

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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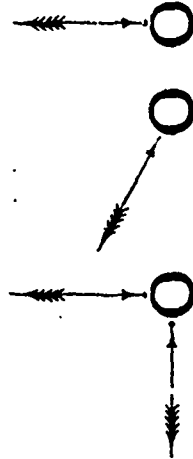
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CODE OF SIGNALS.

A correspondent in this issue refers to the road signals in use by the L.A.W., and suggests the advisability of the C.W.A. adopting a similar, or equivalent system. The idea is one worthy of the attention of the Board of Officers, for whose edification, and that of the full privates, we reproduce the following from the L. A.W. *Bulletin*. It is the code of regulations issued with the stencil plate: "This outfit is the property of the League of American Wheelmen, and is entrusted to your care with the expectation that it will be promptly used in the interest of touring wheelmen. You are desired to see that the authorized signals are painted on signboards, posts and fences at such points in your vicinity as you think necessary or desirable, particularly at the tops of dangerous hills and at forks of the road, etc., where a stranger might wish to know which is the best route for bicyclists. The authorized signals are these: No. 1 is the O.K., or direction sign. It means: Bicyclers, go this way, the best road. At the top of a hill it means: May be safely coasted. No. 2 is the cautionary signal. It means: Ride with care; at the top of a hill descend carefully; dangerous coasting. (The arrow points in the direction of the danger.) No. 3 is the danger signal. It means: Better dismount, unsafe riding—no coasting. (The horizontal arrow points in the direction of the danger.) Always



tain the consent of the local authorities before putting the signs on public or private property, as the person using the stencil will be held responsible. [As far as possible, post the signs on the right-hand side of the road as you go.] Make as neat a job as possible. On fresh paint, if the surface is slightly roughened with sandpaper, it will take a better impression, and when extra nice work is desired, a subsequent coat of varnish will improve its appearance and add to its durability."

Mr. Kirkpatrick says the meet in St. Louis next May will be the largest and most successful on record.

EDITORIAL NOTES.

In a few weeks more the backbone of winter will be broken, and the ardent disciples of the wheel will be commencing to "rub her up," preparatory to striking out into the mud as soon as the snow melts. We trust that at the same time an active interest will be shown in the welfare of the Association, which has done so much to promote the interests of wheelmen in Canada. For five years it has progressed wonderfully, and the enthusiasm of its members has been continuous and warm. Let that same enthusiasm be maintained, and the C.W.A. will go on prospering and scattering blessings in its path.

It will not be long before the spring meeting of the Board of Officers will be held, at which will be decided the location of the meet of 1887. London and Woodstock in the West, Montreal in the East, and Toronto in the West Centre, have had their turn, and the most natural place for the meet would be somewhere between Toronto and Ottawa, a district of country possessing many riders, and which has never yet been favored with the meet. What say some of the cities and towns of Eastern Ontario? Do they desire to entertain the C.W.A. on July 1, 1887?

CYCLING ON ICE.

PLEASURES AND PERILS OF THIS PLEASANT PASTIME.

Yesterday (Dec. 8th) afternoon a couple of Ramblers conceived the idea of taking a spin on their wheels over the smooth, frozen surface of the bay. To keep the rubber tire free from snow, that it might grip the ice, stiff brushes were fastened to the forks over the big wheel, which answered the purpose so far as keeping the wheel free from snow went. It was thought that this precaution would make a bike as safe as a fish house on wheels. The ice was smooth, the wind from the west, and the wheels free in their action. They walked home, however, and both wheels and riders are candidates for hospitals. To those who have not tried the sport, the following points may be of interest: Carry a feather bed on each side; never carry a bunch of keys in your hip pocket; there is not that elasticity in ice that philosophy gives it credit for; stars and fireworks guaranteed every time the wheel gets tired; there is no discount on the fun until the tide turns, then there is no discount on the tide. A bike is a thing of beauty and a joy for summer time, but don't monkey with it on ice. If you must spin over the frozen surface of the bay, charter a handcar or get a lease of one of the cosy street-cars, but never tackle your bike. It will protest if you do, and make a mop of you at the first opportunity.—*Belleville Intelligencer*.

The announcement that the Pope Manufacturing Co. is to bring out a tandem and handle-bar steering tricycle next season causes much curiosity among wheelmen. Although little is definitely known about their special construction, every one confidently expects them to combine improvements and qualities fully equal to the customary product of this company.

MUSINGS.

It isn't often that I am willing to admit that shame has got the better of me, but it surely has this time, and that is the reason that I attempt this feeble contribution to the columns of the good old (for, mind you, our organ is now nearly four years old) WHEELMAN, for I know that there are many who could do full justice to its columns could they be stirred up; but there is no use wasting words and space, they won't be stirred up!

I have got some few things to talk about, and here is one of them. We all know that THE WHEELMAN should stand aloof from politics, its sphere being immeasurably higher (ahem!), but for some reason, which, without doubt, must be a political one, it comes out every month with the statement, under the heading of "C. W.A. Official Announcements," that the genial Secretary is a Reformer, and, to make it more emphatic, it appears in italics. Now, although every wheelman in Canada, be he Grit or Tory, bears the one opinion of Hal. B., which does not need to be reprinted, still THE WHEELMAN ought to know better than to bring politics into its columns, and especially at this time of the year, when that bad, bad man, Mowat, has sprung on the elections, and John A. is trembling in his boots at the result of the Quebec elections. I would like to read the views of some other readers on the subject, as I may be wrong, and would like to be set right.

Some bicycle clubs get pretty hard rubs, but the Wanderers' of Toronto has fared the worst as yet, I think. Bengough, in his introduction to *Grip's* Comic Almanac for '87 (price 10c. at all news stands. *Grip* will please remit \$1.50 for this ad.), discusses the Lunar Cycle, and says: "I need scarcely say that the reference is to the golden youth of the Wanderers' Club, who are rather lunny on the subject of cycles." But that is what comes of being well known.

There is another thought that strikes me, and it is this: I would never want to be a racer under the rules of the American Cyclists' Union, which Ducker, of Springfield fame, owns, and for this reason: the A.C.U. allows the referee to impose fines on racers "loafing" in a race, and it would be so edifying to those who do not know the rules of cycling to see in an account of a tournament that "Fred B— was fined \$5 for loafing yesterday," especially if the person fined was a particular friend. The racer would lose his gentleman status in society, and all through the A.C.U.

Will Begg, who bears the dignified title of Chief Consul for Huron District, seems to be dabbling extensively in politics, if one may judge from the columns of the *Toronto Mail*, which called him a second Edgar, and devoted some twelve or fourteen lines to "sit down" on him for congratulating Mercier on his success in Quebec. Who knows but friend Eakins, of the *Mail*, did the "sit down," although I doubt if Begg feels much the worse for it. Moral—Keep out of politics if you don't want your name in the papers, and keep out of cycling for the same reason.—More anon. "Rex."

Dec. 5, 1886.

Woodside claims to be suffering from a kidney complaint.