

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.

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All communications should be addressed to THE CANADIAN WHEELMAN, LONDON, ONT.

LONDON, NOVEMBER, 1885.

THE WHEELMAN.

As intimated in the last issue of THE WHEELMAN, the connection between the paper and the Wheelman Company, which had existed for a year, ceased with that number. At the annual meeting of the Association, on July 1, in Woodstock, a Committee was appointed to examine into the matter, and to report on the most advisable course to be pursued by the Association in regard to an official organ. The following is the report made by the Committee:

To the Board of Officers of the Canadian Wheelmen's Association:

GENTLEMEN,—Your Committee appointed to prepare and submit to your consideration a scheme for the publication of THE CANADIAN WHEELMAN for the ensuing year beg leave to report as follows:

We met in the town of Simcoe, and went carefully over the Financial Statement of the present Manager for the year now closing. We found that the cost of producing the paper had been about \$600. We find that the assets, if fully realized on, will about cover the liabilities, though there is little hope that any moneys advanced by the Guarantee Company will be refunded.

We find that there was taken on subscription account \$100; grant from Canadian Wheelmen's Association, \$96; from advertisements, \$250; leaving the balance to be made up out of the contributions of the Company.

We also went over the books of the Treasurer of the Association, and we find that there would be on hand about \$400 after allowing for all outstanding claims.

Our proposal, therefore, is briefly this: That the Association assume entire control of THE CANADIAN WHEELMAN, publish it once a month, and send it free to every member of the Association. At the last meeting of the Board it was decided to grant the publishers aid to the amount of \$200. But as the present editor wishes to sever his connection with the paper, it would not be possible to issue it longer with even this help; and we are of the opinion that the Guarantee Company will not be likely to continue the publication of the paper. By dropping the four extra issues of midsummer, the expense of publication can be brought to less than \$500; and we think that fully one-half, if not more, of this amount can be secured from advertising, which would leave but a small portion more than the present grant to come from the Association; while we think the gain of having an official organ placed regularly each month in the hands of the members would be of invaluable benefit to us.

Providing that this plan meets with the approval of your honorable body, the paper will be published and printed as heretofore in London by the "Wheelmen Company for the C.W.A.," the editing being assumed either by the President or Secretary of the Association, or possibly by the two conjointly.

All of which is respectfully submitted.

JAMES S. BRIERLEY, }
W. KINGSLEY EVANS, } Con.

With this report, when forwarded to the members of the Board, was included a voting paper. The result of the vote was an acquiescence in the proposal of the Committee, and therefore the present issue of THE WHEELMAN is published by the Canadian Wheelmen's Association, and furnished to every member of the Association. The place of publication will, as heretofore, be London, and communications, of whatsoever nature, should be addressed to "THE CANADIAN WHEELMAN, 420 Talbot street, London." The date of publication will be the first of each month, and it is requested that all changes of advertisements, news items and letters be in the hands of the editor not later than the 25th of the month.

THE WHEELMAN now, therefore, drops the semi-private character it has in the past possessed, and becomes the "official gazette," in fact as in name, of an Association numbering close upon one thousand members. Going into the hands of these thousand riders and readers, it ought to become a most valuable instrument for advancing the interests and maintaining the status of the C.W.A. To those isolated riders who may have sometimes felt that, in joining the C.W.A., they have not been receiving a *quid pro quo*, the paper will be a very tangible, and, we trust, valuable and esteemed benefit, flowing directly from membership in the Association. To club members, racing men, and to tourists, it ought to furnish much information of interest. To the latter class, especially, THE WHEELMAN should prove of great value, if they will only communicate to each other, through its columns, their experiences of the various roads throughout the country. To the advertiser, the guarantee that the paper goes into the hands of every member of the Association should show that THE WHEELMAN is undoubtedly the best medium in Canada whereby he may reach the cycling fraternity.

If the individual members of the Association do their duty towards THE WHEELMAN, it will do its duty towards them.

AN UNNECESSARY SNEER.

In noticing the proposed change in the mode of publishing THE WHEELMAN, that excellent authority on sporting matters, the *Mail*, goes somewhat out of its way to remark: "If this plan is adopted, the members of the C. W. A. will be compelled to support a paper they have hitherto neglected, and still lie under the pleasing supposition that they are receiving it free."

The *Mail* is unjust. If in the past THE WHEELMAN did not receive a very hearty support from the C. W. A., it was because many members of the latter did not see their way to subscribing for it in addition to their subscription to the Association. Its publication by the C. W. A. has been determined upon because of the necessity for some medium of communication between members of the Association, not one of whom is silly enough, as the *Mail* would suggest, to believe that it costs him nothing. If our contemporary has any objections to the Association publishing an official gazette, let it advance them manfully; let it cease its sneers, and present its ideas—if it have any.

BRANTFORD WANTS THE MEET.

We are glad to see another claimant in the field for the meet of '86. The following letter, claiming the honor for Brantford, will be read with interest. It shows that the boys by the Grand River are wide awake, and will make a strong push for the meet. Belleville and Montreal will also be likely to present their claims, and there is therefore no probability for the meet going a-begging:

Brantford, Oct. 20, 1885.

Editor CANADIAN WHEELMAN:

SIR,—The Brantford Recreation Park Company have at last decided to lay a quarter mile cinder path on their grounds here. It will be laid immediately, or at least all but the final coating of fine cinders. The present intention of the Company is to have the track hollowed out V shape, and filled up with cobble-stones, bricks, etc., then an eight-inch coating of coarse cinders will be laid down and rolled smooth. It will then be allowed to stand till next spring, when the final coat of fine sifted cinders, mixed with clay, will be rolled on. When finished, it is expected to furnish the club with the fastest track in Canada. There will be none of the sharp corners on it that are in some other Canadian tracks. The track will not, in all likelihood, be opened until next spring; but the opening may even be deferred until the first of July, if we get the meet of the C.W.A. here. The bicycle club here expect a great boon next year, and if the track turns out as fast as they expect it will, they intend to make a big effort to get the Canadian Wheelmen's meet here for 1886.

Brantford is, we think, entitled to the meet, not only as it is the largest city that has not had the C.W.A. meet, except Hamilton (and they have not a track suitable for it), but also by its position, being central, and easily reached by several railroads. It has also good hotel accommodation, and if the meet is fixed for here, the bicyclists may look forward to having as good a time as they have had at any meet yet, if not better. It would be very successful in a financial point of view, as this city has not been drained by cycling meets, and one good race-meet would draw an immense crowd. The club have managed to get the track down on the expectation of getting the meet here, and will therefore offer greater inducements for the same than perhaps any other club can afford to do.

Yours, etc.,

D. H. F. P.

The manufacturers of bicycles are said to be contemplating a large reduction in the price of machines to retailers, as trade is falling off perceptibly, and the large profits accruing the past few years can be easily cut and yet make handsome dividends to stockholders.

If you love a man very much, and you wouldn't hurt him for worlds, don't you stick a layer of cobbler's wax on the saddle of his bi. in the dark, because then when he dismounts he won't fall off or tear his trousers, or—do anything else which might befall an unlucky wight. Mem.—Make a note never to do it to a friend, but if a fellow—well—*Wheeling*.