

## The Canadian Wheelman;

A JOURNAL OF CYCLING.

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

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### ABOUT CLUBS.

The wheelman who has, at some time in his wheeling career, been unfortunate enough to incur the enmity of a hot-headed farmer by inadvertently frightening his horses, will naturally dismiss this article with a hasty perusal of the headline. He will murmur to himself that no one need attempt to teach him anything about "clubs." He will recall divers maledictions and threats which have fallen upon his startled ear, and in which allusions to "clubs" have been fearfully frequent. He will not forget his hasty withdrawal from the scene of the discussion.

But there are "clubs" and clubs. It is of the latter we speak. This is an age of clubs. The rudimentary article consists of the banding together of a number of individuals for a given purpose. No matter what the object to be attained, the union which gives strength has become, in almost every case, the first consideration with those who find themselves at one in the pursuit of that object. This is especially so with regard to sport. He is a poor man who cannot better enjoy himself in his recreation by reason of the companionship of others. Apart from this, the material advantages which are to be derived from a combination of resources, even for purposes of amusement, are many, and need not be mentioned. It is not to be wondered at, then, that the devotees of the different sports should form little *clubs*, wherever it is practicable, for the better enjoyment and further advancement of their respective amusements. The unaccountable affinity which wheelmen seem to bear for each other has made the "bicycle club" an institution of every city, town and village where more than two or three riders are "gathered together." The wheelman does not, like the lacrosse-player, absolutely require others to assist him in indulging in his favorite pastime, but he enjoys himself better with them.

It should be the object of every "bicycle club" to keep alive and stirring all the year round. This is comparatively easy in the larger places where the membership is large, and there is consequently no lack of funds. But even in places where the roll does not show more than a dozen names

wonders can be accomplished. With one or two energetic officers and an enthusiastic *corp* much may be done in the way of putting such institutions on a permanent basis. No letter example can be found in Canada of what push and determination will do than the history of the Newcastle club. It is small but vigorous, and has already made itself a name. The most important step at the outset, we believe, is the establishment of a club-room. The beginning need only be very modest, but it is the first step towards permanency. It gives a club a basis upon which to work. The uses of such a room need not be enlarged on. The second step should be in the direction of a track. This is a most necessary and often very difficult move. There are few towns, however, without driving-parks, and it should not be a hard matter to make terms with the owner for the construction of, at least, an inner clay track. This would be better than none. Where there are clubs devoted to other sports, the most sensible plan is the formation of Athletic Associations for the purpose of maintaining grounds suitable for all. This plan has worked most successfully in Woodstock, where a bicycle club of upwards of forty members now has a \$2000 track. It is being generally adopted throughout the country.

There are many other matters which are of the utmost importance to the welfare and prosperity of clubs, but those mentioned above are primarily so. With a track, there is some object in existence something to work for. With a club-room, there is the opportunity to keep the club alive during the winter, and to strengthen the membership. Other advantages will follow.

A question of vital importance to all cyclists, and one which should be fully considered, is now being agitated to a large extent by a number of leading journals, and the question is, the danger in riding bicycles and tricycles. In another column appears a very interesting article on "Saddles," copied from the *Wheel World*, which should be carefully read, as the facts contained therein go a great way to show that the subject is no myth, and that it should receive immediate attention. Of course, there are two opinions on the matter, Dr. Strahan, of the *Lancet*, having taken up the cry against bicycling, the *Scientific American* also supporting the same idea, but the *Lancet* has admitted that their correspondent overstated the danger. Dr. Piper, an eminent physician of Chicago, also deals with the subject from experience, and finds that "the effect of bicycling is beneficial in the highest degree," he having ridden 1200 miles in one year. With theory on one side, and practical experience on the other, the chances are greatly in favor of bicycle riding, but any further information that will lead to the adoption of a proper saddle will be received with pleasure.

He was the bugler of the club, a fact which could easily be noticed, as his bugle hung carelessly by his side. He was gliding smoothly and noiselessly along, and having forgotten everything, his thoughts went back to that charming girl in the central telephone office, when accidentally his automatic bell rang, and on the spur of the moment he placed the bugle to his ear and shouted, "Hullo, there!"

### EDITORIAL NOTES

*The Wheel* comes to us in a new dress now, and looks much improved.

*The Wheel World* (London, Eng.) for November contains a portrait of Sanders Sellers, the world's champion.

Something should be done to awaken a greater interest in bicycling among ladies in Canada, as it is very popular both in Great Britain and the United States, and ought to prove so here.

Is it not a strange fact that Montreal, with its large number of wheelmen, only has one large and successful club, while in other cities, when a club grows to any size, there is a division on some minor subject, and then a new club springs up.

"*Wheel Life*, the Cyclists' Society Paper," is the latest addition to cycling literature in England. It is exceedingly interesting, as, outside of cycling, it contains columns devoted to the ladies, the theatre, turf news, etc., and ought to prove a success.

Already the various clubs seem to be preparing for the winter amusement with a greater vim than during past seasons. One club, in particular, whose members are rapidly developing dramatic talent, are having a play written, to be presented during the coming season.

The responsibility for the expense of publication of THE WHEELMAN has been assumed by a few devotees of the sport in the Dominion, who trust that they will be supported by the great body of Canadian wheelmen, and that the subscriptions of those who desire to see the paper a success will not be delayed.

We acknowledge, with pleasure, an invitation from the Citizens' Bicycle Club, New York, to attend their "house-warming," on Wednesday evening, Dec. 3rd; but, unfortunately, as THE WHEELMAN does not provide for any of its staff attending a reception, especially at such a distance, we must be content with reading about it.

Very few clubs in America can boast of being possessors of their own club-houses, the Citizens' Bicycle Club of New York and Ramblers' Club of St. Louis being two of the lucky organizations. The only Canadian representative is the Montreal Club, one of the oldest in America, whose building, built and owned in part by the Amateur Athletic Association, cost \$28,000.

The suggestion of the Secretary-Treasurer of the C.W.A., that the badges of the Association should be sold by the manufacturers direct to members, instead of the Secretary of the Association being the only one from whom they may be obtained, is one that we think should be adopted. The Secretary has his hands full of other duties; and, besides, the badges would certainly come into more general use if their sale were actively pushed by the manufacturers than by the present method.

The several items which appeared in the Oct. issue of THE WHEELMAN have given rise to the idea that Clarke now holds the championship of Canada; but such is not the case, although he holds the record. At the time of his phenomenal success upon the cinder, the one mile champion, Lavauder, was laid up with a broken