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# THE Canadian Wheelman.

VOL. I.

LONDON, SEPTEMBER, 1883.

NO. 1.

## 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 wheeling 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, 1882, when a club was regularly formed, called the "Ottawa Bicycle Club," with the following officers:—President, Mr. G. A. Mothersill, (now a member of the C. W. A. Board); Captain, Mr. M. Bayly; 1st Lieut., Mr. J. A. Seybold, and Mr. F. M. S. Jenkins, 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 'B,' and 'C' 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 Lieut., and Mr.

Blythe 2nd Lieut.; 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 stout and fast riders, though a member of the Oshawa 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 13:16, 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 Gatineau, Aylmer, on Lake Deschene; Cumberland, 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 accomodation (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 fine, 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 "D. H. F. Premiers," and two "No. 0;" the former give the best of satisfaction. Besides Messrs. H. H. & C. we have machines of the Challenge, Sansperiel, Florentine and Royal Canadian type, nearly all good machines.

Yours,  
"OTTAWA."

**The Awful Punishment  
OF A SACRILIGIOUS AND GREEDY  
'CYCLIST.**

**Part I.**

This tale is told of a 'cyclist  
bold  
Who retired to his repose;  
And, sad to say, on his back he  
lay,  
And a terrible dream arose.

He had eaten hearty at a  
church choir party,  
And he'd devoured, too,  
The luscious oyster that swam  
in the moisture,  
Yecept an oyster stew.

Aye; he'd taken that fish from  
the steaming dish,  
And had placed it on his  
plate.  
And in the sarcophagus of his  
vast esophagus  
Had consigned it to its fate.

And then he'd quaffed full  
many a draught  
Of liquors alcoholic,  
Which, there is no question,  
retards digestion  
In a manner diabolic,

And so behold! this 'cyclist  
bold,  
He lay in agonee,  
And he strove to wake, but he  
could not break  
His dreamful slaveree.

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, flaming bright  
O'er its spokes of glittering  
steel.

Like some gruesome elf it  
moved itself,  
No rider could be seen  
In the half-lit 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 com-  
manding.

And the weird voice said, "Get  
off that bed  
And mount me, I am waitin'  
To whirl you away to the  
sombre Ha-  
des, the darksome realms of  
Satan.

Get on, get on, 'ere the night  
be gone,  
And let us hasto away."  
And the 'cyclist 'elt, as he  
sulphur smelt,  
That he could not but obey.

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 atmos-  
pherical.

To the youth it seemed as he,  
flying, dreamed  
That the wheel quite dis-  
obeyed his  
Steering, and wished where-  
ever it wished  
As it flew on the road to  
Hades.

And the 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 bloke that  
hooked the oyster

From the festive bowl and  
devoured it whole,  
The greedy, selfish viper;  
Oddsboddikins! marry! 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  
veriest truth,  
Ran cold as a winter's icicle.

Before him flew huge plates of  
stew,  
O'er which pale flames were  
flickering;  
Oh! he saw, I ween, what has  
oft been seen  
By a man after many week's  
liquoring.

And oysters clammy on his  
sight jim-jammy  
Kept bursting everywhere,  
And they flew of themselves  
like demon elves,  
And whizzed through the  
sulphury air.

Yes, the fiendish shellfish on  
this youth so selfish,  
Came pelting like wintry  
hail;  
And flew like the sleet up an  
open street,  
Impelled by a nor'-east gale.

And still the wheel, in its de-  
velish reel,  
Kept whizzing and dancing  
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 plas-  
ter

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."

Replied, from the gloom, a  
voice, "Thy doom  
Is sealed, thou greedy sel-  
fish  
Young man, ungrateful, of  
stew a plateful  
Wouldn't do, but you stole  
the shell-fish."

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 chasm red,  
All flaming, roaring, smok-  
ing,  
And into this with a shriek  
and a 'siss'  
They plunged 'midst the  
blazes choking.

And down they went in a  
swift descent,  
'Midst the howls of the de-  
mons bawling;  
When lo! on the floor, 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 di-  
gestion;  
For an oyster won't rest, much  
less digest,  
In alcohol, there's no ques-  
tion.

Now, youths, at least, ye ones  
who feast,  
And at choir socials royster,  
Whate'er 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 bicy-  
cling 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 it may throw him off his  
balance; and to take off his hat and bow  
would be liable to deprive you of his Sunday  
night calls for several weeks.

## CRANE'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 breasting of the headwinds which it can hardly fail to meet.

Since the final header of the late lamented "Hamilton Bicycle," Canadian Wheelmen have been sadly in need of an organ and 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, Hepinstall, 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 he objects to being called a machine man?) has been spending his holidays down Chatham 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 whoa.

CRANE.

The St. Mary's Bicycle Club of St. Mary's Ont., expect to attend the Springfield tournament with about forty men. It is a live club and shows the right spirit in attending the only Springfield tournament this year; they know a good thing and are bound 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 12th, 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 Domville and Robinson, and intermixed, the gray and black of the Wanderers making a pleasing contrast with the blue and scarlet of the Hamilton Club. The bugler sounded the "mount," 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 "croppers" which were indulged in by both clubs. Bugler John Sanky, jr. for the H.B.C. and Lieut. 'Geo. Spurt' 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 HALL

was held in Mr. Domville'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. Domville 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, Lieuts. Cooper, Fitzgerald and Duff, Secretary Orr, and Messrs. Littlejohn, Fischer, Dickey, Hamilton, Gemmel, 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. Domville, Lieut. Gitchell, Secretary Tinning and Messrs. Fearman, Grant, Closa, Sweet, Rutherford, Duncan, John Moodie, jr. and others.

## Riding on a Wheel.

Whisking through the woodlands,  
Flashing over bridges;  
Darting 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 I 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,  
Bless me, this is pleasant,  
Riding on a wheel!

—Our Continent.

## Bicycle Races!

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 EVENING.

Club Drill for eight members.  
Prize, Eight Badges.

Thursday, October 4th.

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

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

THURSDAY EVENING.

Parade of all Wheelmen present, and Club  
Drill.

## THE Canadian Wheelman.

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

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W. KINGLEY EVANS, Editor.  
J. B. DIGNAM, 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 easiest 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 would it 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 sustain 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 are much preferring 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 Yankeeedom 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 it than to say that it is in workmanship, finish and durability fully 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. McBurne, Esq.,

Pres. C.W.A., Toronto:

Sir.—Having made a 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. Eakins, Woodstock,	47
" Geo. Burns, jr., London	29
" A. McBean, Guelph,	11
No. 2 Dist., J. H. Robinson, Toronto,	21
" 3 " G. A. Mothersill, Ottawa,	5
" 4 " H. S. Tibbs, Montreal,	4

For Representatives.	No. of votes.
No. 1 Dist., W. G. Eakins, Woodstock,	63
" Hal B. Donly, Simcoe,	75
" A. M. McBean, Guelph,	25
" Samuel Roether, Pr. Elgin,	22
" W. J. Knowles, Brantford,	45
" J. G. Hay, Woodstock,	17
" 2 " C. E. Lailey, Toronto,	14
" C. E. Dingle, Oshawa,	16
" 3 " W. C. Young, Ottawa,	5
" 4 " J. H. Low, Montreal,	4

JAS. S. BRIERLEY }  
C. H. HEPINSTALL } *Scrutineers.*  
P. E. DOOLITTLE }

St. Thomas, Sept. 15th.

Having 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. Eakins, Woodstock.  
Representatives, H. B. Donly, Simcoe.  
W. J. Knowles, Brantford.  
A. McBean, Guelph.

#### No. 2 District.

Chief Consul, T. H. Robinson, Toronto.  
Representative, C. E. Lailey, Toronto.  
Chas. Dingle, 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. McBurne, 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.

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### 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 personals, 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.

Our thanks are due Mr. H. S. Tibbs, for sending us the records and official programme of the Montreal Bicycle Club races, which took place on Sept. 1st.

As the season for wheeling will soon be drawing to a close we hope that everybody will subscribe immediately, so that during the winter months, when seated at home, or in your Bicycle Club Rooms, you can peruse our numbers with interest, and keep well posted on everything regarding bicycling.

We throw out this hint for our American friends, also, a great many of whom have visited us in London, Toronto, Hamilton, and elsewhere, thereby creating a feeling of familiarity which bicycling invariably accomplishes, so do not forget us.

## 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 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 so 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. E. Hay and Fred. Scott, the proud possessors of like instruments of locomotion—and, for a while, *l'arture*.

Practice 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 faintest idea of ever imperiling 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. Pattulo; Vice-President, James Brydon; Secretary-Treasurer, S. G. McKay; Captain, J. G. Hay; 1st. Lieutenant, W. A. Egan; 2nd Lieutenant, W. G. Clarke; Bugler, J. L. Wilson; Committee, W. G. Eakins 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 enterprising 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 life-time. 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

parade, and one, Pilkie, won first in the two-mile race at the tournament. Our total membership is now thirty-six, and if there be any virtue in variety we are on the high road to success; for nearly every trade, profession and calling is represented in our ranks. A doctor, an editor and three lawyers are among the number, but the chances of roping in a parson are at present slim.

We are heavily handicapped by the state of the roads and the lack of a track suitable for training purposes. The road to Stratford, twenty-five miles, which is usually a very fine one, is for ordinary every day purposes practically useless to us, from the fact that several very long, steep hills bar easy access to it from town. The Brantford Road (thirty miles) is fair, improving as it nears that city; and the Ingersoll Gravel Road (ten level miles), which is the one most patronized by us, would be excellent, were it not that the proprietors have seen fit, in their wisdom, to bestrew it in many places with loose stones of all sizes and shapes, making it exceedingly unpleasant to ride over. The writer speaks feelingly on this subject. We have had numerous club runs during the summer—once a week at least—and several members have indulged in tours of greater or less extent. Messrs. W. A. Egan and Jas. Brydon lately made a circuit which included Stratford, Berlin, Galt, Paris and Brantford, and the Messrs. Williams are now on their return from a jaunt as far as Owen Sound. Much could be written about our individual experiences did, time and space permit. I could tell you how some of us tried the novel experiment of dissecting yellow dogs on the fly, but without success; and how hind wheels in this part of the country sustain their reputation for agility and aggressiveness; and just how much per week the Club-machinist makes out of us. I could tell you how, only the other day on a bad piece of road with ditches on every side, the writer and a fiery untamed steed scared each other so badly that it was a toss-up which came to first, but possibly—yea, probably—such information would not be news to your readers. Let me say in conclusion that we are well used in Woodstock by the people. We have five long sidewalks, and we use them moderately and quietly, without complaint on the part of any one, and it is our endeavor to give no cause for such. Next season we hope to attain greater strength and to establish ourselves in such a manner that the Bicycle Club will be one of the permanent institutions of the town. I will only add that we wish the CANADIAN WHEELMAN every success, and hope to see it the recognized organ of the Association. This is a result however only to be attained by the assistance of every member of the C.W.A., and it is the duty of every one who takes any interest in the Association to subscribe and get his friends to do so as well. W. G. E.

A two-wheeled vehicle is a bicycle, and a three-wheeled a tricycle, but a one-wheeled is not an icicle. Oh, no! it's a wheelbarrow.

## 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 rust off my pen and give you a skreed 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 culled 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 00 additional if accompanied by a wheel.

The expense at Springfield is \$2 50 a day including meals and accommodation under 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 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 Tibbs, 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 feats. KANUCK.

## 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, ".....	2
Allan Arthur, ".....	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.....	0
G. H. Hill.....	0
Time—11 min. 46 sec.	

Hill 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 plucky race, keeping the second place until the second last round, 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, ".....	2
G. S. Low, ".....	0
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. 50 sec. The time for each mile was as follows:—First mile, 3 min. 48½ 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. Begg, 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 though small the "Ariels" will be strong as a Bicycle Club. Their uniform is a dark grey polo cap, braided patrol jackets, pants, stockings and grey cloth shoes faced with black leather. At the "meet" 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 before long 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. McMillan, J. T. Cochrane, R. Gilholm, 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.

LONDON, Sept. 10th.

DEAR WHEELMAN:—

I suppose you are already aware of the fact that the Forest City Club has had a split in its members.

Twelve of our riders have formed a new club called the "Ariel Touring Club," having for its object the encouragement of touring and club drill.

I cannot see how the resignation of twelve members could affect a club of sixty, but such is the case, for since the time the new club was first spoken of, the F. C.'s have not had a club run and have had to call meetings twice before they could get a quorum.

Now, I cannot see why things should go on in this way, and I am sure that most of the members will agree with me in this.

Let there be a meeting called as soon as Secretary Maclean recovers, (which I sincerely hope will be very soon,) and re-organize the club, and not let the Ariels have it all their own way at club drill competitions. I hope that Captain Burns will be assisted in this by the other officers, and that before your next issue the Forest City Bicycle Club will be as enthusiastic as ever.

I am sure that none of us would like to see the F. C. B. C. going backward when it has been instrumental in doing so much for bicycling in Western Ontario. Wishing you every success, I remain,

BACKBONE.

## BELLEVILLE.

I am pleased to hear that you are starting a wheeling paper in London. Long may it live and great its success. Our boys will subscribe, I am sure, to your journal. We have fifteen wheels in the city now, and are importing one every little while, so that by next year we will have a fair-sized club. We also have a sociable trike in the Club. I can give you very little news regarding the Club in Belleville, as we are a little disorganized on account of unamateurism (pretty good word, eh?) but we hope to have the club in good order again in about two weeks. Our membership roll is, I think, about twenty-six or seven, but the active wheels are, as I mentioned before fifteen, with one trike. The following is a list of our members:—Henry Corby, President; D. B. Robertson, W. R. Carmichael, Vice-Presidents; S. G. Retallack, F. Macoun, S. M. Daly, J. Morgan, J. Retallack, W. K. Greatrix, A. Dean, W. Northcott, W. Hogg, Robert Fenwick, W. N. Ponton, Q. G. West, S. T. Greene, W. H. Garratt, Jr., Geo. Davis, W. Mikel, J. H. Carter, myself and several others.

We will have a representative from our Club at the Springfield meet.

Dean, one of our boys, went to Kingston and back in one day, a distance of 165 miles, making the down trip in 4 hours and 45 minutes.

Yours fraternally,

J. F. W.

## PERSONAL.

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. Fitzgibbons, 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. L. 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.

F. J. Leys, of Sheffield, on Saturday, August 18th, at Leicester, England, rode twenty miles in a little over 58 minutes, and covered twenty and a-half miles, plus 25 yards, in 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.

N. 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.

## WM. PAYNE,

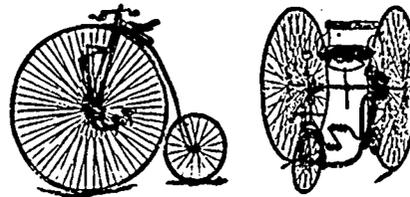
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- 12—52 in.,  $\frac{1}{2}$ -enameled,  $\frac{1}{2}$ -plated.
- 6—54 in.,  $\frac{1}{2}$ -enameled,  $\frac{1}{2}$ -plated.
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- 6—52 in., B.C.,  $\frac{1}{2}$ -plated.
- 6—50 in.,  $\frac{1}{2}$ -enameled.
- 1—58-in.,  $\frac{1}{2}$ -plated.
- 8—Xtras, 48 in.,  $\frac{1}{2}$ -plated, Balls in all bearings.
- 10—N.C., 52 in., new style.
- 10—N.C., 50 in., new style.
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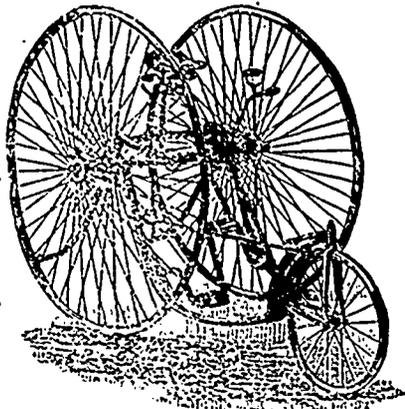
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