

**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, APRIL, 1886.

WANTED—A MAN.

The *Cyclist* has come to the conclusion that the time has arrived when the question of international championships should be fairly looked at and considered. The day has passed when it was unnecessary to go out of England to find wheel records or even riders of more than fourth-rate distinction. The United States is laying claim to recognition as the home of some of the fastest riders the world has yet produced. Germany and France are waking up; Australia is well to the fore. In view of these facts, the *Cyclist* suggests the formation of a federation of the leading wheel associations of the world for the purpose of arranging and controlling a series of international contests, to be held in rotation in the different countries whose associations are members of the federation. The idea is a capital one, and will likely soon assume a concrete shape. It is rather mortifying to a Canadian, however, to find no mention of the Canadian Association as one that should be asked to co-operate in the suggested movement, although our sister colony of Australia is spoken of in this connection by the journal mentioned. It is not to be denied, however, that the Canadian Wheelmen's Association, nor Canadian wheelmen, is as well known outside of Canada as the strength of the one and the number of the other deserve. This is in great part due to the absence of any riders on the race-track who have made records sufficiently good to attract public attention from cyclists in other lands. When we have a Hendee or a Rowe, a Howell or a Cortis, we may expect recognition, but hardly so long as we remain at the dead level of respectable mediocrity that has been the distinguishing feature of Canadian wheel racing since the organization of the C.W.A.

Who will be the hero to raise us out of the Slough of Obscurity? Let him come forth, and announce himself at Montreal on July 1, 1886, and our children's children will call him blessed.

MAKERS' AMATEURS SUSPENDED.

The chairman of the racing board of the L.A.W. issued on March 8 what was probably the most important order that ever emanated from that board. It was an order suspending from active membership in the League nearly every rider of prominence in racing circles until such time as they prove, to the satisfaction of the board, that

they have not violated the amateur rule of the League. This drastic measure was only decided upon after the most careful consideration, and was felt to be the only possible remedy for the evil of maker-amateurism, with which both England and the United States have had to contend for some years. Happily Canada has so far been free from this class of gentry. The following are the names of the American riders on whom is now thrown the onus of proving their amateur status:

Wm. A. Rowe, Lynn, Mass.; George M. Hendee, New Haven, Conn.; Edward P. Burnham, Newton, Mass.; A. O. McGarrett, Springfield, Mass.; Wm. A. Rhodes, Dorchester, Mass.; F. F. Ives, Meriden, Conn.; Fred. Russ Cook, San Francisco, Cal.; Alfred A. McCurdy, Lynn, Mass.; John Williams, Dorchester, Mass.; Wm. H. Huntley, Newton, Mass.; F. W. Westervelt, Springfield, Mass.; I. M. Horton, Macon, Ga.; I. E. Slocum, Macon, Ga.; William Taylor, Macon, Ga.; C. F. Cope, Philadelphia, Penn.; J. Revford Smith, Washington, D.C.; John Green, Philadelphia, Penn.; Edward Taylor, Washington, D.C.; Wm. Robertson, Washington, D.C.; Asa Wendell, Lynn, Mass.; S. G. Whittaker, St. Louis, Mo.; Geo. E. Weber, Smithville, N.J.; Joseph Powell, Smithville, N.J.; L. D. Munger, Detroit, Mich.

ABBOTT BASSETT'S NEW VENTURE.

It will be a surprise to many to learn that Mr. Abbott Bassett, the well-known and popular editor of the *Bicycling World*, in the past the leading wheel paper of the Continent, has resigned his position on that paper and decided to establish a new journal of cycling. In a circular issued by him he says:

"After an experience of five years in the editorial chair of the *Bicycling World*, I am obliged to give up the position because the future policy mapped out for that paper by the proprietor is not one that I can endorse. I have determined to start an independent weekly paper, which will have no interest for or against any manufacturer or dealer. I shall give all the news, but I shall let the courts decide matters in dispute between parties in litigation."

THE CANADIAN WHEELMAN cordially greets Mr. Bassett, and trusts that his new venture will receive that hearty support that he deserves for his manly and independent course, which we are certain he will follow to the end.

THE GUIDE BOOK.

According to the arrangement made by the Board of Officers, the Chief Consuls have now in hand the preparation of the road reports for their respective districts for publication in the new Guide Book. Local Consuls have been furnished with blanks on which to make reports, and it is hoped that they will be as expeditious as possible in returning them to their Chief Consuls. Consuls will take the old reports and go over them carefully, pointing out and correcting all mistakes, and if possible give fuller details of the roads. By studying the Association map, they will acquire a knowledge of all roads between towns which are not in the old but should be given in the new Guide Book. Wherever such vacancies occur, a genuine attempt should be made by the nearest local Consuls to supply the desired information. The forthcoming book should be in every particular as reliable as possible, and will be compiled with the idea of remaining in use for some years. In order to make it such a book as will be a credit to the Association, the active, earnest co-operation of every member is imperative.

OUR SUPPLEMENT.

We publish this month a Supplement containing the Constitution and By-laws as adopted by the Board of Officers at its recent meeting in Toronto. Before this Constitution and By-laws can come into operation, however, they must be approved by the vote of the Association. For this purpose, a blank voting ballot is attached to the Supplement, upon which every member is requested to send his vote for or against the changes at once to Mr. H. B. Donly, Sec.-Treas., C.W.A., Simcoe, Ont. As it is desired that the new Guide Book should contain the Constitution and By-Laws, let the votes be sent in as quickly as possible. Members will find by comparing the By-laws as published now with the ones in the old Guide Book that with the exception of the change in the Amateur Law all the alterations are unimportant, and pertain merely to the clerical work of the Secretary and other officers.

THE NEW UNIFORM.

Our Supplement contains a cut and particulars of the new Association uniform, to which we call the attention of all those members who may not have been shown the samples and circulars sent to the several local Consuls by Secretary Donly. Nothing ever introduced to the Association has met with so universally cordial a reception or been so quickly adopted by a number of members. The Secretary informs us that orders are coming in most encouragingly. In Simcoe alone he sold in one forenoon 18 suits. The Consul at Niagara Falls, Mr. Robinson, sold 90 yards in three hours. St. Thomas, Ottawa, Woodstock, Belleville and other clubs are also moving in the matter of its adoption. And the next C.W.A. parade promises to show a mighty squadron of riders in gray.

EDITORIAL NOTES.

Poor "Swiz," who lately died in Toronto, will be remembered by many readers of THE WHEELMAN as contributing several humorous articles to its pages during the first year of its existence. He was a genial, whole-souled fellow, and the world could better have spared a better man.

A new cyclometer, said to have been the best exhibited at the Stanley Show, has a bell attached, which rings as each mile is rolled off, enabling the rider to know what his score is without the necessity of a dismount. The idea is a capital one, and decidedly novel.

The H. B. Smith Machine Co. of Smithville, N.J., manufacturers of the Star bicycle, state that they are not much interested in the sale of the wheel in Canada, as they do not control the patents for this country, but they think that a live concern would do well build the Star in Canada for the trade. Here's a chance for some would-be speculator.

A writer in the *Sporting Life* very severely criticizes the actions of the L.A.W. Board in the matter of finances, referring especially to the Secretary and Editor's office, which he says will cost \$4,440, made up of \$1,500 salary, \$2,000