

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, SEPTEMBER, 1886.

LAST NOTICE.

On September 1st all parties who have not renewed their subscription fees to the C.W.A. for the year 1886-7 cease to be members, and all clubs in a like position are deprived of their rank in the Association. This is the last number of this paper that will be sent out to delinquent members.

SELF-COMPLACENCY—BROTHERLY ADVICE.

The harmony that has been a characteristic of all the proceedings of our wheel association to the north of the great lakes compares very favorably with the discord which for months has been evidence that the League is a veritable house divided against itself. Of course, there are potent reasons in existence why the difficulty of conducting, satisfactorily and amicably to all concerned, the official business of such a widely-distributed body of wheelmen as compose the L.A.W., is of the most serious nature. Our friends are at present passing through what is evidently a crisis in the affairs of their association, the trouble arising from difference of opinion on the amateur question being aggravated by personal quarrels between a number of the leading officials of the organization. The formation of the American Cyclists' Union, with the irrepressible Henry E. Ducker, of Springfield, at its head, is the outward and visible sign of the discontent that reigns within the League; and while it does not appear to bid fair to diminish the importance of the League, it may have a beneficial influence if it awaken the members of the latter body to the necessity of such a revision of its constitution as will destroy all reason for the existence of such an organization as the A.C.U.

We in Canada have happily not had to face the amateur question in the way in which it has been brought before the League. The members of the latter have been called upon to say whether they will recognize the existence of any but the amateur rider, pure and simple, or lose from their ranks the men who have done the most to make bicycling meets attractive to the masses, and have shown by their skill and endurance what the wheel is capable of accomplishing. They have chosen the latter course; whether they will pursue it consistently remains to be seen. We believe

the interests of cycling will be best served if they do not, but recognize the existence of the makers' amateur, and relegate him to a special class, in which he will be known as what he really is, and in which he will be subject to the rules of an organization whose chief aim is the uplifting and advancement of the sport. The influence of an association such as the League upon such a class of men as the promoteurs could not but be salutary, and confer far greater benefit upon cycling in general than if these men were practically ostracised from "good society," and left, unhampered by written rules or by the obligations of good-fellowship, to run amuck of every temptation that bestrews the track of the professional.

Maintain a stone wall between the amateur and the promoteur by all means; but is it advisable to cast the latter into outer darkness? Is it advisable to let the A.C.U. remain a necessity, to perpetuate feuds and weaken the strength of the League? We think not. Still, after all, it's none of our funeral, and perhaps it would be as well for us to let the Americans run their association to suit themselves. Some people are so sensitive to interference, you know.

BELLS AND LANTERNS.

Some time ago the Orange Wanderers, an influential club in New Jersey, acquiesced by formal motion in the by-law of the town authorities compelling all cyclists to carry lantern and bell. A furious storm of words has been the result, Karl Kron leading the cyclone by attacking the Wanderers for their treacherous conduct towards wheelmen in general. The Wanderers defend their action by claiming that the ordinance is a reasonable one, and one that all wheelmen should be willing to obey. On the other hand, Mr. E. J. Schriver, of the New York Bicycle Club, expresses in a clear and dignified manner the views of many wheelmen, both resident and non-resident, on the subject. He makes the sound point of questioning the constitutionality of such an ordinance, and offers assistance should an arrest furnish a test case. The New York Club has, by formal resolutions, protested against the by-law and the action of the Orange Wanderers, and called on the League Officers to test the constitutionality of the ordinance.

In England, we believe, it is compulsory to carry both bell and lantern; and while it is to be hoped that years may pass before a similar rule prevails in this country, there is no little force in the contention that if sleighs must carry bells for the warning and protection of the public, cycles, being equally noiseless and swift, should also carry them. All that cyclists have ever maintained is that their wheels should stand on the same footing in the eyes of the law as other public carriages, and in placing them in the same catalogue as sleighs it does not appear to us that anything unreasonable is being done. Bells are a nuisance, certainly, but lanterns should be carried by every rider by night for his own safety.

us be free as long as possible to do as we please.

It is reported that L. D. Munger, the speedy road-rider, has been paying too much attention to the best girl of a hot-blooded young Southerner, and as a result the wheelman has been invited to fight a duel with real revolvers and genuine 32-calibre cartridges.

"COAST" OR "SHOOT."

Commenting on the prevailing tendency among English wheel papers to fall into the use of slang and the abuse of local phrases and catch-words usually in quotations, a writer in the C. T. C. Gazette says:

"But I began with reference to literary style, and I would beg to close with the expression of an opinion that the English language, as used in Great Britain, is comprehensive and good enough for all purposes when writing for the edification of ordinary English folk. There is a communication in the November Gazette from '5247,' in which he says: 'I frequently coast a moderate hill.' Well, I venture to believe that not a few of his readers will fail to jump at the conclusion as to what is the meaning of the word. If he had said that 'I frequently shoot,' or 'I frequently rush,' or 'I frequently run a moderate hill,' he would have been instantly understood. The word 'coast' is a word in use in the New England States of America, and is applied to shooting down a hill at the fastest velocity in a hand-sleigh (or sled) over the snow in winter, and is analogous to 'tobogganing' with the Canadians. It is true that American cyclists have taken to use the word as indicating rushing down a hill, but there is no need in Great Britain to resort to its use."

Why "coast" is so objectionable, while "shoot" is quite understandable, we in America fail to see. Coast is peculiarly suitable to express the desired meaning, as to one acquainted with tobogganing it implies the very action referred to, that of hanging on like grim death and letting the "masheen" go its own sweet will. On the other hand, neither "run," nor "shoot," nor "rush," expresses the idea of unaided movement, and each one of these words, when used in the sense spoken of, might be taken in their ordinary meaning, which has no relation to cycling. Let us have a distinctive word for a distinctive action when we may.

EDITORIAL NOTES.

Mr. Gibbons, St. Catharines, road reporter for the Canadian Wheelmen's Association, was in the city the other day, inspecting the roads from Owen Sound to Hamilton via Barrie. They are in good condition.—*Guelph Mercury*.

The idea is not a bad one. Let every rider constitute himself a road reporter.

So the Land's End to John o' Groats record has again gone down, this time before G. P. Mills, of Liverpool. Mr. Mills covered the distance in five days, one hour and forty-five minutes, beating Lennox's record no less than one day, six hours and forty minutes. As he had only some five hours' sleep during the entire time, the physical strain on his constitution must have been of an extraordinarily severe and dangerous nature.

Bicycling News, the English wheel paper edited by "George Lacy Hillier, amateur bicycle and tricycle champion, all distances, 1881," never yet saw anything good come out of America. Its latest fad is an attack upon the value of the prizes given at the Springfield tournament last year. We know not the value of the prizes, nor whether there was any deception as to their value, but we do know that the *Bicycling News*' position towards everything transatlantic is not calculated to promote that good-fellowship which is so desirable between all cyclists, and especially between those of the two great English-speaking nations, but is contemptible, discreditable, picayune, and unworthy of any paper that professes to voice the opinion of English wheelmen.