

## The Canadian Wheelman :

A JOURNAL OF CYCLING.

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

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LONDON, JUNE, 1886.

### THE MEET.

Let us all be there.

It will be the event of a lifetime.

Montreal is a beautiful city.

It has a host of wheelmen, who are

Energetic,

Liberal,

Enthusiastic,

Whole-souled fellows.

They are working like heavers

To give us a royal welcome,

And to make the meet a glorious success.

Let us do our share.

Let us honor ourselves by honoring those who honor us.

Montreal has done the "round" thing at former meets.

Let us show that we are not ungrateful,

And that we know a good thing when it's offered to us.

The wheelman who doesn't go to Montreal on July 1 will regret it

Only once, and that will be all the time.

### AN APPEAL.

To the wheelmen of Ontario we would address an earnest appeal to assemble in large numbers in Montreal on July 1 and 3. The reasons why they should do so are many and weighty. The credit of the C.W.A. is to be maintained, the interests of the sport are to be furthered, the individual is to be benefited by the knowledge to be gained, and the unselfishness, the energy, and the enthusiasm of the Montreal Bicycle Club on behalf of the C.W.A. are to be acknowledged. Somewhat isolated from the rest of the wheeling centres of Canada, the wheelmen of Montreal have entered into the plans of the Association for meets in other towns with as much zest as though their own beautiful city was to be the spot favored with the meet. Let the Ontario wheelmen now show that this conduct by their Quebec brethren is appreciated. Let every club make a special effort to be largely represented. Upon reading this, let every club captain, every club secretary, go out and drum up the fellows in his club and insist that they prepare for Montreal. The rates given by the railway and steamship companies are liberal, and the choice of routes is varied. To hundreds of wheelmen Montreal is as yet unknown ground, and to them the commercial metropolis of Canada, with its

beautiful streets and parks, mountain and river, will be a revelation. With all these inducements, added to the great one of three days' glorious fun, there should be no difficulty in numbering Ontario wheelmen in Montreal on July 1, 2 and 3 by the hundreds.

Let "MONTREAL" be the watchword.

### THE MAKERS' AMATEURS.

At a meeting of the N.C.U., April 13, several riders were suspended for having, as "makers' amateurs," broken the amateur laws of the Union. A full discussion took place as to the length of the period of disqualification necessary to be passed on each suspended rider in order to fulfil the object the Union has in view in endeavoring to purify the amateur ranks, and at the same time to avoid inflicting an injustice on members of a class of riders whose trespasses against the amateur laws were by no means equal in character. Ultimately, the following resolution was agreed to:

"That the suspensions passed at this and previous meetings of the executive upon riders who have offended against the amateur law by riding as 'makers' amateurs,' be terminated one week from the present date, but that the attention of each suspender be drawn to the fact that any further infraction by him of the Union rules will be carefully watched, and will entail permanent disqualification."

This shilly-shally policy on the part of England's great cycling association has created no little stir in the United States, where the Racing Board of the L.A.W. has recently suspended all suspects until such time as they furnish proof that they are innocent of professionalism. It required considerable "backbone" on the part of the Board to act as it did—and this action of the N.C.U. will materially weaken the moral support which the L.A.W.'s Board ought to receive from its own members, and it is quite possible that at the Boston meet of the L.A.W. the decision of the Racing Board will be reversed. At any rate, the fight will be sharp, and may result in the formation of a third class of riders, recognized by and eligible to membership in the League. In England, the supporters of the amateur law have already retreated, and resorted once more to threats—to calling "Wolf." It remains to be seen whether the League will exhibit more common-sense by either living up to its rules or forming new ones.

### EDITORIAL NOTES.

Mr. A. T. Fane, of Montreal, has *not* received the agency for the Singer wheel. Our informant was mistaken.

The New York *Wheel* talks about the formation of a new Association, principally of western composition, if the suspension of the alleged professionals be persisted in.

The particulars of the tour to the C.W.A. meet, being arranged by Messrs. Chas. Robinson & Co., only came to hand on May 28, altogether too late for insertion. They will be published in the next issue, which will be out by June 20.

Five hundred and forty-four pages of Karl Kron's long-looked for book, "Ten Thousand Miles on a Bicycle," have actually been printed,

and THE WHEELMAN is indebted to the indefatigable author for a copy of the work, which will probably be issued this year—or next. The chief characteristic of the volume is its comprehensiveness. Every step of the road over which the author has ridden is described with almost painful particularity. Nothing seems to have been too minute to escape his observation, or too insignificant to be undeserving of record. To Canadians, the most interesting portion of the work will be "Karl's" description of his experience in Canada, which he gives at great length. On the whole, he speaks flatteringly of our country, and describes our roads as being on the average better than the main roads of the United States. The book is, thoroughly practical, is well written, and must be of great value to all wheeling tourists. Its ponderosity is its chief defect, but we trust that that drawback will not interfere with the industrious editor meeting with a pecuniary return sufficient to fully reward him for the many years of laborious work that he has put into the pages of his volume.

### RAILWAY RATES FOR THE MEET AT MONTREAL.

Return tickets will be issued from all stations on the G. T. R. and C. P. R. for one fare to wheelmen going to the annual meet of the C.W.A. at Montreal.

Tickets will be sold from June 28th, and will be good to return up to the 5th of July.

Railway tickets will be taken on the boats of the Richelieu and Ontario Navigation Co. for any part of the journey. Carriage of wheels rec.

### THE MEET.

Wheelmen generally, and especially in Montreal and Toronto, are working hard to make the annual meeting of the Canadian Wheelmen's Association in Montreal on the 1st, 2nd and 3rd July a gigantic success, and everything runs smoothly in the direction of there being one of the grandest sights ever seen in Montreal. The western wheelmen are coming down *en masse*, especially from Toronto, where they are organizing a tour, to start from Toronto on Monday, the 28th of June, of all the western wheelmen in and beyond Toronto to wheel from Toronto to Kingston, taking in all the intermediate towns and bicycle clubs between the two places. On arriving at Kingston, boat will be taken to this city. For those who cannot spare the time to take in the tour, the Montreal Bicycle Club is arranging rates from all the principal points in Ontario and Quebec to Montreal, by boat and rail, at an extraordinarily low price, so that Montreal will see the "knights of the wheel" in full force and the city crowded with sight-seers. The various committees, such as finance, transportation, grounds, reception, advertising, etc., have been struck off, and everyone has gone to work with a will and determination to make the meeting a success. The club has decided to get up a pamphlet something after the style of the programme of the League of American Wheelmen's meeting of last year, only with various improvements. The pamphlet will consist of information in general of rides, hotels, places of interest, programmes of the business meeting and races, with other information, and a map of the city, with the principal places marked on it. It will be a souvenir of the great meet, and will be well worth keeping, as the club will spare no expense in making it a thing of beauty. The Shamrock Grounds will be secured for the two days' racing, they already having given the club the refusal of them for the both days, and the Grounds Committee are determined to make the track second to none in Canada, with the help of the Shamrocks. Our racing men are all getting