

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.

Advertisements and communications, to insure insertion, must be received by the 26th of each month.

LONDON, SEPTEMBER, 1887.

BOORISH BICYCLERS.

Wheelmen cannot be too careful in avoiding the giving of unnecessary offence to drivers of horses, and in taking all possible precautions to prevent accidents being caused by horses becoming frightened. On every occasion where the animal is seen to be suspicious of the machine, the rider should dismount. Otherwise, accidents will often happen, and wheelmen and their wheels will be looked upon with disfavor by many who ought to be their friends. The following remarks by the Stratford *Beacon* appear called for by the circumstances, but it is possible that the wheelmen may have a different version of the story :

"For running into a bicyclist on the St. Marys road, a Downie man was heavily fined. For not turning out to let them pass, a party of bicyclists near Hamilton gave a farmer a thrashing. The farmer was in the wrong, as he attempted to crowd the bicyclists over an embankment. He deserved what he got. But it appears that all the blame is not outside the bicyclists. On Sunday, a party of three young men were driving a spirited horse on the St. Marys road. A bicyclist from the direction of the stone town was approaching. The men were on the right side of the road. On seeing the bicycle the horse immediately took fright and commenced acting in a decidedly ugly way. Two of the young men got out and held the horse's head, but they were unable to control his hind feet. Seeing the trouble, the gentlemanly bicyclist kept right on, and the young men will have a bill of damages to settle for the buggy. Had the buggy contained a young man and his girl instead of three young men, two of whom were able to get out and hold the horse, some person might have been killed. A little of the medicine given by the Hamilton boys to the yokel might have been good for that bicyclist."

THE RIGHT OF THE ROAD.

As wheelmen become more numerous in Canada the question of their right to the road, and of the treatment which they have a right to expect from the owners of other vehicles, crops up more often than it did in the days when a wheel was a curiosity. In England and in many of the States the status of the bicycle rider, in regard to his relation to other travellers upon the highways, has been definitely affirmed by the courts, and is no longer a debatable question.

It has over and over again been decided that the bicycle is a vehicle, and as such is entitled to all the rights and privileges of other vehicles. It would appear, from the accounts of treatment received by many wheelmen, recorded in the newspapers, that it may yet fall to the lot of the C.W.A. to enter an action for the sake of placing on record a judicial decision as to the rights of its members upon the road. The following extract is from the Toronto *Globe* of a recent date :

"After the bicycle races on Monday a member of the Toronto Club, Mr. W. Robbins, while wheeling along the road near the grounds encountered a rig which he could not avoid in time, and was thrown from the bicycle, which was badly damaged by the horses' hoofs. Mr. Robbins was not much hurt. He claims that at the time he was on the right side of the road, and that he was crowded off by the driver of the rig, who is said to be one Rogers. What gives the case its importance is that the incident was witnessed by several bicyclists, who are very indignant at the treatment Mr. Robbins received, and declare that if he does not carry the case into the courts and push it through they will do their best to have the Canadian Wheelmen's Association take it up and make a test case of it, with a view to establishing the right of wheelmen on the road, which has never yet been defined by the courts. Bicyclists complain that they are crowded into the gutters and put in danger of life and limb through sheer "ugliness" on the part of some drivers, who seem to think that by this means they can frighten bicyclists off the road altogether."

LOAFING RACES.

Those who were disgusted at the loafing tactics of some of the racers in Brantford on July 1 will be interested in the following remarks on the subject of loafing, from the Indianapolis *Wheelman's Record* :

"The question whether or not judges have power to disqualify a race on account of slow riding, has come into great prominence. The case of the St. Louis races seems to be attracting most attention. Any observer of racing affairs must have long ago noted the growing tendency towards hippodroming among amateurs. In point of non-genuine, cut-and-dried races, the amateurs have not far to go to catch up with the professionals. It must not be inferred that the racers of Detroit or St. Louis are any worse than others—the evil is widespread. Something must be done to break this up and make amateur races genuine contests. Loafing will be broken up just as soon as judges begin to disqualify for such offences. It has been urged that judges have no such authority under L.A.W. rules. True enough, there is no specific rule covering the case, but judges and referee are given absolute authority in all matters not covered by special rule, and we see no reason why that authority is not sufficient. We understand that the Detroit case has gone before the Racing Board on appeal. We certainly hope it has, because it ought to be definitely decided whether the officers of the course have authority to require genuine competitions, or whether the racers are to be permitted to throw amateur cycle racing into contempt whenever it pleases them to do so."

EDITORIAL NOTES.

Mr. H. E. Ducker has disposed of the *Wheelmen's Gazette* to the publishers of the *Wheelmen's Record*, of Indianapolis. They already present their readers with a bright little paper, and promise to greatly improve it after the amalgamation.

An Australian correspondent of an American paper bemoans the lack of a paper in the antipodes devoted to cycling. So far as we know, the Australians do not possess a national cycling organization, those wheelmen who desire the benefits of association having to affiliate with the organizations of the mother country. This absence of national spirit in cycling doubtless is one cause for the absence of cycling papers. Had Canada not an active national association, it is very doubtful if she would possess a journal devoted entirely to the interests of the sport.

RECORD SMASHING.

"The regularity with which cyclists, bi. and tri., cut records, is growing exasperatingly monotonous. I do not mind new records made in races, but am sick and tired of the fuss and parade made about the one and the other who set themselves to build up bests in carefully-laid trials against the clock. Heaven forefend that anything I do or say should lead to establishing more statistical tabulation or tabulated statistics than we have now; but seeing how the conditions under which race times and times made against the watch differ, I think that the former should stand by themselves and not be put into comparison with the other. A man in a race has to chance his weather and take his luck in getting the best of the path. Supposing that he is in a genuine contest, nearly every one else is interested in doing just what is calculated not to suit him, and anxiety to pull through is to be counted as an unfavorable factor. In the other way everything is smoothed out. Moreover, it very rarely happens with these record-cutting speculations that the chief performer goes as far as he is credited with covering, because he always has the berth on the edge of the turf, or whatever it is, and is inside the authorized allowance in measurement."—*Referee*.

ADVICE TO WHEELMEN.

Col. Pope thinks that the improvement of the roads is the one thing more than another that the League should strive to bring about. "Let the League hire a man whose sole duty it shall be to direct the attention of town and city authorities to the crying need for good roads. He must be well acquainted with the science of road building, must be a good talker, and must be fertile in resources for the bringing about of the objects he is aiming at. Let him show to the people what will come as the result of good roads, and he will have taken an important step in securing action on their part. Let him show to them that a good road to a town decreases the wear and tear on vehicles, makes the transportation of heavy loads a thing of easy accomplishment, and withal attracts trade that would avoid a place embargoed with bad roads. Such a man could do very much good. He would have to be paid well, and his expenses would be large; but the results would justify an increased assessment, or the manufacturers could be called upon to help pay the bills. In such a movement the League could look for the aid and co-operation of horse-owners, for they would be benefited no less than the wheelmen."

D. G. Jackson, A. J. Curson and W. A. Nelles, of the Bay City Bicycle Club, Cleveland, arrived in London the second week in August, having wheeled from Windsor *via* Wallacetown. The party numbered six when starting, but owing to rain and corresponding bad roads three of them returned home by train from Wallacetown. Harry and Ernest Rowlands, of the Forest City Bicycle Club, toured this month through northern Ontario, having left London *via* Goderich, and passed through Kincardine, Southampton and Owen Sound. They returned *via* Toronto and St. Catharines.