

VOL. I.

LONDON, CANADA, JANUARY, 1884.

NO. 5.

Bicycle Photography!
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FRANK COOPER'S
GRAND
NEW STUDIO.

For Fancy Positions and Artistic Effect, Can't be Beat.

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PRIZE PHOTOGRAPHERS,
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!! BICYCLE AMBROTYPES !!

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Parties having broken-machines, can have them Repaired and made equal to new, by leaving them at the old reliable

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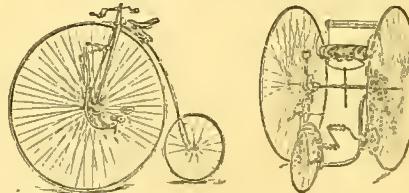
Wm. Payne,

Importer of

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—AND—

TRICYCLES



Save up your spare Cash, and prepare for a good Bargain next March or April.

This will be the time my **NEW STOCK** will arrive. I shall adopt such Improvements as will be practically tested and fully demonstrated at the

—2—

GREAT

BICYCLE EXHIBITIONS

to take place soon, in London, England. My orders for 1884 will be based solely on the Practical

Working and

Merits of all Improvements

that will be advanced at these two —) GREATEST EXHIBITIONS IN THE WORLD. (—

Customers can rely with confidence that my Bicycles for 1884 will embrace the very latest styles and novelties adopted by the leading 'cyclists in Great Britain.

BE SURE

And examine my stock before making a purchase.

Satisfaction both in prices and style of wheel guaranteed.

WM. PAYNE,
Bicycle Agent, London.

Forest City Bicycle Club.

Second Annual Dinner.

This is how the interesting part of it read :

**SECOND
Annual Dinner,**
—TO BE HELD AT THE—
GRIGG HOUSE,
—ON—

*Thursday, January 17, 1884,
At 8:30 p.m.*

*The pleasure of your company
is earnestly requested.*

And if there ever is an occasion for bicyclists to feel happy, it is when such an invitation is received as the one above, where you know that you will meet a set of young men all of the same stamp, jolly, gentlemanly, and as jovial a set as could be wished. Well, this is just the feeling which came over THE CANADIAN WHEELMAN upon hearing of the F.C.B.C. Supper.

At the time announced, the guests, numbering about thirty, sat down to a sumptuous repast gotten up in the very best of style, the dinner being a complimentary one from the Club to all of its members of good standing.

Tasteful decorations were hung around the dining room, presenting a very cheerful appearance. We cannot begin to give anything like a truthful description of the necessary things of life which were spread before the wheelmen.

The invitations, a number of which had been sent to the Secretaries of the various clubs, contained the *menu* and programme, also a list of officers of the Club for 1884, the whole forming a very fitting memento of the occasion. To the Committee of Management: viz, H. O. Brunton, J. B. Dignam, and R. M. Burns, too much praise cannot be given for the excellent manner in which arrangements were carried out.

Around the table were noticed, Messrs Dawson, Meyers, A. W. Reid, Stevely, Millar, Evans, Wolfe, R. Burns, Brunton, Leonard, Patton, Lind, Griffith, Dignam, and many others.

Everybody was in the best of humor, joke butted against joke, and puns ran riot, all seeming to lend help in demolishing the good things prepared.

Dinner being over the Secretary read letters of regret from Messrs Hal. B. Donly, Secretary of C.W.A., Simcoe; R. Holmes, Clinton; Captain W. Cox, Goderich; J. F. Wills, Belleville; Geo. D. Cameron, Ariel Touring Club, London; A. G. Chisholm, London, and others.

The Chairman, Mr. George C. Davis, arose and said "Gentlemen, allow me to say that I thank you most heartily, most sincerely, for the honor you have done me in asking me to preside this evening. I must say I feel somewhat confused amidst such a band of warriors as I see assembled around this table this evening; but, gentlemen, I can

claim to be one of you; I can appeal for your sympathy; I can sympathize with you when you speak so eloquently regarding "headers," sprained ankles, fractured wrists, etc., as I bear with me the scars obtained in battle with that villainous, depraved, nugodly thing, called a bicycle. Humorists have stated time and time again, that a small banana peel judiciously placed on the sidewalk or an insignificant looking wheel-barrow in the back yard, are the articles to throw a man successfully, but I can most truthfully affirm, that a nice, persuasive, innocent bicycle, beats all creation in this regard.

I know of no better cure for conceit, or arrogant pride than a bicycle, taken in moderate doses. You often heard the remark, "they are very easy to ride," whenever I hear this expression, I recall the incident relating to the Irishman and the manufacture of cannon. A son of the Emerald Island, and his friend were gazing on one of "these huge implements of war," when the latter remarked "how difficult it must be to make a cannon," the Irishman promptly replied, "difficult ye say, divil a bit of it, all yeas have to do is to make a hole in the ground, and pour iron around it." Thus it is respecting bicycle-riding, it looks exceedingly simple, but pride, conceit, and good clothes have to suffer considerably before you attain proficiency in this noble, healthy, and practical exercise. But to come to consider what has brought us together to-night. In view of the position I hold here this evening, you have a right to expect that I should say a few words regarding the "Forest City Bicycle Club." Many of you are more conversant with its history than I, but that does not relieve me from my duty of speaking briefly regarding this noble Club, which has accomplished so much, and has elevated "bicycling," and brought it into popular favor.

This pastime of "bicycling" has made great strides into popular favor during the past year, I believe truly that this result is largely attributable to the exertions both individually, and collectively of the "Forest City Bicycle Club." The Tournament held in the summer did not a little to promote the cause of "bicycling." You successfully managed this affair, and all honor should be paid to those who worked so earnestly, and systematically to make their first tournament a grand success. You have in every way endeavored to support the pastime, which you have taken under your especial care.

Again the paper which so ably represents the cause of "bicycling," is conducted by two most worthy members of the F.C.B.C. Your financial standing is A 1; this is a subject for great congratulation. Remembering these things I have just stated, I think they will act as incentives to you to go forward and achieve still greater success in the future than you have accomplished in the past. But it is a cause for the deepest regret, that you have lost some of your most prominent and active members during the past year. You mourn the loss of some—your late esteemed Secretary for example—by reason of removal from the city, whilst

other causes have alienated many more from your ranks. I may here say that the relations existing between the F.C.B.C., and the Ariel Touring Club, are of the most pleasant character. We sincerely trust that this cordiality of sentiment, and unanimity of purpose will continue to animate the members of these noble Clubs. I do not see how any other than this spirit can exist between you, as you are most intimately related to each other. The Ariel Touring Club is your child, they came from the F.C.B.C. I am far from believing that the members of the Ariels could speak disrespectfully of their mother Club, and I am certain you would not be guilty of infanticide, in that you would destroy your own child. Although this spirit of friendship exists between you at present, I think it is a cause of deep regret that you are separated. I trust that this prodigal child of yours will come back, and he welcomed as we are told was the returning prodigal in the parable. I trust you will soon amalgamate. Allow me to say to the members of the F.C.B.C., that though your members are diminished, if you have quality left you are all right. If each member is loyally devoted to the Club, is willing to work earnestly to advance its interests, and cheerfully supports the efficient officers who have been elected to serve you, though you have paucity of members, you will have a live, healthy, and powerful Club, and you will accomplish more than double the success which will be achieved by a club whose members are indifferent to its interests, and whose numbers are largely in excess of your own. I will not say anything further, but ask you to drink the health of

THE QUEEN.

This was responded to by all rising and joining in the National Anthem.

The Chairman next proposed the toast of

THE GOVERNOR GENERAL AND LADY,
which was received in the customary manner.

The next on the list was

THE ARMY AND NAVY

coupled with the names of A. W. Reid, A. E. Griffith, and R. Patton.

Mr. A. W. Reid thought that it was a bit of spite on the part of the Chairman to call on him to respond to this toast as he had never been connected with either the army or navy in any way, nor had ever read any or the blood-curdling literature with which the chairman seemed to be very familiar. (Laughter.)

Mr. A. E. Griffith was in the same fix as Mr. Reid, as he had never donned the military uniform, but his opinion was that "the army wasn't bad, and the navy wasn't much better."

Mr. R. Patton gave, in his old familiar style, "Jack's yarn," and was loudly applauded.

The Chairman, in proposing the toast to the

O. W. A.

said that as every large institution required a governing body, the popular pastime of bicycling required one. He called upon Mr. Geo. Burns to respond to the toast.

(Continued on Page 38.)

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. KINGSLY EVANS, - Editor.
J. B. DIGNAM, - Business Manager.

ANOTHER VICTORY.

The following extract of a letter explains itself:

On December 6th last, Clarence R. Fitch was convicted before the Police Magistrate of having ridden a bicycle on the sidewalk in the city of Brantford. On appeal before Judge Jones at the quarter sessions, the learned Judge decided that the city council had overreached their authority under the statute, as they had power only to regulate, not prohibit the use of bicycles on the sidewalks. The city council will therefore pass a by-law allowing us to ride on all but two or three streets."

The news of such a victory won by brother-wheelmen, as the one recorded above is always chronicled with pleasure—not spiteful pleasure, for such it is not, but simply a feeling of gratefulness for the sometimes unpleasant manner in which the self-made antagonists of 'cycling "are brought to time," to use a commonplace expression. During the wheeling season, cases are heard of at all times where wheelmen are summoned or arrested for wheeling on suburban or city sidewalks, as well as riding on the roads, where they always happen to meet the most fractious of horses, and after a trivial trial, involving a good deal of time and some little expense, the 'cyclist is fined or dismissed.

Now, while not advocating the right to use the principal sidewalks in any city, because such would not only be very unreasonable, but risky to the rider as well, we do not see why cyclists should not be allowed the privilege of the use of certain sidewalks in every town or city where the foot traffic is very small, if any at all.

It is a well known fact in this city, that some policemen have been known to go off their beat, and also when not on duty, to follow a bicyclist up a back street, where there is not ten pedestrians in a week, to arrest him by pulling him off the machine, when no resistance is offered; but when they are really needed at a lively row, they are always scarce. Bicyclists are not even allowed to ride during the nights at any hour when the streets are clear. We must congratulate the wheelmen of Brantford in having secured through Mr. Fitch, the privilege of using the sidewalks in that city, and only hope that the day is not far distant when the city fathers of each city and town will look on 'cycling as a modern means of traveling, and grant us a great many more privileges.

THE GUIDE-BOOK.

In a late issue of the *Bicycling World*, regarding guide books, a suggestion is made, which we think ought to receive the consideration of the editors of the Canadian Guide-book and that is the necessity of having blank pages bound in with the reading matter, so that the possessors of the book might make any remarks or notations that would suggest themselves, and if any errors were found, they could be noted on the blank pages. The expense would be very little extra and would prove a valuable addition to the book, for those members who are at all inclined to interest themselves in touring the roads, etc.

"OUTING & THE WHEELMAN."

The January number of the new magazine, resulting from the union of *Outing* of Albany, and *The Wheelman* of Boston, the two leading out-door magazines of America, has been received with pleasure, as the reading matter is excellent, and the illustrations superb. It is now in the field as the only illustrated magazine in the country devoted wholly to the literature of out-door recreation, pleasure, travel, and physical culture, and certainly deserves the support of every one who is at all interested in any of these subjects. It also promises the account of the Chicago tour of July 1883, illustrated before long, and which will prove a pleasant and interesting memento, of that famed trip, as a special inducement the subscription price of the two journals, *THE CANADIAN WHEELMAN*, and *Outing* and *The Wheelman* has been placed at the very low price of \$2.25 per annum, and we hope to hear of quite a number of wheelmen availing themselves of this opportunity of securing both publications at such a reasonable figure.

It is quite evident that Fred Jenkins, the corresponding secretary of the L.A.W., has got himself into a bad fix over his \$100 bill, for services and expenses as referee at the Springfield Tournament. The *Bicycling World* of January 4th contains a very exhaustive letter from President Ducker, of the Springfield Club, which, if correct, goes far in proving that Jenkins has not acted as upright as he might have done, but it seems a pity that a sport like bicycling, which is usually thought to be conducive of friendship, should bring out before the public such personal remarks as have been seen in the correspondence lately published. It looks as if a money speculation is being made out of the L.A.W., which should not be.

This number has been delayed somewhat on account of several events having transpired at a late date, among them being the Forest City Bicycle Supper, but it has been thought more advisable to delay for a day or so and get all the news, which would be old by the time our next number would be issued.

Anything and Everything.

There is strong talk of reviving the Springfield *Wheelman's Gazette* as a permanent publication; money enough has been pledged to insure its support for one year.

Quite a number of bicyclists were present at the Bachelors' Ball at Ingersoll, on Friday evening, the 18th inst., prominent amongst them being some of the Woodstock Wheelmen.

The Ariel Bicycle Club, of London, through the medium of a neatly printed card, have sent their Christmas greeting to the cyclists of Canada. It also contains an invitation to wheelmen to call upon them in their new Club Room, Albion Block.

The *Free Press*, of the 9th inst., says: "Bicycling on the ice is popular in other cities. Why not in London?" This is an easy question to answer. It would certainly be popular if we had favorable weather, and a nice stretch of ice, but as yet we have not had the pleasure of either, and therefore bicycling is at a standstill here.

The Ariel Touring Club of this city, intend going to a carnival at Woodstock before long. We can recommend to the Woodstock bicyclists as a very jovial, gentlemanly set of wheelmen; but they must be watched, as their worst failure is a great regard for the gentler sex when out of their native city.

An Englishman has patented a device by which the front wheels of two bicycles may be so joined as to permit the machines to be driven tandem by two riders. One advantage of this form of riding is that falling forward over the handles is rendered quite impossible, and another is that a greatly increased pace is attainable. Ascents and descents can thus be made when previously it was necessary to dismount.

In a recent lecture in England Mr. Walker, M. P., claimed that the bicycle was one of the most wonderful inventions of modern times. It was a great temperance reformer, because it was impossible for a man to ride his bicycle if he were otherwise than sober. It was a great educational reformer, because it enabled persons to go from one end of the country to the other in a tortoish at little expense, and spend their holidays in a reasonable and rational manner.

The latest thing out with bicyclists is to form a skating club, and visit neighboring towns and cities in a body, and, as a matter of course, which cannot be avoided, make themselves very nice to the young ladies who always think "that those bicycle costumes make the boys look so handsome." It seems to be a very pleasant change for some who get tired of the incessant company of boys while riding in the summer.

Correspondence intended for publication should be in our hands by the 12th of each month, unless anything of special note takes place between that date and the 20th, when we would like to be advised of the fact and can keep space for such articles. By complying with this rule, it will save some trouble, and not delay the circulating of the paper by the 20th.

Canadian Wheelmen's Association.

Applications have been received this month as follows:

Unattached:—No. 449, Archibald McLean, Hamilton.

To Toronto Club add six. No. 450, Frank Robertson; No. 451, C. H. Lavander; No. 452, N. R. Butcher; No. 453, T. Aikenhead; No. 454, E. B. Freeland; No. 455, F. V. Massey.

Consuls have been appointed as follows: District No. 2, T. H. Robinson, Chief Consul, Toronto—F. J. Campbell, No. 102.

E. G. Fitzgerald, No. 119.

Hamilton—C. W. Tinling, No. 258.

Newcastle—N. H. Chandler, No. 399.

Ottawa—W. E. Middleton, No. 236.

Brighton—R. J. Bowles, No. 329.

District No. 3, G. A. Mothersill, Chief Consul.

Kingston—W. C. Carruthers, No. 426.

Ottawa—T. M. S. Jenkins, No. 278.

We would urge upon the Consuls in the various towns, the necessity of sending in their road reports to the Secretary-Treasurer, Mr. H. B. Donly, Simcoe, at once. Many have already furnished very carefully prepared descriptions of the roads in their vicinity, but nearly all of the important places have so far done nothing. This means death to the success of the Guide-book. Let the lovers of the wheel awake. If any person has been appointed to the position of consul and it is not his intention to thoroughly perform the duties asked of him, let him inform the Secretary at once of the fact, that his place may be filled by an active man.

TOURS FOR 1884.

From all prospects as yet the western wheelmen will either have to join the proposed tour from Niagara to Boston for part of the way, or get up a little tour of their own, over the old familiar roads to occupy three or four days.

Nevertheless it is highly probable from the success of the last Chicago tour, that a large number of Canadian bicyclists will join the proposed trip of the Chicago Club, meeting them at either Niagara or Toronto, and accompanying them as far as Montreal, which will make a delightful spin.

Mr. B. B. Ayers who organized the Chicago run of 1883, is also the projector of the trip for 1884, and every one can feel confident that in his hands the affair will be a grand success. We clip the Canadian part of the tour from the *Bicycling World*.

"The object of the Niagara to Boston tour is not a test of physical strength or great speed. The distances to be accomplished are based upon the average bicyclist's ability, and fifty per cent. reduction made to allow for the full absorption of a country brimful of historic and scenic interest. The route and daily mileage, as at present set down

and which will be but slightly changed, is as follows: Leave Chicago Tuesday evening, 15 July, by rail to Niagara Falls. After dinner and meeting of other wheelmen, leave Niagara Falls Wednesday afternoon, cross the foot suspension bridge to the Canadian side, and wheel down the bank of the Niagara River, past the whirlpool and Brock's Monument to Niagara. Here take steamer for a three-hour trip in the evening across Lake Ontario, arriving at Toronto at eight o'clock. Augmented by the Canadian tourists, leave Toronto Thursday 17th, wheeling to Port Hope, sixty-five miles; Friday 18th to Belleville, forty miles; to Kingston on Saturday 19th, forty-eight miles.

Leave Kingston Sunday morning for Alexandria Bay, spending the day quietly among the marvellous Thousand Islands. Leave the Bay, Monday, by steamer down the St. Lawrence, passing through all the rapids, arriving at Montreal in the evening."

THE MONTREAL CARNIVAL, FEBRUARY 4TH TO 9TH.

Although the above enterprise has very little connection with bicycling, excepting that nearly all the members of the Montreal Bicycle Club are adepts at some of the Canadian sports; viz., tobogganing, skating, and snowshoeing, and in fact taking the lead in this comparatively new idea of a carnival, still we have been intrusted with an invitation and advice to all, wheelmen and otherwise, who intend being in Montreal during the week of this festive occasion to be sure and bring their blanket suits with them, if they are the happy possessors of such an article.

All visitors to Montreal during the carnival week, are to have free use of all toboggan-slides, etc., that city boasting in five toboggan clubs with a total membership of over 1,500.

The ice palace is rapidly nearing completion, and when finished will be a magnificent structure.

Already the city is fairly alive with the wearers of the tobogganing suits, both male and female, and it is evident that the entertainment will far surpass anything of the kind held in America.

Our readers will notice by Mr. A. T. Lane's advertisement on the eighth page, that all wheelmen visiting Montreal will be cordially received at his new place of business, "The Carnival House near the Windsor Hotel," and that he will do all in his power to assist them in enjoying themselves, and from our personal acquaintance with Mr. Lane, and the other members of the Montreal Bicycle Club, we can assure all those who intend going that they will be received and treated in the very best of style, and will never regret the trip. In conclusion, we wish all the participants "a glorious and jolly time."

Who is going to be the first one to suggest a pleasant four or five day tour in Western Ontario?

A FREE GUESSING PROBLEM.

THE CANADIAN WHEELMAN:

Mercury below zero at noon-day, with six inches of snow on the ground, makes the Star Wheel Club feel as though what little riding they get "awheel," for the next four months, in this cold section of country, will have to be taken in sleigh ruts and on the ice; for they are not so fortunate as to have a chance to ride in-door.

We can not well deny ourselves the pleasure of a spin, for four long months, if we do have to take it on the snow and ice. I am glad we have so many papers devoted to our pastime, for through them we can hear from one another during the long winter months, and it will keep up an interest in wheel matters.

As a scheme for a little amusement for wheelmen, I have hit upon the *free guess project*, and to "set the ball rolling," I will make the following offer: The Cyclometer on my bicycle is a McDonnell, and to the one who first guesses the number of miles and hundredths it now stands at, I will give a new Cyclometer of same make price \$4.

The reading has been taken off by the Secretary of the Club, and by him will be announced on February 1st 1884, at which time this offer will close. The name and P.O. address of each guesser, together with the distance guessed, must be forwarded to me on a post-card, before Feb. 1, 1884. The result of the guessing will be made known in the C. W. We hope all will guess, (one guess only, will be counted from each person), and we will try to make it interesting, by giving a report of total number of guesses, number from each State, etc., etc.

All guesses of course, will be between 1-100 of a mile and 1,000 miles, as the McDonnell records all distances up to 1,000 miles. *Guesses free.*

Yours truly,
E. H. CORSON, Capt. Star Wheel Club.
East Rochester, N.H., Dec. 30th 1883.

[Note.—We have asked Mr. Corson to extend the date of closing his guessing problem to 10th of February, and feel confident that he will do so.]—C. W.

WHAT SAY THE CANADIANS?

A correspondent writing to *The Wheel* the organ of the L.A.W. makes the following remarks in writing of the American League:

"Another feature I might offer for the organization to attempt would be this—the amalgamation of the Canadian Wheelmen's Association with the L.A.W. There exists no reason for a separate organization in Canada. There are only five hundred members, just sufficient to form a moderate State Division. Many of our cyclists tour in Canada, in consequence of the fine quality of the roads, and it would be a fitting termination of the Chicago Club's journey this year to see a union of the two organizations, and the placing of one at least upon a thoroughly sure foundation."

In speaking of a guide-book, he pays the Canadians the following deserved compliment:

"We might take a lesson from the Canadian Wheelmen's Association, numbering not five hundred members, in this respect, as they have just gone valiantly to work to issue such a valuable guide."

News from the Clubs.

To CORRESPONDENTS—Please make your letters brief and newsy, and then we will not be obliged to crowd out other letters of equal importance.

NEWCASTLE.

DEAR WHEELMAN:

The December number of the CANADIAN WHEELMAN has just been placed on the club tables, and it need hardly be said that it was read with avidity, my poor contribution seeming to lend still greater interest.

Since my last we have increased in membership to fifty-five—fifty-five members in three months, who can beat that? please excuse our "blowing," but really you must own that we have cause. Since our last was written we have had a little disturbance, that for a short time interrupted the serenity of the Club; it has however, it seems, ended, like the story books by the general or almost reconciliation of all parties concerned.

We have on an average fourteen or fifteen at the rooms every evening, and for a place the size of Newcastle, we think that number much better than could be expected.

Our library is, with the exception of a few, very few of the more studious, left unmolested. Our President, Rev. W. A. V. E. Patterson, is advocating our getting more books; we, however, should advise the Club to procure more games, fit up a gymnasium room, with boxing-gloves and clubs. We have spoken to several members as to this, and find the general desire of the Club is to have such a room.

A short time ago three or four of our members went out for an outing, our 1st Lieutenant, Mr. W. H. Chandler being in command, and 2nd Lieutenant, Mr. Edward Dayman acting as whipper-in. Our President who has not as yet bought a wheel went alone on horseback. They reached Bowmanville five miles west and learning that a foot-ball match was on the tapis, there concluded to get off and witness it. On the road up racing, was the "order of the day" between the wheels and the horse. It is needless to inform you that the "bikes" came off victorious every time. The only result being that the horse (which is a very fine tall speedy chestnut horse), was one mass of lather and foam. Our worthy president, who by-the-bye is a most accomplished horseman, came to the conclusion that it was cruelly to the horse to attempt to catch the silent steed.

Yours truly,
Nick.

BELLEVILLE.

DEAR WHEELMAN:

I hardly know how to tell you what I have to say. As a Club we are all well as far as health goes; but, goodness, everything is apparently wrong. All riding is now over with us, as we have enjoyed nothing for the past six weeks but one long succession of snow and cold weather, the pleasure of the wheel is therefore out of the question. It is at this season of

the year that the clubbable nature of the wheelmen shows itself. We have now a large hall 75 by 40 feet, to be used as a reading and club room. A noisier, jollier, better natured, and more enthusiastic crowd can hardly be imagined. The roads in and about Belleville for fifty miles in every direction, are of the very best order. The run to Trenton, distance twelve miles along the shore of the beautiful Bay of Quinte, the magnificence of the scenery along the way cannot, I believe, be surpassed. The serious business of missing the stones and ruts is pleasing to wheelmen as they are not to be found along the way. A rough and stony road may be conducive to health, but certainly does not I think lead wheelmen into that idea; a header is not the most pleasant sensation, especially when you see a star or stars, as it were, in the distance. It humiliates one, throws him in the sand, makes sackcloth and dust a luxury that we might do without; at least my experience has led me to think thusly, and I think my fellow wheelmen will certify to the accuracy of this conclusion.

Bicycling interests have not been very active in our city until this season. When I say "active" I mean lively and bustling. Our Club numbers twenty active wheelmen with some good racing men and long distance riders. We own also a fine bicycle track, completed through the exertion of our Captain, Mr. Retallick, situated in the heart of the city.

It would be a waste of words to speak of the attractions Belleville presents to her wheelmen. Her prepared track, her beautiful avenue and streets with the unrestricted freedom permitted to the wheel. I could go on and give you numerous adventures on the wheel, and the WHEELMAN readers will hear of some perhaps in future numbers. Trusting I have not occupied too much of your valuable space, and wishing the WHEELMAN success in every sense of the term, I am,

Yours Fraternally,
BACKONE.

THE WANDERERS.

The Club Picture of the Wanderers Club of Toronto which is now in progress, is to surpass anything in its line yet produced in Canada. The size is to be five feet by two and a-half, and shall contain over seventy members in the well known grey and black suits of the club. The front figures of the group are eight inches high, the back figures being six and a-half. It is now nearly completed, and copies will soon be issued. Dixon the well known photographer has the thing in hand, and some splendid artistic work may be expected. Westbrook, who has resigned from the Brantford Club, will occupy a central position in the picture as the Club's "fast" man.

The Western Cyclist intends enlarging to sixteen pages before leng.

WHAT THE ARIELS ARE DOING.

Our annual meeting was held in our Club rooms on the first Thursday in the new year at 8 o'clock p.m., nearly all the members being present. The financial and riding reports were very favorable. Considering that we have only been five months in existence as a club, we have every reason to congratulate ourselves, our bank account showing a neat, handy sum to our credit, and the record of club-runs totaling up quite a respectable number of miles covered. Of the latter an interesting part is the summary showing each individual member's achievements—number of runs participated in, distance ridden, average speed, etc., etc. Next season this will undoubtedly be a strong incentive to the boys to turn out regularly to the runs, so as to have their names stand as high up as possible on the list; such remarks as these being general after the meeting: "I'll top that list next season or I'm a Dutchman," "I'll go you one better or call me Dennis," "The man who is ahead of me next summer will have to get up very early in the morning."

Among the places to which we have ridden are nearly all the neighboring towns and villages, including St. Thomas, Port Stanley, St. Marys, Strathroy, Ailsa Craig, Lucan, Exeter, and Goderich; and everywhere we have met with good treatment and had a jolly good time. On some future occasion, I will dilate on one or two of our best tours if you will give such "yarns" a place in your excellent paper. Our shortest run was to Hyde Park and return, twelve miles (by moonlight) and our longest, from here to Goderich, about sixty-five miles. The following officers were elected for the ensuing season: G. D. Cameron, Pres.; J. D. Keenleyside, Vice-Pres.; W. M. Begg, Sec'y.; J. A. Muirhead, Capt.; G. P. Lilley, 1st Lieut., and James Lamb, 2nd Lieut. A management committee was also appointed as well as a bugler, a standard-bearer and a club-correspondent.

After the transaction of all business we adjourned to the St. Nicholas restaurant. Every body knows the St. Nick, kept by Popham, and noted for its pretty waitresses, and the excellences of its free lunches. It is very handy to our quarters—not using that word to signify a current coin of the realm, of course, but as applying to our club-rooms; for, as I was going to say, we can pop out of our back door right into Pop's, or milk-stew or anything, in accordance with the extent to which the generosity of the man who happens to be "setting it up," prompts him. This handiness, combined with its other good points mentioned above, makes it a somewhat popular resort with us, and the name, mentioned in connection with oysters or cigars, has a tendency to de-pop-ulate our rooms so suddenly as to be alarming. This particular evening of our first meeting in the new year we spent very pleasantly, as we all seemed to be in a very genereous mood.

As riding is out of the question this weather, we are doing the next best thing towards keeping ourselves in condition, namely, skating. Quite a number of our Club attended the carnival here in uniform, and eight of us visited Ingersoll on the 15th inst., and 'did' their carnival also in our "Club dubs," as one of the eight (I will refrain from giving his name) called them on the way home; but as the night was chilly I suppose he had caught cold, and intended saying "duds," but found his tongue was too thick to get around the word properly. However, we all enjoyed ourselves heartily, both at the carnival and while putting in the four hours waiting for the train home, which was somewhat late. Fifteen of us, the other seven hailing from Ingersoll and Woodstock, sat down to a "spread" in Young's oyster parlors, where, after appeasing the cravings of our "inner man," we amused ourselves, and no doubt contributed in a high degree to the edification of everybody living within three blocks, until all the songs in our vocabulary were exhausted, when we were entertained for a while by the tricks and acts of Bayly's trained dog. This animal shows a degree of intelligence which is almost human, and so took our fancy that the boys now swear by "Bayly's dog," and any of them would back him in a contest with any dog alive, barring none, soft gloves or bare fists, to knock his opponent out in the first round or forfeit his share of the gate money. Even I, who do not pretend to be a sport, would go my pile on him in a hop-step-and-jump against all comers. However, "everything goes," so we wound up with a dance in the waiting room at the station, and Randy singing "Home Sweet Home" with nineteen variations.

The *Toronto Mail* in reviewing Sports and Pastimes for 1883 speaks thus of the progress of bicycling in Canada:

"In the Canadian Wheelmen's Association there are enrolled over 500 bicyclists. This time last year there were not 200. The first meet of the Association held at London on July 2nd, was successful in the most telling way—it paid. Next to this was notable the tour through Canada of the Chicago and Western wheelmen; and next notable were the admirably conducted race meetings of the Montreal and Toronto Bicycle Clubs. The Canadian amateur champion, W. G. Ross, went to the Springfield meet, and although winning no first prize, he was placed in two races out of four in the best company in America. The Canadian meet of 1884 is promised to Toronto, when the 500 bicyclists of the C. W. A. ought to take the town by storm."

The *Bicycling World* of Boston increases every week in popularity, and is undoubtedly the best weekly cycling journal published.

(Continued from Page 34)

Ex-President Burns rose and said, "Gentlemen,—Most of you are doubtless aware of the dissatisfaction that has been felt in the C. W. A. by the Forest City Bicycle Club, since the first annual meet which took place in this city in July last—I refer to the unnecessary delay in the forwarding of the medals won by Mr. W. G. Ross, the present champion, as we had voted the C. W. A. the sum of \$75 00, which would more than cover the expense of the medals. However, as there is now a change in the officers, no doubt everything will be in better. I have been appointed one of the consuls of London, but have thought seriously of resigning as my knowledge of the roads is somewhat limited. Mr. Muirhead, the other consul, asked me, the other day, to help him to compile the report for London, but I recommended Mr. Wm. Payne, as he knew all of the roads. However, I will leave it to the choice of the Club whether I will act."

Some discussion now took place as to whether the Club should remain in the Association, and on motion of Mr. Jas. Reid, seconded by W. K. Evans, it was unanimously decided that the Club should remain in the C. W. A., and also that Geo. Burns accept the position of Consul.

The Chairman, in proposing the next toast,

THE CANADIAN WHEELMAN,
said that the Club ought to feel proud that two of their most active members were the promoters of such a spicy and newsy little paper, which he felt sure did a great deal to promote bicycling in Canada. (Applause.) When he had received the first number he read it because he had nothing else to do (Laughter.) Now he was only sorry when he had finished perusing its columns, and wished for more. He thought it deserved the encouragement of every wheelman in Canada, in a practical way, by each one's subscribing at once. He concluded thus: "Gentlemen,—I ask you to drink the health of the CANADIAN WHEELMAN and its promoters. Messrs. Evans and Dignam."

W. K. Evans, in response, said: "Gentlemen,—I thank you most cordially for the hearty manner in which you have drunk the health and prosperity of the CANADIAN WHEELMAN, and, whether Mr. Dignam responds to the toast or not, I am perfectly sure that he heartily agrees with me. In starting our little sheet, a good deal of doubt was felt by some as to our success, and, in fact, some doubt is manifested yet; but I can assure you that we are on a far better footing now than we had imagined when commencing. Financially, we have every prospect of our venture's being a success, and it only remains with you to say whether we have succeeded in our efforts to provide a pleasant medium for the exchange of each others ideas, for the promotion of the interest taken in our well-chosen pastime, and for an opportunity of seeing the graphic and brilliant accounts of President So-and-so's header, and Mr. What-you-may-call-em's capacity for eating while out on a tour; (I came nearly saying *tear*) although a good many, who

have gone through the ordeal, have not received the necessary notice in the WHEELMAN, for which we offer our apology for the neglect. Although the fact, possibly, may be unknown to you, we do not enjoy quite as large a circulation as two of our esteemed city contemporaries; still we do not feel in the least discouraged, and I say, if we received half as much encouragement in some of the other towns and cities as the cyclists of London have given, we would now be issuing successfully a sixteen or twenty page journal. I might add that the Forest City Bicycle Club will always receive their due share of attention in our columns, and anything that the CANADIAN WHEELMAN can do to further the interests of the Club, without any detriment to any other Club, will always be done willing. I only hope that we may all enjoy together many returns of this evening, and again thank you for the manner in which you have received the toast of the CANADIAN WHEELMAN." (Applause.)

Mr. Dignam said: "Mr. Chairman and gentlemen,—It affords me great pleasure to respond to a toast that has been drunk in such a hearty manner as the one just finished drinking. I will not take up your time in claiming for our paper the largest circulation or that it is the best advertising medium in Canada, (laughter), but I will say that it is the only paper devoted to the interests of cycling published in Canada, and as such it is entitled to the support and encouragement of every Canadian wheelman. I think that you will all agree with me when I say that after the collapse of the *Hamilton Bicycle*, the Canadian wheelmen had been badly in want of a paper devoted to the interests of their sport. To fill this want the CANADIAN WHEELMAN was started. In the place of long, windy editorials, we have substituted short, spicy letters from the various clubs, and by combining these with the latest bicycle gossip, we have endeavored to add a little interest to the club room by sending our paper there, and encourage that sociability which should always exist among bicycle clubs, and, gentlemen, we flatter ourselves, that we have, to a certain extent, succeeded, as in most cases our paper is a welcome visitor. (Applause.) In the future as in the past our highest aim will be to elevate the sport and encourage in every honest way bicycle and tricycle riding. Again thanking you for the high compliment you have paid our paper, I will merely add that the CANADIAN WHEELMAN is published monthly at one dollar per year, in advance. (Applause.)

The 1st-Vice Chairman now took charge of the toast list, the first one being

THE FOREST CITY CYCLE CLUB
coupled with the names of Jas. Reid and J. G. Dawson.

Mr. Jas. Reid hoped that the F. C. B. C. would step into its old place at the head of the list of bicycle clubs. (Applause.) He was sorry that he did not feel capable of accepting the office of President; but for the rest of the officers he knew that they would take a deep interest in the Club. (Hear! hear!)

Mr. Dawson regretted that he had not been able to join in the club runs more frequently, but as he was so busily employed in Her Majesty's service, between London and Wingham, he was unable to attend. He concluded: "Gentlemen,—that is my first speech!"—Pause.—"I have nothing more to say." (Cheers.)

OUR OFFICERS.

brought Messrs. Dignam, R. Burns, and Sec'y Brunton to their feet.

Mr. Burns' present intention was to go into active training for racing, and would do his utmost to uphold the honor of the Club.

Mr. Dignam promised to support the Club as much as was in his power, but asked the members to give him their aid.

Mr. Brunton felt that he was not quite capable of doing justice to the position of Secretary, but would do his best to give entire satisfaction.

Mr. Burns, in proposing

THE LEAGUE OF AMERICAN WHEELMEN, although he fully expected Mr. Moody, of Hamilton, and Mr. Moore, of Stratford. The toast was then drunk, everybody joining in "Yankee Doodle."

THE BICYCLING INTERESTS OF LONDON

was also unrepresented as Mr. Wm. Payne was unavoidably absent. Mr. Stevely told his experience of establishing a large agency in this city, carrying a stock of one machine, but did not succeed.

Mr. Burns, in proposing,

THE ARIEL TOURING CLUB, regretted that its President, Mr. Geo. D. Cameron, was not present, and would ask the company to drink success to the Ariels. (Applause.)

For a change the whole Club now sang "The Policemen's Chorus," from the "Pirates of Penzance," which was exceedingly well rendered.

Mr. Jas. Reid, 2nd-Vice, now took charge of the list, proposing

THE RETIRING OFFICERS.

As all the retiring officers were now members of the Ariels, Mr. Reid could not call on anyone to respond.

Mr. Brunton now gave "Bob up Serenely," with chorus by the Club.

In proposing

THE DUDES

Mr. Reid was not aware that they had got as far west as London, but would ask Messrs. Fred Leonard, A. W. Lind, and R. M. Burns to tell us all about it.

Mr. Leonard thought that we were all dudes, as he had read that a dude was a monkey without a tail, and by Darwinian theory we were all educated monkeys, therefore we were all dudes. (Laughter and applause.)

Mr. Lind's speech happens to be the only one which we secured *verbatim*. He spoke thus: "Gentlemen,—This is fierce. If wearing a pair of pants constitutes a dude then I am one; but I thought that a dude always carried an eye-glass and never paid his debts." (Laughter.)

Mr. R. M. Burns followed with a recitation entitled: "Spare the poor dude, don't be rude," which we unfortunately did not secure.

Mr. Leonard next sang, "I'm an Irish Alderman," with lots of vim, provoking much merriment.

The toast of

THE LADIES.

brought Messrs. Meyers and Millar to their feet.

Mr. Meyer acknowledged that he always ad-Meyered the ladies, although their tongues were sometimes rather long.

Mr. Millar declared that he knew nothing about the ladies (groans). He had nothing else to say.

THE PRESS

was ably responded to by the representa-

tives of the *Free Press* and *Advertiser*, who each in turn stated that the Club would always receive the best of treatment at the hands of the press.

Mr. Grigg responded to
THE HOST.

It gave him pleasure to cater to a company of young gentlemen as were assembled here to-night. His tastes run towards horse-racing, and he, therefore could not say much on bicycling, although he thought that the "bikes" were pushing the horse for first place. (Applause.)

An admirable feature of the evening was the entire absence of intoxicating liquors and the gentlemanly conduct of all present, which is always characteristic of bicycling.

The company dispersed shortly after twelve o'clock, all being delighted with the way in which the evening had been spent.

This ended the second annual dinner of the F. C. B. C.

PERSONAL.

Mr. W. H. Cooper, of the Ariels, has taken the road for Messrs. Watson, Young & Co., this city.

Mr. Frank Morrison, formerly of the Aylmer Bicycle Club, has opened out a business in Ridgetown.

Mr. Perry Doolittle, of Aylmer, stopped over one train to wish the CANADIAN WHEELMAN a happy new year.

Mr. B. B. Ayers of Chicago, is again to the front as Manager of the second Canadian tour which takes place in July next.

Mr. S. Frank Peters, of the Forest City Bicycle Club, is able to be around again after a severe attack of typhoid fever.

Mr. S. G. Rettalack of Belleville, has been expelled from the L.A.W., the Membership Committee regarding him as a professional.

Fred Westbrook has resigned his position as Consul of the C.W.A. for Brantford, and has been transferred to the Toronto Wanderers.

"Lord Granville," a correspondent writes, "has recently taken to tricycle riding, and is not infrequently seen taking a 'spin' from Walmer Castle into Deal."

Master George Nash, the youngest member of the Springfield Bicycle Club, recently rode on one wheel entirely around the Hampden Park track, a distance of one mile.

Burt Pressy, the star rider, will start on an exhibition tour throughout New England the latter part of February, and he is preparing some new and startling tricks for the occasion.

Mr. A. E. Winlow of the Forest City Bicycle Club, intends removing to the Northwest shortly. He will undertake the management of the Cochrane Cattle Ranch. We wish him success.

Mr. O. Brunell, the well known fancy rider of the Toronto Wanderers, has located in Connecticut, where his facilities for learning fancy riding are much increased in the company of Canary and several others of the craft.

Mr. G. A. Mothersill, President of the Ottawa Bicycle Club, who has been spending a few days among his friends in this city, paid us a friendly call on the 28th December. He expects to see a large number of new wheels in Ottawa next season.

Woodside and Morgan are running a skating rink in Chicago. Woodside takes in the quarters at the office, and Morgan shovels the snow off the ice for the skaters.—*Philadelphia Sporting Life*.

Mr. Morley, of St. Thomas, the bicyclist who rides the largest wheel in Canada, and who intends removing to Toronto to accept a more lucrative situation, was banqueted by his St. Thomas friends last week. No doubt either one of the Toronto Clubs will be proud of the possessor of the largest wheel in Canada.

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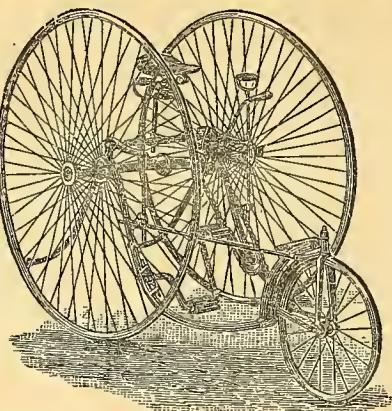
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