

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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THE MONTREAL MEET.

From the letter of a correspondent, and the extract from a Montreal paper given in another column, it is quite evident that the Montreal Club is going to make the C.W.A. meet of 1886 something no members of the Association ought to miss; and we sincerely hope that but few of them will. The Montreal Club has in the past stood firmly by the C.W.A., and now the C.W.A. should stand by it, and give it all possible encouragement. We are pleased to see that Montreal feels keenly the reproach that rests upon the C.W.A. by reason of it not yet having brought to the front a rider that might take his place with the fliers of the States and of England, and if that feeling is shared by the other clubs of the Association it will not be long before the reproach is wiped out. Either at Woodstock on May 24, or at Montreal on July 1, the Canadian records should be brought down to a figure which we would not be ashamed to acknowledge before the world. But apart from the mere matter of racing and records, the Montreal meet will offer the great attraction to the majority of Ontario wheelmen of an opportunity of visiting, at a small cost, the chief among Canadian cities. What rates of fare will be offered by the railway and steamship companies are not yet known, but there is no doubt that they will be within the reach of all.

THE WOODSTOCK MEET

We would call the attention of all Canadian wheelmen to the programme of the Woodstock Amateur Athletic Association for May 24th and 25th, which will be found in another column. With commendable enterprise, they are undertaking the first two days' meet ever held in Canada, and are putting forth every effort to make it a grand success. The prizes are liberal for all events, including the money prizes for professional riders, notably one with a gold medal added, to settle the much-discussed question of the Canadian professional championship. This race alone would be worth going there to see. They have a good track, and with the presence of a number of the leading professional and amateur riders from the other side, who have written promising to put in an appearance, together with most of our own fliers, who also will be on hand, an exciting two days' sport, and the lowering of the records for all

distances, may be expected. To racers and wheelmen of all kinds, the well-known hospitality of the Woodstock Association and Bicycle Club should be an attraction, and we bespeak for them the largest gathering of bicyclists ever seen there.

EDITORIAL NOTES.

Those consuls who have not yet sent in their road reports to their chief consuls should do so at once. Read the letter from the Secretary in another column.

The Englishmen are waking up. The *Bicycling News* speaks approvingly of the "new" idea of returning to every man who starts in a race the amount of his entry fee.

From all quarters come tidings of an increasing interest in wheel matters, and the dealers all record a greater demand for wheels than has been the case for some years. These be cheering signs.

The L.A.W. Racing Board has made an addition to its racing rules, by defining a "class race" as follows: A class race is open only to those who, up to the date of the closing of entries, have not won one of the first three positions in a public event in the same or better time than the class under consideration; or in relative time, judged from other distances according to the appended table:

One mile.	Two mile.	Three mile.	Four mile.
2.45	5.40	8.30	14.30
2.50	5.50	8.45	15.00
3.00	6.10	9.15	16.00
3.10	6.30	9.45	17.00
3.20	6.50	10.30	18.30

THE ANNUAL MEET.

The Montreal *Gazette* says: Now that the annual meeting and races of the Canadian Wheelmen's Association have been definitely settled on Montreal this year, there has been quite a stir and excitement among wheel circles and athletes generally. Many are the schemes that are talked over among the members of the bicycle club to make the meet not only away ahead of all such former Canadian events, but one that will throw in the shade any meeting ever held on the continent. Nowhere could a better place have been chosen for the meet. No place offers the same advantages for sight-seeing, or has so much in and around it that will interest and amuse wheelmen and others than Montreal. No place has as fine a club-house or as many rendezvous or as fine roads to wheel over as have the Montreal boys; and now that the new Athletic Club-house has been put up, the bliss of wheelmen is complete, and it is sure that every wheelman that comes to the meet will go away with a feeling that the visit has been a red-letter day in his life, and one that he can ever look back on with pleasure. Most of the roads in and around the city will be found to compare more than favorably with the best in the country for smoothness and scenery. Of course, the principal ones are the Lachine roads, upper and lower, and the essence of perfection is reached on the latter. The road running along the bank of the St. Lawrence, past the famous Lachine rapids, is a never-to-be forgotten ride, and is the delight of local wheelmen. The upper road is also a grand ride, with many a famous coast. At Lachine both roads join, and from there to the pretty village of Valois lies along Lake St. Louis, and is second only to the Lower Lachine road as regards scenery. Old Mount Royal, too,

will be a favorite ride, and ought to break the western wheelmen (especially the Toronto contingent) all up with its overhanging views and famous coasts along the asphalt-like roads of the well-known park. The new Athletic Club-house and grounds at Cote des Neiges will be another star in the crown of the Montreal boys, and will be the rendezvous for the wheelmen, showing them the interest that Montrealers take in athletic sports and pastimes, and more than likely the visitors will be entertained here to a dinner or ball, and also to an open road race. Of course a trip down the Lachine rapids will not be omitted, and an excursion to the old capital, Quebec, will probably be taken in by part of the wheelmen should time permit.

Although somewhat early to indulge in theories as to the probable programme, one like the following ought to be near the mark, Thursday, the 1st July, the day appointed for the meet, to be divided somewhat as follows: In the morning there will be a parade of all the different clubs through the principal streets, after which the annual business meeting will take place in the club-house. In the afternoon the annual races of the Association will take place, among which will be run off the one and five-mile bicycle championships and one-mile tricycle championship races for the championships of Canada. On Friday, the 2nd, in the morning a trip down the famous Lachine rapids. In the afternoon, a road race to the new Athletic Club-house, Lachine or Valois, with a dinner or ball afterwards. Saturday morning the Mountain Park will be taken in and thoroughly explored, and in the afternoon the Montreal Bicycle Club should hold their annual races. This will close the great meet, and if the programme is carried out somewhat like the above, it will be the most enjoyable one that the Association has ever had or ever will have for years to come, and will do a great lasting good to cycling in Montreal and Canada in general.

The races will by no means be the least attraction of the meet, and this year promise to be unusually exciting. They will either be held on the Shamrock Grounds or the Montreal Driving Park. The Shamrock track, being nearer the city, is to be preferred, but, owing to the bad turns on it, it is not only dangerous, but prevents fast time being made. Should the Shamrock Club make them more of a semi-circle and level them up, the track will be the one chosen, and Montrealers will have a chance of seeing first-class racing, and some very fast time will be made. As to who will carry off the championship races, it is a little too premature to indulge in favorites for them, but one thing is sure, and that is, the Montreal boys intend holding up their end of the flag. The events will be all close and exciting, and will be principally among the old reliables.

Clarke, of Woodstock, is the western men's guiding star, and great things are looked for from him this year. Davis and Fester, of Toronto, promise to sweep everything before them, and will have a special car to take their prizes home. But for the part of Montrealers, some are inclined to think that when they meet Montreal's backbone in the shape of Low and Scales, and a dark horse all of "Maud S" stamp, they will have to be satisfied with second place. Whispers come from all over, especially from Belleville and Woodstock, of new wonders that are going to astonish the racing world, and it remains to be seen whether the old champions will have to take a back seat or not. In the open races, the principal Americans will be entered, and will measure their strength against our home talent, and some close and exciting races will be the result. It is to be hoped that the western wheelmen will come down in force and take the city by storm. If they do, Montreal will lay herself out to make things lively for them.

John S. Prince announces that he is done with long-distance racing, but is open to race any American professional from one to twenty-five miles for \$500 a-side.