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VOL. I.

LONDON, CANADA, FEBRUARY, 1884.

NO. 6.

VICTOR TRICYCLE.

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 The ladies have withdrawn, and around the fragments of a costly dessert sit four gentlemen.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 stultic 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 surprize 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 its a bicycle, but it's the nas jest old one I ever saw; and why should it stand on that splendid tiger skin?"

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

"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-by, 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 reveled 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. Gauges 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 last, 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 soon have to be abandoned for an indefinite 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 road 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 am 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 a 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 gray and ghostly.

A flying fox went hustling 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, disgusted, 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 we started. Now for a spurt! I rode the next half-mile 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 blood 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 pouch to the ground, hoping it would stop him for a few seconds; but he kept steadily on, and I 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 enormous the brute looked, and how terrible! His huge tongue hung out, and the only sound he made was a continual hoarse growl 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 handles 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.)

The Canadian Wheelman.

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

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

Terms: \$1 a Year in Advance.

Advertising Rates on Application.

W. KINGSLEY EVANS, Editor.
J. B. DIGNAM, Business Manager.

AMALGAMATION.

In our last number, under the head of "What say the Canadians?" appeared part of 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 is 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 CYCLER.

DEAR WHEELMAN:

There appeared in your valuable paper last month an article headed, "What say the Canadians?" which has created some little talk among the 'cyclers 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,

52-INCH.

A SURPRISE PARTY.

Our office was literally besieged by a large number of prominent bicyclists of London, on the evening of the 20th 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

E H CORSON, Capt. Star Wheel Club, East Rochester, N. H.

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 "puff 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 Consul 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 bicycle, 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 Bicycle being considered one of the leading 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 pains 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 Columbus, who discovered America, and the rider thereof discovers America twice as often as he wants to. Then there is the Muctang, 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.

WM. PAYNE, London.

Canadian Wheelmen's Association.

Applications:

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

Transfers:

From Brantford Club to Wanderers, Toronto, Fren Westbrook, No. 175.

From Torontos to Wanderers, Ewing Buchan, No. 87.

THE CANADIAN WHEELMAN.

I have made the following additional appointments for consuls in No. 1 District:

St. Marys—C. S. Ramsey.

Clinton—R. B. Holmes.

Pt. Elgin—S. Roether.

Goderich—G. B. Cox.

Guelph—J. Davidson.

Yours truly,

W. G. EAKINS, 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 officials 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 Odensburg, 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:

On the Wheel (essay)—After Beer (verse)—White Flannel and Nickel Plate—A Birthday Fantasy (verse)—Four Seasons on a Forty-six-Columbia, No. 234—My 234 Rides on "No. 234"—Around New York—Out from Boston—The Environs of Springfield—Shore and Hilltop in Connecticut—Long Island and Staten Island—Coasting on the Jersey Hills—Lake George and the Hudson—The Erie Canal and Lake Erie—Along the Potomac—The Hills of Kentucky—Four Hundred Miles—Winter Wheeling—In the Down East Fogs—Nova Scotia and Islands beyond—Straightway for Forty Days—A Fortnight in Ontario—From the Thousand Islands to the Natural Bridge—Bone Snaker Days—Velocepede (verse)—Curl, the Best of Bull Dogs—Castle Solitude in the Metropolis—Routes of Long Distance Riders—The Transportation Tax—Concerning Hotels and Parades—The League of American Wheelman—Literature of the Wheel.

As the above notice is very inadequate, it is desirable that every wheelman who has any idea of subscribing 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 HUNDRED 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 first 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 initials, 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 plated pole making a 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 new 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 'cyclers 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 nowy, and then we will not be obliged to crowd 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, temperature and pulse normal, 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 genial a 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.

Not having a winter riding hall, our wheels are taking a rest, and in their place we have a skating branch of the T.B.C. which attends the different rinks in uniform, and if public patronage is any sign it is very popular with the ladies, and although the band of the wheel is a very firm one, yet there seems to be a stronger one in that it is quite unusual to see two uniforms skating together. However, as bicycling is such a selfish spirit it is only right that it should take a broader slope during the winter.

I was pleased to see a notice in the *Mail* agent the C.W.A. by secretary Donly urging the attention of wheelmen to the necessity of furnishing all possible information regarding roads &c. for the guide-book.

As an old tourist and one who has been debarred from several splendid rides on the supposition that the roads were unfavorable and attempted others with an opposite idea only to find them execrable, I can heartily and sincerely urge the necessity of this work. And I would here say to solitary wheelmen or clubs in outlying districts, if you want tourists to visit you, write up the roads in your vicinity and if you have a fine bit of natural scenery or other attraction, don't forget to put that in also, and you can depend on it that the very fact of having a knowledge of the roads and their condition will induce tourists to try them even though the report be unfavorable.

This requires immediate attention, and the result of such attention will be that we will

have an every day necessity instead of a much-talked-of possibility. If you, as remote wheelmen, have not received blank forms to fill up send immediately to H. B. Donly, Sec. C. W. A., Simcoe, and he will be only too happy to furnish you with them. If you are not a member of the Association (which by all means you should be) surely your well-wishes for the promotion of our best of all out-door sports will be strong enough to cause in you a desire that your part of the country at least shall be made known to the touring public.

Begging the Club's pardon for having thus shamefully neglected them, and yours too, Mr. editor,

I am, &c. the ought-to-be Club(bed) Scribe,
VICE PRESIDENT C. W. A.

BRANTFORD.

Brantford can now boast of two good-sized bicycle clubs, the last one of which was formed only a short time since with a membership of fifteen to start with.

We attend the rink every Tuesday evening in our club uniform, and the attendance on the first evening being comparatively small some ill-disposed person said that all those absent were afraid of the small boys. However, that may be, as it is an acknowledged fact that one member of the Club arrived at the rink some time before the rest and waited outside for half an hour for the rest to come.

I guess we can boast of the tallest captain in the Province, he standing six feet, four inches in his stocking feet. Who can beat that?

Our city council have at last recognized our right to ride on the sidewalk, having conceded to us two feet and a-half on the outside of all sidewalks in the city.

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 13th we lost one of our best riders, viz., 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 *vice versa*.

At the Montreal Carnival, our Hockey Team made a splendid effort, defeating every club they played against, including the Victorias, the crack team; but owing to our Club having played a match on three consecutive days, the Victorias, (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."

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.]

A small choral society has been formed by the Toronto Wanderers, for the purpose of introducing songs during club runs, etc. They meet every Tuesday evening in the club rooms, Mr. Geo. McKee presiding at the piano.

The wanderers, have started their club practice in the large riding shed placed at their disposal. Owing to the crowds that attend the meet on Saturday afternoons, some narrow escapes from collisions, etc., on the part of the fast ones, and of attempted suicide on the part of the learners are of frequent occurrence.

(Continued from Page 42.)

ories that went rushing through my brain during that fearful ride.

I saw long-forgotten events, in which I had taken part, rise up before me; and while every muscle was ricked with my terrible exertions my mind was clear, and my life seemed to pass before me like one long panorama.

On, on, on! The slightest slip, I knew, would be fatal; a sudden jolt, a screw giving way, and I should be hurled to instant death.

Human strength would not stand much more; the prolonged strain had told upon me, and I felt it would soon be all over. My breath came in thick sobs, a mist gathered before my eyes—I was stopping; my legs refused to move, and a thousand fiends seemed to be flitting about me, holding me back, back! A weight like lead was on my chest; I was choking—I was dying. Then a few moments, which seemed a life-time, and then—crash—with a roar like thunder, the tiger was on me, and I was carried to the ground. Then I heard shots fired, a babel of men's voices, and all was blank.

After many days of unconsciousness and raging fever, reason gradually returned, and I learned all the particulars of my deliverance.

A party of officers had started with a Shikaree, or native hunter, to a trap which had been set for the tiger. A goat was tethered on the outskirts of the jungle, and the sportsmen had started to take up positions in the trees near, to wait for their game, which the bleat of the goat, in the stillness of the night would speedily have attracted. They were talking of our coming bicycle race as they went along, and expecting every moment to meet me on my return journey.

As they passed a clump of bushes I came in sight, about a quarter of a mile in front of them, whirling along in a cloud of dust, which hid my terrible pursuer. They soon, however, saw my fearful danger.

The huge brute, mad with rage, hurled itself upon me just as we reached them.

My friends stood almost petrified with terror, and did not dare to fire; but the Shikaree, a man of iron nerve, and accustomed to face sudden danger of all kinds in the hunting field, sprang quickly to within a yard of the tiger, and, putting his rifle almost to the animal's ear, fired twice and blew its brains out, just in time to save my life.

I was drawn from under the palpating body of my dead enemy, everyone present believing that it was all up with me. Making a litter of boughs, they carried me into the camp, where I lay for many weeks lingering between life and death."

At the conclusion of the Colonel's story a general move was made, and the queer old bicycle, standing victorious upon the remains of its pursuer, and surmounted by many Indian trophies, was examined with deepest interest.

"Allow me, gentlemen, to introduce you to my valued old friend," Colonel Harvie said, "who took so prominent a part in my race for life."

PERSONAL.

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 Boulthbee, 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. Marys 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 1884. 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 Clarence St. London.

Frank Cooper's new and commodious photograph gallery, contains every convenience for artistic work, and the highest satisfaction is always expressed at the photographs taken at this popular studio.

BICYCLES & TRICYCLES

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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 plate, lined in two colors,	167 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, a.1 ball bearings,	115 00
4—52 in. S.B.C. three fourths plated bal. enameled, fine lined in gold,	116 00
24—50 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
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. 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
10—52-in. National Challenges, Andrews head part polished,	75 00
13—50 in. Extras. all ball bearings, all bright parts plated,	118 00
2—48-in. Extras, bal enameled, and fine lined in gold	118 00
1—50-in. Folding tandem Tricycle for two riders, all bright parts plated, all ball bearings,	150 00
3—48-Apollos, 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. 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

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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.

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 B C., all late improvements, price \$120, 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 \$65.

Address—Wm. Payne, London.

FOR SALE, \$70 CASH

48-INCH D.H.F. PREMIER BICYCLE. HEAVY Roadster, manufactured by HILLMAN, HERRERT & COOPER, Coventry, England. Has been ridden only 550 miles: has never required repair: is in first-class order: has proved more than satisfactory. Cost \$105 here: has bent handle bars, black enamel back bone and forks, rest bright; balls to front wheel, cone to back, oiler, complete set wrenches and "Don" pouch, latter worn but useful as ever. Hillman's adjustable step, stop bell, Lamplough'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.

FOR SALE—A FULL NICKEL "MATCHLESS" 52-inch Bicycle, with Bell, Saddle Bag, Lantern and Tools, all complete. Only run a short time, too small for present owner, cost \$130, will sell for \$110. Address—box 52, this office.

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.

W. F. Rutherford & Co.,
LONDON, ONT.



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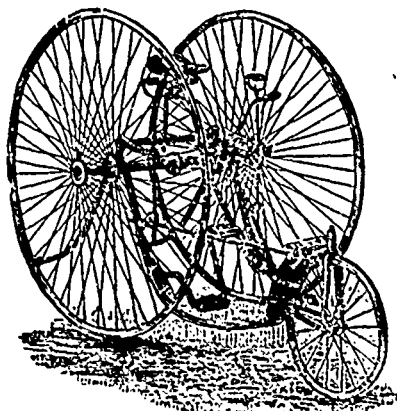
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Bicycles, from \$40 up.

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— IN STOCK. —

Special Spring List of New and Second-Hand Machines, ready end of February.

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

A. T. LANE, Esq., Montreal.

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,
Pres. Montreal Bicycle Club.

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

A. T. LANE,

Montreal.

TRADE NOTICES.

The Pope Man'g. Co's., 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 could 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. H., 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 valises 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.