

## The Canadian Wheelman :

A JOURNAL OF CYCLING.

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

PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION, AT LONDON, CANADA, AND SUPPLIED TO ALL MEMBERS OF THE ASSOCIATION.

Subscription Price to Non-Members..... \$1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, FEBRUARY, 1886.

### THE MEETING OF THE BOARD OF OFFICERS.

A word of explanation is perhaps necessary in reference to the calling of this meeting so early in the year.

At the last meeting of the Board it was decided to publish a guide-book this spring. The Secretary has, however, found it impossible to obtain advertisements sufficient to pay even a small portion of the cost of the work, and it is an absolute necessity, therefore, to get the Board together at a date early enough to decide on some other method of getting out the book, if it is to be done at all.

Then there are some important questions affecting the Constitution and By-laws of the Association which must be settled.

At this meeting it will be decided where the meet will go for this year. Informal invitations have been given by Stratford, Brantford, Belleville and Ottawa, while Montreal is also said to be a claimant. No official invitations have, however, as yet been received by the Secretary, so the officers of the clubs above mentioned will do well to give their attention to the matter at once.

Members of the Board will note that the meeting is called for 10 o'clock in the forenoon, and they are respectfully reminded that ten o'clock is just one hour after breakfast-time. We trust they will be punctual. The work to be done requires considerable time, and the attendance of all the officers; hence the idea of calling the meeting for 10 A.M. instead of 8 P.M. as heretofore.

### BRIGHT PROSPECTS.

On the whole, the outlook for cycling in Canada during 1886 is hopeful. Last year saw the steady increase in popularity of the wheel, without any of the mushroom growth that had characterized its progress in preceding years. There was less of "boy" element in the ranks of wheelmen last year; less of the class that took to wheeling for its novelty, and whose interest in the wheel expired as soon as the novelty wore off. The growth of the bicycling fraternity was more among the class that took to wheeling as a source of health and as a means of locomotion—the two qualities that ensure the lasting popularity of cycling. Judging by 1885, therefore, we have every reason to expect the same results this season—a steady growth in the popularity of wheeling.

### REMEMBER THE C.W.A.

The wheeling season of '86 will soon be upon us. The backbone of winter is well-nigh broken, and in a few weeks old wheels will be brought out to the light of day, and polished and repaired for the spring campaign; new ones will be purchased by many who rode out '85 on old machines, and by others who have never bestridden a wheel, but have been fascinated by the grace and beauty of the silent steed.

At this time, therefore, it is not out of place to remind Canadian wheelmen of their duty to the Canadian Wheelmen's Association. Let every wheelman's first duty be to his local club; but, that performed, let him not forget that as the club is to the individual, so is the Association to the club, and his duty towards one claims his fealty to the other. The Association has grown and prospered because it has been of real, practical benefit to its members. And as by its assumption of THE WHEELMAN it has still further widened its sphere of usefulness, it has still greater claims on the wheelmen of the Dominion. Gentlemen of the wheel, join a club and see that the club joins the Association. The year 1886 should see 1000 members in the C.W.A.

With a few slight modifications, the claims advanced by the L.A.W. Handbook on behalf of that Association answer for the C.W.A.:

The claims advanced by the C.W.A. upon your patronage are of two kinds—abstract and concrete. In the abstract, it is your duty to yourself and to your fellows to so place yourself that mutual assistance may be obtained in the easiest manner, and that you may not reap the harvest of your comrades' disinterested labor without contributing to its support. In the concrete there are offered to you—

*First*—A MONTHLY GAZETTE ranking among the best cycling papers in general interest.

*Second*—A MEMBERSHIP TICKET, which is a sufficient introduction to any local officer (Consul) of the C.W.A., and voucher for the right to reduced rates in the many hotels secured to that end.

*Third*—Various SPECIAL CONCESSIONS in different localities, involving reduced transportation, uses of parks, places in parades, etc.

*Fourth*—The right of LEGAL PROTECTION.

*Fifth*—Every facility for obtaining information concerning ROADS, HOTELS and DISTANCES.

Wheelmen! Consider these advantages, and then apply for membership.

Messrs. Charles Robinson & Co., of 22 Church Street, Toronto, will make their spring trade announcement in the March number of THE WHEELMAN. They are filling in the winter months with a big trade in winter sporting goods. It would be well for intending purchasers of a Rudge wheel to place their orders now to ensure early spring delivery.

The pretty Turkish women in Constantinople are becoming "Christianized" to the extent of adopting thinner and more transparent *yashmaks* or face coverings than their religion requires. In Thomas Stevens' article in the February *Outing* a picture of one of these semi-converts to Occidental customs, from a photograph, is presented, being the legend, "almost persuaded to be a Christian."

### WHICH SHALL IT BE?

The Toronto *Mail's* sporting column is generally very well edited, but when it is devoted to bicycling subjects it shows a remarkable degree of ignorance of the subject on which it professes to be an authority. On January 11 the editor takes up the cudgels on behalf of the flying start, and devotes half of his space to picturing the scene of dismounted riders and broken wheels that he imagines occurs regularly at all races where the "standing start" is adopted. He says:

"The standing start simply handicaps the riders who are not expert in mounting, and even the quickest in getting away are liable to accidents on the nervous hurry which follows the word 'Go!' The spectacle of riders and studs strewn over the first few yards of the course may be a very interesting one."

This is an entirely fancy picture, and as an argument against the present style of starting races falls flatly to the ground. Bicycle riders do not mount after the word "Go," but before, and the racers start off easily and evenly, not the slightest advantage being gained by him who is most "expert in mounting."

But better informed papers than our contemporary are advocating the flying start, and the question has certainly to be discussed on its merits, not consigned to limbo as unworthy of attention. Of course, if getting over the ground in the least possible time is the main object in bicycle races, the flying start should be adopted. But is it? It is a consideration certainly, but if to obtain it other considerations have to be foregone, may it not be procured at too great a cost? Bicycle races would lose much of their interest if invariably delayed by false starts, the riders having to be "rung back" perhaps half a dozen times before what the judges choose to agree upon as a fair start is obtained. Yet this will as inevitably follow the adoption of the flying start as it is natural for contestants to strive for the advantage—by fair means or foul. Judges may be ever so strict, and endeavor to perform their duties faithfully, but still there will be dissatisfaction among the riders as to the fairness of the "send-off," heart-burnings and ill-feelings in those ruled out, and protests, criminations and recriminations at the end of a race, when there should only be glory for the victor, without any tarnishing to his well-earned fame.

Vick's Floral Guide for 1886, the pioneer seed annual of America, comes to us this year a real gem, not a dry list of hard botanical names, but over 30 pages of reading matter, among which are articles on roses, house plants, cheap greenhouse, onion culture, mushrooms, manures, young gardeners, and very interesting reading, followed by about 150 pages containing illustrations, descriptions and prices of seemingly everything the heart could desire in the line of seeds, plants, bulbs, potatoes, etc. It is a mystery how this firm can afford to publish, and really give away, this beautiful work of nearly 200 pages of finest paper, with hundreds of illustrations and two fine colored plates, all enclosed in an elegant cover. Any one desiring goods in this line cannot do better than send 10 cents for the *Floral Guide* to James Vick, Seedsman, Rochester, N.Y. Deduct the 10 cents from first order sent for seeds.