

The Canadian Wheelman :

A JOURNAL OF CYCLING.

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

LONDON, SEPTEMBER, 1885.

THE WHEELMAN.

With this number terminates the year during which the Canadian Wheelman Company had bound itself to publish a paper in the interests of the C. W. A. The paper has fallen short of the desires of its promoters, but this has been in great part by reason of the apathy and indifference of the members of the Association in properly strengthening the hands of the enthusiastic score of wheelmen who last year assumed the responsibility of the publication of this paper. Communications have been the exception instead of the rule, as they should have been in order to maintain the proper degree of local interest in the paper. Subscriptions have been insignificant in number, compelling the Company, in justice to its advertisers, to send out many free copies. But, even with these disadvantages, THE WHEELMAN has done something towards knitting closer together the wheelmen of the Dominion, and has helped materially in the work of the Canadian Wheelmen's Association, and therefore its publishers, although considerably out of pocket by their venture in the interests of the wheel, do not feel that their ducaats have been entirely wasted, or that their labors have been absolutely fruitless.

THE WHEELMAN will not cease to exist, but will no longer be published under the same auspices.

THE RECORDS.

The bicycling season of 1885 is drawing to a close, and is being wound up by a series of race meetings in all parts of the States and Canada. The records, both English and American, have been smashed at Springfield within the month, although by English flyers. Of Canadian records it is to be regretted that as much can not be said. When the season opened, expectation was high that when the fall time came Canadian records would stand in no unfavorable comparison with those of our brethren across the lines. With such racing timber as Clarke and Ross, Davies and Lavender, in the field, this was not an unreasonable expectation. But it has not

been fulfilled. Ross has, to the regret of every wheelman, withdrawn from the cinder-path, and Clarke has never been pressed, or has, as at the late Toronto meeting, had unfavorable circumstances with which to contend. So the Canadian records are away up. Is it too late yet to put them where they ought to be? There is, we believe, some talk of a closing meet at Woodstock. Would it not furnish an admirable opportunity for accomplishing the desired end?

After a week's experience in America, *Wheeling's* representative, presumably Mr. Harry Etherington, sums up his knowledge of American cycling in general in the following paragraph:—
"Although the United States may now boast a very large number of wheel-riders, yet we must admit they have very few advantages in the way of practising riding except in large towns.—Throughout America the roads are unridable; and the banks of rivers and canals, with the four-foot way in railways, are poor substitutes for a good, though sometimes rough, turnpike road, as they have been commonly called amongst us. In many large towns the wheelmen of America are not yet in the enjoyment of common privileges even with respect to their parks. For while the local authority in some places allows of wheel-riding in them, others forbid them.—These are difficulties for which we would make every allowance; but for the "bunkum" about the fastest riders in the world we have only laughter and ridicule. Already the title to be the champion of the world, which Hendee claimed, has been snatched from him under circumstances which wore somewhat of a ridiculous character, as he ran in seventh, over a distance which was considered to be specially his own. Now that Hartford is over, we look forward with anticipations of increased pleasure to Springfield, and have no doubt whatever that our representatives will increase the number of their victories, and prove to their American cousins that they have still a few things to learn—and nothing whatever to teach English wheelmen."

EDITORIAL NOTES.

The death of Cora Stone, the St. Louis champion, will be regretted by all our readers, few of whom may have met him, but all of whom have read of his gallant victory in the century road race in July last. He is described as the most daring and reckless of riders, and his extraordinary performance between Cobourg and Kingston proved that he also possessed wonderful staying powers. He should have died later.

Notwithstanding the adverse criticism which has been made of Canadian roads during the past year, there has been far more touring done this season, especially in Western Ontario, than ever before. And the majority of the tourists have expressed themselves as being highly pleased with the ground which they covered.

Richard Howell, the world's champion bicyclist, made a half mile at Springfield, Mass., on September 28th, in 1.13 3-5, beating the world's record for that distance by 1 2-5 seconds. He will attempt later on to lower the one mile record. Fred Wood will also try to make 2.30 if Howell makes 2.35 or less.

Literary Notes.

Outing for September is an admirable number, of special interest to lovers of aquatic sports and of cycling, while the general reader will find the usual array of attractive matter in its pages. The leading paper, on "The Buffalo Meet of the League of American Wheelmen," by Chas. Richards Dodge, is a description of the annual meeting of this national association of cyclists from the picturesque standpoint. "Isle au Haut" is a very readable sketch, by Arlo Bates, wherein one of the most charming islands on the Maine coast is graphically pen-pictured. Jay Howe Adams tells of the exploration, a-wheel, of a quaint locality contiguous to Philadelphia; the paper is entitled "Through the Neck on a Bicycle," and is fully illustrated. Karl Kron contributes a paper on the "Naugatuck and Farmington Valleys," Connecticut; and there is a review of "A Canterbury Pilgrimage," with a number of Joseph Pennell's charming illustrations. A sketch, in the humorous vein, "On the Proper Economy of Truth," is one of the best of the admirable series contributed by President Bates, and points a useful moral that should be heeded by those concerned.

"A Canterbury Pilgrimage," by Joseph and Elizabeth Pennell, and published by Charles Scribner's Sons, New York, should be read by all true lovers of the wheel. It tells of a pilgrimage made by Mr. and Mrs. Pennell from London to Canterbury on a tandem tricycle one morning in August of last year. The story of the ride is charmingly told, and the illustrations which crowd every page are in Mr. Pennell's happiest vein.

The secret of Prince's failure at Springfield, which he has kept so quietly, came out lately. On his left shoulder is a scar still unhealed, the traces of the surgeon's knife with which an abscess was cut out two weeks ago. The header which the wheelman took at the Cleveland meeting proved a tremendous shock. He was bent far over on his wheel, and he had made the first quarter in 35 seconds, when the left axle slipped between the bearing and hub and threw the rider straight over so that he struck in his bent position on the tip of his left shoulder. As he says, it completely laid him out, and for almost a minute he could not breathe. The next day the abscess began to form, but was so small that he let it run five days. A doctor told him that if he wanted to race the rest of the year he must have the sore cut out. He submitted, and had but just risen from a seven days' confinement to bed when he went to Hartford. Against the doctor's wishes he entered the races, the efforts made on his machine opening the wound and drawing on his strength tellingly. It will still be three weeks before he will be in good form, so that he expects to give his rivals hard work at St. Louis. He says, "I did not go to making excuses when the meeting opened here because I thought the other men would try to do better if they did not know I was in such poor shape to meet them." Any one who sees the scar of the wound will feel sure he has labored at considerable disadvantage.—*Springfield Republican*.