

## 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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### A SUGGESTION.

The winter months constitute a season of enforced rest for the wheelman. Let him be ever so enthusiastic, there is no other resource for him, in this land of snow and ice, than to stable his steed at the approach of winter. There is little left to him but the melancholy satisfaction of occasionally "oiling up," more, perhaps, for the pleasure he derives from this little attention to his wheel than from any necessity for the operation. This done, the disconsolate cyclist returns it to its stall with a sigh, and longs for the summer.

We have a suggestion to make. It we cannot ride during the winter, let us do a little work for the cause. There are various ways in which this can be done. Where there are clubs, the members should keep the lamp burning all winter if possible. An effort should be made to put the clubs on a permanent basis. A plan of operations for the coming season could be studied carefully, discussed, and finally mapped out. There are a hundred and one ways in which the time which in summer is occupied in active operations could be used in preparation. There is nothing like having a campaign planned in advance, and the summer work of every club should be a campaign in the interests of cycling.

But, in addition, wheelmen can do something, if they wish, for the Association. Every man who has ridden during the past season can, with very little trouble to himself, compile valuable information about the roads in his own locality. Clubs can revise and condense these reports at their meetings, and by comparing notes among themselves render the Association officers much assistance. The "Guide Book" is very useful so far as it goes, but it lacks much yet. The information which it contains was obtained, in many cases, with difficulty, and too late to permit of verification. Now that the foundation has been laid, and each member of the Association is in possession of one of the books, the design of its compilers can be seen by all. It remains for the members to lend their assistance to the work. What is done in this way should be done early, so that if a new book is

issued next year, it may be in the hands of wheelmen at the opening of the season.

There is one other way in which the lovers of the sport can help it in this country. That is, by helping THE WHEELMAN. A little encouragement now will put such life and vigor into it that it will establish a "record" for itself before next season is over. We need say no more.

Is not the Racing Board of the C. W. A. somewhat slow in getting into working order? In the United States the Racing Board of the L. A. W. is a most important factor in cycling matters, but up to the present time it has been unheard from in Canada. Among the points which force themselves upon the Racing Board, and which ought to receive consideration, are these: Are there in existence any means of knowing how correct the Toronto and Woodstock tracks are, these being the tracks upon which the Canadian records were made? If so, are they in the possession of the Racing Board? What has been done to preserve the records made this summer? In short, with our race meetings conducted as they have been, how long would Canadian records be recognized in the United States? It is to be hoped the gentlemen comprising the Racing Board will take some action at an early date and let us hear from them.

In organizing their great American tours, it seems as if the Chicago Club can not do without a spin over some of our Canadian roads. They are already at work on the trip for '85, the following particulars being already announced:

"Route is Buffalo to Rochester; cross Lake Ontario to Cobourg, grand soiree; wheel to Belleville, great time; thence to Thousand Islands, large time; rail to Utica, and wheel down Mohawk Valley to Albany; thence down the Hudson to New York city."

In their trip this year several Canadians were present, and with such a tempting route as the one laid out, there is every reason to expect a large number in their trip of '85.

Once let the fact be thoroughly understood and recognized by the drivers of other vehicles that the bicycle and tricycle have equal rights on the road and in the streets of cities and towns, and the wheel will easily and without fuss or trouble find the proper place in the general system of locomotion and travel. A judge in a recent case at law involving the road rights of wheelmen made the curious blunder of saying that a bicycle is more difficult than a horse to control in a crowd. This will be news to wheelmen, who have learned to accommodate themselves to circumstances, and manage their machines almost as handily as the pedestrian can manage himself. We saw a case in point at one of the Chicago bridge approaches one day this week. Through no fault of his own, a wheelman found himself suddenly pocketed by a heavy truck wagon. With a swift turn of the hand-bar he was at the curbstone, and in an instant had his wheel on the edge of the sidewalk out of everybody's way. Had he been driving a horse and buggy there would have been a jangle, a tangle, a smash-up, and a delay of several minutes to several thousand people.—*Mirror of American Sports*.

The initials "C. C.," which are applied to the name of the worthy personage who fills the position of Chief Consul, can be put to more uses than one, the following being an instance: At a recent race meeting, a prominent Chief Consul officiated as master of ceremonies, so to speak, and during the races the spectators began to crowd over the track, when a fellow-cyclist, whose view of the race was obstructed, shouted out to the C. C., "County Constable, clear the track, please!"

### EDITORIAL NOTES.

All the Canadian records have been made on "Invincibles," much to the delight of Fane & Co.

If the L. A. W. meet for '85 is held in Buffalo, as the prospects are at present, there is no doubt but that a large number of Canadians would be in attendance.

Amateur photography, in connection with cycling, promises to become very popular in Canada next season. Already, several clubs have their club photographer.

We wish to remind our subscribers that a large number of subscriptions expired with our last issue, and that they will confer a favor by renewing at an early date.

An enthusiastic wheelman of Toronto, in writing his opinion of THE WHEELMAN in its new dress and form, makes the modern remark: "Great paper; takes the cake." Another correspondent says: "It is just immense."

Verily, experience is an excellent teacher. The Springfield Bicycle Club makes about \$7,000 out of their tournament this year, with an attendance of 40,000 people, over a loss of about \$3,500 last year, with an attendance of 50,000 people.

A word in season to correspondents. Do not forget to keep THE WHEELMAN posted as to your club's doings during the long winter months, and always send contributions before the 25th of each month to enable us to put in an appearance by the 10th of the month.

Although Fred. Westbrook has been nearly forgotten since his withdrawal from the membership of the C. W. A. to join the professional ranks, he now comes to the front in the southern States, riding in amateur races as Patterson, of Toronto.

Cycling in Canada has taken a wonderful stride in progress during the past season. With its ever-increasing organization—the C. W. A., its Canadian division of the C. T. C., its representative journal, THE WHEELMAN, its very successful bicycling tours, and its well-conducted and exciting race-meets—it is a sport with a record of which we may well feel proud.

A bicycling tour to Bermuda during the cold winter months is being agitated by Frank Elwell, of cycling fame. Can anyone imagine anything grander than a tour during the cold and dreary months of December and January in a country where it is perpetual summer—where the roads are as smooth as a cemented floor, and where the mercury never falls below 55° or rises above 80°. Karl Kron calls Bermuda "The wheelmen's paradise."