

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

LONDON, JUNE 30, 1885.

## EDITORIAL NOTES.

As Springfield is to United States, so is Woodstock to Canada; and Clarke is the Hendee.

The name of Will C. Marvin, of the *Western Cyclist*, was given a "strong flavor of Italy" in our last issue, by being spelled "Moroni." Of course, it was a mistake of that muchly-abused personage, the printer.

As our next number will be issued while we are with the Big Four Tour, we hope any shortcomings will be excused on the plea that we could not resist the tempting invitation of Manager Ayers to take a two weeks' outing.

We have been favored with a very handsome photograph of Mr. C. H. Genslinger, Chief Consul L. A. W. at New Orleans. By the way, this gentleman is a most ardent worker, and has done much to advance the interests of the L. A. W. in the South.

The professional question is to be brought up at the L. A. W. meeting at Buffalo this year, and there is a current opinion that the wily pros. will be admitted into the League. As this question has been agitating the wheel papers for the past few months, and been thoroughly ventilated, it is to be hoped it will be finally decided either one way or the other. Canadian professionals are so few and far between, that we are spared the bother of troubling about either them or their makers amateur.

## WHAT WE WOULD LIKE TO SEE.

Everybody at Woodstock.

Some Canadian flyers cross the tape first at Buffalo.

Some new men cover themselves with glory at Woodstock.

The Canadian champion, whoever he may be, go to Springfield.

The Canadian one-mile record lowered to 2.40 at Woodstock on the 1st.

One of the Canadians win the Century Road race of the Big Four Tour.

The best flyers from the U.S. compete with Canada's best men in the open races.

## Correspondence.

## PROGRESS OF "X.M. MILES."

Editor CANADIAN WHEELMAN:

A photograph of Thomas Stevens, the round-the-world correspondent of *Outing*, was taken by Shultz, of Brighton, on the last day of his ride through England; and in sending me a copy of it he says (Paris, May 15) that he had a delightful ride through England, in spite of rainy weather, leaving Liverpool May 2, with an escort of 25 cyclists, and finally sailing from New Haven to Dieppe. The roads from there through Normandy to Nantes were "regular billiard-tables for smoothness," and thence on to Paris even the inferior roads seemed better than the best around Boston. Vienna was to be his next objective point.

Last month's mail from Australia brought me subscriptions from the five provinces of Queensland, Victoria, New South Wales, New Zealand and Tasmania,—increasing to 60 my supporters in that part of the world, as compared to 89 in England, 4 in Scotland, 2 in Ireland, and a total (June 1) of 2897. No accession from Canada came to me last month; and as I am sure of showing about 3300 names by the time the final pages of my book are ready, next September, I shall not attempt much more advance canvassing in that direction. All my recent efforts, indeed, have been in the way of getting my material ready for the printer; and the first 21 chapters of "X.M. Miles on a Bi" will be in type before this present note to you is published. This month's issue of the *Springfield Wheelmen's Gazette* devotes two even pages to the first half of my Connecticut chapter, and the last half of the same will appear in the Sept. issue of *Outing*.

I have adopted the plan of adding the exact date of birth, as well as customary occupation, of each man whose road-record I insert in the book; and I therefore now ask Canadians who have sent me any such records to favor me by forwarding the desired date, on a postal card, without waiting for a printed note from me.—Let me, in particular, request Mr. Perry Doolittle not to delay sending me the report of his 10,000 miles and more of riding later than the end of this present month. If any other Canadian has kept a record whose mileage is even approximately as great, he would confer a favor by forwarding the details of it to me at the University Building, Washington Square, N.Y.—(How about the projected C. W. A. "Map of Ontario?")

June 8, 1885.

KARL KRON.

T. Fane & Co., of Toronto, with their usual enterprise, announce in our advertising columns their intention of holding a great 50-mile amateur bicycle race in Toronto during Sept. next. As this is an entirely new feature in Canada, it will be looked forward to with increasing interest. Six prizes are offered, the first being a \$120 machine to the order of the winner. Further particulars will appear in a later issue.

A German novice recently wrote to an agent in Berlin, requesting information as to how to mount, as in "some of the roads there were no trees."

## A CYCLIST ON THE WING.

Winnipeg, Man., May 22nd, 1885.

Editor CANADIAN WHEELMAN:

DEAR WHEELMAN,—Having a little spare time at my disposal here, I thought it might not be uninteresting to you to write you briefly about our trip in this delightful country.

I left Stratford on the 4th of May, arriving in Chicago on Tuesday, and finding the day wet, we spent it in sight-seeing on foot. Wednesday opened out fine, and the streets were soon dried up. In the afternoon we mounted our cycles and went out for a spin on the macadamized roads and pavements of Chicago. One street in particular (Dearborn ave.) is simply grand. It is fully two miles in length, and every foot of it as level and smooth as a billiard-table. During the afternoon we took in on our wheels Lincoln Park. The drives throughout the Park are in splendid condition for bicycling.

We left Chicago Wednesday night, and had the first annoyance we have experienced at that point. The Chicago, Milwaukee and St. Paul Railway refused to check our bicycles, and we were compelled to pay double express rates and express them to St. Paul. It being evening when we started, we took a Pullman and arrived at St. Paul Thursday afternoon—enjoying on the way the grand scenery along the famous river route of the C. M. & St. Paul Ry. St. Paul, as a city, having no charms for us, after being handsomely treated by every official we came in contact with on the St. Paul, Minneapolis and Manitoba Railway, we took a local train and went across to that—as a Minneapolis man called it—"the most delightful city under the canopy of heaven." Minneapolis is really a very fine city, and is, in a great many respects, far ahead and superior to St. Paul.

Leaving Minneapolis, we went direct to Winnipeg, and stopped there over Sunday. Monday, in company with two or three enthusiastic Winnipeg bicyclists, we went for a ten mile spin. The roads were very fair, and we had, thanks to our Winnipeg friends, a very good time. My Rudge having gone on to Portage la Prairie on Monday, and as I missed the train, I rode a British Challenge kindly loaned me by one of the aforesaid fine fellows.

Brandon, Man., was my destination, and after riding around the Portage a day, I came on to that place, and put in a week of wheeling on the Rudge, which completely throws any wheeling I had ever before done altogether in the shade. The stereotyped phrase, "Wheelman's Paradise," was certainly coined when visions of some such spot as Brandon was before the coiner. Look at it in any way you like, Brandon has few equals as a bicycling hunting-ground. The streets are wide, smooth and hard, and the coasting is—words fail me!

To say that I thoroughly enjoyed my trip, is not saying half enough. My Rudge machine has not taken from my time since I left Stratford five minutes for fixing or adjusting or oiling. This is no small recommendation, when you think of the trouble and annoyance some experience with inferior machines. By its rigidity, easy riding, smooth running, and various other important adjuncts, it has made many friends. More anon.—Yours truly,

A. T. MACDONALD.