

## 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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### THE SECRETARYSHIP.

One of the most important subjects that will come before the Association for consideration at the approaching meet will be that of the Secretaryship. For over three years Mr. Hal. B. Donly, of Simcoe, has filled the position to the satisfaction, we think we may say, of every member of the Association. To his energy, his industry, and his devotion to the interests of the Association, is in great part to be ascribed its growth and its maintenance in its present prosperous state. It is no slight task to merely perform the routine work of the office of Secretary, but to have added to that the duty of maintaining the membership of an organization coextensive with the Dominion, by dint of continual drumming up of the various clubs and by urging the benefits of membership upon all wheelmen whose addresses can be discovered, is a work of such magnitude that it is absurd to suppose that one man will be willing to devote himself to it, year after year, without at least compensation for his loss of time. True, on the establishment of an Association such as ours, the work mentioned had to be performed out of pure love for the sport, and regard for its advancement. True, also, that on two occasions the present Secretary received slight presents from the Association in recognition of his great services. But the time has arrived for either a change in the occupant of the office or in the nature of its relation to the Association. Mr. Donly informs us that he has determined either to resign his office at the approaching meeting in Montreal, or continue in it only as a paid servant of the Association. Engrossed in the cares of journalism, Mr. Donly finds that his business interests are suffering from the amount of time and labor he has to devote to the faithful performance of his duties as Secretary-Treasurer of the Association, and he very properly feels that he should resign the latter offices if it is not considered advisable by the Association to retain him as a salaried official. He appreciates the fact that it is not at all likely the Association could afford such a salary as would recompense him for his work, and he would look only for such an amount as would save him from actual loss.

It will be for the Association to decide what is best to be done. We know the value of Mr. Donly's services, but are not aware of the state of the Association's finances. We have grave doubts as to the possibility of finding a gentle-

man willing and able, without emolument, and out of that spirit of self-sacrifice which we have mentioned as having been necessary at the birth of the organization, to take the place of the present Secretary-Treasurer. Out of justice to Mr. Donly, it should be said that he has no part in the penning of these lines, nor has he taken any part in the editorship of THE WHEELMAN, as has been supposed by some. Had it been otherwise, the paper would not have felt free to thus bear testimony to its high appreciation of Mr. Donly's services to the cause of cycling. We sincerely trust that such an arrangement may be possible as will retain to the cause of the Association Mr. Donly's energy, ability and enthusiasm.

### THE MEET

A last word!

A few days after this issue of THE WHEELMAN reaches our readers it will be time to start for Montreal. Let every wheelman make up his mind to go if going is within the range of possibilities. The enjoyment to be expected from the three days' visit to Montreal should be sufficient to nerve every wheelman to make an extra effort to be at the meet. The tasty and comprehensive programme issued by the Montreal Bicycle Club must now be in the hands of every member of the Association, and it offers a most enticing array of inducements to every wheelman. Races, parades, concerts, and last, but not least, the beauties of the city of Montreal, combine to call upon one and all to visit the commercial metropolis of Canada.

Go, if in your power. Go as individuals Go as clubs. Go in the Toronto tour if you can, but go anyway. Show the Montreal boys you appreciate their energy, their whole-hearted hospitality, their sacrifices in times past for the C.W.A. Go, Go, GO!

If the West is not largely represented at the meet, the West should never ask the Montreal boys to attend a western meet again.

### EDITORIAL NOTES.

The L.A.W. parade of '86 in Boston was not so large as the one of '81. Parades are not esteemed as highly as they used to be.

Burley B. Aycis and Abbott Bassett were both spoken of as possible successors to Mr. Aaron, in the secretaryship of the League, at the last meet.

Toronto, Montreal and St. Thomas have now been favored with the presidency of the C.W.A. Where shall the next official head of the sport in Canada hail from? The East, the Centre and the West have had their turn, and some intermediate point will likely now be selected. Ottawa has strong claims to the honor, having long been a firm supporter of the Association, but Belleville, Hamilton, Brantford, Woodstock, Simcoe, and half a dozen other places in East and West have claims that cannot be ignored.

The rule of the C.W.A. that the President of the Association is not eligible for election two successive years, strikes one as more sensible, and more likely to promote good feeling between all sections of the wheel country, than

the League rule, which permits the re-election of the President an indefinite number of times. Mr. Beckwith has been elected president four out of seven times, and the western members of the League do not appear at all satisfied with the monopoly of the honor which that gentleman has obtained—excellent presiding officer as he is. Let the honors rotate by all means.

The Stratford Bicycle Club is entitled to a great deal of credit for the prompt manner in which it brought to justice a lout of a farmer who had refused the road to a bicyclist, had ridden over his machine, and seriously injured him, as detailed in another column. The summary punishment meted out to the fellow spoke well for the good judgment of the magistrate, and should prove a timely warning to all other farmers in the vicinity of Stratford who may be inclined to dispute the right of way with a bicycle, or who consider a bicycle a fit subject for annoyance. It is in such acts as this one performed by the Stratford club that the benefits of organization are most distinctly defined.

Speaking about farmers, and their treatment of wheelmen, it is a pleasing fact that a very amicable feeling exists between the wheelmen and the farmers in the west. At the time when bicycling was in its infancy, farmers were rather accustomed to looking upon riders as "dudes," with more muscle than brains, and were inclined to be hostile, and to show the "city snobs" that they were not in the least overawed by their knee-breeches, polo caps and consequential air. Little rows 'twixt farmers and wheelmen were not uncommon in those days, but they are happily past, and now nine farmers out of ten will give the wheelman a cheery nod of familiarity, and as much of the road as he thinks he needs. When riding on the wrong side of the road we frequently meet with farmers who gladly turn out in order that the wheelman's path may fall in pleasant places, and many other little acts of kindness shown nowadays by our bucolic friends go to prove that they realize that we all are brother travellers over life's highway, and Canadian gravel roads, and deserve a fair share of consideration at their hands.

### BICYCLE BEARINGS

The bearings in a bicycle are perhaps more to be admired than any single part. Instead of allowing the axle to slide round in its bearings, hard steel balls are introduced, so that the parts which are pressed together roll over and do not slide upon one another. I can now give for the first time the result of an experiment only completed this morning, which shows the extraordinary perfection to which this class of work has attained. I have observed how much a new set of balls has lost in weight in travelling one thousand miles in my machine. Every two hundred miles I cleaned and weighed the balls with all the care and accuracy that the resources of a physical laboratory will permit. The set of twelve, when new, weighed 25.80,400 grm.; after one thousand miles they weighed 25.89,088 grm., the loss being 3.12 mgrm., which is equal to 1.20.8 grain—that is, running one thousand miles each ball lost 1.250 grain. This corresponds to a wear of only 1.158,000 inch off the surface. At this rate of wear—3.12 mgrm. per one thousand miles—the balls would lose only 1.34:3 of their weight in travelling as far as from here to the moon.—H. B. C., in *L.A.W. Bulletin*.