

The Canadian Wheelman:

A JOURNAL OF CYCLING.

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

PUBLISHED BY THE CANADIAN WHEELMAN COMPANY, AT LONDON, CANADA.

Subscription Price:

ONE YEAR, IN ADVANCE \$1.00

W. KINGSLEY EVANS, London, *Editor*.
HORACE S. THIBBS, Montreal, } *Associate Editors*.
W. G. EAKINS, Toronto, }
HAL. B. DONLY, Simcoe, *Association Editor*.
JAS. S. BRIERLEY, St. Thomas, *Sec. Treasurer*.

All communications of a literary character or relating to advertising should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,
St. Thomas, Ont.

In our prospectus, which was issued at the commencement of this volume, we promised to issue THE WHEELMAN twice a month during the summer months; and, keeping this promise in view, as well as the steadily-increasing demand that is made for THE WHEELMAN, we have decided to issue two numbers per month during the months of May, June, July and August; the project to be continued, if thought advisable by the Canadian Wheelman Company. Ever since THE WHEELMAN was started, we have endeavored to keep pace with the times, and furnish a truly representative Canadian journal; and we pride ourselves in thinking that we have fairly succeeded, from the encouragement which we have received on all sides. There is, therefore, hardly any need in saying that, in making this progressive move, we expect the hearty co-operation of every Canadian cyclist. The subscription price will remain the same as usual.

That it is better and more profitable to ride unattached, rather than be a member of any club, is an idea that seems to meet with some favor this year among new as well as old riders. Taking the economical point of view, club membership should be just as cheap as riding unattached; although, occasionally, a club comes to grief through the extravagance of its members, severa^r ones having come to light. But a club, conducted in proper and business-like style, should not be, as the general belief is, costly. And surely every rider has enough of the natural gift of sociability to enjoy club life or club runs with fellow-cyclers. In fact, one does not know what cycling is until he belongs to a club and enters into their peculiar way of enjoyment.

One of the necessary adjuncts to every club ought to be the club scribe, whose name fully implies the onerous duties that would fall upon him. If the adventures of any club are worth recording, the cycling public should hear them through the medium of the press and the club scribe.

A. C. Beasley, of Hamilton, whose very interesting letter appears in another column, has traveled 2,000 miles on his tricycle through England and France. He is now in Paris, and will go down the Rhine and spend a short time in Germany, England, Ireland and Scotland, before returning to Hamilton about the beginning of June. We expect to publish a full account of his many adventures at an early date.

Karl Kron wishes us to ask if any progress has been made in the preparation of the "Roadways of Ontario and Quebec," mentioned in the C. W. A. Guide Book. Descriptions of maps (size, scale, price and publisher's address) will be appended to the several touring chapters of his "N.M. Miles on a Bi," and also presented in a special summary at the end. Publishers and others are therefore requested to send full details to him, at the University Building, New York City. He reports to us that an excellent map of "the Berkshire Hills," representing the whole western end of Massachusetts (on a scale of two miles to the inch, and having "the main roads" specially distinguished from the shorter ones), will be mailed free to anyone who sends a postal-card request to the Berkshire Life Insurance Co., Pittsfield, Mass.

The *Bicycling World* says: "Just why wheelpapers and cyclists should discourage associations organized for the benefit of wheelmen, it is hard for us to make out. There is room enough in the wheel world for such societies as the L.E.C.W., the A.M.W., and the C.W.A. They do a good work, and their existence is an injury to no one. If they desire to disband their organizations and come under the wing of the L.A.W. well and good, let them; and it is also well and good if they choose to work in their own way. A great many hard words have lately been said aent the C.W.A., and one club in particular. As been applauded for leaving it and joining the L.A.W. The C.W.A. is a worthy association, and it should have the support of every Canadian wheelman, but if there are those Canadians who do not care to be with and of it, they should retire quietly and without a burst of fire-works."

Those who ride with rat-trap pedals should have grooves cut in the sole of the boot. The best plan for fitting these grooves, according to an English contemporary, is as follows: "The bottom of the boots or shoes should be first carefully wetted, in any way which may be convenient, and then the rider, mounting the machine, either on the track or on a selected piece of road near home, should carefully place the feet in a correct position, and paddle about for half an hour or so; then, at once taking off the boots or shoes, while the marks of the pedals are fresh on the soles, they should be taken, with the pedal, to the shoemaker, and he should peg on to the sole a second sole, something over a quarter of an inch in thickness; then, by cutting out two pieces of this added sole, two grooves will be made about a quarter of an inch in width, reaching down to the surface of the original sole, corresponding with the pedal marks, and, of course, carefully fitted to the pedals. This arrangement provides the rider with a very firm grip, and enables him to pull and push in the full exercise of the strongest ankle action."

Our Racing Men.

FRED. J. CAMPBELL.

The subject of this sketch was born in Feb., 1864, being now just twenty-one years of age. Commencing wheeling early in the season of 1882, he made such good progress that he succeeded in winning the two mile club championship in the fall, and made a good showing against such noted men of that year as Messrs. Doolittle, of Aylmer, and Moodie, of Hamilton.

At the Osgoode Hall Sports, on 4th July in the following year (1883), Mr. Campbell won a 2nd prize; and at the Orange demonstration on the 12th he won a 1st prize. At the Toronto Exhibition races he took second place in both the one and five mile events; and in October of the same year, at the Toronto Club races, Mr. Campbell won the club race for the one mile. In the same month he was beaten by Doolittle and Westbrook, the former in a one mile and the latter in a half-mile race. Up to this time, Mr. Campbell had used only a roadster machine.

His most successful season was, without doubt, that of 1884, which opened with a tournament at Newcastle on the 24th of May. On this occasion some of the fastest men in Canada competed. In the one mile Mr. Campbell, although third, was well up at the finish, the three first men being close together. He was third to Messrs. Lavender and Davies, beating Messrs. Doolittle and Orr. Always having a preference for long-distance riding, Mr. Campbell in the five mile race was still more successful, winning the race handsomely, and beating Messrs. Lavender, Davies and Doolittle. There are few men, indeed, who can claim to have beaten three such flyers as the ones just mentioned. The Newcastle Club offered useful as well as valuable articles as prizes. By winning the one mile race, Mr. Lavender received a silver watch, and Mr. Campbell, for the five mile, a valuable gold watch.

At the Bank Sports, at Toronto, on the 14th June, he was beaten by Messrs. Lavender and Orr, although crossing the line ahead of Davies and Doolittle; but it must be said, in justice to both Messrs. Campbell and Doolittle, that they were fouled by Mr. Orr.

As Mr. Campbell had shown that under ordinary circumstances he could keep company with the fastest bicyclists in Canada, he was unanimously selected to be one of the Toronto Bicycle Club representatives at the Montreal Bicycle Tournament on 21st June. Considering that it was necessary to ride on the cars all night and to race on a clay track that was entirely new to him, he gave a very satisfactory account of himself.

At the annual meet of the C.W.A., at Toronto, on 1st July, Mr. Campbell pressed Mr. G. S. Low, of Montreal, pretty closely for first place in the two mile race open to the world, the latter beating him by a few feet. On the same day he won 1st prize in the three mile open race, making the Canadian record for that distance, namely, 10.27.

His best race was a few days later, at the Toronto Lacrosse Sports, where he again won