



VOL. I.

LONDON, CANADA, NOVEMBER, 1883.

NO. 3

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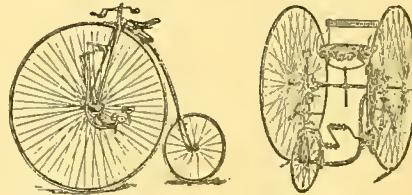
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From Toronto to Belleville in One Day.

Thanksgiving Day is usually looked forward to by the members of the Toronto Bicycle Club, for a record of long distances, and arrangements are entered into sometime beforehand in order to secure success. This year has been no exception, and a club run was called by the Captain for an eastward trip the objective point being Belleville, a city of beautiful situation on the shore of the far-famed Bay of Quinte, and 117 miles east of Toronto. Six members put in an appearance at the Don Bridge shortly after 5 a.m., and as the morning was very dark considerable difficulty was experienced in making safe progress. As the Don Bridge was reached the first header was taken, causing a bent handle bar, which had to be put in good condition before proceeding on their journey. Captain McBride, Lieutenant Ryrie, and Mr. Webster left the bridge at 5:10 a.m., the balance of the party Messrs. Blachford, Langley, and Warwick following shortly after. While proceeding along the sidewalk some two miles on, Mr. Webster's cap was brushed off by the lower limbs of a tree, which were very difficult to avoid on account of the intense darkness. He was not missed by the leaders till they reached the Woodbine, four miles from the market. Here a halt was made and the whistle sounded, answering voices were heard, when a remount was called and the leaders proceeded. As slow progress was made it was expected that the rear would soon catch up, but from this time forward, the Captain, and Lieutenant did not see nor hear anything of them. After daylight had made its appearance, when a good view could be obtained a look back was given, but no sign of the stragglers appeared. Messrs. McBride and Ryrie then gave up hopes of seeing them again and pushed on to try and accomplish their task.

A few days before starting, a programme was prepared giving time for different points and denoting where refreshments were to be taken. Oshawa, thirty-four miles was reached at 9:10 and a halt was made for breakfast. Remounting at 9:30, Bowmanville, forty-three miles, was passed at 10:50, Newcastle forty-eight miles at 11:25. Before reaching Port Hope a call was made at a farm house for dinner which caused quite a delay as the servant was very slow in her movements, and occupied double the time necessary.

In spite of the delay Port Hope, sixty-five miles, was reached at 5:05, just five minutes after programme time, but another half hour was lost here looking after some luggage which was to be sent on to Belleville. Port Hope was left behind at 2:35 and Cobourg, seventy-two miles, was passed at 3:25. A stop was made at the house of a friend, some five miles from Cobourg and a comfortable tea was partaken of. Grafton, eighty miles, was reached at 4:47 just 13 minutes ahead of programme time. As it was now beginning to get dusk, on account of the cloudy sky, no stop was made further than to make

enquiries at the hotel about a friend who was to meet the party here. As he did not turn up, the wheels were again mounted and the road taken for Colborne, eighty-eight miles, which was reached, over some poor roads for night riding, at 6:05 p.m. Here Mr. Bowles, of Brighton, was found in company with the only other bicyclist in this district, Mr. Johnston, who had come all the way from Brighton to escort the party to that village. After a pleasant stay of twenty minutes at the Windsor, a fine new and commodious hotel, a fresh start was made under the escort of Mr. Bowles and his friend, and taking an easy pace in the darkness, Brighton, ninety-five miles was reached at 7:45 p.m. Here supper was ordered at Clark's Hotel and done justice to by the hungry travellers, who caused the steak and boiled potatoes to disappear in a manner that suggested a considerable vacuum in the inner regions. As there was nothing now to gain in the way of daylight a short rest was taken, when McBride and Ryrie again took to their saddle, and, headed by Mr. Bowles, who kindly volunteered to accompany them the ten miles further to Trenton, they leisurely wended their way eastward, reaching Trenton, 105 miles, at 10 p.m., where they found a party of three members of the Belleville Club, Messrs Morgan, Wills and Daly, whom Mr. T. S. Clarke, accountant of the Bank of Montreal in Belleville had induced to accompany him to Trenton to escort his Toronto friends over the beautiful gravel road that runs between Trenton and Belleville. After a hearty introduction and hand-shaking, line was formed at 10:30 p.m. and an uneventful ride of one hour and three-quarters brought them to the beautiful city which had been so far distant when they set out in the morning. The ambition of the riders was now satisfied; they had completed the largest record of a club run, or any other single day's run, in Canada and were thus content to close the riding season. As it was now 12:15 a.m. an effort was made to get their baggage from the station, but the train had arrived and it was found too late. Mr. Bowles, who had accompanied the party from Colborne to Trenton (some sixteen miles) was loath to leave them and quickly made up his mind to go the whole distance. Strange to say the riders were not yet tired of the road and decided, before retiring for the night, to ride back part way the next day, as the captain wished to call upon some friends at Grafton, whom he had not time to see on passing through. Breakfast was had at 8:30 next morning and after a few calls had been made, the return trip was commenced at 10:20, and, putting on a faster pace than the night previous, Trenton, twelve miles, was reached at 11:40. A rain storm having set in before Trenton was reached a halt was made here and dinner partaken of, but on getting ready to start again, a strong gale of wind and rain from the south and west caused a change of programme, and the rain continuing to come down in torrents accompanied with thunder and lightning, it was finally decided to wait

for the evening train to Toronto. At 5:30 p.m. a start was made for the station, some two miles distant. This distance had to be walked as the road was bad at the best of times, and was now a mass of mud. The sidewalk which could otherwise have been utilized, was cut short at every crossing with a drop of eight to ten inches, which made it practicably unrideable. The baggageman on the train was very careful of the wheels and kindly made room for them, by moving some boxes, so that they would sustain no damage. Brighton was soon reached, where Mr. Bowles, to whom they were so deeply indebted for the pleasure of the latter portion of this trip, bade them farewell. He beguiled the way with entertaining anecdotes of this or that person or place and seemed to be full of information pertaining to that section of the country. It might be here mentioned that on his way to Colborne to meet the Toronto riders he and his friend took the trouble to clear off the large loose stones lying on the hills that would interfere with safely coasting them after dark, and, following his leadership, all the hills between Colborne and Trenton were safely coasted in the darkness of the night. Mr. Bowles learned to ride when living in St. Thomas, and should this meet the eyes of any of his old associates they will be pleased to know that he is as enthusiastic as ever concerning the wheel. The time on the train passed quickly in pleasant chat over the events of the past day and regret expressed that rain prevented the completion of the trip. The machines ridden were, by Mr. Ryrie, a Standard Columbia, and by Mr. McBride, a light roadster Special British Challenge. No accident happened to mar the pleasure of the trip and the wheels did not require the services of a wrench or oil can during the whole run. The roads were in fair condition but were somewhat heavy and rough till after Bowmanville was passed when they improved, and, with the exception of two miles just west of Port Hope, were good. Between Grafton and Brighton sandy patches are met with which cannot be ridden, but there is good wheeling between. From Brighton to Trenton and on to Belleville the road is very good, and can hardly be excelled in Canada or the States.

C. W. A.

Applications for admission to the C. W. A. have been received by the Secretary-Treasurer, as follows:—

Carl Kent, Newcastle; Thos. Miller, Newcastle; D. Ferguson, Simcoe. Goderich Club applied Nov. 3rd. Dr. T. F. McLean, President; D. Glass, Esq., Vice-President; Geo. B. Cox, Captain; Jno. H. McCullough, H. G. McLean, M. G. Cameron, Allan Cameron, Geo. McCullough, Andrew Henderson, J. H. Vidal, Secretary-Treasurer. Kingston Bicycle Club applied November 13th, 1883. D. F. Armstrong, captain; George Smith, 1st. Lieutenant; Thos. T. Renton, 2nd Lieutenant; John Tweddell, 3rd Lieutenant; W. F. Coy, Secretary-Treasurer; R. J. Wilson, W. B. Skinner, R. J. McKelvey, W. C. Carruthers, Wm. Nicol, G. A. Newman, H. Richardson.

The Canadian Wheelman.

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

THE C. W. A. GUIDE-BOOK.

By the minutes of the Directors' meeting held in Toronto lately, and published elsewhere in our columns, it will be seen that Messrs. Eakins, of Woodstock, Brierley, of St. Thomas, and Donly, of Simcoe, have been appointed to compile and publish a guide-book for the use of members of the C. W. A. In the hands of these gentlemen this work should be done well; two of them are editors and the other a lawyer, and we do not think three others could be found in the ranks of Canadian Wheelmen better fitted to accomplish the difficult task before them. We want to impress most strongly upon every member of the C. W. A., however, one very important fact, and that is, that without the hearty co-operation of everyone the book will fail in its purpose, no matter how talented the editors may be. The chief aim of the coming book is to give to wheelmen a complete touring-guide for the two Provinces of Ontario and Quebec. Every road fit for bicycling must be given, with a description of the towns and hotels along them. In order to do this the editors must have the assistance of the consuls, who will shortly be named, one for each town in which there is a wheel. Upon the manner in which these officers respond to the appeal made to them will largely depend the success of the book. We sincerely hope that not one of them will be remiss in their duty. As soon as appointed they will be supplied by the Secretary with full directions as to what is required of them. Let them not be slow in rendering all the assistance in their power to the Guide-Book.

We would like to know where the medals won by W. G. Ross our present champion, on July 1st, at London, are, as he had not received them up to a late date, although other prizes won since then have been in his possession for some time.

This certainly is not a very good commencement for the C. W. A. in the matter of races, especially as the sum of \$75 00 had been granted them immediately after the tournament by the Forest City Bicycle Club.

It is to be hoped that in the coming season the medals will be finished, and on exhibition on the day of the tournament and presented during the evening of the same day at the annual meeting.

Before the WHEELMAN is again issued, consuls will probably have been appointed for the various towns which are entitled to the honor.

Many are apt to regard the position lightly, but more depends upon its being efficiently filled than may be imagined.

To the consuls will fall the duty of maintaining that interest taken in the Association by individual members, which can alone ensure its success.

Let them remember this and be not slothful in business, but fervent in spirit.

On the occasion of the retiring of Mr. Jas. S. Brierly from the office of Secretary of the C. W. A., a few words may not be amiss.

During Mr. Brierly's term of office, he has proved himself to be a thorough and enthusiastic worker for the cause of bicycling, and great credit is due him for having brought the C. W. A. to its present flourishing condition.

The Association is also to be congratulated on the good choice which has been made for the successor to Mr. Brierly; viz: Mr. Hal B. Donly of Simcoe, who we have always heard spoken of in the very best of terms, and from the interest he has always manifested in bicycling in the past, we are confident that he will show the same marked interest during the coming season, and it is to be hoped that every member of the C. W. A. will help Mr. Donly in his efforts, and keep the Association up to the very highest standard.

The costume which the modern bicyclist uses, is, taking everything into consideration, one which could not be very easily improved upon, because in it are embodied neatness, economy and a great many other sensible ideas. It is therefore a timely suggestion which has been made, that of adopting the bicycle uniform, or a suit of a similar style for skating during the coming season.

Everyone knows that the knee breeches are by far the most comfortable and most graceful to skate in, they also being used by almost every skater of unusual merit.

A bicycle club could easily be organized into a skating club for the winter season the chief object being, that every one belonging should wear the recognized uniform, on regular days appointed, as a skating costume.

The time is not far distant when the knee breeches will be brought into fashion, anyway, and the wheelmen might just as well have the credit of commencing the fashion, as it is not a very hard or severe matter.

Of course, the first appearance of the costumes would evoke the usual very funny and rarely complimentary remarks, which we are all used to, but we have struggled through them all whilst bicycling, and surely can practice the same amount of consistency when adopting the style for skating.

Anything and Everything.

The Winnipeg Club had a very pleasant run to Stonewall on their Civic Holiday. Thirteen riders turned out.

Thirty members of the Montreal Bicycle Club rode out to Pointe Claire and back, about thirty-five miles, on Thanksgiving day.

The races of the Toronto Club, held last month, furnish an example of good management and correspondingly good results, which have been too rarely seen in Canada.

It is a great pity the cycling journals of the States do not work harmoniously together for the welfare of the sport. See how their Canadian contemporaries dwell together in peace.

Bicyclists would confer a favor on THE CANADIAN WHEELMAN by consulting their advertisers before purchasing elsewhere, as they can be recommended as reliable in every instance.

WINNIPEG.

DEAR WHEELMAN:—

We have two Bicycle Clubs in Winnipeg, viz: The Alerts and Winnipegs. The former is a combination of cricket, lacrosse, etc., and the bicycling department is very small but successful. The Winnipegs is a large and very well equipped club considering its age. It was organized in 1882, and has at present about twenty active members. The machines used are principally "Royal Canadian," and "Challenge," with a few "D H. F.'s."

The roads in Manitoba are no doubt the best in the world for 'cycling. For miles and miles they are as level as possible. Hills are unknown, and the only fault is the lack of scenery. A thirty mile trip on the prairie road is not as fatiguing as twenty in Ontario. Early in the spring I rode from Emerson to Morris, a distance of thirty-three miles in two hours and three-quarters without an effort, and in the same evening I returned home in three hours.

The Indians and Mennonites can't understand the "wheel," and you can imagine how startled the Indians were when they first saw the "silent steed." The best roads near Winnipeg are from the city to Silver Heights four and a-half miles, to Stonewall thirteen miles, to Selkirk twenty-three miles. In Emerson the roads are a little better. The road to Morris passes through two points, St. Jean Bapt and St. Pie, and affords very good stopping places at which the "curiosity" is well received.

Wishing your paper every success.

I am yours sincerely

W. H. N.

We desire to call the attention of our readers to our marked improvement with this issue, and hope to receive their hearty support and thereby maintain a first-class standard as a journal in every respect.

Canadian Wheelmen's Association.

REPORT OF THE DIRECTORS' MEETING HELD AT TORONTO.

(*Special to the Canadian Wheelman.*)

The first meeting of the newly-elected Board of Officers of the Canadian Wheelmen's Association was held at the Walker House, in the city of Toronto, on the 19th ult. There were present, the President, Mr. McBride, in the chair; Vice-President Doolittle, Chief Consuls Eakins and Robinson, Representatives McBean, Lailey, Knowles, Donly and Sec.-Treas. Brierley.

The first business brought up after reading of minutes was the appointment of a Secretary-Treasurer for the current year. Mr. J. S. Brierley was unanimously re-elected to the position. He, however, declined to any longer hold the office as his time was entirely taken up with his private business. After many vain attempts to get Mr. Brierley to alter his determination, his resignation was, on motion, most unwillingly accepted. Messrs. H. B. Donly, of Simcoe, and W. G. Eakins, of Woodstock, were then proposed in turn for the office. Both declined most emphatically to run, the latter asserting that as he was about to leave the country it would be impossible for him to take it. After some further delay, Mr. Donly submitted to the wish of the meeting and was elected.

Mr. Brierley was then, on motion of Mr. Doolittle, seconded by Mr. Knowles, unanimously elected to the place on the Board vacated by the election of Mr. Donly to the Secretaryship.

The President and Secretary were authorized to purchase medals for the winners of the different contests in the London meeting last July.

The Secretary was authorized to procure designs for an Association badge, to be worn by members. Messrs. McBride, Robinson and Lailey were appointed a Racing Board.

Messrs. Eakins, Brierley and the Secretary were appointed editors of the Guide-Book, with orders to proceed with its publication at once in such a manner as they may see fit. After the transaction of some other matters of business of minor importance, the meeting adjourned.

The Longest One-Day Trip in Canada.

We have received the following just before going to press, which explains itself:

"On Thursday last, Mr. R. J. McKee of the Wanderers Club of Toronto, made the longest trip in one day yet recorded in the Province. He rode the distance of 115 miles, from Toronto to Belleville in sixteen hours or not including stoppages in less than twelve hours. Two other riders from Toronto, who started for the same place before Mr. McKee, did not arrive there till early the next morning—Mr. McKee arriving there at a few minutes to 12 p.m."

OUR CANADIAN ROADS.

MR. WHEELMAN:

Permit me to modify, to a certain extent, what may be considered undue severity in my criticism, in your first issue, of the roads which radiate from Woodstock. A recent visit to Detroit, during which I had the pleasure of meeting the veteran President Bates. Chief Consul Standish and other prominent League Wheelmen, has opened my eyes to the fact that we are particularly fortunate in this locality in the possession of roads far above the average. Detroit wheelmen, as far as I could learn, hardly know what it is to be able to take runs outside of the city; and those who had taken part in the tour through Canada were enthusiastic in their praise of our highways, with the exception perhaps of the "magnificent water-stretch" which they traversed between St. Thomas and London. Mr. Doolittle has, I believe, expressed the opinion that our road to Stratford (twenty-five miles) is equal to the famous Goderich road, and I can safely say that those leading to Ingersoll and Norwich (ten miles each) are, with one or two breaks, inferior to few. From all that I can learn of roads in the United States generally, Canada should be the "Paradise" of the wheelmen of this continent, and it bids fair to become the favorite touring ground of our neighbors immediately across the lines.

The following notes of a trip of over 400 miles, made by Messrs. W. J. and H. Williams, of our Club, may not prove uninteresting to those of your readers who live in Western Ontario. I am indebted to the diary of the riders for details. The distances mentioned are in all cases those actually ridden.

"Started August 13th. Woodstock to Waterloo via Tavistock, Shakespeare and Berlin—fifty miles. Road to Strathallan very hilly but hard, to Shakespeare splendid, to New Hamburg and Baden very smooth and hard, scenery beautiful. First-class Dutch dinner at latter place; thence to Waterloo, very hilly. Waterloo to Guelph via Breslau, fifteen miles. Roads and scenery very fine to Breslau, thence hilly and rough. First header.

"Guelph to Durham via Fergus, Arthur and Mount Forest—sixty miles. Pavement-like road to Fergus—thirteen miles in fifty minutes. Remainder bad and much cut up. Dinner at Arthur. Stared at by natives, being the pioneers over this road.

"Durham to Woodford via Williamford, Chatsworth and Owen Sound—forty miles. After leaving Durham and while crossing the romantic-looking Rocky Saugeen, caught in a thunder storm. Roads muddy. Did Chatsworth to Owen Sound, nine miles in fifty minutes. Rest of road very rough and rocky.

"Woodford to Orillia, forty-five miles. To Meaford, rough but down hill; thence to Collingwood, one of the best roads we saw, composed of decayed stone and fine gravel. Collingwood to Stayner, strong head wind

and soft road. Gave up and took train to Orillia.

"Orillia to Mono Centre, forty-five miles. Train to Barrie, thence per wheel across country to Mono Centre.

"A tough day. Rain and clay road to Cookston, then soft sand, and after passing Alliston climbed the Mono Hills, some of which were so steep that the wheels could scarcely be pushed up. Mono Centre to Guelph, fifty miles. To Orangeville very good road, thence to Hillsburgh, splendid. Not quite so good to Guelph. Guelph to Waterloo, eighteen miles. Went by way of Freeport, which was better than *via* Breslau. Waterloo to Woodstock, fifty miles. Left at 9.15 a. m. Bridge down between New Hamburg and Shakespeare. Walked three miles on track. Dinner at Shakespeare. Reached Woodstock at 3 p. m. Best long-distance run of the trip."

Including thirty-eight miles ridden while at Guelph, the whole distance wheeled was 411 miles. The Messrs. Williams say that it was the most enjoyable and cheapest trip they ever had. They derived much amusement from the remarks which the novel vehicles elicited in localities where bicycling is still an unknown art. At one time they were asked if they "belonged to a circus;" at another if they "made their living by it." At Waterloo a corpulent Dutchman stood out in the road and yelled at them with all the strength of his lungs, "Jumbo—Jumbo!"

Their only breakages were a couple of bolts, and the ubiquitous Vice-President of the C. W. A. was the only wheelman they met on the road, though a tricycle had been in Owen Sound not long before them.

Woodstock.

W. G. E.

IMPORTANT TO BICYCLISTS.

Some time ago, Mr. J. B. Moore of Stratford, while riding from Exeter to London on his bicycle, met a young lady driving a spirited horse, which became frightened at the approach of the machine.

The young lady taking advantage of a moment's stillness jumped from the buggy and the horse wheeling around ran away and damaged the rig. The owner of the horse immediately went to Squire Ferguson and procured a warrant, but although Mr. Moore wrote a letter to a local paper (which was published) giving his address, he heard nothing further about the matter until Saturday last. On that day while in St. Thomas, he was arrested by a St. Thomas policeman, and handed over to Robert Shoff County Constable, who brought him to London, where he gave security to appear on Monday. On Monday he appeared before Squire Ferguson, who adjourned the case for a day to allow the plaintiff to procure witness. Mr. B. G. McCann of London acting for Mr. Moore, warned the plaintiff that he would be made to suffer for any delay that occurred with the suit, that the magistrate had no jurisdiction, and that he had better procure advice on the matter before proceeding further. The plaintiff came to London, and after consulting his solicitor agreed to suffer the damage, drop all proceedings, and pay costs to the extent of upwards of \$20.00, if Mr. Moore would consent which he agreed to.

News from the Clubs.

OTTAWA.

MR. EDITOR:—

Since last date of writing nothing of special importance has transpired in our cycling community, except the accomplishment of the western tour spoken of in my last, as likely to come off about the end of September.

Instead of six (as was expected) only four started on this trip, three going from Ottawa to Brockville by train, the fourth (Captain Jenkins) riding the whole distance. From Ottawa to Kingston they report the roads as being almost unrideable, bad to such an extent that riding became more a serious labor than a work of love. From Kingston west, (especially the first part of the distance), the roads were good.

During the earlier part of the trip an effort was made to secure "commercial" rates at the various hotels, but as all refused but one, the attempt was given up.

Securing this boon will be one of the first efforts of the C. W. A. I hope, having secured it touring will be much stimulated beyond a doubt.

The striking resemblance our badges bear to those worn by the Salvation Army, caused our boys some embarrassment at Kingston, the high-water pants alone saving them from being "grafted."

The story came to us that at Brockville one of the tourists was so hungry that he was helped three times to steak, and wanted a fourth, but was refused, purely for his own good it was said, however next morning a whole "round" of steak weighing six or seven pounds was set before him, accompanied with the remark "I hope you'll be satisfied this time," and no doubt he was.

Our fellows arrived in Toronto just in time to join the Wanderers in their Saturday run, they were afterwards shown through the new club rooms, and received many kindnesses which were duly appreciated. The comparative isolation of Ottawa prevents our receiving many visits from outside wheelmen; next year we hope to make the capitol more attractive to bicyclists. Amovement is on foot to amalgamate two of our most popular sporting clubs, viz.: Cycling and Lacrosse. Should the programme be carried out, we will have splendid recreation rooms for winter, and a first-class cinder track for the summer. As far as Ottawa is concerned these two phases of sport seem to be decidedly the favorite and always draw large crowds of spectators to their matches and races. At several of the neighboring fall fairs held this year, handsome gold and silver medals have been provided for bicycle races. Our 1st Lieutenant Woodburn has succeeded in capturing most of them; just at present he is incapacitated, having bent the back-bone of his machine by falling on it while making a hasty "step" dismount to avoid being crowded into a ditch by a restless team. The Ottawa 'cyclists have one common ground of com-

plaint, and that is that they are prohibited from riding within the Parliament gates, on the beautiful drives to be found there, and for no good reason that they can see. At the beginning of the season, a couple of riders, not members of the Club rode on the paths. They and all others were stopped, not only from riding on the foot paths, but from entering the gates on their machines, and for all time to come, apparently. These two riders have since become members of the O. B. C., which has special by-laws regulating the riding of its members. All this has been only explained to the Minister in whose province the matter lies, but nothing will move him. It seems hard that we should be denied the only available riding ground in bad weather, when the same ground is open to vehicles of every possible description from a baby carriage to an omnibus. Perhaps next year we can bring about the coveted privilege, our Club will certainly be very materially strengthened by the acquisition of several new active members.

Before closing I must express my pleasure at receiving No. 1 of the CANADIAN WHEELMAN, and at the same time compliment the management upon its creditable appearance.

I will do my utmost to increase its circulation thereby making it better known, and giving it additional means of raising itself to the very high standard attained by its namesake across the border. OTTAWA.

ITEMS.

Rumor has it that one of our best riders Mr. E. G. Wilkins is about to leave Canada and return to his native soil, old England.

We suffer from the usual want of a handy man in the machinist line to cure debilitated bikes.

Mr. Young, Secretary, and Mr. Hawley, a member of the Club, intend selling their D. H. G. Premiers, forty-eight inches, and ordering larger machines of the same make. Mr. Mothersill, President, intends improving his condition by selling his Premier, fifty inch trike, and buying a new one from the same firm but with a "two speed gear" attachment.

The final "meet" of the O. B. C. came off on Thanksgiving Day and was about the most successful one of the season. They first visited the foot ball matches at Rideau Hall grounds, and then rode to Aylmer (nine miles), arriving in time for dinner, after a musical half-hour spent in Mrs. Ritchie's hotel drawing room, during which all the boys sang in solo and chorus, a start for home was made with a beautiful moon shining overhead, and perfect roads beneath. The pleasure of this ride seems to stand out in great relief as compared with the same trip under similar conditions during the summer, no doubt because it was the last. While I write—two days later—the roads are in a fearful state again.

The O. B. C. have petitioned for the use of the Drill Hall once a week for winter practice of club drill and fancy riding, but have not yet got the desired permission.

BELLEVILLE.

Dear WHEELMAN:—Your last issue has been received all O.K. We are glad to see that you have commenced your "run" in earnest. Our Club is flourishing and is increasing its number daily. Our membership roll amounts to ninety-three members. We are receiving a great deal of encouragement from the citizens of Belleville and expect when the spring of 1884 opens we will number fully thirty wheels. Our active wheelmen number eighteen at present. We have, through the energetic efforts of our worthy Captain, Mr. S. G. Retallack, procured a lot in the heart of the city on which a track is now being built. It is nearly completed at the time of writing and will measure one-seventh of a mile in circumference and twenty-one feet in width, and, when finished will be "*nulli secundus*." We propose to have races about the end of this month but it will be only open to members of the Club. We may possibly change our minds before then, though, and have some open races. The roads are in fine shape now and whenever it is possible we are on our wheels. Your correspondent had a fine little run of fifty miles on Sunday (better the day better the deed) along Dundas street, commonly called the Kingston Road. The wheeling was perfect as the road could not possibly be in a better condition. We notice in your first issue the desire to further club drill. This is what our Club is going in for, and as we have drilled some already we have come to the conclusion that there is not a better sport than "drill on the bike."

Yours fraternally,
"Hus."

THE ARIELS.

DEAR WHEELMAN:—

The first two numbers of your welcome paper received: allow me to congratulate you on its neat appearance and good reading matter, I wish you every success, and feel certain that if "every wheelman does his duty" it cannot help being a success. I see you have had no letter from the Ariels as yet, and will now give you a little news.

We have just been organized three months, and have had a run every Saturday afternoon since, that roads and weather permitted.

Our first to St. Marys, was a little marred by our missing the home Club, who had turned out to meet us. This was caused by the guy that built the bridges out that way, not making any provision for any "common-little-every-day-freshet" that might be making a tour in that direction. Consequently we had to abandon the route planned out, and struck the town at the wrong end, (the right end being the hotel where supper was watching for us as ordered by the St. Marys Club).

The St. Thomas run was made in two hours exactly, over very muddy roads. On the way our gallant Captain managed to dismount in the largest mud-hole he could find on the way. No damage done however

beyond wetting his new No. 12 shoes St. Thomas reached, some made for the home train, others stopping over Sunday, while the President and Secretary took train to Melbourne, to spend Sunday, intending to ride to Strathroy on Monday and catch the early train. When seven miles from S. the "worthy P." concluded he would take a "dangle over" for the benefit of the occupants of a buggy in the rear, and managed to successfully run over the bank and collide with the snake fence, giving him a little trapeze act of his own, to the height of about four feet, alighting on the back wheel with force enough to make it trail about a foot and a-half to the right of the big one. After duly considering the case, he made a contract with the buggy people to sit behind them and trail his machine (wheelbarrow fashion) to Strathroy, but soon found unless chained on he couldn't stick there. Finally a shawl strap was brought to the rescue, and the longest seven miles on record completed.

Our run to Strathroy, three weeks later, was the most romantic of all. It was threatening rain all morning, and only four turned out, viz: Keenleyside, Lamb, Lilley, and Begg. We, thinking we would be a little smart and score one run more than the rest of the members, decided to go anyway. All went well till within six miles of Strathroy, when it started to pour. We dismounted at a vacant house intending to go in and wait. After standing just long enough to get our saddles wet, we decided to push through. We had been riding without coats and bare headed and didn't look a bit pretty when we got into Strathroy. Dismounting at the nearest hotel, (the Queen's) ordered rooms and towels for four, despatched a boy for cheap underclothing which he procured for sixty cents a suit retail, (fit no object) sent our clothes down to dry, and while waiting went through a series of athletic games in our newly acquired uniforms. Our worthy V. P. arrayed in one garment could hardly be kept from going down stairs after his watch which he had forgotten to unchain from his pistol pocket. Our clothes dry, we dressed again, got supper and came home by train arriving here "somewhat shrunk but still happy." The Strathroy Club called on us at the hotel.

Our moonlight run to Hyde Park was accomplished without an accident, although just before leaving Hyde Park our standard bearer who had been smoking a ten cent cigar, (ten cents per box, twelve in a box) was noticed to have some difficulty in breathing, which he attributed to the gas from the cream soda. We found, however, by removing his belt and unlacing his shirt he could ride quite comfortably.

Luck seems to have been against us these last four weeks as it has rained every Saturday.

We have now secured the rooms formerly occupied by the "Liberal Conservative Association," and expect to have them nicely furnished in a week or two, when we extend a cordial invitation to you and all other wheelmen, whether local or visiting to give us a call. Till then, adieu. ARIEL.

Spokes from the Wanderers.

DEAR EDITOR:

I did not see anything about the Wanderers in your last issue, and thinking that perhaps the readers of the WHEELMAN would be interested in bicycling affairs in Toronto, I send you the following notes:

The Club has now attained a paid up membership of over seventy-five members, over sixty of whom are at present mounted. Considering that the Club was formed only a year ago, I think there is no other club in Ontario that has had such an increase.

The second concert given by the Club in the Granite Rink, on the 17th, was an immense success. Over 1,500 people were present, and the net receipts were considerably over \$200. Some excellent drill was exhibited by thirty of the members in uniform, and the fancy drill of Messrs. Hurst, Fitzgerald, Orr and Brunell, especially, receiving round after round of applause. The horizontal bar exhibition by Mr. Wm. Hurst was probably the best ever witnessed in in Toronto. Mr. Hurst is at present the champion of Canada and is a member of the Wanderers.

Talking about champions, I guess our Club has got its share. Besides the champion gymnast, we have two out of the Toronto Rowing Club, four more champions of Canada, also the champion single sculler of Toronto, Mr. Thompson; the champion skater of Canada, Mr. Robinson; perhaps, the champion fancy rider, Mr. Brunell; and also a champion "slugger" and "ballet-dancer," whose name we will not divulge.

Our new club room is now complete and is second to none in the city as an athletic club room. It is situated on the corner of King and James streets, which is centrally located. Our first venture in the room line was on Yonge street. After climbing up three pairs of stairs, the visitor, after a few minutes search, was rewarded by finding a room about thirty feet square, furnished with a table and a few chairs. Now we have an extra large, airy room on the first floor of a large building, handsomely furnished and equipped with a piano and all the necessities for making a racket. Visitors are cordially welcome and are always sure to find some members there on any evening. The Club holds "at homes" there every Thursday evening.

A handsome gold medal was presented to Mr. H. Gemmel, who is leaving for the Northwest. Harry is well known among bicyclists throughout the country. He is one of the five Wanderers who accompanied the Chicago contingent on part of their tour.

An illuminated address is also to be forwarded Mr. O. Brunell, the well-known fancy rider, who has left rather suddenly for New York. The Club sincerely regret the loss of such riders as Messrs. Brunell and Gemmel, and it will be a long time before they will be forgotten, as they have been untiring in advancing the interests of the Club.

Our President, Col. Otter, is expected home next Monday, from England, after an absence of six months.

Three hours and forty-five minutes is the fastest time yet recorded between Toronto and Oshawa on a bicycle, and this time was made by Messrs. McKee and Foster on a recent trip. This seems to be a favorite trip with Toronto wheelmen, as several trips have been made there this season.

Yours etc.

"WANDER OR."

LONDON.

DEAR WHEELMAN:

Now that the season for wheeling is coming near to a close, the members of the Forest City Bicycle Club have had their spacious Club rooms on Dundas street fitted up in first-class style for the winter season, where the members can spend their winter evenings in instruction and amusement. There is a fine piano and plenty of music; and as our bugler and about six or seven other members of our Club all play musical instruments of some kind or other, we anticipate having very many pleasant evenings together. It has also been proposed to get up some entertainments during the winter.

We have also gymnastics of all kinds in our rooms, such as Indian clubs, dumb-bells, boxing gloves, &c., and we would be most happy to entertain any visiting wheelmen who should be so fortunate as to drop in to this little city of wheels. Our captain, myself and three other members had one of the finest rides on our wheels, about four weeks ago, that any of us ever had the pleasure of joining in. The trip was to Birr, a distance of about twelve miles. I had never seen the roads in better condition than they were then. If you want to enjoy good sport in wheeling take a good spin when the nights are moonlight and the roads good. I have just been to see how Secretary Maclean is progressing and found him gradually improving. I sincerely hope that he will soon be among us again.

In your first issue "Backbone" made a slight mistake when he said the F. C. Bicycle Club had to call a meeting twice before enough members were present to form a quorum. Such was not the case, and I hope never will be as long as we have so many live members as we have at present. I am sure the members of the F. C. Bicycle Club should feel proud of having such a spicy little bicycle paper published by two of their most energetic members, and I am sure they all agree with me in wishing them a hearty success in their venture. I also feel certain that it will soon become one of the leading bicycle journals in America, and should have the support of every rider in Canada and the United States. Send in your contributions and subscriptions, boys, and help to support them. So says

Yours, silently,

MACHINE.

SIMCOE SPOKES.

Being, as my name indicates, of the Reform persuasion, I don't feel at all well this month, the West Middlesex election case having, as it were, completely overcome me. So "Simcoe Spokes" will be only remarkable for their brevity, in your November issue.

Last month your "intelligent compositor" made a few slight blunders in my letter. For instance, he calls our Lieutenant R. J. McKin, when his proper name is McKee. Then he leaves out the name of Mr. W. Y. Wallace altogether, thus crediting Mr. McKee with more than his share of space, as it is Mr. Wallace that I referred to as being the owner of the gold medal. But then you know mistakes will happen, so he is forgiven this time.

Of course, you know that our Secretary, Mr. H. B. Donly, is now also Secretary of the C. W. A. I sincerely hope he will occupy the important position creditably, and thus uphold the honor of our Club.

It is firmly believed around here that one of our members goes shooting upon his wheel. At least, he was seen one day lately making for the suburbs with a shot-gun across his handle-bar. I think that the "notis" of the Western planing-mill "don't munky with the Buzz-saw when in Moshun," might very aptly be attached to this young man's back.

One day, during the summer, two of our boys—Donly and Perry—took a trip they will not soon forget. It was up to Norwich, just twenty-five miles away. They left here at exactly twelve o'clock and arrived at their destination at just seven, p.m.—seven hours going twenty-five miles. Nineteen of them were done on foot, some of them with the machines on the backs of the riders, if you will allow me the use of the Paddyism. However, the boys said they were not sorry they went, so the Norwich folks must have used them well.

We are all agreed that when the engraver of your title-head was at work, he must have had a picture of Joe Rippon, of our Club, before him to draw the bicyclist from. At any rate, his moustache is there to perfection. I would not dare to say this only "Rip" has gone to live in Woodstock; and although his arm is long it cannot reach me here.

The road that we wheel over most is the one to Port Dover, just eight miles. It is no cinder track, as you may imagine, when I tell you that it has recently been condemned by an engineer appointed by the courts to examine it. Yet it is our best. We consider it good wheeling to make it in an hour or seventy minutes. Well, Perry went down the other day in thirty-five minutes, and is happy in having secured the "record." I found out the secret last night. The half-way house was closed up and he put past without a dismount. This is no reflection upon our boys, but merely a tribute to Will's well-known temperance proclivities. More anon.

GRIT.

PERSONAL.

Mr. Moore, a Toronto bicyclist, took a bad header recently, cutting his face severely.

Mr. John Cowan, of the Forest Citys, has just imported a full nickel Wolverhampton machine.

Mr. Fred Leonard, of the Forest Citys, has accepted a position as traveller for L. C. Leonard.

The bicyclists, Prince, Morgan, Higham, and Woodside, it is stated, will go to San Francisco, Cal., this winter under a manager.

W. H. Nourse and C. W. Jarvis, lately of Emerson but now of the Winnipeg Club recently made a trip of 180 miles through Southern Manitoba.

Mr. Ed. Taylor, formerly of the Forest Citys, has left for England, where he intends to complete his education. He will be absent about three years.

Walter Arnold, Captain of the Winnipeg Club, could not arrange a race with Mr. Luther, of the same city, as the latter met with a severe accident while riding in the race at the firemen's sports in Winnipeg.

T. H. Robinson, Captain of the Wanderers, of Toronto, made the run to Trenton 101 miles on Thanksgiving Day in less than fifteen hours, which is the second longest trip yet made by any Wanderer.

Mr. Vansickle's advertisement, on this page, is worthy the attention of our readers. As he purposed buying a better machine of the same make, he has decided to raffle his present one which is in first-class condition.

Messrs. Hendee, of Springfield; Corey, of Boston; and Burnham, hold all the amateur bicycle records in America for from one to ten miles. Hendee holds the one, three, four, and five miles; Corey, six and seven; and Burnham, eight, nine, and ten.

Mr. M. H. Kipp of the Ariel Touring Club, is about to sever his connection with the firm of Wm. Saunders & Co, where he has been engaged during the last three years. He purposed attending the Pharmaceutical College, Toronto, during the winter.

Mr. H. Goulding, Vice-President of the Torontos, has kindly furnished the entire Club with club Colors (cardinal and navy blue), and now a scheme is on foot whereby the lady friends of the Club are going to supply a banner, and when the ladies undertake to do a thing you may depend upon its being well done—so says the Toronto correspondent.

Harry Gemmel, of the "Wanderers," the plucky little rider who accompanied the Chicago tourists through their Canadian trip, is going to leave for the Northwest shortly. He will take his bicycle with him and no doubt will astonish the "Injuns" of that far off land by his agility on the wheel. They are sorry to part with Harry as he is one of the nine who helped form the present large Club.

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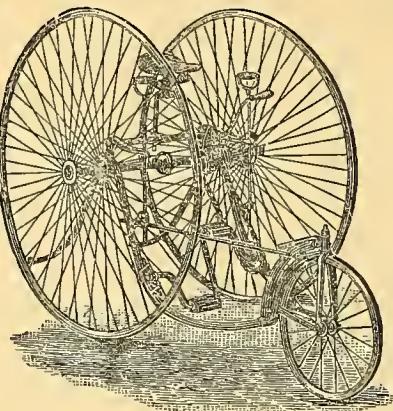
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A. T. LANE, Esq., Montreal.

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Yours sincerely, HORACE S. TIBBS,
Pres. Montreal Bicycle Club.

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