadily, and by the season opens the advantage of this winter's practice will be felt by the number who are now learning the art. There have been no very large meets on Saturday afternoons as yet, owing to the cold weather, but during April no doubt the place will be crowded. The first club run of 1884 is claimed by a party of Wanderers who went for a cruise around the bay on their bicycles; some good sport was had on the occasion, the only drawback being an accident which occurred with an iceboat, which collided with one of the bicycles, breaking it into several pieces.

The club room has lately added several additions made to the literature, new pictures, and brackets etc., donated by the lady friends (of which the Club has probably its share), have been placed on the walls, all of which are forming the best furnished and equipped "club" of its kind in the city. But although it has a good "club room," yet the accommodation for wheels is so small the Committee are on the look out for a suite of rooms where dressing, wheel, and club rooms will all be on the same ground floor.

The regular monthly meeting was held last week, a large number of members being present. A large number of new names were proposed and several added to the new large list. Considerable comment has been expressed on the rule of the Club which excludes any person joining who is not a bicyclist or means to be one. The progress of other clubs has been studied, and we find that although the membership may be very large, yet the number of riders is actually small. However, the number that are joining now, a good many of whom are experienced riders, shows that next season the success that attends us on every hand will still continue.

The "Rudge" having quite a run at present, a large order was sent last week by a local dealer, and in all probability will be followed by a larger one soon.

The Club has been losing some of its old members who are moving from the city, the latest to leave having been Mr. W. A. Capon, who has left for Winnipeg; Mr. N. Porter, who has gone to Belleville; Mr. R. Groves, who has gone into business in London, and Will Kuren, the bugler, who has removed to the States.

The glee club, formed some time ago, meets every Thursday evening. There are some twenty singers connected with it.

A number of the Wanderers' suits were noticed on the Victoria Blink, in Montreal, during the late carnival. The members who attended were most hospitably received at the Athletic Club rooms.

Yours,

WANDER "ON!"

THE TORONTO CLUB.

As the spring approaches, "aloft' on leaden wings," the thoughts of bicyclists generally turn upon the possibilities of the coming season.

Some there are who have not yet been initiated into the mysteries of our craft, who are anxious with fear and trembling to make the acquaintance of the "historic goat." and hope that they, of all who preceded them, will be able to escape from what seems to be the lot of all adventurers in this particular arena, the inevitable header.

The Toronto, after finishing up last season with the best and most satisfactorily conducted race meeting ever held in Canada, has been kept more quiet, but as the season advances, and the days lengthen, bicycling conversation comes once more into prominence. During the winter, additions have been made to the Club of gentleman that will tend to strengthen its already high standing in the city, and altogether some twenty names have been added to its active membership roll since the first of January.

Last year a two weeks club tour was arranged, date and route being fixed, but business took a more active turn and those who had made arrangements to go, found it impossible to get away on the date previously agreed upon, so it was finally decided to postpone it till the season of 1884. It was originally intended to confine it to members of the Club, whether its scope will be enlarged to take in any other that might wish to join I cannot say. The destination was to be the National Capital, "Ottawa," whether that point will be attempted this year, is not yet decided.

The Club room question has at last been decided in the affirmative and a most central location chosen with accommodation for the storage of wheels also provided, so that visitors and members may be sure of having their wheels in safe custody while attending to business in the city. Restrictions are placed upon the rooms which will prevent them from becoming other than a very pleasant place of resort for both members and visitors. Bicyclists visiting the city will be heartily welcomed and made to feel perfectly at home. The landlord has consented to arrange the rooms to suit the aesthetic taste of the Club, and the members have decided to furnish them only with necessary requisites until their appreciation is evidenced by frequent use.

Rumors are in the air of a complete change of officers at the next annual meeting which takes place on April 1st. The Captain has stated his determination to retire from all official positions, and it is said the secretary will do the same. Some of the retiring officers have worked hard in the interests of the Club, and they feel gratified at its present prosperous condition.

Capt. McBride and Lieut. Byrre are credited with the longest all day record in Canada having ridden from Toronto to Belleville, 117 miles in nineteen hours including all stoppages.

I shall expect to see this very creditable performance eclipsed by some of the western clubs over the superb roads they are credited with having.

A rumor is current that the second annual meet of the C.W.A. will be held in Toronto during the Semi-Centennial week, if this should prove true it will give our brother bicyclists from all parts of the country an opportunity to witness the grand demonstration, and also to become important factors themselves in the setting forth of the great progress that has taken place in the last fifty years. Should it be decided at the annual meeting of the Board of Officers of the C.W.A. to hold the meet in Toronto at that time I trust every bicyclist will make up his mind to be one in the grand parade of mounted wheelmen.

Perhaps some of our cousins across the border, from Rochester, Buffalo, &c., might be induced to swell the number.

"BELLIUM!"

OTTAWA

Dear Wheelmen:

With the warm breezes of approaching spring Ottawa bicyclists, like other localities, no doubt, begin to "enthuse" on their wheels and possible tours to be accomplished during the coming summer, and to recall many pleasant memories of rides of the season past. Bicycling, if it promotes anything, promotes close and pleasant friendships. In common with other wheelmen, I feel the inspiration of warmer weather and picture to myself many delightful trips taken less summer away from the hot and dusty city, in company with my now greatest friend, which friendship originated entirely through the mystic influence of the wheel. Together, on many a Sunday morning, have we gone off at sunrise out into the delightful
IN RESPONSE to numerous enquiries from Canadian riders who desire to use our Machines, but are deterred by the double duty which they would ordinarily have to pay, we beg to announce that we will deliver F.O.B. at Liverpool, any Machine—Bicycle or Tricycle—described in our Catalogues, and at the prices therein quoted.

LESS 30 PER CENT.

This special rate enables Canadian 'Cyclists to avail themselves of our well-known and popular productions at a cost not exceeding that of any really first-class Machine in the market.

THE HARVARD BICYCLE.

Odd Fellows' Hall,

Illustrated Bicycle Catalogue,
or their
Illustrated Tricycle Catalogue,
each of which will be found replete with valuable and interesting information.

Please state with application which Catalogue you desire.

THE CUNNINGHAM COMPY.,
The Pioneer Bicycle House of America,

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Illustrated Bicycle Catalogue,
or their
Illustrated Tricycle Catalogue,
each of which will be found replete with valuable and interesting information.

Please state with application which Catalogue you desire.

Illustrated Bicycle Catalogue,
or their
Illustrated Tricycle Catalogue,
each of which will be found replete with valuable and interesting information.

Please state with application which Catalogue you desire.

Early Supply can be secured by Early Orders.

fresh and quiet country, not stopping until many miles had been placed between us and home. On such occasions we always took along a plentiful supply of music with which to pass away the interval of rest before returning. Most of the hotels in this neighborhood contain a piano, some a piano and harmonium, the latter being more adapted to sacred music. On one of such trips our destination had been Aylmer, a beautiful village twelve miles up the Ottawa River, and at the foot of Lake Deschena. After dinner rain commenced to fall. Thinking that it would prove only a passing shower we beguiled our time in the splendid music room of Mrs. Eichie's hotel until four. The rain, instead of diminishing increased to a heavy down-pour. As we were both due at our respective choirs at 7 p.m., we were obliged to start, rain or not, and will we ever forget that ride? I think not. There was a certain degree of excitement in it, but too much damp by all odds. The road half the distance was under water, and the rain never ceased for one moment during the whole ride home. Description goes for nothing. In such a case, one must go through experience to take in all its nice points. On this occasion my chum had forethought enough to ride up a hill at which we were a rule dismounted. I followed the rule and with regret, for I was soaked through, and had leather gloves like slippery elm bark that I could hardly remove after my walk up, and it took me a long time to settle down into the comparatively recencted condition which existed before dismounting. All things must come to an end, we know, and we pictured to ourselves the exaggerated comfort of dry clothes and hot tea to be got only when the end of our wet ride had arrived.

Our club rides or drills of this season are held in the Drill Hall, a magnificent place for such a purpose; the use of it is a privilege not to be lightly prized, and as a Club we feel the obligation we're under to the commanding officer who secured the boon to us. I do not think our Club contains any fancy riders; if it does I have yet to see them. Perhaps our first meet will serve to give some of the pent up during a chance to develop itself in the above direction. To be a successful fancy rider I think a man must have within him a deep sense of the graceful, beside plenty of pluck, which is, of course, indispensable. We intend, if possible, to put into practice a club drill, of which we got from Chicago, using, instead of the bugle calls, a whistle code given in the book of drill.

When I next write I may have many incidents of interest resulting from this same proposed meet. I fancy I see machines tangled up, cranks and handles bent, etc. Mr. Roy, of our Club, has exchanged, or is about to exchange, his all-nickel, 48-inch D.H.F. for a 50-inch, and Messrs. Hawley and Young propose to do likewise.

Rumor has it that Mr. Young, Sec.-Treas. of the Club, is about to leave the city for Montreal. I hope not, as the Club would lose an efficient officer and one of its most enthusiastic tourists.

I hope your appeal to subscribers for information on the subject of oils and detective light will meet with some response.

For the benefit of those wheelmen who have not thoroughly overhauled every part of their machines since last summer, thinking as I did that the ball bearings were impervious to dust, I would say that a short time ago, when the fever was strong within me, I, out of curiosity, examined the ball bearings of my machine and found the space within the steel shell literally choked up with sand and oil; so much so that when I took out the bands containing the balls the latter retained their places in the band, held there entirely by their coating of mud. I need not suggest how injurious this state of things if not remedied must be to a machine.

Our Captian has been guilty of the extravagance of nickle-plating the bright parts of his 54-inch D.H.F. I consider his extravagance justifiable; and I would that my machine were similarly treated, as I have found that I avoided rust only by constantly using the chamois. Vaseline prevents rust, but who cares to spoil the handsome appearance of his pet, when it occupies a prominent place in the front hall," by putting grease upon it. I do not; and have been nickle instead of simply brightened steel my labor with the chamois would have been avoided.

I think I have occupied more than my share of space, so before I get my cong I will close. More anon.

Your well-wisher,

OWA.
CHICAGO-TO-BOSTON TOUR.

The second extended bicycle tour of the Chicago Bicycle Club will be from Chicago to Boston, via Niagara Falls, Toronto, Montreal, Lakes Champlain and George, and through the northern part of Massachusetts. The programme as now outlined will be to leave Chicago the evening of July 13th, taking train to Niagara Falls, arriving there the afternoon of the following day. The Falls and all interesting points connected with the vicinity will be visited on wheel and otherwise that afternoon and evening. Here, at the International Hotel, will be the meeting point with other wheelmen from the East and various parts of the country. On the 15th, the tourists will leave the hotel and wheel across the foot-bridge to the Canada side, thence down the bank of Niagara river past the suspension and cantilever bridges, whirlpool and Erocks monument to the mouth of the river, arriving in time to take the 11 o'clock boat, the "Chicora," for Toronto, which point will be reached in the afternoon. Dinner will be served on board the boat. The many objects of interest in and about Toronto will be visited during the afternoon, and a junction formed with the Canadian wheelmen. The morning of the 16th will witness the departure from the Rossin House, Toronto for the four days' tour along the north shore of Lake Ontario over Canada's finest roads. The first day's objective point will be Bowmanville, 43 miles, with dinner at Whithby. On the 17th, wheel to Brighton, 40 miles, with dinner at Cobourg, 18th, to Napanee, dinner at Belleville; Saturday, 19th, wheel 26 miles to Kingston, take dinner and embark on steamer for an afternoon's ride among the Thousand Islands to Alexandria Bay. Here Sunday will be spent and will be put to good use in viewing the marvellous scenery of the Islands and River. Alexandria Bay is the most popular and best situated resort, situated on the New York shore opposite which are countless miniature islands, and upon each one an elegant summer residence. At night the illumination is superb. Monday morning, the 21st, depart from Alexandria Bay for a trip down the St. Lawrence river, running through all the rapids, forming one of the grandest steamboat rides known. Montreal will be reached in the evening, and after supper there will be a chance to view some of the interesting points connected with the old city. Next morning the departure will be from the Windsor to the G.T.R. depot, taking the 9:45 train for Plattsburgh and Fort Kent, on Lake Champlain. These points will be reached at noon, and after dinner and during the afternoon a fine wheel will be had alongside of the shore of the lake and to the magnificent Adirondack Chasm, the wonder of the region, returning in the evening to Fort Kent. Wednesday morning, the 23rd, take the steamer "Vermont" for a ride down picturesque Lake Champlain, arriving at Fort Ticonderoga at noon. Dinner will be taken on the boat and everything ready to make the wheel trip of eight miles to Baldwin, at the head of Lake George in time to catch the steamer "Horizon" for the afternoon's trip down this famed lake. Many stops are made at various points on the lake, giving ample opportunity to view the lakes along the shore, arriving at Ballston, at the foot of about 4 o'clock. The party will tarry the rest of the afternoon, taking in the magnificent scenery of the lake and country. Late in the evening the wheels can be put aboard special baggage car ready for the early morning train for Saratoga. Here we have a country that is extremely delightful as to wheeling. In some stages of the weather it is good, but on account of its fickle disposition arrangements will be made to run through to Saratoga by train, arriving at about 8 o'clock. From Caldwell to Glenn's Falls the road is of worn out plank, and wheelmen who have ridden over it pronounce it unsuitable with any comfort. From Glenn's Falls to Schuylerville the riding is excellent and hard; for about ten miles between Schuylerville and Saratoga is sandy and dependent upon certain weather to be all in proper condition. From 8 o'clock in the morning to dinner will be an excellent opportunity to take in the splendid wheeling and interesting features of this nation's watering place. After dinner the tourists will all form for the trip to twenty miles over fine wheeling and famous revolution ground to Mechanicville, on the Hudson River. Here train will be taken next morning for Gardner, Mass., but should inducements prove attractive to stay in Saratoga over night, train will be taken from there. Arriving at Gardner about noon, the tour will be resumed after dinner through quaint old Massachusetts' villages and historic territory to Clinton, twenty-six miles. Saturday, 25th, the finishing stretch of the tour will be made to Boston, forty-two miles. The last two days will be run over splendid roads, the representative wheeling of the East, and through places and over roads famous in bicycling annals. A programme has been arranged at Boston whereby the most can be made of the few days' stay there before taking train for home. Weeks could be profitably spent in the suburbs and vicinity of the Hub. The Kennecott tourists will leave Boston the third day after the arrival of the Niagara-to-Boston tourists, giving our tourists an opportunity of going with them down the Kennecott River in Maine for a week's trip. They will pass through Linn along the Atlantic coast out of Boston, on the way to Portsmouth, and this route affords the rarest bicycling in the country. Many of the tourists will return West via New York and up the Hudson River, while the extreme western wheelmen will return direct from Boston. Transportation arrangements will be made both ways. The transportation and subsistence expenses will be arranged under the head of tickets covering both departments, and will be given out in June and July. An estimate of $50.00 for the round trip has been made from Chicago, but it is designed to get this item fixed absolutely sure. As minor changes may be necessary in the route, this sum cannot be made sure as yet.

An ambulance, or covered carriage, will accompany the tourists during all wheel trips, for use of those who may become indisposed or whose wheels may fail; also to carry baggage. On the question of baggage, chance will be given to exercise some judgment. It must be as light as possible, especially between Toronto and the Islands. This stretch will include the solid bicycling of the tour, and strict touring trim will be necessary. Beyond the Islands extra may be indulged in, but they will have to be forwarded ahead to the different hotels. Tour baggage should be rolled in a yard of rubber cloth and bound tightly with a luggage-carrier to be attached to machine if necessary. The ambulance should not be absolutely dependent upon for baggage, as it may fail. The tourists will bear in mind that horses are no match for bicycles on the road. This was demonstrated conclusively on our Canada tour last year, where, on certain stretches two teams were used up, the tourists arriving long ahead of the ambulance causing some halting. However, the daily mileage is not so great on this tour, being in every case not over the forties.

It is with pleasure the Chicago Bicycle Club invites wheelmen to participate in the Niagara-to-Boston tour, feeling that in no event can they spend a more enjoyable or profitable summer vacation. The route, country and wheeling are all that can be desired. It is not exclusively a bicycle tour, but is sufficiently varied with rail and steamer through most scenic but unrivalled country that both ways of travelling will be keenly enjoyed, and the points of a country unsurpassed in beauty and interest taken in, each in its most appropriate way.

B. B. Ayers, Manager,
185 Michigan Ave.
Chicago.

FIXTURES.

Friday April 25th, the Citizens Bicycle Club annual race meeting, American Institute, New York.

Friday May 2nd, Brantford Bicycle Club concert and evening meet.

Monday and Tuesday May 19th and 20th 5th annual meet of L.A.W. at Washington, D.C.

Saturday May 24th, Forest City Bicycle Club Grand Tournament, London, Ontario.

Thursday 19th June, 2nd annual meet of C.W.A. at Toronto.

July 13th Sunday to July 19th, Detroit annual tour through Western Ontario.

We have received from Messrs. Wallace Trotter & Bro., Montreal, a sample of their American Sanspariel Oil for Bicycle lamps, and after having given it a thorough and practical test, we can recommend it as a splendid burning oil, which will fill a long felt want in this special line.
CORRESPONDENCE.

KAHL'S BOOK.

Editor Canadian Wheelman:

Dear Sir,—I was exceedingly well pleased when I opened my copy of the last issue of your very spicy little journal to notice that you had found room in year column for a short article on friend Karl Kron's proposed new book. "Ten thousand miles on a bicycle," is a very promising title, and when one has carefully perused the prospectus and noted the rich and varied table of contents it is impossible not to be convinced that it will prove one of the most valuable acquisitions yet made by wheel literature. It will be to the lasting disgrace of the Knights of the Bi, if the project is allowed to fall to the ground for the want of sufficient support. Surely among the many thousands of riders in America, three thousand and enthusiasts can be found to pledge themselves to take such a book at so low a figure as one dollar. I sincerely hope that they will rally to Karl's side, and, long before he has dared to think of it, he will find himself with three thousand signatures upon his guarantee list.

I write this short note to you, that through your columns I may help to bring more prematurely before Canadian Wheelman the merits of the book. As you have already made known, prospectuses of the work may be had by addressing the author at 26 University Building, Washington Square, New York, City. When read they will tell their own tale. From my own personal knowledge of Karl Kron, I can assure those who do not know him that no man is better qualified to edit a book for the use of the bicycling public. A writer of superior merit and a rider of vast and varied experience, he will treat every subject he attempts to handle in a manner that will make it alike interesting and useful to every rider.

X. M. miles on a bicycle, as it has begun to be called, will contain a vast amount of matter pertaining especially to Canada, and this fact should earn for it a generous space from us. Let no Canadian imagine that it will in any way rival or conflict with our own Guide Book, now being got ready for the press. Far from being rivals the two books should go hand in hand on the same good work of making touring a pleasure instead of a labor, and of convincing a scoffing outside world that a bicycle is not a toy but a practical vehicle of pleasure and profit alike to its owner.

With good wishes for Karl's success and thanks to you, Mr. Editor, for your space. I am, yours for the wheel,

Hal. B. Donley.

THE GUESSES.

Editor Canadian Wheelman:

Dear Sir,—Agreeable to promise, I will now give the result of my "guess project." Whole number of guesses received, 82; number of States from which guesses were received, 16, as follows: N. H., 3; Vt., 5; Mass., 5; Conn., 5; N. Y., 12; N. J., 4; Penn., 3; D. C., 1; Tenn., 2; Ohio, 18; Ind., 2; Mich., 10; Wis., 1; III., 2; Me., 1; Col., 3; and Canada, 6. The first guess was received from N. H. and the last from Vt.

Total number of miles guessed, 52,267 24-25; Average of guesses, 6442. Largest guess was 833 77-100, and was within 19 3-10 of the true number. It was made by Chas. W. O'dell, of Cazenovia, N. Y. Although there was not a very large number of guesses sent in, it has proved a very pleasant affair, and I have mailed a special offer to each participant and hope the same will be acceptable. Hoping to have the pleasure of meeting all who have so kindly invited me to visit them, when in their section, I return the compliment and remain, as ever,

Yours truly,

E. H. CORSO.

AN IMPORTANT DECISION.

To the Editor Canadian Wheelman:

I presume the fact is not generally known that the United States Treasury Department has hitherto refused to make any distinction between bicycles and other "carriages," and has enforced the rule (at least at the Port of New York) that each bicycle entering the country from a foreign port must pass through the customs house, and, if it be foreign manufacture, must pay a duty of 35 per cent. ad valorem, no matter if the owner took it out of the United States but a few days before, and no matter if the duty had been duly paid when it was originally imported. In every case this absolutely unjust tax was exacted.

Mr. F. A. Elwell, my companion on last month's trip to Bermuda, had a machine of English make, and he refused to submit to this imposition. An appeal was made to the authorities at Washington, and by the energetic efforts of Congressman Skinner, of New York, the case was brought before Attorney General Brewer, who has decided that a bicycle, when accompanied by its owner, is to be classed among his personal effects and not subject to any duty. This is a great victory for the cause of international tourism, and it becomes Canadian wheelmen to besit themselves until they secure a similar one from the Government of the Dominion. When once official recognition can be gained for bicycles as the most essentially "personal" part of a tourist's equipment, wheelsmen will no longer be subjected to delays and inconvenience in "crossing the line."

I may add, in conclusion, that the number of one dollar subscriptions pledged for "Ten Thousand Miles on a Bicycle" is now 1049.

Washington Sq., N. Y.,

Karl Kron.

11th April, '84.

A VOICE FROM N. Y.

Dear Wheelman:

As I have not noticed many communications from the U.S., especially New York, in your valuable paper, I take this opportunity to write how things are crawling along here.

Every man must have his day, and Mr. Jenkins has had his. Ducker and Fennessy should have their's next. There is much talk in bicycle circles here over the way in which they have treated Mr. Jenkins, expelling him, but reinstating Ducker and Fennessy. But Washington is coming, and there will be quite likely times.

We (New Yorkers) are glad that Washington was appointed for the L. A. W. meet, as it has many attractions, and the crowd will have a good time.

Geo. R. Bidwell, formerly with Horsman, & Co., has opened a repair shop up town, and Mr. Bidwell attracts many customers by his genial smile and kind manner.

Mr. Frank A. Elwell is arranging a down East tour, and it is probable that a good many New Yorkers will go with him. He has just started for a trip in Bermuda with Karl Kron and two other good fellows. There is great interest in Karl's proposed road-book here, and every one I meet is going to subscribe.

At the officers meeting, L. A. W., Mr. Perry made an amusing speech about the "pole," as already we have learned to call it, which pleases everybody in good humor.

New York, March 18th.

V. E. M.

A CHEAP ADVERTISEMENT.

Dear Wheelman:

I have read with much pleasure the various letters on illuminating oils in your last two numbers, and in giving my experience in connection with them I must state that I have found the American Sanspareil bicycle oil to be the best I have ever used.

I have lately been appointed agent for the firm of W. C. Trotter & Bro., the manufacturers of this oil, and will be happy to send it to all wheelmen desiring a first-class illuminating oil. Wishing your paper every success, I remain

Yours truly,

N. A. MEYER.

AN AMERICAN NOTION.

The Canadian Wheelman is a little paper published in London, Canada, and its contents seem to indicate that wheeling is likely to become a popular enjoyment during the brief summer that prevails in that northern region. From its columns we learn that the Canadian Wheel Association expects to see fifty bicycles in line at the annual meeting of W. A. N. A. May 3rd, 1884.—Archery and Tennis News, New York.

Now, Mr. News, thanks for your kind notice, but you make two grand mistakes. First, we pride ourselves that the (imaginary) brief summer of this northern frozen region comprises the fairest bicycling weather that can be met with in America, allowing us to ride our wheels for eight or nine months during every year; and, in the second place, if you had stated that 450 instead of 50 bicycles were expected to appear in line at the next annual meet of the C. W. A., you would have hit it nearer. Don't do it again.
Anythings and Everything.

Harvard, Mass., is to have a large tournament at Beacon Park, May 16th.

A game of pole, on bicycles, was lately played in New York, between Rex Smith and Will Robertson, being won by Robertson.

The Newcastle Bicycle Club have signified their intention of holding a grand race-meet on May 24th, when they will offer a large amount of money in medals for prizes.

Cincinnati has four first-class cornet players in its Bicycle Club, and at the races in Power Hall, in that city on March 26th, they played some pleasing selections while mounted on their wheels, and were loudly applauded.

A rider on his bicycle

Went touring while 'twas hot,
And strange, the wheel returned at eve
With but a large grease spot,
The truth at once apparent was,
Of course too late to save,
But the rider must have melted
On striking some hot wave.

The race-meet and promenade concert under the auspices of the Brantford Bicycle Club, on Friday evening, May 2nd, promises to be a very enjoyable affair. No pains have been spared to make everything tend towards the enjoyment of the wheelman. A cordial invitation is extended to all bicycle riders and their friends to help to make this meet a success. The programme, besides fancy bicycle riding includes club swinging, bar-performing and tumbling; also a club drill by the Wanderers of Toronto.

TRADE NOTICES.

The advertisement of the Cunningham Co'y. that occupies the half of the right hand centre page of this issue, contains a good offer for those who wish to buy from this company. Their machines are acknowledged to be of a first-class make and give unbounded satisfaction.

The Pope Manufacturing Co., 501 Washington St., Boston, have just issued their spring catalogue of the Columbia bicycles and tricycles. It is a finely printed and illustrated pamphlet of 36 pages, with a handsome and artistic cover, designed by Mr. L. S. Iveson, the eminent artist.

Masons, T. Fane & Co., the new firm who have lately started at 73 Richmond St. West, Toronto, have been in the trade and have been riders since the infancy of bicycling in England, and therefore have had thorough experience as to what bicycles and tricycles are most suitable and adapted for this country. They claim that the machines mentioned in their advertisement will give better satisfaction than any other make. They also promise to give their undivided attention to the wants and requirements of cyclists. Give them a trial before purchasing.

The Wheel, the organ of the L.A.W., commences its sixth volume, enlarged and improved, the pages being larger but fewer in number. At the present price of subscription no American wheelman should be without it.

75 Richmond St. West

T. FANE & CO.,

Importers of the Celebrated
“Club” and “Invincible” Bicycles & Tricycles,

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

ALSO THE

Centaur Sociable Convertible,
The most perfectly constructed Convertible made.

Fittings - of - every - Description !

REPAIRS A SPECIALTY.

We import all different makes of Bicycles and Tricycles to order.

Note the address, and send for particulars to

TORONTO.

NEW POLISH

FOR BICYCLES !

The “Universal Metal Polishing Paste” polishes everything from tin pans to gold jewelry, and does it well. Try it! Nothing puts such a brilliant polish on a nickeled bicycle.

Mr. Payne says: “It is the best Polish I ever saw.”

Two sizes, 10c. and 25c.

By Mail, 15c. and 30c.

WM. SAUNDERS & CO., London.

For Sale.

Advertisements under this head. one cent per word each insertion. No advertisement less than twenty-five cents.

FOR SALE-A 60-INCH SPECIAL CLUB, ALL PLATED INCLUDING TIRELS. BALL BEARING. MADE FOR THE LONDON SCIENTIFIC CYCLING ASSOCIATION. IN GOOD CONDITION. $75. Address, Wm. Payne, London.

A NEW 62-INCH BICYCLE FOR SALE-
Ball-bearing Pedals. Bell to both wheels. Chime Bell and Saddle Bar; Tool; and "Knight of the Road." Lamp. Address—Box 53, this paper.


A 65-INCH BICYCLE, MANUFACTURED BY THE BIRMINGHAM SMALL ARMS CO., with double ball-bearing to both wheels, sell last season $115, will sell for $75 cash, good as new. Address “The Canadian Wheelman,” box 52.

FOR SALE-A 64-INCH IRON BICYCLE, IN very good repair, just the thing to learn on. Cheap for cash. Address, W. D. M., box 52, London, Ont.

WANTED-A 54-INCH BICYCLE, MUST BE in good order and cheap. Address “Canadian Wheelman,” box 52, London.
BICYCLES & TRICYCLES!

W. C. TROTTER & BRO.,

Have in Stock, and Import to Order,

Bicycles and Tricycles of Best English Makes,

At prices ranging from $40 to $125, of which they would highly recommend the following:

- "PILOT" ROADSTER.
- "PILOT" LIGHT ROADSTER.
- "LONDON SAFETY."
- "BERKSHIRE."
- "TIMBERLAKE."
- "SANSPAREIL." (Andrews.)
- "SPEEDWELL."
- "MONTREAL."

Boys' Bicycles and Boys' and Children's Tricycles all sizes.

WALLACE C. TROTTER & BRO.,

30 ST. NICHOLAS ST., MONTREAL.

“SANSPAREIL Bicycle Lamp Oil,”—a pure burning oil especially adapted to Bicycle and Hand Lamps, where a BRILLIANT and SMOKELESS flame is required. This Oil is specially manufactured with a view to preventing smoking of glasses and reflectors. It BURNS LONGER AND GIVES MORE LIGHT than any oil previously put before the public. Agents wanted in every Club.

W. C. TROTTER & BRO.

Grand Bicycle Tournament!

AT-

LONDON, CANADA,

ON-

1884. MAY 24th, 1884.

UNDER THE AUSPICES OF THE

FOREST CITY BICYCLE CLUB.

Geo. F. Burns, President.  H. O. Brunton, Secretary.

W. T. RUTHERFORD & Co.

Star-Rider's Manual,

By the Wheelman who Conquered Mt. Washington on a Star.

New ready. Buy it, and learn the history of the Star, It contains engravings of the author and the inventor of the Star; how to become a perfect master of the Star; how to do all of Burt Prossy's trick-riding; all about touring, care of the Star, rights of wheelmen, and a lot of other valuable information. Equally valuable for the crank rider. PRICE, POSTPAID, FIFTY CENTS.

Address the Author,

E. H. CORSON, East Rochester, N. H.

Selling Agent for the Newly Improved American Star Bicycle, "Victor" Tricycle, and dealer in Second-hand Crank Bicycles (to be sold very cheap) and Bicycle Supplies of all kinds. Also inventor, and manufacturer of the "Rutens's Bic-locy," a filtering drinking tube. Price 50 cents. Write for anything wanted, enclosing stamps and you will receive an answer to your advantage.
COLUMBIA TRICYCLE!

FOR GENERAL USE BY

Ladies and Gentlemen.

Confidently Presented

As the Finest Made and

MOST PRACTICAL Tricycle Manufactured.

Expert Columbia.

A medium-weight bicycle. The most artistic and scientific bicycle made.

Standard Columbia.

The "OLD RELIABLE STEED" for general use.

Every Variety of Accessories Constantly on Hand.

Send 3-cent Stamp for Illustrated 36 page Catalogue.

THE POPE MANUFACTURING CO.,
597 WASHINGTON ST.,
BOSTON, MASS.

Agent for Pope Manufacturing Co.

BICYCLES!

D.H.F. Premier,
Special Royal Canadian,
No. 2 do. do.
(Hillman, Herbert & Cooper, Makers, Coventry)

Expert Columbia,
American Star, (small wheel in front.)

Bicycles, from $40 up.

A SPLENDID LINE OF FITTINGS IN STOCK.

Send for List of New and Second Hand Machines, just published.

The CITIZENS’ ACCIDENT INSURANCE COMP’Y,
Represented in LONDON by
J. B. DIGNAM.

Special Rates given to Bicyclists.

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.
SUPPLEMENT TO
The Canadian Wheelman.

AMonthly 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. Kinsey Evans, Editor.
J. B. Dignam, Business Manager.

April, 1884—Supplement.

A Unique Book.
We have received from Colonel Albert A. Pope the President of The Pope Manufacturing Co., of Boston Mass., a unique little volume, handsomely printed upon tanned paper, and the contents made up of selected cycling literary bits of fact and wisdom, and much information concerning the "Wheel." In no small measure every possible question on bicycling and tricycling, internally or externally, past, present, prospective, is answered in concise and plain language. "What and Why" really might be called the "Wheelman’s Catechism and Proverbs." "A Preparation of Iron," from the pen of the author Charles E. Pratt, Esq., occupies the front page of the book, and is a sprightly semi-humorous, romantic, pharmaceutical, medical, locally historical sketch in three chapters, with a strong bicycle moral, not drawn at the end but running all through it. The chapter on "Some Common Questions Answered," divided into "Definitive," "Mechanical," and "Practical," is a catological way of getting at the true inwardsness of the bicycle, its history, growth, variety, quantity, quality, usefulness and popularity.

The chapter on "Facts and Accomplishments" gives interesting data on riding times, and contains a table of comparative best records on walking, running, rowing, skating, trotting, tricycling, and bicycling.

"Legal Life" plainly explains the legal rights of wheelmen and cites every bicycle case brought before courts. The chapter on "What to Select," gives valuable information, and a list of bicycle dealers who have riding schools. A summary of cycle literature and periodicals occupies a prominent place, and there is a page on the League of American Wheelmen. A chapter on "Dress and Conveniences" contains valuable suggestions on the matter of wearing-apparel, and mentions many of the little conveniences which might not occur to the wheelmen. The closing portions of the book are taken up by extracts from the words of prominent persons on the value of cycling, and golden sayings of physicians, professors, ministers, and others, who have enjoyed the exhilarating pleasure of riding the bicycle or tricycle.

A New Club for Hamilton.

Mr. John Moodie, Jr., is our authority for stating that a new club has been formed in Hamilton. Already, he says, they have a membership of twelve, and have secured the finest club rooms west of Toronto. The new club is to be called the Ambitious Bicycle Club. They will attend the 24th of May tournament in this city in full force.

On page fifty-nine third column, we have warned wheelmen to beware of the policeman. Alas, the foolish often give the best advice. Reader peruse this:—

J. B. Dignam and W. K. Evans, two bicyclists pleaded guilty to riding their bicycles on the sidewalks on Good Friday. They explained that the roads were impassable and therefore they took to the sidewalks. The P.M. fined them $1.25 each.—London Free Press, April 19th.

Since penning the article on the C.W.A. Meet, we have learned that the date of the semi-centennial celebration which was to have taken place in Toronto, from 19th to 24th of June, has been postponed until the week commencing June 30th. It is not yet known what action the C.W.A. Board will now take in the matter—whether they will again postpone the meet, or, will have it on the day appointed, June 19th; but in either case there will be the same numerous difficulties to overcome that have been mentioned in the editorial.

Outing for April, beginning its fourth volume, is to hand, and is quite an improvement on the March number.

The poem by W. Carleton is certainly a gem, the poems on canoeing and archery being equally interesting. The publication of a London, England edition of Outing, by Lilie & Son, of 28 Fleet St., is also begun with this number, and the magazine on this side of the water seems to show a healthy and substantial growth in circulation and business.

The Mirror of American Sport published in Chicago, is devoting a large amount of space to our sport, bicycling, the last number containing an extra amount of interesting news.

The London Free Press knows whereof it speaks:—

"The Canadian Wheelman, published at London, is improving every successive number, and has a large circulation among the bicyclists of Canada."

The editor of the Western Cyclist, who recently published a paragraph against the integrity of W. J. Morgan, disclaims any responsibility for it. As it was printed under the head of "Communications," we think our friend, the 'Cyclist' has been imposed upon.

We have on our exchange list a bright and newy publication called the Archery and Tennis News, New York, being published semi-monthly from June to December, and monthly from December to June. It is well worth the price of subscription, viz., $1.50 to those interested in either archery or tennis and contains many interesting articles.

The Oererrn Wheel Co, have just issued one of the most attractive catalogues we have seen this season. It contains a very handsome, illuminated cover, and is typeographically perfect. Besides a full description of the "Victor" Tricycle, it contains a list of bicycle records. A catalogue, gotten up as it is, cannot fail to secure a large increase in sale of their popular machines.

We have in our For Sale column this month notices of a great number of machines for sale, all of which we can guarantee as being splendid bargains, also the reasons given us for selling being perfectly satisfactory. Consult the for sale columns before investing.

We welcome after an absence of eight months Vol. II. No. 1. of The Amateur Athlete, published in New York. We hope it has come to stay and are sure it will be well read.

Mr. Lloyd Harris, Captain of Branford Bicycle Club, paid us a short visit on Thursday, April 11th. He reports bicycling as booming in Branford.

We had the pleasure of a call this week from Mr. A. F. Webster, of the Toronto Bicycle Club, who reports bicycling booming in the Torontos. Mr. Webster is a very enthusiastic cyclist, a good worker, and last but not least, we can commend him to all wheelmen as a "half fellow well met."

For Chief Consul.

Ed. Canadian Wheelman:

Dear Sir,—With your permission I would like, through your columns, to respectfully solicit the votes and influence of the C.W.A. members, No. 1 District, for the election of our Captain, Mr. J. A. Muirhead, as Chief Consul for 1884-5.

Mr. Muirhead, since his appointment as Consul for London, has worked very earnestly for the Association in working up reports for the guide-book, procuring advertisements for the same, etc. His long experience in bicycling, and his desire to do all in his power to further the interests of the C.W.A., together with the fact that his business requires him to frequently travel over the greater part of the District, which would enable him to have a general supervision of the affairs of the C.W.A. in this District, make him both a worthy and desirable candidate.

Thanking you for this space, I remain Yours truly,

W. M. Egan,
Sec'y Aries.
THE CANADIAN WHEELMAN

News from the Clubs.

To Correspondents.—Please make your letters brief and concise; and then we will not be obliged to crowd out other letters of equal importance.

FOREST CITY NEWS.

Dear Wheelman,

Although it is some time since any communication from us has appeared in your columns, I can assure you we have not been idle as our time has been pretty well taken up in getting up and preparing a Grand Tournament for the 24th of May next. We have now completed our race programme, which we hope will meet the approval of wheelmen generally.

We intend sending an invitation to all wheelmen that we can get the names of, but no doubt there will be many whelemen overlooked which you see cannot be avoided, as many have only become riders this season. I would like to state that we have had designs for medals given to those chosen, and we can honestly promise all those who may be fortunate enough to win them, that they will not be disappointed with their trophies.

Since our last communication we have changed our quarters, and are now located at No. 3 Victoria Building on Richmond St., where we shall be most happy to receive any visiting wheelmen.

Yours truly,

Hon.

KINCARDINE.—A bicycle club has been formed here, and the following officers elected:—

President, W. M. Dack.

Vice-President, J. H. Scott.

Captain, H. A. McIntosh.

First Lieutenant, C. C. Sarvis.

Second Lieutenant, J. P. Falls.

Bugler, N. J. Clarke.

Secretary and Treasurer, F. E. Coombe.

Paris Bicycle Club organized with the following officers:—

President, Thomas Hall.

Vice-President, Robert Chambers.

Captain, D. C. Carson.

First Lieutenant, D. Maxwell.

Second Lieutenant, R. Thompson.

Third Lieutenant, N. B. Patterson.

Bugler, F. Luxford.

Treasurer, F. Gamble.

Secretary, Charles P. Pipton.

The following have been elected officers for the Montreal Bicycle Club for the seasons of 1884—5:

President, H. S. Tibbs.

Vice-President, A. T. Lane.

Hon. Sec. and Treasurer, J. D. Miller.


Captains, J. H. Law.

First Lieutenant, Rollo Campbell.

Second Lieutenant, Horace Joyce.

Standard Bearer, Robert Darling.

At a meeting at the Listowel Bicycle club the following officers were elected for 1884—Hon. President R. Ferguson.

President W. J. Hay.

Captain F. W. Hay.

Secretary Treasurer, John Shinebank.

First Lieutenant, H. R. Hay.

Second Lieutenant, E. K. Butt.

Bugler, John D. Nichol.

The Newcastle Bicycle club have the following officers:—

President, W. H. Chandler.

Secretary, E. Bowie.

Treasurer, A. C. Lovekin.

Librarian, A. H. Allin.

Assistant Treasurer, R. Brent.

Captain, A. B. Kent.

First Lieutenant, A. Stillwell.

Second Lieutenant, T. Miller

District Consul, W. H. Chandler.

At the annual meeting of the Ottawa Bicycle Club, the following were elected officers for the ensuing year:—

President, G. A. Motherwell, re-elected by acclamation.

Captain, F. M. S. Jenkins, re-elected by acclamation.

First Lieutenant, T. B. D. Evans.

Second Lieutenant, Hon. Roy.

Sec.-Treas., W. O. O'Neil.

It was decided to form a tricycling division in view of the anticipated increase in the number of tricycle riders this year.

The following have been elected officers of the Royal Bicycle Club of Guildford for 1885:—

President, Geo. Sleeiman, re-elected.

1st Vice-President, A. McBean.

2nd Vice-President, John Davidson.

Captain, H. J. Harris.

1st Lieutenant, J. B. Walsh, re-elected.

2nd Lieutenant, G. M. Gibbs.

Sec.-Treas., D. Allan, Jr.

The Club has ten additional riders this season.

The Goderich Bicycle Club held their annual meeting, and the following officers were elected:—

President, Dr. T. F. McLean.

Vice-President, M. G. Cameron.

Captain, G. B. Cox.

1st Lieutenant, J. H. McCulloch.

2nd Lieutenant, H. G. McClean.

Bugler, John Platt.


The uniform adopted was myrtle green jacket and knee breeches, maroon stockings, dark helmet, and white flat cap. The club had now a membership of twelve, all of whom are members of the C.W.A. Visiting wheelmen will always be welcome to the Circular City.

Kincard. Election of officers for 1884:—Hon. President, John Carruthers.

Vice-President, William Hartry.

Captain, W. C. Carruthers.

1st Lieutenant, J. Tweddle.

2nd Lieutenant, Geo. Smith.

Bugler, B. J. McKeil.

Sec.-Treas., D. F. Armstrong.

Canadian Tour of the Detroit Bicycle Club.

The Detroit Bicycle Club are arranging for a tour over the best roads in the Dominion, and covers a distance of 644 miles, wheeled, and a ride of 90 miles on a steamboat, leaving Detroit on Sunday morning, July the 13th, crossing over to Windsor, and ride to Romney, a distance of 56 miles; thence Monday to Clevrill, 42½ miles; Tuesday to St. Thomas, 59 miles; Wednesday through London to Exeter, 49 miles; Thursday to Goderich, 29 miles; Friday back over the same route as on Thursday to Cladmore 45 miles; Saturday to Sandow, 50 miles; leave Sandow via boat and arrive in Detroit at 9 p.m. The daily rides average 44 miles, which at first would seem to tempt the courage of the inexperienced cyclist; but when it is considered that 8 hours an hour over good roads is very easily accomplished, and that, at that time of the year there are 16 hours good day light; it will afford plenty of time for recreation and rest. The object of starting on Sunday is that should occasion present itself for bad road or bad weather, there will be one day extra, so that participants can be at their home business Monday morning after having spent a week's summer vacation in a very enjoyable and pleasant manner. Arrangements are now being made with several hotels concerning accommodations and all necessary details for the trip. It is estimated that the entire expense for the trip will amount to $10 each. The Detroit Bicycle Club invite all wheelmen to accompany them, and upon application a circular containing the necessary instructions will be mailed to applicants.

PROGRAMME OF RACES!

Forest City Bicycle Club Tournament

ON

SATURDAY, MAY 24th.

1st. One Mile Race, best 2 in 3 heats, open to all, 1st, Gold Medal, $30; 2nd, Silver Medal, $15.

2nd. Two Mile Race, open to all, 1st, Gold Medal, $30; 2nd, Silver Medal, $15.

3rd. -Second heat of One Mile Race.

4th. Two Mile Dash, for the Championship of London, open to Local Riders only. Gold Medal, $50.

5th. -Fancy Riding, C. C. Smith and Lady.

6th. -One Mile Dash, open to Forest City Bicycle Club Members only. 1st, Gold Medal, $25; 2nd, Silver Medal, $15, 3rd, Silver Medal, $10.

7th. -Third heat, One Mile Race.

8th. -One Mile Dash. 1st Gold Medal, $20; 2nd, Silver Medal, $15.

9th. -One Mile Race, open to those who never won a prize. 1st, Gold Medal, $25; 2nd, Silver Medal, $15.

10th. -One Mile Race. 1st, Bell; 2nd, Bell; 3rd, Saddle, (presented by Wm. Payne, Bicycle Importer, London.)


A Grand Street Parade, headed by the 7th Fusiliers Band, will be formed on Richmond Street at 7:30 o'clock p.m. and proceed to the grounds. Riders will please form in parade in clubs.

FOR SALE.

! Matchless Bicycle !

52-inch, perfectly new, full-plated, plated lantern. Will be sold cheap. Owner wants a larger wheel. Address CANADIAN WHEELMAN.

FOR SALE,—A NEW 52-INCH CLUB CYCLE for sale. Has not been run more than ten miles, a big bargain. Address G. D., box 26.
VICTOR TRICYCLE.

STAUNCH
AND SPEEDY.
ALL INTERCHANGEABLE.

Harrington's Enamel!
Cut-off Axle.

Price $160
(Crated.)

SOW'S AEOLUS
BALL BEARINGS,
ALL ROUND.

126 BALLS!

VICTOR RIBBON STEERING.

WE CANNOT BUILD A BETTER TRICYCLE!

Send Stamp for Illus. Catalog of Tricycles and 'Cyclists' Sundries.

MAKERS:
OVERMAN WHEEL CO.,
CHICOPEE, MASS., U.S.A.

First, Largest, and Only Exclusive Tricycle Makers in America.
The Largest,  
The Cheapest,  
The Best  
ASSORTMENT OF  

English Bicycles!  

KEPT IN CANADA.  

THE MATCHLESS  
THE D.H.F. PREMIER  
THE ROYAL PREMIER  
THE PREMIER RACER  
THE POPULAR PREMIER  
THE No. 0 PREMIER  
THE BOYS' PREMIER  
The CANADIAN ADVANCE, No. 2  
The CANADIAN ADVANCE, No. 3  

FROM $39 UP.  

Also a large assortment of all the latest Sundries and Fittings  

• Sale Agents for ILIFFE & SON'S Periodicals on Bicycling.  
• A number of Second-Hand Bicycles on hand, for sale cheap.  
• Send 3-cent stamp for Catalogue, or 10 cents for Photograph.  

Bicycle Photography!  

FRANK COOPER'S  
GRAND  
NEW STUDIO.  

For Fancy Positions and Artistic Effect, Can't be Beat.  

Pocock Bros.  
Manufacturers and Importers of  

BOOTS, SHOES  
Trunks, Valises, Etc., Etc.  

WHOLESALE AND RETAIL.  

London & St. Thomas.  

SOLE AGENTS for British Lawn Tennis and Bicycle Shoes.  

FOR SALE  
51-inch "Sanspareil" Racer; Balls both wheels and pedals in perfect order; too small for present owner. Price $70.  
48-inch D.H.F. Premier; Balls both wheels and Ball Pedals; Hillman Patent Spring; Automatic Gong; in good order. Cost $150. Price $85.  
Address—A. T. LANE,  
P.O. Box 967, MONTREAL.  

N. A. MEYER,  
280  
DUNDAS ST., - LONDON,  

AGENT FOR  

Sanspareil Bicycle Lamp Oil!  

Warranted to be the Best Illuminating Oil manufactured.  
• Try it, and you will use no other.  

Price, 50c. a Can.  

Handle Bar Straighteners. Every Bicyclist should have one; it saves five times the cost in one season. Price $1.00.  

WM. PAYNE, London.
The Canadian Wheelman.

A Monthly Journal devoted to the interests of "Cycling, etc.—The only one pub-
lished in Canada.

The Official Gazette of the Cyclists' Touring Club in

Published at London, Canada, on the 20th of
Every Month.

Terms: $1 a Year in Advance.

W. Kingley Evans, Editor.
J. B. Dignam, Business Manager.

C.W.A. GUIDE-BOOK.

The C.W.A. Guide Book has at last made its appearance. In its favor is a credit to its editors and the Association; the information which is contained in it will always be of the greatest convenience, and, in fact, a necessity for any touring, which all of us participate in to a greater or less extent. Of course, being the first attempt at a Guide Book undertaken by the Association, the compilers have met with a good deal of difficulty in classifying and arranging the different matters, but it bespeaks volumes of praise for the manner in which they have worked, and all for the honor and good of the cause—bicycling.

As Secretary Donly says: "Everybody seems to be most anxious to get hold of the Guide Book—to pick it to pieces no doubt—therefore we make a little say:"

"If the various secretaries had been more careful to send an exact list of the members names, giving their full addresses, and not have the names of members who have not ridden for a year past, several instances being noticed, it would have been decidedly better, the addresses of members making it an easy matter for all to follow up the "er" when entering a strange town or village."

If our memory serves us, the credit was usually given to Mr. C. B. Keeley, formerly of the London and Western Ontario, now in Winnipeg, for having first conceived the idea of a Canadian Wheelman's Association, he and Mr. Brierly of St. Thomas having set the ball rolling which had the effect of the meeting being called on Sept. 11th 1882, referred to in the "Historical Sketch." However this is not of very much importance.

In glancing through the book, we find the names of the C.W.A., Officers for 1883-4, the Constitution, By-laws, Racing Rules, Rules for Government of Race Meetings, Competitions and Canadian Championships, all of which are of the greatest importance, the first Annual Meet at London being well described by B. D. Boss, Sporting Editor of the Mail.

Not the least interesting are the Road Reports, which make the book invaluable, in fact if several will send us the reports of such an amount of roads could have been collected as they comprise a description of the best roads from one end of Ontario to the other, and a great number of羡慕 runs in Quebec. The "Recommended Hotels" are also another feature. All cyclists should make it a duty to patronize those hotels which have patronized the advertising columns of the Guide Book. Karl Kren's contributions of "Around Nova Scotia," "A Fortnight in Ontario," and "The Roads of Prince Edward Island" are exceedingly interesting, all of which will appear in X.M. on a Bi., which receives a deserved notice.

The trip in Northern Ontario by the Williams Bros. of Woodstock, which appeared in the November number of the Wheelman is also published in the Guide Book. We are informed by the Secretary that the Guide Book will be circulated among the C.W.A. members just as soon as they are received from the binders, extra copies also being for sale to non-members at the small charge of 50 cents.

Everything being taken into consideration, the C.W.A. Guide Book is a success, and has by no means added to the expenses of the compiler. Messrs. Donly of Simcoe, Enkhus of Woodstock, and Brierly of St. Thomas; and they can rest assured that their grati-

tuations are deservedly appreciated by Canadian Wheelmen and their Association.

We have lately had us furnished a splendid example of dealers who try to put on the market a very inferior make of bicycle with but one price tag, for theirs is, (and that by a sad one); that it is cheap. A hardware merchant of this city, lately imported some sixty iron bicycles ranging in sizes from 30 to 50 inch wheels, and in price from $3 to $6. The first three of the C.W.A. was called upon him in the interests of this paper, and solicited an advertisement without really knowing the value of the machine among the different dealers, but he told the merchant that the profit on the wheels would not admit of any advertising to be expended on them, and moreover he thought they would sell themselves if machines were received from the manufacturer on the understanding that if any part of a machine broke, when ordinary care was being exer-
cised, that it would be replaced by a new one. The merchant sold them on the same conditions, and after he had supplied one boy with four new 48 inch wheels which were to the manufacturer's satisfaction, and was ex-
ceded to re-ship all wheels back to them. We would advise our friends to handle only those machines that will stand advertising.

The attention of members of the C.W.A. is called to an announcement made in the Guide-Book in reference to a map, which is to be published and accompany-
ment to the Road Reports. It was found that the funds of the Association would not admit of the map's being given with the book gratis. It will however be supplied to every member of the Association at the rate of $1 per dozen, or ten cents for single copies. This price will bearly cover the cost of production, providing that the entire edition of 800 copies, at which it is proposed to get out is sold. It is therefore earnestly hoped by the editors of the Guide-Book, that each and every club in the Association will at once forward an order for copies, and the Postman of each club will expect from his members with a copy of the map. It will prove an invaluable companion to every tourist; will be gotten up in the very high-
cost style of the engraver's art, will be printed in two colors on heavy linen paper, and will contain every bicycle point of interest, and all roads mentioned in the road reports.

The Cyclists Touring Club, in Canada already has the honor of two lady members being classed among the "members", on another page. No doubt there are num-
bers of other lady tri-cyclists in Canada who ought to join the International Association.

This act on the part of the ladies would be verv convincing that cycling is not a monopoly of wheelmen, and would also tend to increase tricycle riding among the fair sex.

Wheelmen will have quite a variety of entertainments to choose from in celebrating Queen's Birthday, May 24th and 26th.

The attractions announcement at the Cub: Saturday, May 24th, Newport Bicycle Tournament and parade, with grand complimentary and torchlight procession for everyone. The attractions, a grand Sandford Demo-
stration, including games of all kinds, with several bicycle races.

Monday, May 25th, London, Forest City Bicycle Club Tournament, with Miss Ada Haunmon, champion lady bicyclenne of Michigan, and C. H. Smith, professional fancy rider as leading attractions, also a number of races; and Wheelmen's Athletic Association celebration, including several bicycle races, and grand concert with tableaux in the evening.

The road mileage in Canada for the season of 1883 will necessarily run very high, in comparatively with past years, the Ariel Touring Club of London, which was organized strictly for the purpose of touring, having a large mileage to their credit already, and it is their intention to top the list of Can-
dian Club records if possible at all. From the way in which they have started, unless the other clubs wake up, they will gain the deserved honor of a dead heat.

The Toronto Bicycle Club have set an excellent example to other clubs in Canada, in appointing a statistical secretary whose duty is to keep a complete record of the mileage made by each member and also by the Club when on their runs, so that at the end of the season all the various mileages may be compared. Their example is worthy of being copied.

Following the example set by older papers, we have been obliged to start "Our Editor's Album," the latest additions being the photographs of W. D. Welmot, the champion fancy rider, and Captain J. A. Mullenhead of the Ariel Touring Club.

We will always be pleased to receive photographs with autographs of wheelmen, and hope to have "Our Album" soon filled.

Our readers will notice that our supplement of the "Tour of 1883."

is issued by the Chicago Bicycle Club, to advertise their now famous Niagara to Boston tour.

It contains all particulars pertaining to the trip, and we hope to get enough to join them will be sure of having a grand time.

A private letter received from W. D. Wel-
mot, the champion fancy rider of the world, informs us that he and Sewell have separated, and Mr. Welmot is traveling east meet-
ing with the greatest success.

We will be pleased to welcome all wheel-
men who may be in London on May 26th at our o.f. on E. 12th Block, corner of Dundas and Richmond Sts., or at our tent which will be situated in the racing ring.

We have received through the kindness of the London Free Press Printing Co., a package of their new wheelmen's cards, which are advertised in another column, and which is a four-color crest of neatness, contains the C.W.A. crest in four colors in upper left hand corner.

Now that the wheeling season is coming on in the country, and you are meeting strangers every day these cards are just the thing to introduce yourself and will be of the greatest assistance in remembering names. Every member of the C.W.A. should have them.
CLARENCE H. SMITH.

It may be interesting to a large number of our readers who will attend the Forest City Bicycle Club Tournament in this city on Monday May 26th, to know something of the recent experiences of Mr. Davies, of Detroit, who will give an exhibition there.

Mr. Smith was born in Michigan, State of New York, in 1857, and first mounted a bicycle in 1883, and rode one mile without a fall.

On April 29th he took his first long ride of twenty miles and made it in two hours, May 6th he rode to Detroit, Mich., fifty-two miles in five hours and eighteen minutes. He has the honor of being one of the six who rode all of the Chicago Tour from Detroit to Buffalo, and many who remember him from the graceful way in which he vaulted into his machine.

He however had bad luck, and for two days he rode with one arm in a sling—having sprained it by a nasty fall.

His mileage record for the first six months was three thousand miles, after which time he took to fancy riding, and some of his tricks are riding and turning on a newspaper, riding up a plank to the top of a table, turning and riding down, vaulting from the ground with feeling, etc. This last is to say, he has never seen a professional fancy rider, so that all his tricks are original.

Besides being the champion fancy rider, he has won thirteen first prizes; Standard of the Old West Wheelman and Michigan, Tournament he made the fastest mile ever made in Michigan, three minutes and fourteen seconds, and has since made it in three minutes and seventeen seconds.

He rides as a D.C. Premier made to order, and is perfectly satisfied with his mount. Mr. Smith has lately resigned his position as a member of the Detroit Bicycle Club, and has taken up the business of the professional bicycle riders. We wish him success.

REMARKABLE TRICYCLING.

For 15 years the city weigher of Salem has suffered with paralysis in both legs, making it impossible for him to walk unaided, or to lift his legs, and even with the aid of a crutch it was exceedingly hard to drag himself along. An experiment, however, he was advised to try tricycling. Incredibly as it may seem, he became a tricyclist, and can propel his machine as well as many who have the perfect use of their legs. He has sufficient strength to push down upon the pedals, and as one pedal goes down, the other pedal lifts the other leg. He rides his Columbia tricycle to and from his office daily, and has ridden all over the city, attracting great attention, for he is one of the old pioneer ship captains of Salem, and is personally known to almost everyone in the neighborhood. Recently he made a trip to Swampscott on his tricycle, a distance, out and back, of eight miles, but he was assisted by a man who connected the bicycle and tricycle by a rope, towed him part of the distance. The city authorities contemplate erecting a little house for the machine near his office.—Boston Herald.

The Springfield Wheelman's Gazette appears after an absence of some six months. The Gazette was originally intended merely as an advertiser of the Springfield tournament, but proved so popular that interest in which it was received, it has come amongst us as a fixture and will make its appearance once a month. It contains a wealth of news, is very neatly done up, with which we rank high up among the cycling journals of this country.


WHEELMAN."
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 111 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.

H. R. Duly, Simcoe.
Sec./Treas. C.W.A.

Applications:
St. Catharines Club add 1 — No. 597, J. Dobbin, Thorold.
Guelph, Royal City Club, 7 — No. 644, J. G. Dorrance; 645, G. S. Past; 646, F. Smith; 647, G. M. Gibbs; 648, H. Brock; 649, A. Ewing; 650, Geo. Sleeman.
Mr. W. W. Patterson has been appointed Conul for Pais, by Chief Conul Eakin, of the London District.
Mr. W. J. McIntosh, one of the newly elected Representatives for the London District declines to act. The new Board will consequently at its first meeting have to appoint a successor to him.

C.W.A. ELECTION.

The list of those who will compose the board for 1884-85. 

LONGON DISTRICT.
Chief Conul: — J. A. Muirhead of the Ariet Touring Club.
Representatives: — J. S. Brierly of St. Thomas; W. A. Kern of Woodstock; N. Buter, of P't. Ereign; W. J. McIntosh, of London.

TOMOHTO DISTRICT.
Chief Conul: — T. H. Robinson, of the Wanderers, Toronto.

Representatives: — W. G. Eakin of Toronto; C. E. Lailey, of Toronto; H. C. Goodman, of St. Catharines; R. J. Bowles, of Brighton.

OTMFA DISTRICT.
Chief Conul: — G. A. Mothershill.
Representative: — F. M. S. Jenkins.

MONTROTH DISTRICT.
Chief Conul: — Horace S. Tibbs.
Representative: — John H. Low.

The Secretary-Treasurer of the Association is now prepared to supply gold and silver pins to members at $3 and $1.40 each, respectively. The gold pin is an exceedingly handsome piece of decoration, and should meet with a ready sale.

The only contest that took place in the late C.W.A. elections was for the position of Chief Conul for the London District. It resulted as follows: J. A. Muirhead, of London, 47 votes; G. H. Hay, of Woodstock, 37 votes; Geo. Burns, of London, 19 votes; W. J. Knowles, of Brantford, 11 votes; rejected ballots, 7, total votes cast, 121.
Messes Perry, Wallack, Tisdale, of the Simcoe Club acted as scrutineers.

Cyclisten's Touring Club.

The International Wheelmen's Association, founded Aug. 5, 1875.

Dues for first year $1 in advance, or $3.75 including one badge; annual dues $1.75 first year 75 cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the Canadian Chief Conul, or by addressing the London Amateur Bicycle Club, or to J. A. Muirhead, Provincial Conul for Ontario, Free Press, London, Ontario, or to W. G. Ross, Provincial Conul for Quebec, St. John's, N. B. — Consuls wanted in every city and town; Provincial Consuls wanted in all provinces except Ontario and Quebec already filled.

Applications for membership:
Mr. Horace S. Tibbs, 26 Union Ave, Montreal.
Miss Tenny Darling, 24 Victoria St, Montreal.
Robert Darling, 34 Victoria St, Montreal.
William McCaw, 225 St. Antoine St.
L. Rubenstein, 537 Craig St.
J. W. Davis, 7st Palace St.
George S. Low, 353 Dorchester St.
George A. Mothamill, Department of Railways, Ottawa.

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

Provisional appointments:
Consuls, Montreal, J. H. Low, 532 Dorchester St, Montreal; Ominia, G. A. Mothershill, Department of Railways, Ottawa.

There are twelve races advertised for the London Bicycle Tournament, which include 1, 2, 3, 4, and 5 mile races, also a 2, mile green race and 1-mile consolation race; so that every rider has a good chance of showing his merits.

The Toronto Bicycle Club have elected the following officers for the season of 1884:
President, J. E. B. Brennan; Vice-pres, R. H. Mc
Bride; Sec'y, N. R. Butcher; Treasurer, C. E. Lailey; Statistical Sec'y, A. E. Blog; Capt., A. F. Webster; 1st-Lient, P. E. Doolittle; 2nd-Lient, H. Rhyie; 3rd-Lient, F. Campbell; Bagler, J. Allan.

London celebrates the Queen's birthday on Monday, May 26, so that the bicycle races will be held on that day.

PERSONAL.

Mark Twain rides a bicycle.

Mr. D. Coyne, of the St. Thomas Bicycle Club, was in this city on business May 7th.

Miss Ada Hammond, champion lady bicyclist of Michigan, at the London races May 26.

Alex Macdonald, of Robinson, Little & Co., is struggling to master a bicycle, and is quite successful.

Mr. Will Sater, formerly of Dun Wiman & Co. in this city, is now Sec.-Treas. of the Winnipeg Bicycle Club.


Mr. Jas. Beydon of the Woodstock Bicycle Club, will sing at the Club's concert in that town on Monday May 26th.

A. M. Burns of London, will give an exhibition in fancy riding at the Skating Rink on Monday evening May 26.

Perry Doolittle rode from Aylmer to London on May 6th in about two hours, returning on the morning of the 7th.

Mr. S. W. Lane, a Brockville bicyclist, rode from there to Cardinal last week, a distance 21 miles, in 2 hours and 10 minutes.

Mr. Geo. Davis of the F.C.B.C. has sold his wheel, and on account of pressure of business will have to forego the pleasure of a spin for a while.

Mr. Holden and Low, of the Montreal Club, have received their new Rudge bicycles. Each wheel weighs 24 lbs., and are respectively 51 and 52-inch machines.

Miss Ada Hammond, and C. H. Smith, of Detroit, will give an exhibition in double fancy riding at the Queen's Avenue Skating Rink, Monday evening, May 26.

Mr. Geo. E. Cooper, the 1st Lieutenant of the Wanderers of Toronto, who has secured a box pocket camera, intends forming a collection of photographs of the club.

Chas. H. Jenkins, a well known bicyclist of Louisville, Ky., has built a half-mile cinder path at the extremely low price of four dollars, and on this path he is successfully training for all the races he entered last year.

Robert James, the famous English professional flyer, writes a Boston wheelman that he intends shortly making his permanent residence in this country and settle in Boston. He will bring with him W. F. Sutton, the best-known amateur bicycle racer of England.

Mr. W. Kingsley Evans, of the Forest City Bicycle Club, while returning home on the wheel at a late hour Tuesday evening was attacked by foot peds and was very roughly handled. London Free Press and Advertiser, May 10th.

The above is the first effusion from the very vivid imagination of a plucked-to-seen young man.

"Who is anxious for to shine
In the high tragic line,
And enjoy the notoriety
Of newspaper pugnacity."

In short, he wants to pose as a newspaper reporter.

His services, no doubt, can be secured to the charge of the wheelmen paper department for some enterprising journalist, if an enormous salary is offered.

The Canadian Wheelman for April is a good number, including, as it does a supplement, it would be more readable in the cast if news notes from the various clubs, were in each month especially just at a period when wheels is on the boon. Correspondents too, ought to have enough sense to make their letters as brief as possible. — Belleville Daily Ontario.
"No Clarice, I will never give up hope while life remains," said young Herbert Morton, as, one lovely evening in June, he and Clarice, his fiancée, had paced along and turned down the secluded paths of an old-fashioned garden, sheltered and shadowed by groups of magnificent oaks, the growth of centuries.

"I know," continued Herbert, laughing, "that I have not observed the rules of court and am, and, to speak truly, looked very much out of place in that old-fashioned and romantic retreat.

"I am afraid," he said, "I have not been in love as expressly for the accommodation of lovers who are separated by long distances, and cruel fathers. Silently, yet surely my faithful white horse, Lightfoot, would tell the story of a young man's love to the one who understands the language of the horse, and bears me like a bird to the presence of my beloved one.

"After bidding her lover farewell, and with drooping eyelids, softly and noiselessly away, Clarice turned to enter the house, when she heard someone calling her in the somewhat suppressed voice, and saw a young man with a white manuscript in his hand, which led into the small park adjoining the grounds.

"Julian!" she exclaimed, startled surprise, "how is it that you are not in London? I thought you had gone there for your final examination.

"Oh! to the deuce with the musty old law books," replied the young man, whose voice was thick with wine. "Now, little sister, don't look cross; the fact is I met a lot of jolly fellows at the club last night. We had a glorious night; but somehow or other this morning I found I had n't a blessed sou left of the money that governor had given me. So here I am, stranded, high and dry, and unless funds can be replenished, here I must remain."

"Oh! Julian, will you never learn prudence, that great scourge to his pride, hoping that you might achieve a profession, which would enable you to live independently—and now, oh Julian! Julian!"

The windows of his apartment commanded a view of the main road, and he could hear the clank of horse and cart, and the splash of water running along the frozen creek, as the growling of his hungry stomach reminded him of the meal that was due the next day. Still, he was determined to make the best of the situation, and was not going to be defeated by the unexpected turn in fortune, for he was a man of strong constitution and unyielding will. He continued to work diligently, and, after a week of hard labor, was able to send a meager remittance to his parents.

"I see, Julian," she said, "you have changed your mind."

"No, Clarice, I am not thinking of that. I have come to tell you that I love you, and that I am going to marry you."

"But, Julian, what about your studies?" she asked, concern evident in her voice.

"I have given them up, Clarice. I have decided to go into business for myself, and I am going to make a success of it."
SUPPLEMENT TO THE CANADIAN WHEELMAN.

Chicago Tourist.

CHICAGO, APRIL 1st, 1884.

MANAGEMENT.
E. G. WHITNEY, 106 Dartmouth street, Boston.
J. H. ADDINGTON, 200 Main street, Buffalo.
Chas. B. SYMONS, 24 Michigan Grand Avenue, Detroit.
Paul A. STALEY, Arcade Block, Springfield, Ohio.
ANGUS S. HIBBARD, 720 Broadway, Milwaukee.
Ben. Y. MEEVY, Winona, Minn.
J. O. BLAKE, C. C., 70 Washington Avenue, Chicago.
RICHARD GARVEY, St. Louis.
GEO. F. BUR, Canadian Colony, Toronto.
S. H. OWENS, Secretary, 179 LaSalle Avenue, Chicago.

TOUR COMMITTEE CHICAGO CYCLE CLUB,
B. B. AYERS, Manager.

100 Michigan Boulevard, Chicago.

CHICAGO TO BOSTON.
The Most Extensive Bicycle Tour Ever Planned, Bicycling, Sight-Seing, and Luxury Combined. A Summer Vacation of Rare Enjoyment.

The Chicago Bicycle Club takes pleasure in announcing a second extended Bicycle trip, per time-table within. The success of last year's tour through Canada was all that could be desired, and it was at the finish of that famous affair that the present one was conceived; hence, the Chicago to Boston tour is based on the experience gained in Canada, on which occasion an unexpected fund of pleasure was revealed that it was resolved to develop to its fullest extent by arranging a tour that would reach beautiful scenes and natural objects, with alternate rail and steamer trips, where the same would do the most good in the way of affording rest, and give an opportunity to better observe the interesting points by the way. The route, as planned, gives a wide variety to the tourist, affording a summer vacation at once rare and enjoyable, stimulating and instructive in the highest degree. The daily wheel mileage is correctly adjusted to the ability of the tourist to perform with ease, with transportation over the most famous routes in tourists' annals, enabling the party to cover the large amount of territory given within the time specified, without undue haste and in perfect condition. To provide for emergencies, a comfortable ambulance will accompany the tourists during wheel trips, for use of those who may feel indisposed, or whose wheels may fail; also to carry baggage.

THE ROUTE.

A fitting commencement of the tour is at Niagara Falls. Here, at the International Hotel, will be the meeting place with other wheelmen of the tour. From there the route lies over the foot suspension bridges of the Star to the east end of the grand Niagara River to its mouth; the trip across Lake Ontario and the afternoon and night in Toronto. Then the four days of wheeling along the north shore of Lake Ontario, through the richest section of Canada and over the finest wheeling in the Province. A day and a half among the Thousand Islands, and the next day's trip through the famous Rapids of the St. Lawrence River to Montreal. An evening in Montreal, and the next half-day's tour along the shore of the picturesque Lake Champlain, and the visit to Ausable Chasm, a day's steamboating on Lakes Champlain and George, stopping at all points on the way, with an afternoon's wheeling at the foot of Lake George. Saratoga and its superb roads, and the half day's run over famous revolutionery ground and fine roads, to the Hudson River. The Hoosac Tunnel and scenery of northern New England by rail, and the day and a half wheeling through New England villages and over roads famous in bicycling history, to the climax of the tour, Boston. The three days' wheeling about the matchless roads and suburbs of Boston, down the Atlantic coast with the Kennebec tourists, and return westward by rail, either direct, or via New York.

THE KENNEBEC TOURISTS.

Will leave Boston two days after arrival of the Chicago party, and those who desire to accompany them for one week's wheel down the Kennebec river in Maine.

PREPARATION.

No luggage should be taken except what can be carried on the bicycle. More than this can be forwarded to the hotels named. The Chicago tourists will wear the Club costume, carrying the following extra, same as last year: extra pair knee pants; touring skirt; low shoes; several changes underwear and stockings; toilet brush; sponge; handkerchiefs. All rolled in a can of substantial rubber cloth and bound tightly with a luggage-cover, to be attached to machine if necessary. Strictley touring trip is recommended from Niagara Falls to the Thousand Islands, to which point extra in clothing may be forwarded. Rooms will be engaged in advance at all the hotels, and traveling tourists think necessary may be forwarded thereto, in care of the Tour for identification, thus reducing the baggage to be transported to the minimum. There will be no occasion for other than bicycling costume. No horses should be in thorough repair, and to provide for contingencies, one or more light parts liable to break might be included in the baggage. A few repairs will be carried in the baggage, with tools for straightening bent parts.

Sunday evening, July 13th, a special sleeper will be in waiting at the M. C. R. depot Chicago, to run direct to Niagara Falls. Extra baggage-car facilities will also be provided. Wheelmen will be welcome to make their headquarters at the Chicago Club Rooms, 193 Michigan Boulevard, where every accommodation can be found. The train will arrive at Detroit at early hour in the morning. Wheelmen centering in Detroit will stop at the Michigan Exchange. Special arrangements will be made for the convenient handling of machines aboard cars. The journey through Canada will be of the same character as the trip westward, and the last day's tour, will be over the Michigan Central R. R.; meals served in dining cars. Tourist cars offer much interest in reading "Nooks and Corners of New England Coast," and "New England Legends and Folk Lore," by Drake, (Harper); back numbers of "Bicycle World," which will show account of any minor changes which may be made in the programme as given. At this time it is estimated that the total cost of the tour for the average tourist, including all extra expenses from Niagara to Boston and return will amount to $5000. Wheelmen desiring to join the party at Niagara Falls or Buffalo, from the East or South, can secure reduction rates to those points by arranging with the General Agent of the tour, in New York. Wheelmen desiring to form one of a party from the various States can do so by corresponding with the nearest tourist whose name is given above, who will arrange with the Manager of the tour, or the General Agent, for an excursion rate if the number is sufficient to warrant it.

The expenses will be combined under the head of Transportation and Subsistence tickets, and finished the tourist at any time in July and before starting.

Having carefully looked over the country and set out a route, after the closest study, that contains many scenic points of pictureque America, with excellent wheeling; forming, in the whole, a summer tour a more delightful than which cannot be planned, the Chicago Bicycle Club cordially invites wheelmen to participate.

Any information not contained herein will be cheerfully supplied by addressing the Manager of the tour.

Wheelmen intending joining the tour, should advise the Secretary on or before July 1st, if possible, that correct estimates of the number may be formed and accommodations made accordingly.
LAKE CHAMPLAIN AND GEORGE.

"Lake Champlain has ever been celebrated," says the historian, "for the beauty of its scenery, and the bold and imposing configuration of the surrounding country. Upon the eastern side the valley is wide and fertile until we pass Mount Independence going south, when the hills approach the lake and in some places rise abruptly from its shores. On the New York side the mountains in many places extend to the water's edge—so do the Black Mountains south of Ticonderoga, the Balwagga Mountains near Crown Point, the northern end of the West Moriah Range at Spofford, and the Adirondacks at Tremble Point. Each of these ranges run from the lake in a southwesterly direction, increasing in altitude as they proceed, and presenting a scene at once bold and beautiful; peak

after peak rising gradually above one another, until the loftiest summit attains an elevation of five thousand five hundred feet. From the west the snow-crowned rocks of Mt. Marcy, old white Face and a dozen other giants, look down in solemn grandeur on the lake, while on the east the eye passes over green fields to trace along the lofty horizon the clear blue outline ofJay's Peak, Old Mansfield's Chin and Nose, and Camels Hump, the poetic Lion enchanter of the French."

It was one of the earliest, if not the first inland water on this continent, navigated by Europeans. The love of adventure had been awakened in Europe by the New World which had, as it were, so recently sprung into existence. Thirty years after its discovery by Columbus, Jacques Cartier, a Frenchman, had discovered the great gulf and river of Canada, and it was not until April 16th, 1609, that Samuel de Champlain set out from Quebec in his Chaloupe, passing up the St. Lawrence and thence up the Richelieu River, arriving at the Falls of Chambly in June; here he was joined by a party of six Algonquins and Hurons. Finding it impossible to navigate the Rapids with his vessel, his anxiety to behold the great water and its beautiful islands, of which the Indians had boasted, determined him to proceed. But his own party were found willing to accompany him, but with the help of the Indians, the canoe and arms were carried around the Rapids, when a muster was made, and his party was found to consist of six Indians, twenty-four canoes, besides himself and two Frenchmen who had decided to continue with him. With them he set out from the foot of the Rapids July 2nd, and on the morning of the second day, the 4th of July, he entered the beautiful water so significantly called by the Indians "the lake of the gate of the country," which still bears his name.

No lakes or rivers in the country have so romantic a history as Lakes Champlain and George. The former was the early pathway over which the Algonquins...
Hurons of the north advanced to wage war upon the powerful confederacy of the Five Nations. Champlain himself, on his descent of the lake, was the first European who appealed to the hearts of the Iroquois by the use of firearms. From the mouth of the Richelieu to the head of Lake George, every stream and headland is associated with the heroic deeds of the pioneers and the hard-fought battles of the border. The wheateaters should consult the local guides for fuller information on these subjects, but for their convenience a few of the more important events are here noted.

In Jan., 1690, St. Helene descended Lake Champlain upon the ice to compass the midnight battering of Schenectady.

In 1775, Sir William Johnson won his baronetcy by the defeat of Herkstatt on the shore of Lake George.

The story of the surrender of Fort William Henry to the forces of Montreal, in the summer of 1757, is well told by Cooper in the "East of the Mohicans."

A year later, as the doomed army of Abercrombie approached Lake Champlain, Lord George Howe, the idol of the New England troops, fell in ambush; his memory is perpetuated by a monument in Westminster Abbey, erected by the Province of Massachusetts Bay.

In 1759, the victorious army of Amherst drove the French from Ticonderoga and Crown Point, and in 1760, again triumphed in the surrender of Montreal and the downfall of the French dominion in Canada.

Not till the spring of 1775 did the Lake again witness the movement of armies. On May 7th, Ethan Allen, at the head of two hundred and seventy men, surprised the weak garrison of Ticonderoga. The fort at Crown Point was captured on the next day without bloodshed. During the summer, a large force of New England and New York troops assembled at these two forts for an expedition against Canada. Descending the lake to the Isle aux Noix, Montgomery led his troops against the fort at St. Johns, which fell on Nov. 3d, ten days later his army entered Montreal. On December 1st he joined General Arnold's forces at Point aux Trembles; and on the 5th they united, inferior in number to the British garrison, arrived within sight of Quebec. At ten o'clock, on the morning of the 31st, the army was divided and prepared to assault the city on opposite sides. The day was bitterly cold and the falling snow blotted out the dark blues as they advanced on the west side by a narrow cartway, was shot down by a charge from a gun from a block house, which killed every officer in front except Aaron Burr; while Arnold, moving to the assault through St. Roche, was severely wounded at the first fire and carried from the field. Morgan continued the action until his men were helpless and humbled by cold when he surrendered.

In September, 1776, General Arnold built nine vessels upon the lake, and in the autumn had a hard fought battle with the British fleet at Valour Island, finally re- treating to Crown Point, which work was destroyed by Gates in October, who retreated to Ticonderoga.

In June, 1877, General Burgoyne descended the lake as far as Boquet River, where he received his Indian allies. He reached
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The IDEAL is nicely finished being half nickelized with gold-striped wheels, backbone and forks.

The Business of Dealers especially desired.

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New Improved Bicycle Step and Extension Saddle, made to fit any machine.

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MORE SPEED.

The most practical Touring Bicycle made.
Send for Catalogue.

J. P. MAYNARD, Agent,
7 CENTRAL MUSIC HALL,
CHICAGO.

Crown Point on the 9th, and on the 4th of July his engineers succeeded in fortifying the summit of Mt. Defiance, which commanded the works of Ticonderoga below, and rendered its further defence impossible. The American forces withdrew the same night, but an immense supply of stores and one hundred and twenty cannon fell into the hands of the British. On the 30th of July, the divisions of Burgoyne's army were united at Fort Edward. Seventeen days after Stark defeated the Hessians at Bennington. On the 15th of September the Continental Army was again victorious at Stillwater, where Burgoyne was severely defeated. The Battle of Saratoga was fought on the 7th of October, and on the 11th of that month General Gates received the surrender of Burgoyne.

No event of importance in the subsequent history of the Revolution is connected with the lakes. During the thirty years of peace which followed, many settlements were made along Lake Champlain. But from the beginning of the second war with England, there was continual skirmishing along Lake Champlain, and fighting on its waters, with no decisive results until the Battle of Plattsburg. In this battle, which was fought on September 11th, 1814, the American Navy, under the greatest commander that had to that time attested its history, achieved its greatest victory over a British fleet.

The Battle of Plattsburg was fought on land and water; the naval engagement having occurred at a point midway between Crab Island and Cumberland Head. On a beautiful Sabbath morning (September 11th, 1814), the American land forces, under General Macomb, entrenched on the south bank of the Saranac River, and the American fleet, under Commodore McDonough, were simultaneously attacked by the British land and water forces, under Gen Sir George Prevost and Commodore Downie; the greater part of which had been more than counterbalanced by the position occupied by McDonough, by his careful preparations, and by the superior handling of the American gunners. The engagement resulted in a complete victory for the latter, only a few small boats ejecting a successful retreat. The British land forces, consisting of 14,000 infantry, proceeded against the Americans, 3,000 strong, well entrenched at the river, but were repulsed with a loss of 2,500 in killed, wounded and missing. The British Commander, deprived of his supporting fleet, made no further attempt upon the town, but at once retreated across the border.

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fluence of the generous wine he had been imbibing. It was day-break as he staggered into the grip of Ville de Barri, made his way through a small side entrance, which was always left unfastened, and scrambled into bed, clothes and all.

On the following day, towards the hour of noon, while the door closed behind him, the youth was already well wrapped in deep slumber, a loud authoritative knock was heard at the front entrance, causing Clarice and her father to start from their sleep.

In a few moments Manette, appearing with a very white face, informed the Count that two officers of Justice were down stairs, who insisted on seeing the Count.

The Count, unable to rise from his chair, trembled and turned pale, while Clarice hastened down to question the officers.

"What is your business, gentlemen?" she asked, striving to speak calmly.

"I am sorry to say it is rather serious, miss," answered one of the two, "I am here to arrest Mr. Julian de Barri for the murder of Colonel Bentzou.*

"Murder!" exclaimed Clarice; but she could say no more, and, staggering forward, fell fainting into the hands of the faithful Manette.

Young de Barri was lodged in jail in the town of Ancaster, about twenty miles distant, where it was expected. His trial would take place in about a fortnight. Unfortunately the evidence was strongly against him. He had been heard to remark that one of the Colonel's diamonds would extricate him from some difficulty; the body of the unfortunate Indian officer had been found a short distance from Lady Bentzou's house; he had been stabbed through the heart; all his valuable jewels, and a purse containing a large sum had been stolen; the bay mare, which Julian rode, was found grazing near the spot, and close to the body lay the dog-skin cloak marked with de Barri's name and also the red satyr mask he was known to have worn all the evening. On searching the prisoner, however, they failed to find either jewels or money, and, though the cleverest detectives were employed, no trace of them was discovered.

In spite of the ablest counsel's being employed, and the strongest influence used, the unhappy young man was condemned to death, and sentenced to be hanged in three weeks from the date the verdict was rendered.

It would be vain to attempt to describe the grief and despair of the stricken family. The Count had been seized with convulsions, and afterwards lay in a stupor between life and death. Clarice, stunned by the cruel blow, wandered from room to room, scarcely able to realize the misery which had befallen them.

It was at this trying time that her lover's unwavering devotion and affection was her only comfort and consolation; every day, sometimes twice a day, mounted on his faithful wheel, he would hasten to her side, and strive as far as possible to console and strengthen her; twice had he accompanied her to visit her unfortunate brother in prison; on each occasion the young man had solemnly declared his innocence.

The time rolled swiftly away and the dreaded day arrived when Julian was to pay the extreme penalty of the law. The execution was to take place at twelve o'clock. Herbert Morton, who had not closed his eyes during the night, mounted his bicycle about eight, and started to visit poor Clarice, and endeavor to sustain her through the fearful ordeal.

About five miles from his father's residence stood a small roadside inn, called the "Morton's Arms." As he approached he perceived a crowd of country men collected around the door; one of them, on seeing Herbert, hurried forward. The young Squire was always an object of curiosity and wonder to the simple country folk, when mounted on his mystic wheel, the mysterious evolutions of which they could by no means understand.

"Lord be praised! here be young Squire, riding on that there new-fangled thing you folks call a bicycle," said the landman.

"What's the matter?" asked Herbert, descending from his machine, and approaching the house.

"Oh! Mr. Herbert, I be mortal glad you're come. A young gentleman was trying to leap over Longdon gap, and somewhere or another he and the horse fell all of a heap down the track; the horse he killed, and the poor gentleman's back he broke, they do say; anyway he be mortal bad—poor chap!"

"Show me the way," said Herbert, "I will see if anything can be done for him."

The landman ushered him into a small room on the ground floor. On the bed lay a young man, pale and ghastly; an ugly wound on his head was bound by a linen cloth. The doctor, who had been hastily summoned, was standing by the bedside, holding his wrist. As Herbert entered the wounded man turned his haggard eyes upon him, and the young Squire recognized Richard Wilmot, the boon companion of the unfortunate Julian de Barri.

"I am sorry to see you like this," said Herbert, "but I come."

"Ask him how long I have to live," said Wilmot in a faint voice, glancing at the doctor.

"Is there any hope?" asked Herbert.

"None," replied the physician. His spine is fractured; he cannot survive more than two hours.

A spasm contracted the sick man's features; then with an effort he said—"Mr. Morton, let everyone leave the room but yourself, I have something to say which must be said at once."
The room was immediately cleared.

"Quick! quick!" cried the dying man, "there is pen and ink on the table, and if you would save your friend, Julian de Bari, write speedily."

Herbert seated himself and prepared to write, and then to his horror-stricken listener the wretched man collapsed that the number of Colonel Benet; that, taking advantage of Julian's intoxication, he had changed cloaks and masks with him; and following the Colonel into a secluded spot of grounds, where he had gone to take a stroll before retiring, he had stabbed him, and, dragging the body some distance from the house, divested it of jewels and money; then, more must be loose, and leaving Julian's cloak and mask on the spot, he hurried away. "Cut the tying of my vest," said Wilmot, "and you will find the remainder of the jewels; I have only disposed of one."

Herbert did so, and removed a small Morocco case containing the Colonel's diamonds.

"The doctor to witness to my signature," said the dying man, who seemed calm and collected at this supreme moment.

Herbert, with the doctor's assistance, raised him to a sitting posture, and, placing the pen in his hand, he deftly scrawled his name, and fell back insensible.

"Oh! Heaven grant me I may be in time to save my child," murmured Herbert, as he hurried out with the precious document in his bosom.

It was well for Julian that Herbert had his bicycle that day; for neither horse nor vehicle were to be had in that secluded village.

It was now a little more than half-past eight, and the only necessary step was to delay the execution from the near-est magistrate, who lived about a mile distant. Pale and breathless, he dashed into the long-room of Sir William Thornton, and, without apology, tore the document from his breast, and explaining in as few words as possible what had taken place, implored that gentleman to make out an order for a reprieve.

There was no time for hesitation, and, glancing at Wilmot's confession the Baronet made no delay, held with Herbert.

"But how can you reach Ancaster in time? Have you a swift horse? I regret to say mine are all at the fox-hunt to-day."

I, my poor boy, are not for a lame foot," said Sir William.

"Fear not," answered Herbert; "there is my steed" pointing to the window from his bicycle, "and if I live I will reach Ancaster in time."

Only pausing to swallow a goblet of milk, Herbert dashed down stairs, and, mounting his wheel, was soon lost in the distance, to the wonder and astonishment of Sir William's two grooms.

Fortunately the road over which he had to travel was very level and straight; at a-quarter to twelve, covered with dust and almost exhausted by fatigue and excitement, he rode up to the gates of the Town Jail in Ancaster.

An anxious crowd was gathered round the entrance to watch for the hoisting of the black flag which was to announce that the execution was over.

"Am I in time?" cried Herbert, throwing himself from his wheel, and drawing a paper from his pocket; "I have got a reprieve for the prisoner."

At these words a mighty shout went up from the excited crowd.

On seeing the order, the officials instantly admitted him. The prisoner was just about to be led to the scaffold.

"Julian!" cried Herbert, "You are a free man! Believe me, before I can say more than the young man reeled and fainted into the arms of the jailor; his long confinement and anxiety of mind had enfeeved him so much that the reaction from utter despair to joy, was as much as the Church for the time; hence the neglect in not contributing to your columns earlier.

He was let up to partake of a slight refreshment, and then, hiring a swift horse and light buggy, he sped away to comfort and cheer his darling Clarice. AAnimate at that time had no telegraph; so it was late in the evening when he drove up to the door of the winkle with the news."

Herbert, you are here at last," she whispered, "—is all I could ask, shedding as she hid her face upon his breast.

"Are you brave enough to hear some good news, darling?" he said softly.

She raised her head and looked in his beaming face.

"What has happened?" she asked.

He told her, as quietly as possible, all that had happened since the morning.

"Oh! Heaven be praised!" she cried; then kneeling by her father she strove to impart the glad tidings as gently as possible.

"Julian—my son—innocent?" the old man exclaimed feebly; "where—where is he?"

"You will soon see him," said Herbert, cheerily, coming forward; "as soon as the necessary paper been through, he will be with you."

"You must be Margaret's son," said the Count, turning his dim eyes on the young man.

"This is Herbert Morton, Papa," said Clarice, timidly; "had it not been for him our Julian would not have been saved."

You hasten with your eyes," said her father, drenched; "and it were you who saved my boy? Bless you, my lad! Ah! I have been very cruel; you love my child; let my last act be that you are not too late before Herbert was united to his Clarice. Julian's after life was an atonement for the past.

In a small cabinet, at Morton Manor, is still preserved that celebrated wheel, which was the means of bringing about so much happiness.

The Grounds Committee of the Forest City Bicycle Club Races have succeeded in making their one-third-mile race track one of the finest, if not the finest, track in the Dominion.

A bicycle club has been formed at Portsmouth, Ont.; W. Mooney, president, and J. Davidson, secretary.

News from the Clubs.

HAMILTON.

Editor Wheelman:

Dear Sir,—I suppose you have long ere the despatch of my last, having anything from any club in the province, and the fact is the boys have been so up wrapped in the former of late that bicycling has been, till within the last few weeks, rather 'under a cloud,' as it were; hence the neglect in not contributing to your columns earlier.

The roads around this portion of the country are now in excellent condition, and if present indications are anything to go by, then the club, which was formed in the first half of the year, and which has been so much pressed by the winter weather, seems to have been of great benefit to those members who attended them, as the boys who have been kept out of the runs in full force feel much improved by their winter's practice. We have been holding our runs during the past few weeks specially designed to try the effect of a short spin outside the City and returning through some very effective road-drill under the direction of our Captain.

I have pleasure in announcing to the membership of the club that the country have also been visited by the club, and have been able to take advantage of the wet weather by holding the run over the hills.

The principal topic amongst the members just now is the C.W.A. meet in Toronto, which they are looking forward to with much excitement, and which they are unable to attend, as they are unable to attend the meeting of the C.W.A. in Toronto. I state with reference to this that I have not as yet had the pleasure of meeting any of its members, nor have I had the honor of visiting the luxurious quarters mentioned, but should the same be correct, I would feel pleased on behalf of the H.B.C. in wishing us our Ambitions ri-

The latest acquisition to the Club is a handsome banner presented by a lady friend, whose kindness is much appreciated by us all.

I trust, that in future issues of your valuable journal, I shall be able to say, on the contrary, that the members have been busy before your readers, so that they will not (as seems to be the case with the present to the contrary) have any reason to question is such a laudable existence as a Hamilton Bicycle Club.

With best wishes, I remain, Yours truly,

? ?

THE WANDERERS' RUN TO WHITBY.

A party of riders consisting of Messrs. H. P. Davies, W. Despard, F. Foster, R. J. McKee, G. H. Orr, of the Wanderers Club of Toronto, and H. M. Thompson, the 1st Lieutenant of the London Aries, met at the club-room of the former Club, on King Street, for a run to Whitby on Saturday afternoon, April 26th. A start was made at 3 p.m., and with a good west wind a run was made to the Woodbine in very short time, where a dismount was made, and coats divested in short order and strapped to their saddles, in order to enable the riders to enjoy the cool breeze.

A hard pull up the long hill brought the party well on to a good gravel road, where some delay was experienced, the speed being greatly reduced to allow riders a chance to change horses. The park, or Woodbine, distance 9 miles. Refreshments were partaken of before starting again, and after riding over some splendid gravel the party reached the well-known three-mile stretch between the Highland Creek and Rouge Hills, which was speedily passed over at an almost racing gait. At Dundurno Mr. R. Thompson, and the mounted officers of the Ontario Regiment, made a very fine appearance.

At Whitby the party was joined by Mr. Fred Morphy, who had arrived some time before. Machines were stacked at the Royal, and ride was a big success, and horses appearing to be in top condition. Pickering was soon reached, and the excellent sidewalk was ridden on through the town. It was there the first headers were successfully presented by Messrs. Davies and Orr, who, with remarkable precision, rode into and over each other.

Between Pickering and Whitby the roads were found to be in the best condition, and therefore the latter place was quickly reached, not, however, before Mr. McKee had exhibited his agility in getting over the handles headfirst, of the largest machine in the Club, by some extraordinary feat of persistence. At Whitby the party was joined by Messrs. J. E. Beebe, the facilities for the race were offered, and the Club readily agreed, and a start was made. The little track in which the Club is located, and a recent shower of rain made the going very soft.

The Club was well represented, and there was a good turn-out of members. The race was run on the Whitby shion. It was won by Mr. W. M. Mathews, and there were a number of very close finishes.

WINNIPEG WHEELEN.

A most successful and enthusiastic meeting of those interested in the bicycle was held on April 27th, for the purpose of organizing for this season's sport, about thirty minutes having elapsed the meeting was called to order by Mr. W. H. Arnold in the chair. The financial statement of the Club was most satisfactory, there being a balance of over $2,000 in the Treasurer's account. The following is the list of officers elected for the ensuing year: R. J. Willits, President; A. C. Mathews, Vice-president; W. H. Nature, Secretary-Treasurer; H. R. Whitby, 1st Lieutenant; W. W. Matthews, 2nd Lieutenant, and W. E. Slater, Secretary. As it was thought advisable by several members of the Club to take up a course of study in the club room, practice on bicycles, the election of Mr. W. A. Capon, late of "The Wanderers," Toronto, as Wheel Sergeant-major was unanimously made.

Captain Nourse then read a letter, which he had lately received from Mr. Hal B. Dony, the Secretary-Treasurer of the Canada Wheelenmens' Association, situated in Hamilton, Ontario, with the object of the admission of the Winnipeg Bicycle Club into the membership of that Association. It was unanimously resolved that the Secretary should forward the papers of the Winnipeg Club, with the necessary fee to be enrolled as members of the Canadian Wheelmen's Association.

The subscription fee has been lowered to two dollars, which also included the admission fee into the Association.

A committee of the officers was then appointed to draft a set of rules, to secure a club for storage of the machines, to select a club uniform, and to procure if possible a suitable room to be furnished in a manner similar to the Headquarters of the Toronto Wanderers' Club. The membership roll numbered twenty-nine last year. The present season promises a large increase in members, and we trust a great many new members already having joined. A number of the members of the Alien Bicycle and Athletic Club, which broke up last year, have joined the Winnipeg Club, thus promising a strong organization of wheelmen in this city.

BERLIN AND WATERLOO WHEELEN.

A meeting of the bicyclists of Berlin and Waterloo was held Wednesday evening, when some business was transacted. The officers were elected: Hon. President, W. Wells, L.D.S.; President, D. Forsyth; Vice-President, J. S. Blighman; Secretary-Treasurer, H. A. Duro; Captain, O. Shanks: First Lieutenant, H. Bowling; Second Lieutenant, Cla. Tice; Bugler, M. Koos.

Every wheelman should attend the London races.

THE MONTREAL CLUB'S PROGRAMME FOR THE NEXT FEW MONTHS.

Last Monday night's ride brought out twenty wheels and was a very successful affair. There were so many riders that the Club was out mounted by the "Club Dog" and Sep Fraser, and also the tandem bicycle ridden by Messrs. Thurston and Hill. The ride was through the beautiful streets of the city. Seldom has the Club had such a turnout at an evening ride. This is another proof that bicycling is booming in this city as well as in the more populous western cities.

The first race of the season is the annual road race. It will be held on the last Saturday in May and will be to the same place as last year, and there will be seven prizes offered, six of which will be medals, the first prize to be a most valuable gold one. It is expected that as it is a handicap race and as such prices and medals are offered, it will bring out at least twenty starters. In any event, it ought to prove a close and exciting race, as great care will be taken to handicap the riders to the best possible, so that the whole field will come in as nearly together as possible. Should the weather prove fine and the roads be in good condition the time will undoubtedly be a cracker, it being expected that the distance will be covered in the hour. Last year's time was one hour and nine minutes, but neither the roads nor the weather were good enough for very fast times.

On the 17th June the spring games of the M. A. A. A. take place and will include probably two handicap bicycle races. On the 14th the Argonauts will hold their races, including probably one bicycle race.

The 21st the Montreal Bicycle Club will hold a day's race meeting—not the annual race meeting which is always held on the 1st Saturday in September. The programme will be something like the following, and all the races will be open to any amateur.

Two prizes will be given in each:

1. One-half mile dash (in heats).
2. One mile dash.
3. Five mile.
4. Fourth class race, one mile.
5. Third class race, one mile.
6. Second class race, two miles.
7. Three miles for roadster machines only.
8. One mile socaliable tricycle race.
10. One mile without hands.

The races will be held on the Montreal Driving Park, Point St. Charles, as the track on the Montreal Laccoon grounds, owing to the sharp turns, is too dangerous for bicycle races.

Ten days later the championship races will be held in Toronto under the auspices of the Canadian Wheelmen's Association. The Ontario Club intended to attend in large numbers and it is expected that somewhere around fifty will ride up on the (train).

STRAFORD.

Stratford Bicycle Club organized this evening with the following officers:

President—Thos. Ballantyne, M.P.;
V. President—L. H. Dampier.
Captain—Geo. Bilton.
1st Lieutenant—A. W. Cassels.
2nd a — J. F. Palmer.
Treasurer—W. Lawrence.
Bugler—A. Mowat.
Surgeon—D. B. Fraser, M.D.

STRAFORD, April 25th 1884.

THE ARIELS.

The Ariel Touring Club of this city, have with their usual enterprise, secured the Grand Opera House for the evening of the 26th, and have likewise secured the Holman Opera Co'y. to give their new Extravaganza "Bubbles."

They deserve a big house, and wheelmen who intend to be present at the P.C.F. Tournament in the afternoon, should make arrangements to see the Holmans.

The Aries have lately gone to considerable expense in re-furnishing their club room, and they extend a hearty invitation to all wheelmen to call on them. The room lacks one thing however, that we think essential to all club rooms—a piano.

At a meeting of the Stratford Bicycle Club held in Princess Hall on May 5th, the following uniform was adopted: dark grey patrol jacket, dark knee breeches, polo cap with peak, and dark striped tie. The berbership of the Club is twelve, which is quite a nice beginning. It was decided to join the C.W.A., which is a step in the right direction.

The CANADIAN WHEELEN is a slightly little monthly published at London, Canada, devoted exclusively to wheel notes. Its April number is full and altogether is a good paper. It contains fourteen pages and the subscription price is $1 a year in advance.—Mansfield, Ohio, Herald.
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Can be adjusted to the greatest
nicely, and securely
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Any cyclist can do this.

Just Arrived!

A few of those 52-inch S. B. C., that
attracted so much admiration at the Speedwell
Exhibition. This style and finish was greatly
admired by the following gentlemen:
Duke of Bedford; Rt. Hon. Lord Lamington;
Lord Cecil, M. P.; Marquis of Worcester;
H. J. Gladstone, M. P.; W. H. Mills, Esq.,
M. P.; — expressing themselves delighted
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The Premier Sociable Tricycle.
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The Flying Dutchman Tricycle.
The Youth's and Child's Tricycle.

Also a Large Assortment of all the

Sundries and Fittings.

Bicycle Photography!

AT—
FRANK COOPER'S
GRAND
NEW STUDIO.

For Fancy Positions and Artistic Effect, Can't be Beat.

FOR SALE

51-inch "Sanspareil" Racer; Balls both
wheels and pedals in perfect order; too
small for present owner. Price $70.

48-inch D. H. F. Premier; Balls both
wheels and Ball Pedals; Hillman Patent
Spring; Automatic Gong; in good order.
Cost $130. Price $85.

Address—A. T. LANE,
P.O. Box 967, Montreal.

STILL BOOMING

Sanspareil Bicycle Lamp Oil!

AGENT
N. A. MEYER,
280
DUNDAS ST., — LONDON.

Warranted to be the Best Illuminating Oil
manufactured.

Try it, and you will use no other.

Price, 50c. a Can.

Notice to Wheelmen!

VISITING CARDS,
With the Canadian Wheelmen's Association Badge, printed in four
colors, now ready.

New Design!

Orders by mail promptly attended to.

Address:
FREE PRESS PRINTING CO.,
London, Ont.
CHANGE OF MANAGEMENT.

Since the last issue of the Canadian Wheelman, J. B. Dignam has retired from the business management of this paper, his interest having been purchased by the editor, W. Kingsley Evans, who will assume full control.

Although Mr. J. B. Dignam has retired from the Wheelman, he will act as agent for the Wheelman at the tournament on July 1st in Toronto.

We would earnestly request all those who intend to subscribe, to embrace the opportunity on that day, and thereby encourage the popular pastime of bicycling in Canada.

If our readers will bear with us we will say a word or two about ourselves.

The Wheelman has now been in existence nine months, and although since the commencement it has not received, at all times, the marked attention that it demands, still, we feel confident that Canadian 'cyclists have begun to feel that the Wheelman is now an established institution, and that our efforts for the good of the cause have not all been in vain. This month, it is with pleasure that we present our new heading, which all must acknowledge is a decided improvement on the old one. This is by no means the only improvement that has been or will be made during the present season, and it is our intention to place the Wheelman in the front ranks of cycling journals in America. It is to be hoped that all our friends will aid us to the extent of their ability, by both contributing and securing subscribers for us.

NOTES.

Apropos of the election of officers for the C.W.A. for the season of 1884-5 a few suggestions as to probable candidates may not be out of place. Everyone, no doubt, will be willing to let the bulk of the work fall on the present Secretary, Hal. B. Donly, to whose efforts are mainly due the present efficient standing of the Association. If elected, and if Mr. Donly can be prevailed upon to accept the office for a second term there is little doubt but that the C.W.A. will be run in a first-class manner. As to the offices of President and Vice there is quite a variety. Among the names proposed is that of Mr. R. H. McBride, who has occupied the position for the past year, commanding the respect of all those over whom he presides. Another nominee is Mr. H. S. Tibbs, of Montreal, one of the veteran 'cyclers of Canada, and an enthusiastic one as well. From personal acquaintance with Mr. Tibbs, he can be recommended as one well able to fill the position of either President or Vice. Other gentlemen mentioned for the position of President are W. G. Eakins, of Toronto; Dr. McMichael, of Brantford; Jas. S. Brierly, of St. Thomas; C. S. Rumsey, of St. Marys; Andrew Patullo, of Woodstock; J. B. Boustead, of Toronto, and P. D. Ross, of the Mail; all of whom come highly recommended as good men for the position.

There is no good reason why the estimate of the committee, that 500 'wheels would be in the parade, should not be executed, and a little work on the part of the officers of the clubs would accomplish this. The day being a holiday throughout the Dominion nearly every one will be able to leave business, and the usual reduced railway fares prevailing affords wheelmen the best possible opportunity of attending the meet of their association, and visiting the capital of Ontario during her semi-centennial at the lowest possible cost, without speaking of witnessing the finest purely 'cyclists' race meeting ever held in Canada.

Especially attention is called to the advertisement in another column of the Canadian Wheelman's Association races to be held in Toronto on the 1st Proximo. The committee who have the management of the affair have been working hard for the past few weeks, and are making every effort to make it a grand success as to the races, financially &c., but they require the co-operation of the wheelmen of Canada to make it so as regards numbers.

The Racing Committee of the C.W.A. races have exercised good judgment in the arrangement of the programme of races for the tournament at Toronto on July 1st. As a great cry has been raised for a race barring fast men, they have so arranged one, and the "flyers" are also practically barred out of the three mile race, as it is immediately followed by the one mile championship race.

We welcome to our membership this month that well-known 'cycler, Mr. W. V. Gilman of Naslima, N.Y., who in sending in his application said: "It was your guide book that did it. It just broke me all up." There are many more to follow Mr. Gilman into the C.W.A. from over the line.

The annual business meeting of the Canadian Wheelmen's Association for electing officers &c., is to be held this year at eleven o'clock on the morning of the day of the races. This is made practicable by the fact that the trains from all directions arrive in Toronto before that hour, thus enabling most of the wheelmen to attend it and have the evening free to take in whatever of the numerous amusements of the city they choose or to return to their homes, as the principal lines have trains going out after the races are over.

There will be a wind up meeting of the old Board of Officers in Toronto on the evening of June 30th. At this meeting we would suggest as a good scheme the appointment of a special reporter of the meet to the several American cycling journals. How would this suit? Briefly for Outing and The Wheelman; Tibbs for The World; Eakins for The Wheel; and Donly for The Mirror of American Sports and Springfield Gazette.

All the prizes for the races at the C.W.A. tournament will be ready before the 1st of July, a fact which is worthy of special comment. The winners will then enjoy the novelty of receiving their trophies on the same day as the races.

All 'cyclists, whether members of the Association or not, will be made welcome by the Toronto Clubs, and those who have not received particulars can do so on application to the secretary of the committee.

Clubs belonging to the C.W.A. that purpose taking advantage of rule 9 of the by-laws in reference to proxy votes, will elect their delegates and forward their names to the Secretary at once.

THE C.W.A. GUIDE BOOK.

WHAT THE PAPERS SAY ABOUT IT.

The Secretary of the Canadian Wheelmen's Association has kindly favored us with a copy of the excellent handbook of that growing association. It contains everything of value to its members, and Mr. Donly should be congratulated for his untiring skill and labor in its preparation—The Wheel.

We have just received a copy of the guide book issued by the Canadian Wheelmen's Association. The editors, H. B. Donly, W. G. Eakins and J. S. Brierly, have done good work in compiling this book. It contains many notices in Canada, and contains a great deal of useful information for the Canadian 'cyclist. In fact it is but another instance of the practical tone our 'cycling literature is assuming. It is furnished free to members of the Canadian Wheelmen's Association, but can be obtained by non-members for fifty cents. Every 'cyclist should obtain a copy, as the requisite amount to H. B. Donly, Simcoe, Canada—The 1st World.

We have received from Mr. Hal. B. Donly, the Secretary of the C.W.A., a Guide Book which contains descriptions of Canadian roads, hotels, consuls, etc. It is, we should judge, a book that no 'wheelist can afford to be without—London Tier.
THE CANADIAN WHEELMAN

SPECIAL CORRESPONDENCE

TORONTO SOTHE—PROGRESS—NEWCASTLE Trip—PHOTOGRAPHY—STRANGERS—GLEBE CLUB—
C.W.A. NOTES—LONG DISTANCE RIDERS.

Of the two "Oneon City" Clubs, the Torontos have opened their year the more successfully. It frequently happens that enthusiasm for the first few weeks of the season, kindles a strong fire in the cyclist's breast and then gradually dies out, but this year the Toronto have been overwhelmingly successful. The first of April saw them ensconced in their new club room on Adelaide Street, where the interests of both bicyclist and tricyclist are cheerfully looked after; the active membership list is in the neighborhood of one hundred, and the honorary at nearly the same figure; the club rooms, drills and meetings are largely attended; the Club is in possession of just one dozen prizes, gained by the prowess of its fast riders, Messrs. Lavender, Campbell, Doolittle and Brown, at only two race meetings, and final meetings, Lieutenant-Governor has become the patron of the Club. Truly a good record for their month's work.

The Newcastle trip was hugely enjoyed by all participants, and the day will be long remembered. The Club has been fortunate in the possession of a new "cycling wrinkle." A long distance rider has discovered that cycling may be effectually cured by soaking the saddle. This complete cure has been thoroughly tested and found worthy as it permits a long stay in the seat. The cup won by the Club for the large attendance at Newcastle, was on exhibition in the Measa, Suckling's window for about ten days, and attracted much attention. It now graces the club room, "neath the portrait of President Bostead, who kindly presented his own "phiia" to his own boys.

A new feature for club rooms has been adopted. Lieutenant Doolittle, in addition to his many qualities as a rider, has become an enthusiastic photographer; accordingly he secures each Saturday a small picture of the men who turn out and thus retains a prominent record of each run. Already a number of photographs are on hand. Two are worthy of special mention—a group taken in the park, and one at Lambton Mills with the picturesque Humper for the back ground. Statistical Secretary Begg, (who, by the way, was discovered surreptitiously entering a window at Newcastle early on the 25th ult., and has hardly yet recovered from the effort,) carefully notes the men present, and mileage made, and thus the Toronto will have at the end of the season two lasting moments of their pleasant wheeling days.

Strangers in the city frequently find their way to Adelaide Street, and several are under the fostering care of the Club. Of course Chief Consul Eakins is one, and Messrs. Haywood and Merritt are also among the number, the former of the Providence, (R. I.) Club, and the latter of the Morris Wheelers, Murriston, (N. J.) Mr. Haywood is a strong advocate of the "American Star," and we expect ere many weeks are past to see one of them on our block pavements.

Measures have been taken to form a gloo club. Already a large number of names have been handed in and meetings begun, and as the voices are under the tutelage of the foremost musical instructor in town, grand results may be looked forward to and country villages no longer harassed with that favorite song of the Olympian Villas at the theatre, yclop "One fish ball." Grand preparations are being made for the C.W.A. meet by the energetic committee composed of the representatives of the Wanderers' and Toronto's Clubs. In all probability the business meeting will be held in the morning, and the races, of course, upon the superb cinder path at Rosedale. A prominent feature of the latter will be the fact that a racing man with a road machine will have an opportunity of entering the contests, as there will be special races for men with roadsters. Accommodations will be secured for all at reduced rates, and bicyclists are expected to flock to Toronto and render it for the day the "Mecca of Wheeling." The tickets and programmes are already well under way towards completion. Every wheelman of course receiving free entrance to the annual games. Long distance riding has commenced early in the season. Messrs. Langley and Wilmott have already been off on "cruises"—the former as far away as Kingston, and the latter towards the setting sun. Mr. Langley speaks in the highest terms of his treatment to say nothing of the quality of the roads. Twenty-seven miles were accomplished without dismount, and it must be seen that the Kingston road was in fine condition. The other gentleman has appeared with his arm in a sling, yet he reports an enjoyable excursion.

The Niagara-to-Boston Tour.

Mr. B. B. Ayers of Chicago writes:

These intending to participate in the Niagara-to-Boston tour should advise me as soon as possible. Our limited number of one hundred is filling up very rapidly, (sixty now,) and we want our friends to let us know if they will be with us so we can reserve a place for them.

Everything about the tour is progressing finely, and we are already a great success.

Brantford's Promenade Concert.

The Brantford Boiler Skating Rink was crowded on the evening of the 16th of May to see the bicyclists in their exhibition of the manner in which they have become masters of their wheels. Messrs. Wilkins and Kennedy of Galt, performed on the horizontal bars with graceful ease and, and excited rounds of applause. Mr. Robert Burns of London, when giving his exhibition of fancy riding seemed as much at home and more comfortable on his bicycle than standing on the floor. Mr. Hurst of Toronto (champion of Canada,) excelled himself in his club swinging.

The Wanderers Bicycle Club of Toronto then gave a fine exhibition of club drill, their wheeling in fours being something immense and was loudly applauded.

The fancy riding of Messrs. Fred Westbrook, Harry Fair and Will Patterson was the finest combined riding ever given in Canada, and kept the audience in an almost continuous cheer, and at the close they were called back by a vociferous encore.

The fancy riding of Fred Westbrook is so well known that it is only necessary to say that he was just himself ever again.

The club drill by the Brantfords and the fancy drill by the Wanderers were both exceedingly well executed.

The Grand Trunk and Durham Rifles Bands furnished excellent music during the evening.

After the concert the wheelmen present adjourned to Mr. Foster's, where a light lunch was speedily got rid of. Mr. S. Alfred Jones in proposing the health of the visiting wheelmen referred in complimentary terms to the way the wheelmen had turned in to help the Brantford Club with their entertainment. Mr. Davies in a very humorous manner replied on behalf of the Wanderers. Mr. MacQueen of Woodstock, and Mr. Burns of London in replying on behalf of their respective Clubs extended a cordial invitation to the wheelmen present to visit, them at any time. The Woodstock and Paris boys returned by special train afterwards.

Personal.

N. B. Butcher, of the Toronto Bicycle Club was in London May 28th.

Alex Macdonald, of this city fell from his bicycle last week spraining his ankle.

F. W. Muck, of Strathtoby, who rides an Extraordinary, visits London frequently.


Hal. B. Donley was in London on Monday June 16th, and visited the Ariel Touring Club.

G. F. Lavender of the T.B.C. won the one mile on the 14th, at the bank sports in Toronto, in 3:12 2/3; G. H. Orr of the Wanderers second, but Campbell of the T.C. claims it (second place) on a trot.

Mr. Jas. Lamb, the "flyer" of the Ariel Touring Club has been presented by his club mates with a $2190 race. It is their intention to enter him in several of the races on July 1st, with full expectation of winning.

Mr. N. Staley Williams, one of London's prominent "cyclists," has added to the population a future rider of the wheel. We cannot at this early day say whether the new arrival will be in line with the C.W.A. at the meet in Toronto.

W. O. Ross, while spurtling on his new racer, received a violent head, spraining both wrists and damaging him considerably. It is to be hoped that this untimely accident will not prevent him from entering in the championship race on July 1st.
Application has been made to the Secretary of the Association by the Montreal Club for the annual meet of 1885. This matter will probably be decided upon by the new Board of Officers at their first meeting on the evening of July 1st.

**PRIZE LIST C.W.A. RACES.**

1. 1st Gold Medal, 2nd Silver Medal.
2. 1st Gold Medal, 2nd Silver Cup.
3. 3rd Gold Medal.
4. 1st Gent's Dressing-case, 2nd Silver Cup.
5. 1st Gold Medal, 2nd Silver Pitcher, 3rd Jewel Case.
6. 1st Gold Medal.
7. 1st Butcher Cyclometer, 2nd Hub Lamp, 3rd C.W.A. Gold Badge.
8. 1st Gold Medal.
9. 1st Gold Medal.
10. 1st Clock, 2nd Opera Glass, 3rd Autograph Album.

The Ariel Touring Club propose chartering a car and living in it while in Toronto.

Everybody to Toronto. We are going to have a good time, "and don't you forget it."

Everything pertaining to the tournament appears in the advertisement in another column.

The Amateur Athlete is now enlarged to sixteen pages, having been appointed official organ of the L.A.W.

Have you got C.W.A. visiting cards from the Free Press Printing Company, yet? You will need them on the first of July.

There is no reason why we should not have 450 wheelmen in line at Toronto, providing everybody turns up. The L.A.W. only had just 600. Let us show the Yankees what we can do.

---

**Cyclists' Touring Club.**

The International Wheelers' 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 Con
cul Homec S. Tibbs, 28 Union Avenue Montreal.

Applications for membership:

W. M. deBillo, Annapolis Royal, N.S.
W. M. Black, 257 Gottingen St., Halifax, N.S.

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

The Chief Consul has a large consignment of cloth &c., for the popular C.T.C. uniform, and is prepared to supply it to all members: prices can be obtained from him, badges and hand books just received per S.S. Peruvian.
SOMCOE.

Amid the broad and fertile fields of Norfolk, the garden of Canada, resting beneath its circle of grove-crowned hills, lies Simcoe, the Forest Town, the fairest among ten thousand, and if you don't believe it come and see for yourself.

In this aforesaid town of Simcoe, there is a bicycle club. Perhaps it is just as well I told you so for all I have ever seen of it in your columns. Mr. Wheelman it might as well have been established on Long Point, but not that I blame you at all, oh worthy editor. The fault lies I think with our secretary, who apparently cannot find time to spare from the multifarious duties imposed upon him by his connection with the C.W.A., which duties are fast turning his locks of drab to gray—to write you a few lines each month about his own Club. Consequently, having long waited in vain to see the Simcoe Club show first in print before the bicycling world, I myself rush in to fill the break.

Simcoe is a town of 3,000 inhabitants. It possesses the finest streets and sidewalks of any town in Western Ontario, and this assertion is no big brag, either but a solid fact. Its bicycle club numbers about twenty men, all riders, but with only fourteen or fifteen machines. The Club heads quarters, the Battersby House, is noted all over Canada among the traveling public as one of the finest hotels in the west. The officers for the present year were elected same time ago and are as follows: Hon. Pres., G. W. Wells Esq.; Pres., W. S. Perry; Sec.-Treas., Hal B. Donley; Capt., W. G. Wallace; Lieut., D. Robb Tisdale.

Our favorite run is to Waterford over a very smooth gravel road, eight miles, that can be done by the poorest member of the Club in very little over forty minutes. Scarcely an hour in the day but some member may be seen going about his usual duties mounted on the silent steed, while as the shades of evening turn Norfolk street into an ideal spot for bicycling, it is filled with votaries of the wheel, practicing club drill or getting ready for a moonlight ride to Waterford or Pt. Dover.

Our Club championship handicap race for May was won by Lieut. D. R. Tisdale from the scratch. The June race will take place on Friday the 20th.

P. E. D'ALPIS.

WOODSTOCK.

To EDITOR OF THE WHEELMAN:

Thinking it may be of interest to your readers in this section, I send you a few notes of what our bicycle boys have been doing this season. Our Club is now a very strong one, numbering about fifty active members; a couple of months ago in connection with the lacrosse and base ball clubs we formed an Amateur Athletic Association for the encouragement of purely amateur sports, and in connection therewith have rented for a term of years the northern portion of the driving park, and have built a quarter mile bicycle track on it. The shape of the latter is semi-circular, at the ends and the sides straight—it is twelve feet wide with the exception of the starting place which is twenty feet—the foundation consists of cinders, over which we have put a covering of asphalt, making without doubt one of the best tracks in the Province. The cost of laying same was about $1,000. Inside of the asphalt track the ground is well laid out for base ball and lacrosse matches—there is also a large grand stand capable of holding several hundreds of people—stand—dressing tent, &c.

On the 26th of May we celebrated the Queen's Birthday by opening our new grounds, with a programme of bicycle and other athletic sports. The attendance was large, about 7600 people being on the grounds and the best of order prevailing. The following were the different bicycle events, names of winners, prizes, &c., viz.:

THE RACES.

One mile race open to the Dominion, first prize gold medal, value $40—C. F. Lavender, Toronto; time 1st heat 3 30; 2nd heat 3 38; final heat, 3 33; second prize silver medal, $15—H. P. Davies, Toronto. The other entries were F. Doolittle, Toronto; E. Doyle, Fingal; J. A. Moodie, Hamilton; A. Pilkie, Woodstock; R. Tisdale, Simcoe; C. F. Clift, L. Harris, and W. Patterson, Brantford.

Two mile race, open to all who never won a race, first prize gold medal, $30—H. P. Davies, Toronto; time 7 35; second prize silver medal $15—W. F. Johnston, Toronto. Other entries, W. Patterson, Brantford; Fred. Laxford, Paris; and C. G. Finley, Simcoe.

Five mile race, open to the Dominion; first gold medal $85—C. F. Lavender, time 19 2; second prize silver medal, $15—P. Doolittle. The other entries were H. P. Davies, E. Doyle, J. Moodie, C. Fitch, W. Patterson, L. Harris, R. Tisdale and A. Pilkie.

For best fancy riding, King-of-the-Road Hub Lamp, $5—P. Doolittle. Other entries, W. Patterson, Brantford.

Slow race, 50 yards, bell, $4—J. Moodie, Hamilton. Other entries, C. Fitch, W. Patterson, L. Harris, Brantford; R. Tisdale, Simcoe; H. Williams, Woodstock.

Club, drill, not less than 8 riders in a club, and not less than 5 clubs, silver cup, value $45—Brantford Bicycle Club. Other entries, Woodstock B. C.

Special prize by Andrew Pattullo, President of Woodstock Bicycle Club, to the winner of a mile race, open to the members of the clubs who have not ridden previous to 1883, silver cup, value $20—Mr. Clark, time 4 min. Other entries H. Biette, Jas. Egan, and W. Martin.

Special prize by J. Codville, open to members of the clubs who have not before won prizes: 5 miles, pair of ball pedals, $11.50—H. Clark. Other entries, Jas. Egan, W. Martin, and H. Biette.

Boys' Tricycle race, silver cup $4—Willie Walter McIvor.

Judges, H. B. Donley, of Simcoe, and R. M. Ballantyne, of Stratford; Referee, W. A. Kern.

These were the first bicycle races ever held in Woodstock, and the people are quite enthusiastic over them.

The following places were represented in the bicycle parade at one o'clock: Stratford, Simcoe, St. Thomas, Brantford, Berlin, Paris, Fingal, Hamilton and Woodstock.

The boys of the wheel have made a name for themselves, and given such an impetus to this the most popular of all outdoor sports, that it cannot help drawing many new recruits to its ranks in this section.

Thanking you for the insertion of above and apologizing for taking up so much of your valuable space, I remain,

Yours truly,

M. DOUGLAS.

Secretary Woodstock Bicycle Club.

NEWCASTLE.

DEAR WHEELMAN:

As per promise I will give you an account of the 24th of May Tournament here:

On Friday evening about ten of the Wanderers of Toronto arrived per local train. They put up at the Windsor Hotel and were taken up to the Club rooms, and a very pleasant evening was spent; songs and speeches being the order of the day; at an early hour all was quiet for the night.

Early Saturday morning (24th), the wheelmen were astir and riding up and down our streets. About 9:15 word came per telephone that the Toronto Club which had made Bowmanville, a place five miles west of here, its rendezvous, had started, and while there are on the way we will tell what we had forgotten before.

That part of the Toronto's had arrived in Bowmanville on Friday, riding all the way, and the remainder had come down per train on Saturday a.m. to join their Club; also on the train on which the Toronto's came down came about a dozen of the Wanderers right on to Newcastle, also other unattached wheelmen. Well we will suppose fifteen minutes have elapsed and our President, Mr. W. H. Chandler and one or two others of the Newcastles so up to meet the Toronto Club who soon appear in sight, and to watch them as they come down the long hill just west of the village; it is indeed a pretty sight.

Forty-five bicycles stretched out in single file coming down a steep, long hill.

Then comes the lunch provided at the Club Rooms by the kind lady friends of the
Odd Fellows' Hall,

will send post free anywhere on receipt of a two-cent stamp, their

Illustrated

Bicycle Catalogue,

or their

Illustrated

Tricycle Catalogue,

each of which will be found replete with valuable and interesting information.

Please state with application which Catalogue you desire.

Early Supply can be secured by Early Orders.

N.B.C. The "boys" did ample justice to it in the way of eating, and were rewarded for their so doing by the ladies going the rounds with a basket full of made up button bouquets and pinning on each wheelman a bunch of pansies; this idea pleased the boys immensely. When the bicyclists had finished their lunch they formed in parade.

The Clubs paraded as follows:

Toronto, (Toronto), Captain Webster 42 ; Wanderers, (Toronto), a Davies 20; Newcastle's, (Newcastle), a Kent 13; making a total of 75. The parade lasted about thirty minutes, and drew a great crowd, and was greatly admired.

After dinner the people flocked to the park where a six lap track (pronounced second to no turf track) had been prepared, and at 1:30 sharp the first race was called.

The following men acted as judges, referee, starter, scorer: Referee, Mr. S. Wilmut; judges, Messrs. W. T. Lockhart, E. Varcoe, J. J. Robson and Wellington Foster; starter, C. Wilmut; scorer, C. Wright, all of whom gained great praise from the able manner in which they performed their duties, although the referee had no dispute to say.

1st—Club race, one mile handicap, A. B. Kent, scratch, first; T. Miller, 20 yards, second; E. A. Dayman, 25 yards, third; C. Miller, 100 yards, fourth. Kent on the third lap passed all his men, with T. Miller close behind, and in that order they continued to the end, making only a slight spurt on the home stretch.

2nd—Slow race, open, 220 yards, P. E. Doolittle, (Toronto). Fitzgerald and Orr of the Wanderers, Kent and C. Miller of the Newcastle's and Blatchford of the Toronto all started, and all but Fitzgerald and Blatchford and Doolittle fell off at the start; when about two-thirds of the distance had been ridden the two former fell, and Doolittle, who was some distance ahead, came quickly in.

3rd—One mile, open; C. F. Lavender, (Toronto), first; H. P. Davies, (Wanderers), second; F. J. Campbell, (Toronto), third; P. E. Doolittle, (Toronto), fourth. KoKe and Orr of the Wanderers also started but did not finish. This was a good race from start to finish, Davies darter off at a rattling pace with Doolittle close behind; Lavender kept close behind, and at last succeeded in passing them; Campbell also passed Doolittle, and they finished. No time was taken we are sorry to say.

4th—Half mile, 16 and under, open; Thos. Miller, (Newcastle), first; W. H. Brown, (Toronto), second; R. Morris, (Wanderers), third. Miller had this race almost his own way from the start.

5th—Five mile handicap, open, P. J. Campbell, (Toronto), 200 yards, first; C. F. Lavender, (Toronto), 200 yards, second; H. P. Davies, (Wanderers), 275 yards, third; P. E. Doolittle, (Toronto), scratch, fourth; R. H. McKee, (Wanderers), 250 yards, 0; A. B. Kent, (Newcastle), 500 yards, 0. This was the race of the day and was in every way satisfactory, being splendidly contested from pistol shot to finish.

The Tricycles, as well as the Bicycles, of the Cunningham Comp'y, are made with special regard to their use on the rougher roads which are usually found on this side of the Atlantic. They are fitted with modern improvements which the test of experience has proven worthy of adoption; are staunch, easy running and reliable, and are made in the forms of Sociables, Singles, and Convertibles.

The Catalogue above referred to fully describes each variety, and contains besides articles of literary merit by two of the leading Tricycle riders and writers of the day.

Davies, as in the mile, went ahead and pushed the pace, closely followed by both Campbell and Lavender. Doolittle worked hard and cheerfully to make up his handicap, but it was evident the handicappers had handicapped him too greatly. In the seventh lap Campbell went ahead, followed by Lavender, who tried hard to pass the leader but unsuccessfully. McKee and Kent retired before the finish; time 19:56f.

6th—Fancy Riding, open, P. E. Doolittle, (Toronto), first; G. H. Orr, (Wanderers), second; A. B. Kent, (Newcastle), third; C. Miller, (Newcastle), fourth. The exhibition was splendid and astonished the spectators. A novel idea was brought out at this time. All the wheelmen were called upon to form a ring, joining hands; the ladies were let on the inside of the ring, and they could in that way see without crowding, it worked like a charm.

After tea the streets again began to fill up, and the crowd to move towards the park on which the concert hall was situated. The hall was crowded to its utmost capacity, the programme was splendid and varied, the talent being the best procurable. The Wanderers' Glee Club gave several of their well known glee's, and were heartily encored. During the intermission of the programme the prizes were presented to the successful competitors in a very pleasant manner.

After the concert the torch-light procession in bicycles came off as per bills, marshalled by Mr. Perry Doolittle, of Toronto, and was as successful as the rest of the programme.
of the day, and soon all was quiet. So ended the 24th, and I can, I think, safely say that the visitors were all well pleased with our Club. We tried our best to please them and make them feel at home. Some of them went home on Saturday night, but the majority stayed over until Sunday, and took train up to the city. The total receipts at gate during the day and at concert were $225.

Apologizing for the space I have occupied I remain

Yours fraternally,

Nic.

WINNIPEG.

DEAR WHEELMAN:

The Winnipeg Club had the grandest day of wheeling men held in the Northwest on Queen's Birthday. The Club met at 10 a.m. in the city skating rink, and for an hour enjoyed club drill on as fine a floor, and as large a hall as could possibly be desired. Twelve members were present, and in their new uniforms looked "too killing for anything." After the club drill we rode a few miles on the block pavement, and on the sidewalk on Main Street. The Chief of Police very kindly allowed us to use the outside of the sidewalk for the day. After an enjoyable ride in which our beggar had a chance to display his power, we rode up to the Leland House where Captain Douglas the proprietor had a very "relizky" lunch waiting. The Captain very kindly gave us the key of an empty store, and we stacked our machines, had a wash and went in to lunch. Captain Nourse in the absence of the President took the chair, and the little 1st Lieutenant attempted to fill the Vice-chairs.

After a very pleasant lunch, and a half hour's rest, we again mounted and paraded Main street to the park where the cricket club sports were held. We gave an exhibition of club drill on the course before the sports commenced.

The mile race Lieut. Peck won first, and Captain Nourse second prize. In the three mile Lieut. Peck first, and Lieut. Matthews second prize. Both races were very exciting the winner of each only having two or three yards to spare. In the three mile Lieut. Matthews fell and bent his handle bars but pluckily jumped on the first machine he found and rode out the race and won second prize, although the machine he came in on was an old one and had been "bucked" and straightened' back with our knees in the morning. The prizes were four handsome silver medals.

We dismissed at the grounds, and each member silently stole away more than satisfied with the days grand sports.

More later,

Yours sincerely,

W. H. N.

"How old are you" asked an elderly man of a bicyclist. "I have seen just seventeen summers and one hundred and twenty falls" ejaculated the treach youth.

WANDERERS.

Now that fine weather predominates the wheelman and his necessary attendant the inevitable header, are seen again in numbers all around our streets. Our Club this season held its annual meeting rather too late, consequently the members are only now beginning to make felt their wonted activity. Some dozen of riders began work by an exhibition of fancy drill at Brantford, assisting the Brantford Club at their concert. Mr. Wm. Hunter one of the Club's champions gave an exhibition of Indian club swinging, his efforts being well appreciated. All the Wanderers speak highly of their treatment by the home Club.

Our enthusiastic Secretary, Mr. G. H. Orr, has been compelled to resign his duty as secretary, but his riding and interest in the Club will not be by any means dampened. Mr. E. G. Fitzgerald was elected Secretary.

Since the annual meeting the Treasurer who was then elected has since resigned and Mr. C. H. Riggs installed in his stead.

On May 24th last some twenty-five riders attended the race meeting of the Newcastle Club. The Club have no reason to be discouraged at this number only turning out, as twenty of their best riders had to attend with the Queen's Own at Brantford the same day. At the races in the afternoon the prizes were offered by all the clubs, were won, were competed for, the honors among the Wanderers being divided between Messrs. Davies and Orr. The boys all speak enthusiastically of their treatment by the Newcastle Club and indeed of that of the entire town. Nearly all returned home by train, seven only riding back. The honours of this trip being divided between two members, one of whom got his collar bone broken, and the other whose fellow was kicked entirely through by a horse. At the last meeting of the Club it was unanimously resolved to send a vote of thanks to the Newcastle Club, and the Secretary also instructed to forward a copy of the Club's large picture.

It was also resolved at this meeting to comply with the request that had been made for a copy of the Club picture to be sent to Ottawa to be forwarded hence to Edinburgh Museum of Art for permanent exhibition there, among the Canadian photographic collection now being arranged by Mr. D. W. Tennant, Ottawa. One of the members, Mr. G. Towend has been touring round the lake, and will no doubt thoroughly enjoy his two weeks outing.

The bank sports were held here last Saturday, two bicycle races being among the event, Mr. G. H. Orr, W.B.C.S. securing second in the open mile, and the Captain of the Wanderers, H. P. Davies first in the bank mile. The Wanderers hope to see all their friends on the 1st at their club rooms, Cor. King and Yonge sts., and only look for cloudless skies to render this meet what it must be—an unqualified success.

Yours etc,

Acad.ia.

A TRIP OF THE HAMILTON BICYCLE CLUB.

Nine members of the Hamilton Bicycle Club, viz: Captain Donville, 1st Lieut. Fearman, 2nd Lieut. Gilchrist, and Messrs. Duncan, Close, Laidlaw, Rutherford, Field and Skinner left that city on Saturday, May 31st, at 3:30 p.m. for a run East.

With good roads and the wind in their favor, the party reached Stoney Creek at 4 p.m. where some fifteen minutes were spent in laying in refreshments, &c. At 4:15 machines were again mounted, and some good riding done for about two miles, where the first piece of bad road was encountered. Here several of the boys showed their skill in the gymnastic line, the most notable act being that of Messrs. Field and Donville, who displayed great agility in simultaneously crawling over the handle-bars and biting the dust.

After several halts, Grimsby was reached about 5:30 when machines were stacked for tea, which was disposed of in very short order, and the road again taken at about 6:30; some delay having been caused by a breakage in the Captain's machine, which was receiving the necessary repairs.

Nothing further of note occurred until within a few miles of Beamsville when Mr. Skinner met with a rather unexpected friend in the shape of a large stone, which caused him to turn a very neat and complete somersault, the result of which was a broken head and a demoralized wheelman generally. His machine however escaped injury, and after sundry doses of cold water and application of the necessary sticking plaster, the trip was continued.

Passing through Beamsville, the next stop was made at Jordan, at which place the party arrived at a little after 8 p.m.

Lamps were lit and a start made for St-Catharines, the Club being met at the latter place by Messrs. Bligh, Bixby, Lindsay and Goodman of the St. Kitts B.C., and escorted to the Grand Central Hotel where the boys put up for the night.

Leaving St. Catharines the following morning at 10 a.m. some beautiful scenery was passed through, and several places of interest visited, including Queenston Heights and Brock's Monument. Dinner was partaken of at Drummondville, and Niagara Falls reached about 2 p.m., the rest of the day being spent in sight seeing.

A visit to the American side was paid, and several members of the Rochester Bicycle Club, who were staying at the Falls were met with.

The most successful run of the season was brought to a close when the evening train was boarded, and the wheelmen returned to Hamilton, thoroughly well pleased with their trip.

On Sunday, June 8th, Geo. Lilley and Geo. Forsythe, of the Ariel Touring Club, rode from Fort Stanley to London, a distance of 20 miles in three and a-half hours without a discount.
THE 24TH IN LONDON.

This day was celebrated in good style in London, the only drawback being the small number of wheelmen in parade, the numbers not reaching more than sixty-five wheels. Clarence Smith, and Minnie Ronchelle, of Detroit, were the leading attractions. Mention has been made of Mr. Smith before, his fancy riding quite sustaining his well-known reputation. Miss Ronchelle, although having been riding but ten days previous to the exhibition, created a very favorable impression. She is quite small, riding a 46-inch and exhibiting a considerable amount of nerve in her riding. Before many months have passed we expect to hear of Miss Ronchelle being a first class fancy rider.

In the evening a concert was given at the Skating Rink, the programme including fancy riding, club-drill, etc.

The same evening the Ariel Touring Club took a benefit at the Opera House, the Holman Company appearing in "Bubbles," the receipts of the house and the performance being very satisfactory to them.

The following is the programme of the races, with winners:

One mile, best two in three heats, F. Westbrook, Braintree, won two straight heats in 3m 4s and 4m 34s; W. Chisholm, London, 2nd; C. E. Titchener, Binghamton, N. Y., 3rd. Two-mile, championship, J. Lamb, Ariel Touring Club, 7m 26s. One-mile club race, J. Wolfe, 3m 53s; W. Chisholm, 2nd; R. J. Miller, 3rd. Five miles, F. Westbrook, 25m 18s; J. Lamb, 2nd by six inches. Three miles, F. Westbrook, 12m 3s; C. E. Titchener, 2nd by one foot. Two miles, for men who have never won a prize, G. Liley, 8m 0s; Dr. Macklin, Poplar Hill, 2nd. One mile, boys, M. Cousins, 4m 47s. One mile, consolation, R. Burns, 4m 68.

ARIEL NEWS.

DEAR WHEELMAN:

Allow me to extend to you the Ariels' congratulations on the increased size, and improved appearance of your last two issues—you do our city proud; and although I am one of those who believe in the old adage, "never despise the day of small things," yet none the less do I—and here in this connection I speak for the Ariels—rejoice when the "day of small things" gives place to the period smacking of prosperity and marked by enlargement. Before proceeding further, I must make a little confession—although in doing so I do not expect to impart any information either to you, Mr. Editor, or to my fellow Ariels—that is, that I have been sadly neglectful of my duties as Club correspondent. I can only promise to be more attentive in future. I have no confession to make however, on behalf of the Club; on the contrary, I can assure you we have been anything but neglectful of our opportunities in the riding line. Our first club run this season took place on Good Friday, since which we have not a Thursday evening or a Saturday afternoon to pass, unless when actually riding, with-out getting in a club run, varying in length from six to thirty-five miles. In this manner, we have scourged the country around pretty thoroughly, visiting nearly every town and village within a radius of twenty-five miles around us, and there are very few ridable roads in this neighborhood, on which the Ariel uniform is not a familiar sight.

We have whirled through St. Johns, Birr, and Elginfield to Lucan, we have climbed the hills to Hyde Park, Maltese, and Lobo, under the fierce rays of the sun, taking our roasting without a murmur in pleasant anticipation of the delightful coast homeward in the cool of the evening; our wheels have gleamed over the magnesium lead road leading to the pretty rustic little village of Delaware, and have rumbled over the strong roads to Cuamulina and Thorndale.

I will just enumerate two more places, viz.: the city to the south of us, St. Thomas, and the watering place common to them and us, Port Stanley, and then add the time-worn phrase "and others too numerous to mention.

Our longest club run so far this season took place on the Queen's Birthday and the day following. We left here on Saturday afternoon at 3:30, rode through St. Thomas without dismounting, and reached Aylmer at 7:30, distance 32 miles.

Mr. Frank Morrison of the Aylmer Bicycle Club met us a few miles out of the town and escorted us in. With his help we passed a very pleasant evening in Aylmer, and he and another member of the "A.R.C." wheeled out with us quite a place in the morning; on our way to Woodstock, thirty-five miles across country, the first twenty of which was over roads almost indescribable—we am going to describe them though, if I have to wear out all my clothes to do it. Well, take twenty miles of soft black mud and spread it over a stretch of very hilly country, drive a herd of ten thousand cattle over it, cut two parallel ridges in it, too narrow to ride in and too wide to keep out of, throw in a few tons of stones at convenient intervals, and freeze the whole hard and solid, and you have those roads.

After pasting Rutlandville, some five or six miles from Ingersoll, the roads improved and we were commencing to congratulate ourselves, when we ran against a passing shower, and having got thoroughly soaked before being able to reach shelter, thought we might as well be killed for a sheep as a lamb, so rode right on to Ingersoll—three miles through pouring rain. Though very wet, we were in excellent spirits, and after drying our clothes around the kitchen stove at the Daily House and having dinner and a stroll around town, we pushed through to Woodstock, ten miles distant, over an excellent road, the ride occupying very little over an hour. Messrs. Hay, Kinnon, and others member of the Woodstock Club made things pleasant for us while in Woodstock, where we stopped until Monday at noon, participating in the street parade which preceded their races, and arrived home to take part in the London parade in the afternoon.
The complete and by the Note of Mr. present two first-class from best a taking It when the bugler.

So much for the road. I will close with a little incident of club-room life which well serves to illustrate the old couplet:

"Satan finds some mischief still
For idle hands to do."

Your scribe climbed the stairway leading to our club rooms one evening not long since, a little later than we usually gather, expecting to find the room and its occupants wearing the customary cheerful appearance, but was surprised and somewhat startled at the change—bare walls, bare floor, bare windows, carpet lying bundled in a corner and everything in disorder; but most perplexing of all was the appearance of a "something" stretched at length on the long table, having the semblance and outline of a human form, in the position said to have been occupied by the victims of Mr. N. Bonaparte's long distance championship pedestrian contest from Moscow to Paris; viz., with toes turned up cold and white towards the sky.

I got no further than "what in the—", when I was interrupted by a chorus of "sists!" and "sha!" from the boys, who were sitting around with solemn, owl-like faces.

"It is my unpleasant duty to inform you," began the President, with a chief mourner's voice.

"Break it to him gently," interjected the bugler.

"That our friend here," went on the President, "has a very severe attack of something, and we are just about holding a consultation to decide upon what is best to be done." Saying which, he lifted the flag which covered the recumbent figure, and disclosed the "make-up" of the "something." A set of boxing-gloves formed the head; the body was composed of pictures, brackets, etc.; a pair of Indian clubs made excellent legs, while the "toes turned up" were in reality a pair of statuettes.

After carefully considering the matter we came to the conclusion that it was an infectious spring disease which was raging here at the time, namely, "house-cleaning" of a malignant type, but with care he might pull through. And he has pulled through, and with the help of some new donations from the members, is now better than before, and we cordially invite any wheelmen visiting this city to call up and inspect for themselves. We intend to parade our full number (20), in Toronto on the 1st July, and hope to meet you and all our wheeling friends there.

As ever,

Yours cycleternally, "The Scrub."

GUELPH NOTES.

Three Rockwood wheelmen have joined the R.C.C.

The Royal City Club have been putting in club drill, under the instruction of Adjutant Clarke.

The Club have secured new rooms on East Market Square, which are now being fitted up, where they will be glad to meet visiting wheelmen.

The Club had a run to Rockwood on the 2nd inst, a distance of eight miles. The road in some places being very rough and sandy, was covered in one hour and ten minutes by the older age, and returned home by moonlight.

75 Richmond St. West, Toronto.

FOR SALE.

Advertisements under this head, one cent per word each insertion. No advertisement less than twenty-five cents.

FOR SALE—A 26 INCH SPECIAL BRITISH Challenge, full-nickelled ball-bearing to both wheels, Hill & Tolman frame, ball-bearing pedals and tool bag, all complete. Has only been used part of last season and is in first-class condition, but too small for present owner. Address—Can.

adian Wheelman Box 20, London, Ont.

The Binghamton, N.Y. Bicycle Club held their second annual race meeting on Thursday June 26th, and are in hopes of seeing some of their Canadian friends present.

The second annual meeting of the Michigan division of the U.A.W. will be held at Marshall, Michigan this year on Thursday June 26th. Everybody is cordially invited to attend.

Some two weeks since, Dawson Keenleyde of the Ariels rode alone from London to Goderich in seven hours and two minutes, not including stoppages. On the return trip he made Goderich to Bruceton twenty-two miles, in two hours and twenty minutes, taking the train from Bruceton home.

On Saturday June 21st, weather and roads permitting and barring accidents, Geo. Hill and R. Smyth of the Montreal Bicycle Club will start to ride the whole distance from Montreal to Toronto, arriving in time for the C.W.A. meet. These gentlemen will take the river road the whole way, and expect to be able to report some roads that are at present unknown to the Canadian bicyclists.
BICYCLES

TRICYCLES!

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AGENTS FOR
Hickling & Co.'s - Celebrated Bicycles and Tricycles,
Which they can recommend as being especially adapted to
Canadian roads, and made of the very best material
throughout. These machines are used all
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the greatest satisfaction.

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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SANSpareil BICYCLE LAMP OIL—The only oil that will give full satisfaction, and manufactured expressly for Bicycle Lamps.

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After long and careful experiments with
five different speed and power tricycle att-
tachments in different forms, the Pope
Manufacturing Co., of Boston, Mass., have
completed one which seems to them satisfac-
tory, and have it ready in sufficient num-
bers to supply it on their new machines, and
to any Columbia tricycle. The Columbia
power-gear is of simple construction; is
applied to the crank-shaft; is operated by a
handle, easily accessible, at the left hand of
the rider as he sits on the tricycle; is certain
and effective in its operation; reduces the
speed, and so increases the power for hill
climbing about one-third, and is made of
the finest material and with the finest work-
manship, and so as to avoid all unnecessary
added friction by its use. The advantages of
a power-gear are so well understood by
tricycle riders that it is unnecessary here to
explain them. It may not, however, be so
obvious to all that a power-gear has the
advantage of a speed-gear, because by its use
the normal or unmodified leverage and speed
of the machine remains dependent upon the
same direct action as if the power-gear were
not on the machine, and the machine is used
so much more on levels and down-grades and
small inclines that it is undesirable to
make any added friction or loss of power
through connections for this riding, while
the power-gear in use on stiff grades or rough
pieces of road gives an advantage of leverage
so much that the little unavoidable loss of
power is best placed upon the machine when
the gear is in use. The power-gear adds
but a trifle to the weight of the machine,
and makes but a slight change in the ap-
pearance. For this second season the Com-
pany are able to produce the Columbia tri-
cyCLE at sufficiently low cost to them to
enable them to keep the price down to the
same figure, $180.00, with the power-gear
attachment included, and also to sell the
Columbia tricycle, without the power-gear
attachment, at $160.00; and to apply the
power-gear to any Columbia tricycle, at
their factory, at Hartford, Ct., for $25.

OUTING & THE WHEELMAN.

The June Outing is richer in Illustrations
than any previous number, beginning with
Halsey's charming frontispiece of the start
in the yacht race, and the other pictures
accompanying Mr. Dodd's article on the
Hull Yacht Club, and the cycling Illustra-
tions of Mr. Bates' account of the great Can-
adia tria last year, and Mr. Hume's lively
story of his cycling experiences in France;
and ending with a number of reproductions
of the out-door pictures in the late Academy
Exhibition in New York, and the usual lively
caricatures at the close.

These cycling trips seem to be multiplying
every season. Everywhere, from the depths
of Canada or Florida, over the rocks of the
down-east coast, or the trackless sod of the
western prairie, even to the wild beauties of
the National Park, the steel wheel is pene-
trating. It has all the democratic simplicity
of the old stage-coach, with an independence
that that never had, and a variety that Outing
does not seem to find easily exhausted.

NEW POLISH
FOR BICYCLES!

The "Universal Metal Polishing
Paste" polishes everything from tin pans
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Nothing puts such a brilliant polish on a
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Mr. Payne says: "It is the best Polish I
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Ladies and Gentlemen.

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Expert Columbia.
A medium-weight bicycle. The most artistic and scientific bicycle made.

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do Special.

Send 3-cent stamp for 32 page Catalogue, and List of New and
Second-hand machines in Stock.

Bicycles, from $40 up.

Best Assortment of
MACHINES
AND FITTINGS
In Canada.

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.

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C.W.A. TOURNAMENT
on July 1st in Toronto, do not forget to
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CANADIAN WHEELMAN.

Bicycle Repairing

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W. Kingsley Evans, Editor.

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

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LONDON, CANADA, JULY 1884.

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Both NEW and of recent importation. Would sell for $5.50 each, or the two for $10.00. Address G. A. NEWMAN, Dominion Express Co., Toronto.

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VISITING CARDS,

With the Canadian Wheelmen's Association Badge, printed in four colors, now ready.

New Design!

Orders by mail promptly attended to. Address:—FREE PRESS PRINTING CO.

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EDITORIAL NOTES.

The Toronto Mail in its sporting column of July 5th in summing up the second annual meeting of the C.W.A. makes some comparisons of the first and second tournaments, showing the growth of the Association, for it certainly has grown wonderfully. In its account it reads:

"The London men, with the advantages of a comparatively small place and no counter attractions, did what they could to receive visiting wheelmen satisfactorily. The Toronto wheelemen last Tuesday, under great disadvantages, did tally as well. The London men laid out $100 in a dinner which they shared themselves at no Toronto men. For handing between $150 to $200 instead to the treasurer of the C.W.A. At London last year, the Forest City Club, which generously gave the dinner, received the whole receipts of the meet over expenses. In Toronto on Tuesday, the Toronto clubs gave the association one-third of the net receipts. This one-third of the net receipts would just about have met the expense of a dinner to visiting wheelmen. Probably it is likely to do more good to the Association where it is most needed."

London's counter attractions for the day were greater in comparison than Toronto's were, viz: a lacrosse match and a military parade going on at the same time as the C.W.A. races. We have yet to learn of the London men, who shared in the $100 dinner with the exception of four or five who paid regular hotel rates. At London, the Forest City Club and about thirty members undertook the whole risk, but at Toronto there were the two clubs, with the Association and a guarantee fund from the Semi-Centennial Committee to stand any loss. And in the face of all this the Londoners gave voluntarily without agreement or promise, to the C.W.A. the sum of $75.00 and did not receive the whole receipts of the meet over expenses, as has been the general impression.

For a first-class account of the first annual tournament see page 32 of the C.W.A. Guide Book, which contains the report from the Mail. It is certainly to be regretted the Mail gives the impression that the Londoners are working against the C.W.A. Far from doing so they are as enthusiastic and energetic as ever. The only object in replying to the comments of the Mail is to set aside the ideas that have crept abroad, and which are contained in the above clippings from the Mail.

During the recent meet of the C.W.A., at Toronto, the Canadian records for one to five miles were lowered and now stand as follows:

<table>
<thead>
<tr>
<th>Distance</th>
<th>Time</th>
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<tbody>
<tr>
<td>1 mile</td>
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<td>2 miles</td>
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<tr>
<td>3 miles</td>
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<td>4 miles</td>
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<td>5 miles</td>
<td>2:35</td>
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The professional handicap is 3 miles, the 5-mile handicap is 2 miles. The professional races are held on Saturday at 1:00 p.m., and the amateur races on Sunday at 1:00 p.m.

The programme for the tournament at Springfield, Mass., to come off Sept. 16-19 is given below. The races will take place at Hampden Park, and make up a list larger than ever arranged at a bicycle meet, comprising 34 races, no two alike. Indeed they are so varied and so carefully classified that wheelmen of all ages and degrees of proficiency may participate. The standard races are not omitted, but 25-mile processions are not to be forced on the patient crowds this year. There will be no handicap except in professional races. It will be seen that there are two half-mile races, seven one mile, three two mile, four three mile, three five mile and one ten mile for amateur cyclists' one each of the one, two, three and five mile races for amateur tricyclists, one each of the one, two and three mile tandem races for amateurs. The professional will struggle in a half-mile unicycle race, two one mile races, one three mile two five mile and one ten mile. The tandem race, and for the unicycle are the first of the kind got up in this country. A half mile track will be used, its course being a gradual curve all around, with no straight course except on the home stretch. Already a number of clubs who sent only one or two representatives last fall are planning to go to Springfield with solid ranks. The races will begin promptly at 2:30 each afternoon. The full programme is as follows:

First day—Three mile professional race, open to all; 16-mile amateur, open to all; 3-mile tandem, open to all; 1-mile professional handicap; 3-mile time, time 6:30; 1-mile, 3:20 class; 1-mile tag of war; 2-mile tricycle.

Second day—Ten mile professional race; 2-mile open; 5-mile tricycle; 3-mile 9:50; 2-mile tandem; 1-mile professional race: 5-mile time race, time 17 minutes; 1-mile time race, time 3:32.

Third day—Five-mile race, 16:40 class; 1-mile ride and run race; 3-mile open; 5-mile professional handicap; 1-mile tandem; 1-mile tricycle, 2-mile time race, time 6:37; 2-mile 1.25 class 1-mile open.

Fourth day—Five-mile open; 1-mile without hands; 3-mile time race, time 9:50; 5-mile open race, professional; 3-mile tricycle; 3-mile unicycle, professional; 1-mile tag of war; 1-mile open; 1-mile consolation race.

All races not mentioned as professional are for amateurs. The class races are for men who have never beaten the time given. The time races are an innovation in bicycle tournaments; the plan is that the man who comes in nearest the time specified for each race wins the prize; he may be first or last at the close.

A DESPICABLE TRICK.

Mr. A. T. Lane, the bicycle importer of Montreal has been made the victim of a very mean trick, being the first instance ever recorded in Canada, viz.: having a tricycle stolen from him.

The following is the description of the machine: an Apollo front steering tricycle all bright parts plated, including spokes, two nickel-plated king of road lamps, cushioned seat, Singer & Co. pedals with all the rubber knocks out but three.

While Mr. Lane was attending the C.W.A. tournament in Toronto, the machine was loaned to a young Englishman named C. A. Speechley of London, England, and he has not been heard of since. The police are also wanting him for other charges.

The thief is described as being about nineteen or twenty years of age, fair complexion, but spotty, puts on a large amount of 'side,' has an abnormally developed gall, and has the appearance of being about two months.

Anybody hearing of him will confer a great favor by communicating immediately with Mr. Lane.

"Chips," the brecy-all-round writer of the Canadian Sportsman, never realized the beauties of bicycling until the recent meet in Toronto. He says the racing was keen and exciting, and, next to horse-racing, "takes the cake." "Chips" thinks that Lavernder can hold his own with Hendee, Dool, or Frazier. Here, we wish to remark, "Chips" is a little off. But he is all right in his prophecy that bike-racing will be the sport of the future, unless "hippodroming" cuts the marrow out of it.—Mirror of American Sports.
THE CANADIAN WHEELMAN;  
OR, THE BICYCLER'S BEAUTIFIC DANCE.  

CHAPTER I.  
Round about the wheels doth she go,  
Round about goes he also.  
[Chorus.  
The sun was sinking in the west, according to the established custom of that luminary at the close of the day, when a solitary bicycle might have been seen careering along the road. The rider, a young man of some fifty summers, not to mention the other seasons, seemed lost in thought. His feet pressed the treadsles mechanically, and his hand rested lightly on the steering gear. He recked not whither he wandered. Perchance he was thinking of some fair one who in some distant day was wont to sit by his side and look into the dreamy depths of his straitish orbs while crunching the peanuts which his wealth had purchased. Oh, love! love!  

CHAPTER II.  
Humpy Dumpty sat on a wall:  
Humpy Dumpty had a great fall.  
[Mother Goose.  
The rider’s meditations had evidently awakened an unworkable heart-pang. With a sudden start he accelerated his speed. A pebble was in his pathway. He heeded it not. It was struck amphilabs by the wheel. In an instant his nose had kissed the dust. There he lay, bleeding like a butcher shop, his olfactory apparatus flattened into pinprick-like likeness, and his clothing ensnared in the communicated real estate that piled the roadway. His trusty bicycle lay beside him, mutely asking to be excused for the trick it had played upon its master. Bicyclist and bicycle lay motionless, and at the mercy of the bugs and beetles that crawled whithersoever they would over their prostrate forms.  

CHAPTER III.  
A maiden fair to see.  
[Old Play.  
Rebecca Jane Jones, the maiden daughter of old Jones the horse-car driver, had seen the catastrophe. That is what she called it, though old Jones, who sat smoking his T.D. said the feller was only taking a header. But pardon digression. Rebecca Jane Jones had seen the catastrophe. It was but forty-four brief years since Rebecca Jane Jones first saw the light of day, and, as she had put in full time ever since, it is unnecessary to say that she was no infant. But she was young still and her unsophisticated heart went out to the hapless stranger, and then she went out herself. She lifted his head on her lap, and bathed his nasal appendage with the hem of her garment steeped in the healing liquid of the arnica bottle.  

CHAPTER IV.  
He fell from above  
To fall in love.  
[Sweet Singer of Niagara.  
Rebecca Jane Jones bathed the nose of the stranded stranger with relentless assiduity. His lips quivered, his eyes opened a cross-fire on the bangs that fruged the beautyfoul corrogated forehead of his preserver. Then he closed his eyes again, and remarked, in a stage whisper:  

a "Tis she!"

Rebecca Jane Jones plunged the arnica into his eyes in the excess of her maidenly agitation. This had the remarkable effect of opening them again.  

This time the stranger grew more communicative. He not only said "Tis shes" but he threw in the additional observation, "Tis she whose image has haunted me since that happy day on which in unison we ate the peanuts—"  

He got no further. At the mention of the seductive fruit, Rebecca Jane Jones shrieked, in calliope distinctiveness:  

"Peanuts!"

CHAPTER V.  
Bob up serenely from below.  
She's the gal you want, you know.  
[Oscar Wilde.  
"Tell me," said she, "under the disfigurement of that mashed nose dwellst the face of Horatio Fitzgomer Bent?"  

The battered bicyclist allowed that such was the true state of the case.  

"O, Horatio!" she remarked. "Your image has been present in this heart—indicating the locality— for these long, long years; that is to say " her wanly instinct reasserting itself— quite a little time, you know."  

Then he said something.  
Then she said something.  
Then they both said something.  
Then it was all fixed.  

CHAPTER VI.  
Beefsteak pie and fat opossums.  
Marriage bells and orange blossoms.  
[Walt Whitman.  
It seems that the day after Horatio Fitzgomer Bent parted with Rebecca Jane Jones on the occasion of the peanut-eating match aforesaid, he bought himself a bicycle and began practicing. He broke his leg at the first lesson, and was unable to call upon his dearest Rebecca Jane without being carried to her. Nobody offering to take him; he went not. His absence vexed Rebecca Jane, and she began gallivanting with another fellow. She carried her gallivanting and her co-gallivant beneath the window of Horatio. Now he was maddened. Both were miffed. To drown his grief, Horatio, as soon as his leg had assumed its normal condition, gave his days and his nights to the bicycle.  

In the twenty years that had passed he had broken both arms three several times, one leg four times and the other seven times. What with these incidents and several minor affairs such as a collar-bone breaken, a wrist dislocated and his head smashed now and then, Horatio had had about all he could attend to.  

And Rebecca Jane?  
Well, she had flirted awhile, but as none of the fellows ventured to touch upon the subject of matrimony, her fond, true heart turned to Horatio. It found him not, and she plied in secret. So she said, but she had gained forty-four pounds in weight, nevertheless.  

But it was all over now. They were to be united after their long estrangement.  

" Promise me one thing," said Rebecca Jane. "Promise me you will never again mount a bicycle."  

Of course Horatio promised. Men always promise anything before marriage. And so they were married.  

Horatio, strange to relate, remembered his promise, and Rebecca Jane’s papa so exerted his influence that Horatio was chosen captain of a base ball nine, and though his face is as battered as a gunboat after a hard-fought action, he is rich, affluentely rich. In some seasons he had been known to sell out six games, the proceeds of these transactions serving to largely swell the proportions of his princely salary.  

Horatio little knew when he fell over his bicycle that he was to fall into so soft a thing.  

Rebecca Jane Jones, thanks to that arnica bottle, won’t die an old maid.  

FITZ’S DOWNTOWN.  
A SKETCH FROM NEW YORK.  

Away down by the beautiful banks of the East River (New York) where the happy waves danced up and down, in sheer joy, where the testive sparrow, in its bright plumage carolled its joyous song, where the cat-fish jump from the river to receive the bread from the children’s hands—in this happy paradise sat two lovers, one a young fellow of about twenty-three, and evidently a cyclist, wearing a dark gray uniform with peaked cap, and on the cap in brass relief stood C.B.C. The maiden for such she evidently was, looked beautiful in the dark silk dress which clung to her willowy form. James Fitzgerald was the young man’s name, and the fair being who clung so confidently on his neck, as he brushed aside three hairs to kiss her was called Anna Husz.  

It was when the manly Fitz, tried to kiss the lovely maiden at his side that he recoiled in horror, and with lips distended began to cry. Her sobbing bosom kept time with the dancing waves, and when, one wave higher than the rest, cast its spray upon her, ruining her lovely dress, she precipitately retreated to another part of the cool banks, where again she sobbed.  

The noble Fitz, though used to women, was at sea, and that she should so recoil from him. Oh! horrors, did ever man suffer so? But at last picking up courage he ached in a tone, that at other times would have pierced her heart, " Why do you treat me so, Anna? you know I am your devoted servant, you know I would do anything for you, and yet you repulse me. Oh! Anna, tell me why my words are not regarded, and you are sure of my forgiveness. And then Fitz, pulled up his stocking which had wandered down towards his shoe, and was silent.  

Then a breath of air came, and with it came the words from his own Anna, "Jimmie, you have been eating onions."

OPPOSENT.  
New York, July 5th, 1884.
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, 20 Union Avenue Montreal.

Applications for membership:
Rollo Campbell, 10 Phillips Place, Montreal.
Fred C. Holden, 49 Belmont Ave., Montreal.
W. A. Kar, Dundas St. Woodstock.
C. E. Lailey, 14 Front St. Toronto.
Chas. Langley, 52 Front St. west, Toronto.

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

Canadian Consular appointments to date:
J. A. Murehead, of London, Provincial Consul for Ontario.
W. G. Ross, of Montreal, Provincial Consul for Quebec.
J. H. Low, Consul for Montreal.
G. A. Matherels, Consul for Ottawa.
Ferry Doolittle, Consul for Toronto.
W. M. Black, Consul for Halifax, N. S.
H. B. Donly, Consul for Simeco.
W. A. Karn, Consul for Woodstock.
W. M. de Blois, Consul for Annapolis, N. S.

Canadian Official Tailors:
Richards Merchant Tailoring Co., Montreal, who will supply the popular uniform at the following prices:

- Jacket, Garibaldi pattern, $10.00
- Breeches, 4.00
- Vest, 3.00
- Long Pants, if ordered separately, 5.50
- Stockings, with other garments, 5.00
- They will supply the cloth at $3.50 per yard, double width. The whole suit as above requiring 4½ yards.

Gene Book.—The Free Press has been favored with a copy of the Canadian Wheelmen's Association Guide Book, a handy little volume, containing matter that is not only interesting, but actually indispensable to the wheelman who thinks of spending a vacation or of making a lengthened business trip on his wheel. The great feature of the book is the road reports, comprising descriptions of all the principal highways and very many of the byways and short cuts from one place to another throughout the length and breadth of Ontario and a great part of Quebec. By following the routes given one can ride from Windsor to Caccoma with but one or two short breaks. The Association is to be commended for this work, the first practical 'cyclists' guide book published in America.

London Free Press.

The Bicycler.

See that unsuspecting boy,
With his manner sweet and coy,
As he rides.

See his lovely bright machine;
See his trunions nice and clean;
See him on the handle lean
As he glides.

Gaze upon that little pool,
With its waters calm and cool,
And watch the tiny little stick,
Which you little boy doth kick;
Bicycle approaches quick
With its load.

Goodness, gracious! What a fall!
Watched with joy by children small,
See the chap!
See the mud upon his knees;
Hear the small boys how they tease;
As the water be doth squeeze
From his cap.

The Niagara—To Boston Tour.

Forty-eight wheelmen landed in Toronto Tuesday afternoon July 15th from the Niagara boat, and registered at the Rossm House. They comprised the main division of the band of "knights of the wheel" who are doing Canada and the Eastern States under the auspices of the Chicago Club. This will be the second annual tour made by this Club, and is being carried out on a much more extensive scale than last year's tour. The tour commenced property at the Niagara Falls. Here, at the International Hotel, was the meeting place with other wheelmen of the town, and the divisions formed as given below. Thence the route lay over the foot suspension bridge and along the edge of the Niagara river to its mouth, and thence by steamer to Toronto. After luncheon at the Rossin the majority spent the afternoon in viewing the city on their "steel steeds." In the evening the Toronto wheelmen assembled and escorted the visitors through the principal streets and gave them an opportunity of seeing the principal sights of the Queen's city before darkness had fallen. With the Canadian division the tourists leave the city this morning at nine o'clock, and after four days' wheeling along the north shore of Lake Ontario will reach the Thousand Islands where a day and a-half will be spent. Thence they will take steamer down the St. Lawrence to Montreal. An evening in Montreal and the next half day's tour along the shore of the picturesque Lake Champlain. Thence to Lake George, Saratoga, Hudson River and through to Boston, where they finish up at the "Hotel Vendome." The names of the tourists in the Canadian division are as follows:


New York Squibs.

Oh! where, oh! where, is the organ,
Oh! where, oh! where has it gone?
Is the cry that comes from the members
Of the League of American Wheelmen.

Cycling is a very good sport in its season, but, as Mrs. Jones remarks, it loses all its fascinations to the women, when one's husband takes her new striped stockings to ride in.

And yet there is another sin to be cast upon the political life of Mr. Hal. B. Donly. Some member of the C.W.A. claims that he is strictly truthful. The gentleman who made this statement should remember that the Hand-Books are not yet all sold.

I was at a place of amusement lately, and a Chinaman actor said: When Meligan gal want to make mash, bang her hair, ugly, bang her husband. To make this a bicyclist rhyme it should read, viz: When wheelman want make mash, bang his moustache, ugly, bang his bicycle.

Very funny wheelman—Say, do you know what difference there is between Geo. Washington and me.

2nd wheelman—Because he didn't look like a monkey.

Y. F. W.—No—the difference is that Washington didn't ride a wheel, and I do.

The Citizens Bicycle Club, of New York, is in an extremely flourishing condition. With 75 members, all business men, they can well be proud of their roll. Their Vice-President, Mr. F. O. Bourne, is worth at least $30,000.00. This gentleman presented the club with the land on which their house stands. The latter is of smooth red brick, two stories high, and has on a brass plate outside "Citizens Bicycle Club." The first floor is the immense-sized wheel room, which is used as a ball room also. Many rugs adorn the floor, and the shining wheels make a nice sight. Back of the wheel room are three bath and wash rooms, containing hat brushes, brush brooms, and in fact everything imaginable for the toilet. Stairs are the spacious lockers which are made of black walnut.

Mr. Hal. B. Donly, Secretary of the Canadian Wheelmen's Association, has favored us with a copy of the C.W.A. Guide Book, compiled by Messrs. Donly, Eakin and Brierley. The little volume contains much-needed information, in a convenient form, including the history, officers and membership list of the C.W.A., bicycling records, a host of road reports, of great value to the touring wheelman, and many other items of interest not only to Canadian wheelmen, but bicyclists in general. The Mirror of American Sports.
SECOND ANNUAL MEET OF THE C.W.A.

The second annual meet of the C.W.A. was held at Toronto on Tuesday July 1st, and indeed was a notable gathering.

The first instalment of visitors was the Montreal Club numbering twenty-five, other clubs arriving from the East and West on every train, including clubs from Belleville, St. Thomas, Hamilton, St. Catharines and various points, the Brantford and London Clubs numbering forty-eight in all, reaching Toronto on Monday evening in their private car, "Samila," in which they experienced the novelty of trying to sleep for two consecutive nights, at which they succeeded as well as could be expected.

Very little riding was indulged in on Monday on account of the very crowded streets, the majority of cyclists preferring to stroll around and see the Semi-Centennial sights, and visit the Toronto and Wanderers club rooms; but early on Tuesday morning numbers of wheelmen might have been seen spinning towards the Don or Queen's Park.

The Walker House seemed to be the centre for the wheelmen, a great number having found quarters there.

The annual meeting was held at the Philharmonic hall, Adelaide street east, on Tuesday morning at eleven o'clock. About one hundred members were present, President McBride occupying the chair. The President read a short address, reviewing the history of bicycling generally, and in this country in particular. The reports of the Secretary-Treasurer were read and adopted. They have some interesting particulars regarding the Association. At this date last year the membership was about 320, distributed among 14 clubs. It is now 760, with 39 clubs, and is still growing. Mr. Horace S. Tibbs, President of the Montreal Bicycle Club, was unanimously elected President, a ballot being taken between Messrs. J. S. Bricker, of St. Thomas, and T. H. Robinson, Captain of the Wanderers, Toronto, for the office of Vice-President, the former was declared elected. Votes of thanks were passed to the retiring officers, especially to Messrs. Denly, Eakins, and Bricker, editors of the Guide Book.

After having partaken of dinner, the wheelmen began to assemble at Clarence Square the hour announced for forming the procession being two o'clock. Before that time, however, the Square and vicinity were thronged with citizens of the west end awaiting the arrival of the wheelmen. Those present evidently anticipated that the parade would be well worth seeing, and they were not disappointed. Bicycle clubs from all parts of the country were present, making by far the largest assembly of wheelmen ever witnessed in Canada. The crowd which extended along Brock street to King was continually increasing in numbers. Although there were thousands of citizens and visitors present the utmost order was preserved, and a couple of police were able to keep clear the road over which the parade was to pass.

The grand marshal was Captain A. F. Webster, of the Toronto Bicycle Club. He arranged the different clubs carefully, placing the visitors at the head of the procession.

A good start was made, though it seemed to be a somewhat difficult performance, and the immense train of bicyclists, reaching as far as the eye could see, proceeding down King street and along the route arranged for the procession. The order of the procession, with the full strength of the various clubs, and the captains of each as were follows, the clubs riding in the order of seniority of joining the Association.

The race was started 49 minutes late, but were so promptly brought off that the meeting wound up less than 10 minutes behind time. The course was a magnificent one. With the exception of the five-mile championship race there was scarcely an event in which the issue was not in doubt until almost the last yard. Several of the races were won by a foot or two. The events and their results were as follows:

One Mile, Green.
R. S. Wilson, Toronto Bicycle Club, .......... 1
James Egan, Woodstock, ................... 2
Time, 3 mins, 30 secs.

The starters were Wilson, Egan and F. W. Monteith, J. Allen, Toronto Bicycle Club. Egan went off with the lead, closely followed by Monteith. Entering the last turn on the first lap, Monteith came an ugly cropper, and of course was knocked out of the race. Egan kept the lead until the last quarter mile, when Wilson closed up and went for him. The two rode abreast around the last turn, Wilson on the outside, and in the homestretch they made a splendid race to the finish, Wilson by a final determined effort winning by half a wheel. The time was 3:26. The times of the quarter miles were 49, 53, 55, and 53 seconds respectively.

Three Mile Race.
F. J. Campbell, Toronto, .......... 1
P. E. Doolittle, " .......... 2
Time, 10 mins, 27 secs.

The only other starter was J. H. Low, of the Montreal Club. Low took the lead at the start and cut out the pace for 21 miles. Doolittle and Campbell then both spurred past him and made a splendid race close to the finish. It looked a good thing for Doolittle to within 50 yards of the end, but Campbell came on with a last rush and won gallantly by a wheel's breadth. The times for each of the three miles were 3:33, 3:35, and 3:39; total, 1:1:27.

One Mile for the Championship of Canada.
C. F. Lavender, Toronto, Bi. C .... 1
W. G. Ross, Montreal .... 2
Time, 3 mins, 91 secs.

Lavender, Ross (the champion), H. P. Davies, Wanderers' Bi. C; G. S. Low, Montreal, and Lamb, Ariol T. C., London, were the starters in this race, which was expected to prove one of the events of the day. Lavender was a slight favorite. At the start Lamb took the lead, followed by Davies, Ross, Low, and Lavender. On the second lap Ross went to the front, and the lot began to spread, and at the end the race became a sort of repeated sprat from Davies, while Lavender moved up third. The turns seemed to bother the Montrealers, Ross and Low. Entering the last turn, Ross was leading; on the turn Davies got up even with him, and Ross, Davies, and Lavender entered the homestretch in a bunch and made a desperate rush for the finish. Ross led Davies half a wheel until about 25 yards from home, when Lavender came on from the rear with a splendid effort and whirled past his opponents and across the line in 3:34½, winning by a yard clear from Ross, who was a couple of feet ahead of Davies. Thus the one mile championship changed hands. Davies rode a splendid race on a comparatively heavy
In Response

to numerous enquiries from Canadian riders who desire to use our Machines, but are deterred by the double duty which they would ordinarily have to pay, we beg to announce that we will deliver F.O.B. at Liverpool, any Machine—Bicycle or Tricycle—described in our Catalogues, and at the prices therein quoted,

Less 30 Per Cent.

This special rate enables Canadian Cyclists to avail themselves of our well-known and popular productions at a cost not exceeding that of any really first-class Machine in the market.

Odd Fellows' Hall.

will send post free anywhere on receipt of a two-cent stamp, their

Illustrated Bicycle Catalogue,
or their—

Illustrated Tricycle Catalogue,
each of which will be found replete with valuable and interesting information.

Please state with application which Catalogue you desire.

Early Supply can be secured by Early Orders.

machine, and with a racer, will be a hard man for anyone to beat. The times of the quarter miles were 32, 15, 48 and 45 seconds. Low was fourth; Lamb dropped out before the finish—The time, 3:10, lowered the Canadian record by three seconds.

Half Mile Without Hands.

P. E. Doolittle, Toronto Bicycle Club ... 1
L. Buckingham, Hamilton ... 2

Time, 1 min. 53 sec.

Doolittle won as he pleased. Johnson almost caught Buckingham on the finish, and also caught a heavy fall. Johnson escaped uninjured, but his machine struck Mr. Boustead and inflicted a severe cut just above the eye. Mr. Boustead made light of it, and went on with his judicial duty.

Two Miles (Open to all Amateurs).

G. S. Low, Montreal ... 1
F. J. Campbell, Toronto B. C. ... 2

Time, 6 mins. 57 1-5 sec.

The race was made interesting by the starting of a Star machine, ridden by C. A. Smith, of Rochester, N. Y. The other starter, besides Low and Campbell, was P. E. Doolittle. The Star machine, with the small wheel in front, and worked by long cranks, which gave the rider's action a peculiar appearance, looked for a time as though it would have things it's own way. Smith led for three and a-half laps. Then G. S. Low came on with a spurt, and took the lead in the back stretch. Campbell and Doolittle also got past, but never had a show of catching Low, who finished with a fine bit of riding, winning by ten yards in 6:57 1-5.

The mile times were 3:29 and 3:29.

One Mile Tricycle.

G. A. Mothersill, Ottawa ... 1
A. T. Lane, Montreal ... 2

There were four starters, the other two being T. Fane and Thos. Monk, both of the Toronto B. C. Fane took the lead at the start, but Mothersill soon passed him. The race from this out lay between Mothersill and Lane, and a severe contest it was, but despite Lane’s repeated and gallant spurs, the powerful President of the Ottawa Bicycle Club kept in the van, and won by a yard from the Montrealer.

Two Miles for Road Bicycles.

R. W. Hamlin, Oshawa ... 1
M. F. Johnston, Toronto B. C. ... 2

Time, 6 mins. 54 1-5 sec.

The other starter was F. W. Monteith. The peculiar feature of this race is for roadsters,” was that it was won in faster time than was made in any two miles covered during the day by racing machines. Monteith led after the start for a mile or more. Hamlin and Johnston then had a struggle for first place, which Hamlin took, winning the race eventually by ten yards.

Five Miles for the Championship of Canada.

W. G. Ross, Montreal ... 1
C. F. Lavender, Toronto B. C. ... 2

Time, 17 mins. 14 1-5 sec.

The starters were Ross, Lavender, J. H. Low, F. J. Campbell, and Jas. Lamb. Low took the lead, and made the pace for a couple of miles. Then Lamb went to the front.

Half a mile further on, the order was Lamb, Low, Lavender, Ross and Campbell. Ross then commenced to force the pace, and taking the lead on the eleventh lap began to leave the field. Lavender made an effort to stick to him, but before he seemed to realize Ross’ game the latter was twenty yards ahead. At the commencement of the fourth mile Ross was still further ahead of Lavender, who in turn was fully thirty yards ahead of Campbell and Low. Ross dashed on, working like a Trojan, and Lavender fell further and further behind. Starting the fifth (and last) mile, Ross was a hundred yards to the good, and keeping up the pace all through, he won the five mile championship by about 300 yards from second man in 17 mins. 14 1-5 sec., or 15 4-5 sec. faster than the best record previously credited to a Canadian rider. Lavender, who had eased up on the last lap, was tackled by Low for second place, but spurred in two or three yards ahead. Campbell and Lamb dropped out before the finish. The Montreal men captured Ross, and carried him off the field, shoulder high, as they had done G. S. Low in the open two mile race.

One Mile Championship of Toronto.

This race was between H. F. Davies, of the Wanderers, and F. J. Campbell, of the Toronto. It was a splendid race from start to finish, and would have been even closer if Campbell had not ridden in the previous races to a greater extent than Davies. Davies, on the other hand, had the heavier machine. Davies led throughout the race
and won by 3 or 4 yards in 3 mins. 15 secs.

Obstacle Race, Quarter Mile.

P. E. Doolittle, Toronto ..................1
R. T. Blackford, ..............................2
No time.

The obstacles consisted of three hurdles, at each of which the riders had to dismount and lift their bicycles over. The race was a picnic for Doolittle. At any rate, Blackford fell at the first hurdle, and Hamlin, another starter, ran off the track.

After the races and exhibitions of fancy riding and drill the prizes were presented on the field to the winners by Mr. Boustead, and the big audience dispersed.

NOTES OF THE MEET.

Montreal for the next meet.

How does the "Yorkshire dude" feel?

The second annual meet has proved a grand success.

The Montreal uniform was about the neatest in the parade.

Who was the fiend that blew the bugle all night in the car?

Ald. Boustead the genial ex-President of the C.W.A., was around as brisk as ever.

The Toronto Club turned out eighty-two riders, the biggest club ever in parade in America.

Will any of the London or Brantford boys ever forget the two nights spent in the Pullman car?

W. A. Capon the Winnipeg representative, with the club banner, was on hand and received marked attention from the onlookers. Who didn’t tumble to Hal. Donly’s aesthetic stockings with fancy silk clocks at the tournament. He must have some fair admirer.

Have you seen a Wheel Song? yet? It is very handomely gotten up and is published by White, Stokes & Allan, 5th Avenue, New York.

One of the Buffaloe as well as one of the Londoners had their whiskies taken from them by a policeman but were returned next day after explanations.

The Star rider from Rochester who entered in the races only lacked one thing to complete the make-up—a tail. Nevertheless, it is a great costume for ‘cycling.’

It is rumored that several of the Buffalo wheelmen had their rooms rifled at the hotel where they were stopping, losing a considerable amount of money and a gold watch.

Both parade and race meeting compared most favorably with the parade and races of the League of American Wheelmen at Washington on May 15th and 20th. While over half the entire membership of the C.W.A. turned out here on Tuesday, less than one-fifth of the L.A.W. rode at Washington on May 15th. The C.W.A. races on Tuesday were splendidly contested, and had good fields of riders, the total number of starters in the ten races being thirty-five.

The five L.A.W. riders at Washington were entered for the 30th on May 20th but eleven starters, and were poorly contested. In short, the second annual meet on Tuesday of the Canadian Wheelmen’s Association was not only an immense advance on its own predecessor at London, Ont., last year, but it was an immensely better showing than that made by the League of American Wheelmen at Washington this year, and we think that no more powerful argument against the suggested merging of the C.W.A. in the American Association could be found than this comparative display of the two organizations on the occasions of their representative gatherings. There was probably never such danger of Canadian wheelmen voluntarily losing themselves in the League of American Wheelmen. There is no chance of such a step being taken now.—The Mail.

The Canadian Wheelmen’s Association Guide Book has just come to hand. It is a neatly printed 16-mo. volume of about 100 pages, containing a vast amount of information of pronounced value to wheelmen. Besides, among the best features in the book are over thirty pages of road reports, from which a tourist can obtain detailed and accurate information as to the nature and character of the roads leading from town to town throughout Ontario and a portion of Quebec. The preparation of these reports must have cost much pains-taking labor, and as they now stand they are well nigh invaluable to any one who contemplates making a bicycle tour through Ontario or any portion of it.—Toronto Globe.

News from the Clubs.

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

BELLEVILLE.

It is perhaps not realized by our cycling friends westward that Belleville has one of the strongest and most flourishing clubs in the country, which, after our next meeting, will consist of over 50 wheelers—not mere members, but 50 riders. We think this is grand for a little city of 9,000. The number of wheels in the city has almost doubled this season and additions are being made steadily. Our list includes clergymen, baristers, editors, and merchants.

Our highly successful tournament for May 26th was never reported in your columns, but it was attended with that success characteristic of the Ramblers Wheel Club of Belleville. Big attendance, first-class programme, and good records. T. West won the mile 3:17, and is one of Canada’s coming “flyers.” The five miles were covered by W. Greartix in 18:46, and he is capable of something better. W. Garratt did a mile in 3:25|, so it will be seen that the Club has good material. The track is an excellent one of cinder, one-seventh of a mile. After Fred Westbrock rode around it for the first time he said he wanted to ride his first long professional race on it. Let us hope he will.

The favorite runs from here are, eastward to Shannonsville and Napanee, and westward to Trenton and Brighton, over unrivaled roads.

Every city is partial to some particular wheel. Belleville has run on the “Pilot,” and “Expert Columbia,” though nearly every other make is represented.

Capt. Retallick is entitled to a great deal of credit for his energetic efforts to build up the Club, and President Corby for the interest he shows in it.

We are expecting the members of the Niagara-to-Boston tour, and will see that they get a good dinner.

Thomas Stevens, the young Englishman who is on his way to Europe, travelling across this country on a bicycle, arrived at Chicago July 4th, bronzed and weather-worn. He left San Francisco April 22nd, and therefore had been forty-two days on the road. He is now on his way to New York via Toledo, Cleveland, and Erie, thence along the New York Central and Hudson River Railway roads. After a two weeks’ rest he will take the steamer for Liverpool, and then bicycle through England, France, Germany, Austria, and Turkey to the boundary of the European continent. Mr. Stevens will stop there, and will, if possible, tour through Asia in 1885. His only additional luggage is a waterproof coat, and additions to his wardrobe are made on the road as required. He wears an army helmet, and finds it preferable to one of felt in the sun. He rides a 50-inch bicycle.
A 350-MILE TOUR THROUGH CANADA.

In arranging a programme for a bicycle tour of several days, it is not advisable to announce a run of over thirty-five or forty miles per day. In arranging the programme for the Canada tour of the Detroit Bicycle Club, it was laid out to cover a great amount of territory in a comparative small amount of time, so it necessitated some daily runs of sixty-five miles and over, and resulted in a very small number of participants, and those who had promised to join were afraid that the above-mentioned number of miles daily were entirely beyond their reach, the writer himself fearing that he would be unable to accomplish the journey—but never was mortal man more greatly mistaken—nor greater enjoyment participated in than by the comparatively few who joined the party on the 13th day of July. A start was made from Windsor, Ont., opposite Detroit at 8:30 a.m., with Gederich Ont. as the objective point. The day was all that could be desired, with the favoring wind. After a journey over excellent roads, through Maidstone Cross, Essex Centre, and other villages, the party arrived on the outskirts of London to find their first obstacle in the shape of sand for a mile or more, but by riding side-paths and walking, the town was reached and dinner obtained after a rest of one and one-half hours. The start was again made, passing through an elegant country with smiling fields on one side, and the beautiful waters of Lake Erie on the other. Deal-town, sixty-four miles distant from Windsor was reached by 6 p.m. The roads for the first day's run was as fine as one could wish, with the exception of occasional patches of gravel where the road was repaired, which required frequent dismounts, and very close riding at times with of course its usual accompaniments of "headers." Shorty, "Mr. Wheelman," of Detroit, rode a 44-inch wheel, he was the only person who did not arrive on time, he having a great fondness for cherries, stopped at various farm-yards and had his fill, and his delay was no doubt owing to an overloaded stomach which necessitated a two hours nap at a farm house, at least that is what he says. With a cup of tea and a rubbing with arnicas, he announced himself in readiness for tomorrow's journey.

The second day proved a repetition of the wind, weather, and road of the first day. On our arrival at Morpeth, we were joined by a local wheelman who continued with us to the end. About 10 o'clock in the morning we arrived at the famous Gardner farm, about three miles east of Morpeth, when the generous hospitality of Mr. Gardner and his family made famous by his entertainment of the Chicago tourists last season, was availed of by our party. As all of the male members of Mr. G's family are musicians and have a brass band of their own, we were only too sorry to find that most of them were away from home. After a short ride Clearville was reached where we intended to take dinner, but owing to our lunch at Mr. Gard- ner's, we did not stop at Clearville. We found that the next fourteen miles of road were almost impassable owing to great depth of sand, heavy clay roads and "awful" hills. After prospecting for five miles a part of the party secured an ambulance and proceeded to Wallacetown where we were to stop for the night, but upon consulting our watches we found it was only three o'clock, so we decided to push for St. Thomas, nineteen miles distant over good roads, where we arrived in time for supper. Of the numerous incidents of the day one only need be mentioned, the fearful ride of Mr. L. down the famous Kettle Hill at a speed of forty mile per hour. Mr. L. tried to ride down the hill with his feet on his pedals, when he lost entire control of his machine, and it ran away with him, should he have met a small obstacle it would have resulted in a very severe injury or death. In the evening we were entertained by various St. Thomas wheelmen. After dinner the following day a ride was made to London nineteen miles away. The evening was very pleasantly spent in London, being very handsomely entertained and banqueted by the Ariels and Forest City Clubs. Early to bed and get ready for a sixty-eight mile run over what purported to be the best road in Canada. It can only be described as follows: For the first twenty miles the roughest kind of Macadam filled with ruts about ten inches apart, and the rest of the road is very flat, but not so good as some of the roads in our first and second day's rides. We were of course very much disappointed as from the reputation of the road we anticipated a great ride. However Exeter was reached at noon and a halt made for dinner. In this connection allow me to call attention of the wheelmen to the Commercial Hotel at Exeter where we stopped for dinner. Mine host, Haskew, and his son who presides at the bar did all in their power to make our stay comfortable, and we promised on our return to visit him again, a promise we faithfully kept in spite of a gale of wind, direct head one, which made wheeling very hard. We pushed on and arrived at Gederich at 8 p.m., very much fatigued over what proved the hardest day's work in the experience of the entire party. The following day was spent in wheeling over the excellent roads in the vicinity of Gederich, a visit to the Point Farm, a favorite watering place, the Falls and other places of resort. Leaving Gederich the next morning, a run was made to Exeter for dinner where the afternoon was spent, and after taking supper a run of ten miles brought us to Clandeboyce, were the night was spent. From Clandeboyce to Goderich for dinner, over excellent roads via Alice Craig, and a run of nineteen miles to Warwick village for the night. The last day's run to Sarnia of thirty miles over good gravel, bad clay, and deep sand, brought us into Sarnia, and ended a 350 mile bicycle ride. It is noteworthy to remark that with the exception of the first two days, strong head winds were met with at every turn. At Sarnia a steamer was boarded and we arrived at Detroit at 6 p.m., on the 8th day out. The beautiful river and lake scenery appropriately ended what will always be considered by all participants as one of the events of their lives.

The bicycle is one of the great benefits conferred upon this country, in that it educates young men to know the difference between a good road and a bad one. The average man does not know what a good road is, but when a man buys a bicycle and begins to ride, he begins to get interested in roads. I have seen a bicyclist stand on his head to see what the matter was with the road. I, myself, have been so much interested in the way roads were constructed that I have got down and tasted of the dust.—President Bates.

It is reported that since her arrival in England, Lotta, the famous actress, has become a convert to the pleasures of tricycle riding.

Literary Notes.

Outing, for August, is a midsummer number of fresh and vivid interest. Its frontispiece is one of Garrett's best drawings, with a brief and pertinent poem by Charles E. Pratt, entitled "Art in August." The leading illustrated article is by Frank S. Dobbins, describing "Tricycling Trips in Tokio." The illustrations of this article are unique and striking. Sarah Leslie contributes a breezy paper, entitled "Yachting around Cape Cod," which is profusely illustrated by Webber. Other illustrated articles are "The Shybacks in Camp," by J. S. Barrows, and "An Unlucky Trip," describing a bicycle tour with some most vexatious mishaps. A notable two-part story by Arlo Bates, entitled "A Strange Idyl," is begun in this number, and Dr. C. A. Neide contributes a lively canoeing reminiscence in "A Homeward Cruise." Natural history is represented in a charming paper by Bradford Torry, entitled "Scraping Acquaintance with the Birds," which shows keen and patient observation, as well as a delightful skill in putting its results into words. The editorial departments are full and interesting; as usual, and the monthly record abounds in creative history, which will be found worth preserving. "Outing" is gaining steadily in its hold upon the public, and its unique field is one that it fills handsomely. Price, $2.00 a year. The Wheelman Company, Boston, Mass.

"Wheel Songs" is the title of a very handsomely bound volume containing a collection of wheel verses by S. Conant Foster, who now stands at the head of bicycle poets. The book contains very fine illustrations, and a number of poems which have appeared in the Wheelman, as well as a number of new ones. This work makes a very handsome volume, and is published by White Stokes and Allen, New York.
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"Club" and "Invincible" Bicycles and Tricycles.

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TORONTO.

Bicycling Brevities.

D. J. Canary, the champion trick bicyclist, rides on one wheel without back bone or handlebar.

John Brooks, of Elmira, the 10-mile L. A. W. champion, is looked upon as the coming long-distance man.

The Prince of Wales has found a new road to popularity. He has become an enthusiastic and expert bicyclist.

Messrs. Tytler, Millar and Evans, three London wheelmen intend riding to Buffalo, starting Monday July 25th.

The C.T.C. in Canada is steadily gaining a strong hold, through the energetic influences of the Canadian officers.

Mile Louise Armaido is said to have developed into an exceedingly graceful and expert fancy rider, and, in company with Master Sewell, will give exhibitions of double fancy riding.

Wm. Begg of the Ariel Touring Club, has been appointed Chief Consul C.W.A. for London City, also Chief Consul C.T.C. for London, by J. A. Muirhead, C. C. No. 1 District and C.T.C. Consul.

Dr. Macklin, of Poplar Hill, a village twelve miles distant from London, has accepted a situation as physician to the Foreign Missionary Society at Kobota, Japan. He purposes taking his bicycle with him to scare the Japs.

One of the wheelmen at the C.W.A. meet in Toronto, had the misfortune of having his ball bearing pedals taken from his machine, and none of any kind left in their place. No one else but a bicyclist could have wanted them very badly.

Rev. Henry Ward Beecher has joined the ranks. He does not ride a bicycle but a Columbia tricycle. The rev. gentleman keeps several horses, but predicts that he will soon be able to dispense with some of them. In the language of Charles A. Dana, Mr. Beecher is 71 years old, weighs 220 pounds, and is a good man.

Fred Westbrook, a Canadian bicyclist of some note as a mower, is charged with having sold a race at Belleville, Ont., recently, in which he was a favorite. The charge is apparently well founded, and it is highly improbable that the "crooked" work can be repeated, as clubs throughout the Dominion will not admit Westbrook in any contest. — Mirror.

Walter J. Plumb was riding on his bicycle along the turnpike out at Verona, N. J., one day last week, when the rubber tire suddenly flew off the front wheel. Before the rider could stop the machine, a large black snake that was lying in the road suddenly placed its body in the groove of the wheel, which it just fitted, and remained there until the bicyclist reached the end of his journey. — Puck's Snake Stories.

For Sale.

Advertisements under this head, one cent per word each insertion. No advertisement less than twenty-five cents.

FOR SALE—A 52-INCH SPECIAL BRITISH Challenge, full-nickelled, ball-bearing pedals to both wheels, Hill & Tolman guns, ball-bearing pedals and tool box all complete. Has only been used part of last season and is in first-class condition, but too small for present owner. Address—CANADIAN WHEELMAN, box 82, London, Ont.

To no class of men, perhaps, is bicycle riding more beneficial than to those who lead sedentary occupations in the manifold walks of life—apprentices, clerks, students, business men, professional men, physicians, teachers, clergymen, and others. If such find their system weakened and "run down" by over work, anxiety, or other causes, and are not incapable of riding a bicycle, they will find that its use, instead of being injurious, will give them strength, tone, and a manly vigor from head to foot; in short, health. This statement could be substantiated by thousands of bicycle riders, who have found, to their surprise and gratification, that this exercise in the sun and air—the two greatest of tonics—instead of merely developing the muscles of their legs, has given them health and strength throughout the body. A like result may doubtless be attained in other ways, as by horseback riding, skating, boating or canoeing. But all cannot afford these, or live where such exercises are convenient without an interference with their regular work. The bicycle adds to the list of known agencies in obtaining and keeping health. —Detroit Chief.
Bicycles and Tricycles!

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KRON CRIES FOR "MORE."

EDITOR OF CANADIAN WHELMAN:

I am sorry to report that the number of one dollar subscriptions pledged for "Ten Thousand Miles on a Bicycle" is only 1447, or against 1550 on the eighth of May, when I issued an announcement, expressing a hope that I might secure the needed 3000 names in season to publish the book in October. During the last month the addition to the list have numbered only seventy-eight, or compared with 105 in the month preceding; and I am therefore forced to admit that there is little chance of my being able to print the book before December. I am confident that I could secure 1550 additional names within three months from now, were I at liberty to devote my entire time to the carrying on of the canvas; but I must spend at least two months in writing six or eight new chapters for the book, and in revising the parts already prepared. Hence, as I cannot do much correspondence concerning subscriptions until September, I fear my list will increase very slowly in the interval, unless the patronage already secured shall come to my rescue by each persuading "one more man" to send in his name for enrollment among my "immortals."

It seems necessary that I should thus call the special attention of your readers to the fact that names can be added to my "appendix of subscribers" even as late as November, because the announcement of my scheme which the editors of the "C.W.A. Guide

Book" were good enough to publish for me (p. 92) seems to imply that June was the latest month when such addition could be made. In regard to the "guides" just named, every reader of my book will be urged to purchase a copy as a preliminary to touring in Canada, for it is certainly well worth the half-dollar charged for it. Yet, in comparing it with my own book (whose price I have put at a dollar for those who pledge their names to it in advance), I see that not only will my pages be four times as many, but also that the amount of my printed matter will be ten times as great, and my expenses of publication be ten times as great, while my receipts from advertisements will be nothing. In other words, only the sale of a very large edition, like 5000 copies, can justify my plan of putting forth so elaborate a volume at so low a rate; and the probability of such sale cannot be assured unless I am able to print in the book itself the names of 3000 people who have each pledged a dollar for it in advance. My recent twenty days' ride of 755 continuous miles was mostly through a country which I had not previously explored; and a report of it will require an additional chapter for my book. I fear, indeed, that the size of this will so increase as to force me to put its price up to $1.25 when publication day really arrives. Intending purchasers will therefore be likely to help themselves as well as help me, by giving prompt heed to my present cry for "fifteen hundred more."

Karl Kron,
The University Building, Washington Square, N. Y., 10th July, 1884.

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Expert Columbia,
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Ideal.
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A. T. LANE,
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The Official Gazette of the Cyclists' Touring Club in Canada.

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Terms: $1 a Year in Advance.

Advertising Rates on Application.

W. Kingsley Evans, Editor.

EDITORIAL.

With this issue, Vol. I. 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 heartfelt 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.C.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. Eakin, of Toronto and H. S. Tibbs, of Montreal, as Associate Editors, H. B. Donley, as C.W.A. Editor and J. S. Briery, 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 undoubtedly 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 in the case of 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 the by the 11:20 train for home, and everybody was delighted with the visit visit to 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, Francescourt,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, (cyclo-meter registering 1322.) Total riding time 17 hrs, 5 min.

Mr. C. S. Romney, 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, 4th, Garratt 2nd.


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

West 1st in 11:12, 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 2:51, 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. Greatrix won in 18:21. This being the fastest 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.


Farron 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 1:45.
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 blank 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, Yeoege St., Brighten;
Jas. S. Brierley, Talbot St., St. Thomas;
Gerahom de Soja, McGill College Avenue, Montreal.

W. Kingsley Evans, Richmond St., London;
W. J. McIntosh, King St., 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, 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 Otage 'Cycling Club of Oamaru, New Zealand, brings my total enrollment to 1700, 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, where 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 or have a circular subscribed 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 priors, 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 velocipedes, 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.
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 Wheelman 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 necessary, 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 cyclists 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 train. 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 cyclists 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 dolorous consultation was held and the two then manfully shouldered their once glittering, but now mud-begrimed steeds, and struck out on 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 a two square, has three walls, the fourth not being completed. It is uninhabited, not a soul within a mile, while half a million mosquitoes make the welkin ring. There was nothing to do, but wait for the morning train. A snudge was started, to ward off the frightful mosquito. After this the two hungry tramps, the only title they then could justly claim, began to skirmish for supper. The "Captains" in an hour's search secured nine partially ripe, diminutive strawberries, while the "sub" collared eight of this luscious fruit. After their bread-like appetites had thus been satisfied, slept, balmy sleep, on a hard floor couch, was sought. "Roame did howl!" with the gentle Breathing of these two tined 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 "hooples" from the tramps, the flock of bovines scattered off at a wild 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 Morphens 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-by 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 Bicycle's Guide Book tor 1885.

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

SEAFOORTH.

On August 14th the Seaforth Bicycle Club held their first annual tournament which proved to be a grand success. Bicycleists from Woodstock, Goderich, Stratford, 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—Ist, 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, 18½. 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 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 facts 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 made over 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 Woodsie, 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.
36 Adelaide St. West, TORONTO.

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. Muhl & J. C. McKenzie. One of the editor's 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 Fennell, will appear in the September Century. It records the incidents of a journey from Coventry to Chester, treating of Isaac 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. Fennell is an expert and enthusiastic wheelman, his dozen or more pictures will have a special interest in the line of character sketches.

T. FANE & CO.,

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.

We import all different makes of Bicycles and Tricycles to order.

Note the address, and send for particulars to

36 Adelaide St. West, TORONTO.

N. Y. SQUIBS.


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. Krags, 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."
The PILOT.

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 37,000 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 Mfg Co.)

BOYS' BICYCLES.

SANS Pareil BICYCLE LAMP OIL—The only oil that will give full satisfaction, and manufactured expressly for Bicycle Lamps.

WALLACE C. TROTTER & BRO.,
30 ST. NICHOLAS STREET, MONTREAL.

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 wigs 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.

For Sale.

Advertisements under this head one cent per word each insertion. No advertisement less than twenty-five cents.

FOR SALE.

INVINCIBLE RACER.

New—22 lbs. 35-inch. Will sell cheap. Magnificent Machine.—RAF & WATSON, 22 Church St., Toronto.

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 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 belted clip spring is, where well-made, sufficient relief from the vertical jar. But the fore-and-aft jarling 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

W. T. Rutherford & Co.,

NEW POLISH FOR BICYCLES!

The "Universal Metal Polishing Paste" polishes everything from tin pans to gold jewelry, and does it well. Try it! Nothing puts such a brilliant polish on a nickeled bicycle.

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

By Mail, 15c. and 30c.

WM. SAUNDERS & CO., London.
COLUMBIA TRICYCLE!

FOR
GENERAL USE
BY
Ladies and Gentlemen.

Confidently Presented
As the Finest Made
MOST PRACTICAL
Tricycle Manufactured.

Expert Columbia.
A medium-weight bicycle. The most artistic and scientific bicycle made.

Standard Columbia.
The "OLD RELIABLE STEED" for general use.

Every Variety of Accessories Constantly on Hand.

Send 3-cent Stamp for Illustrated 36 page Catalogue.

THE POPE MANUFACTURING CO.
597 WASHINGTON ST., BOSTON, MASS.

Agent for Pope Manufacturing Co.

SUBSCRIBE FOR THE
CANADIAN WHEELMAN.
$1 Per Annum. Six Months 50c.

Bicycle Repairing

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.

D.H.F. Premier,
Special Royal Canadian,
No. 2 do.
(Hillman, Herbert & Cooper, Makers, Coventry)

Expert Columbia,
American Star, (small wheel in front.) Ideal.
Liverpool No. 1.
do 3.
do Special.

Send 3-cent stamp for 32 page Catalogue, and List of New and Second-hand machines in Stock.

Bicycles, from $40 up.

Best Assortment of
MACHINES AND FITTINGS
In Canada.
FIVE PER CENT. DISCOUNT off all sales during August and September.

GUN SHOP
of
W. A. BROCK
375 Clarence St., London.

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