

The Canadian Wheelman:

A JOURNAL OF CYCLING.

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JAS. S. BRIERLEY,
St. Thomas, Ont.

LONDON, JULY 15, 1885.

EDITORIAL NOTES.

Where was Guelph? The Royal City is certainly not the Loyal City.

Montreal stands first chance for next meet. But Belleville is hungering after it.

The stars in their courses fight for the C.W.A., and brilliant weather is the only kind vouchsafed.

The postponed meet of the Chigago Bicycle Club Track Association will be held on July 25th.

Messrs. W. K. Evans, editor of THE WHEELMAN, and Mr. W. Begg represent London at the "Big Four" tour.

The manager of the "Big Four" tour, Burley B. Ayres, the indefatigable, is a Canadian, having been born near London.

Brantford paints the town red. Hamilton is content with painting its caps. And the red caps of the boys from the Ambitious City look well in parade.

Record races should be on the programme of every race meeting. They make an interesting event from start to finish, and prevent that abomination of abominations—a waiting race.

Good as the Woodstock track is, it is rather an exposed one, and the chances are much in favor of the wind. A high fence or a wind-break of trees would improve the track in this respect.

The retiring President, Mr. H. S. Tibbs, of Montreal, was a most efficient presiding officer, and did no small share of the work of placing the Association on its present firm footing.

The L.A.W. numbers 5000, the C.W.A. less than 1000. In Buffalo, the L.A.W. had 600 men; in Woodstock, the C.W.A. had 300. Not a bad showing for our little frost-bitten country, is it?

The three chief officers of the Association are journalists. 'Twas ever thus. Wherever there is any work to be done, and no emoluments, there will you find the newspaper men gathered together.

The Torontos well deserved the prize which they secured for the best representation. The pioneer club of Toronto has always done its duty

right loyally at meets of the C.W.A. Long may it reign!

While the total number of wheelmen present at the meet was slightly less than at Toronto, the gathering was a more representative one. Last year, in the Queen City, the two local clubs composed nearly one half of the wheelmen. This year no club had more than fifty men in line.

Unfortunately, the three Toronto clubs did not arrive in time for the Association meeting, which was delayed an hour. It would have been much better had these large and influential clubs, all loyal to the Association, been present, and had their proper voice in the business of the meeting.

The *Wheel*, a Yankee cycling journal with an anti-Canadian tendency, let itself loose some time ago, and prophesied that there would be more Canadians at Buffalo than at Woodstock. Now, the *Wheel* should go bury its prophesying talent. It's apt to trip people up if left lying around loose.

The re-acceptance of office by Mr. H. B. Donly is a fact of much interest to the Association. On the Secretary-Treasurer depends to a great extent the weal or woe of such associations, and the marvellous progress of the C.W.A. is the best possible testimony to the ability and value of Mr. Donly in his present position.

Manitoba had its representative at the meet in the person of Mr. A. J. Darch, of Winnipeg, Chief Consul for Manitoba. Alf is an enthusiastic wheelman, which goes without saying when the fact is considered that he came nearly two thousand miles to attend a meeting of the C.W.A. It was well worth the time and money, he declares.

The Brantford boys are a jolly set, but they carry their fun too far. Plug hats, eyeglasses and Jumbo badges may be very funny in their place, but that place is decidedly not in a parade of bicyclers. The rule of the Association, preventing riders joining in its parade unless dressed in proper bicycling costume, should have been enforced.

Woodstock and Woodstock's bicycle boys did nobly, and to the untiring work of Karn and Nesbitt and McLeod and White, and dozens of others, is to be ascribed in great part the success of the meet. Everything went off smoothly. All details had been properly arranged. Every visiting wheelman was treated as the guest of the Woodstock A. A. A., and now from Winnipeg to the St. Lawrence the story of Woodstock's hospitality has been told by the returning cyclers. Boys! give us a grip of your paw.

The L.A.W.'s new uniform was seen by many for the first time in Woodstock, and was greatly admired. In color, the coat and knickerbockers are a dark grayish-brown, with stocking of a darker shade. The coat has two wide pleats in front and back, and if worn long has a belt in addition. The cap is of the same color, and is of a neat pattern, with small peak. The C.W.A. should move in the matter of adopting a uniform, so that new clubs, and old ones changing their costume, could adopt the Association one if they desired.

All members of the Association will regret to learn that Mr. Geo. A. Mothersill, Chief Consul

for No. 3 District, discovered, after the races on Dominion Day in Woodstock, that several of the spokes of his tricycle had been filed nearly in two. It will be remembered that Mr. Mothersill entered for the championship tricycle race, and was only a few yards on his way when his wheel buckled, of course destroying his chances in the race. A strange accident, it will be remembered, also occurred to the machine which Mr. Clarke was riding, and there is ground for suspicion that "crooked work" was attempted in regard to both of these machines. Not a breath of suspicion, however, attaches to any one as yet. The lesson taught is that, at future meets, the safety of racing machines must be looked after closely.

Mr. W. G. Ross, of Montreal, winner of the Association championships in 1884, was in Woodstock for a week prior to the meet, preparing himself for the races. Only on Friday the distressing news reached Woodstock that a sister of Mr. Ross had fallen dangerously ill, quickly followed by the sad announcement of her death. Of course, Mr. Ross at once left for Montreal, carrying with him the heart-felt sympathy of hundreds of friends. But a few short months ago Mr. Ross mourned for a sister and a cousin, drowned whilst bathing, and now another dear one has passed away on almost as short a warning. Apart from the universal regret that Mr. Ross has been compelled to retire for a time from the race track, and far stronger than that regret is the heart-felt sympathy of the wheelmen of Canada with one who is liked wherever known, and whose success upon the racing track has never engendered any but the kindest of feeling even in the breasts of those whom he has defeated. No man could bear his honors more modestly than does W. G. Ross, and to no man in the bicycling ranks in Canada could heartier sympathy go out from his brother wheelmen than goes out to-day to Mr. Ross.

A WARNING.

Woodstock, July 9, 1885.

Editor CANADIAN WHEELMAN:

DEAR SIR,—Intending tourists will please take notice that the road from Galt to Woodstock, as reported in Guide Book, is unridable. Wheelmen determined to take the Galt route to Woodstock had better take the road from Ayr to Princeton, thence to Woodstock. Judging from reports, I should think the road from Hamilton through Brantford to here would be preferable to the Galt route. From Drumbo to Woodstock is newly gravelled nearly all the way.

W. A. KARN, C.C. Dis. No. 1.

THE CYCLER ON THE ASPHALT.

Gayly the bicycler
Glides o'er the tar,
Like a demigod olden
Astride of a star.

His girl at the casement sits
Watching his pranks,
While Sally, the cook, cries, "My!
Look at them shanks!"