

# 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 CAREFUL LEARNER

No man knows so well how to be wisely careless as the truly careful man. To be careful is to be wise, and to be careless, under some circumstances and in respect of some things, is to be equally wise. All wheelmen given to observation must have noticed that the over-cautious and extremely careful rider comes oftenest to the ground. He takes just twice as long as his chum to learn to ride, and never, positively never, feels thoroughly at ease in the saddle. He is afflicted by this nervous dread of accident, which has its foundation chiefly in his imagination, and this slow-up, pull-back style of carefulness which is fatal to the comfort of those who practice it. Brother wheelman, never vote lack of confidence in your wheel: if you do, it will resent it and pitch you into all sorts of shapes. On the contrary, if you put full confidence in your strong, easily-controlled machine, it will be proud of you and carry you safely through nine times out of ten. The tenth time is the accident to which we are all subject.

The sacred poet Isaiah says: "He that observeth the wind shall not sow; he that regardeth the clouds shall not reap." Now, the man who has got seed to sow is not to be utterly regardless of the wind, nor the reaper is not to entirely ignore the weather. But the wheelman who is afraid of every small rut in his path, like the sower frightened by every gust of wind, how is he going to ride! Or how is the rider who becomes timorous in every narrow way or at every little declivity, like the reaper scared at every cloud that flits across the sky, to keep his saddle! He will lose his head, or actually go over his head, and no one likes to be out of his depth. Do not misunderstand us; we are not advocating recklessness: he who knows nothing of the careful will come to grief.

To the rider of a month who falls to the side, we would say, be less timid. Put more shove to your feet and you will have fewer tremors in the small of your back. Trust to your wheel and don't be afraid of making it lift you over a brick. To the first season rider who sometimes tries to get ahead of his machine we would say, be less studiously careful and more confidently careless.

Mr. Chas. Richard Dodge, late of Washington, D.C., and formerly editor of *Field and Farm*, has recently accepted the editorship of *Outing*.

## EDITORIAL NOTES.

The New York *Wheel* dubs Woodstock the bicycle hub of Canada. This is fame.

John Bell has been honorably reinstated as captain of the Chicago Owl Club, the parties who made charges against him having seen their error and apologized.

Hill-climbing contests are not as general in Canada as they should be. What an attraction a contest on an artificially-constructed hill would be at a C.W.A. meet!

Mr. Thos. W. Eck invariably affixes "Champion of Canada" to his signature. Will Mr. Eck please produce his credentials. If Canada is his country, he has no honor here.

They are making a new street in St. Louis, and the idea is mooted of constructing part of it especially for cycles. The time may come when all roads will have their cycle tracks.

Some western wheelmen have again raised the question of flying starts. 'Tis a dead issue. So long as human nature is human nature, flying starts will be unsatisfactory to racers and spectators.

There is a probability of England being swarmed with fancy riders next year. Annie Sylvester, Prince Wells, Ralph Friedberg, Westbrook and Hacker, and others, are already on the tip-toe of expectation.

Mr. Joseph Butcher, in a letter to the *Bicycling World*, makes the serious charge against McCurdy, the long-distance rider, that in his great race one of his pace-makers rode his wheel while he rested.

A good suggestion is made in an English journal that handicap races should be made from scratch, the riders not to be aware of the time allowance given to each. This would make such races worth looking at.

The official organ of the L.A.W. is credited with being a financial loss to the League. 'Tis not to be wondered at. The L.A.W. does not likely expect to get a first-class official gazette like the *Bulletin* for nothing.

'Tis with pride we learn that Canada, through the medium of the Montreal Bicycle Club, can claim the first Chinese lantern parade. What the Montreal boys don't know about wheeling few American clubs can teach them.

The Star riders who toured through Canada last summer say, in the *Star Advocate*: "The Canadians were very hospitable, and we wish to thank them for the many kindnesses shown us; we will gladly reciprocate whenever opportunity may offer."

Rowe, it is obvious, is a good man, but should he visit England next year we shall expect to see him finish behind our best men. We should unhesitatingly pin our faith upon Webber (in default of English) in a 20-mile race either in England or America.—*Bicycling News*.

It is likely that the opportunity for faith-pinning will be afforded next season.

The English *Bicycling News* bows how small a soul it possesses and what the nature of its professed fraternal feeling towards American cyclists by leaving uncorrected in a letter from Mr.

Ducker a few mistakes of grammar that crept into that gentleman's communication. Such action is beneath contempt.

The kindly disposition manifested by the English papers towards America and American riders is well illustrated by the following extract from the *Bicycling News*:

"The record manufactory at Springfield is still in full blast, and we have again to announce further upsets on the path. Mr. Geo. M. Hendee, having turned his attention to tricycling riding, made 'world's records,' as a matter of course— $\frac{1}{4}$  mile, 42s.;  $\frac{1}{2}$  mile, 1m. 21 4-5s."

It is felt by many that the year 1886 should see the adoption of an Association uniform by the C.W.A. The kindred organization of Great Britain and the United States have each a distinctive dress. The possession or wearing of the uniform would not of course be compulsory, but if adopted by a majority of the members of the Association would add greatly to the appearance of the Association meets. Were a neat costume adopted, new clubs would be very likely to accept it as their uniform, and in the case of unattached riders, their difficulty about selecting a suitable riding dress would be solved for them.

The anathemas of the Montreal Bicycle Club have been hurled upon the devoted head of THE WHEELMAN for mentioning as a novel idea the recent Chinese lantern parade of the Massachusetts Bicycle Club. We must confess that we are no longer in ignorance of the fact that the Massachusetts Club merely copied an example set by the Montreal Club a year ago. No one could have occupied the editorial chair of THE WHEELMAN since the issue of the December number without learning that much. Letter after letter has arrived from members of the energetic Canadian Club pointing out our error, and asking that credit be given where credit is due. We give it with the heartiest pleasure, and wouldn't object to making a similar error in regard to several other Canadian clubs if it would result similarly in awakening their members to a realization of their duty to THE WHEELMAN.

Perhaps some of our friends will take exception to the last remark, and claim that they owe no duty to THE WHEELMAN—that they are diligent in their payments to the C.W.A., and that there their duty ceases, and those of the editor of THE WHEELMAN begins. Friend that thinkst so, thou'rt wrong. Your duty to THE WHEELMAN is a part of your duty to the organization of which you are a member. The C.W.A. is a band of brethren of the wheel, joined together for mutual advantage, and every member of the Association is supposed to do what he can in the interest of his fellows generally. THE WHEELMAN is one of the instruments adopted by the Association to advance its work, and it is every member's duty to personally endeavor to make it better serve, with each succeeding month, the purpose for which it exists.

Cyclists are full of schemes. An English wheelman proposes a winter excursion to Holland for a run on the frozen canals, and another wants to go on a long-distance tour on the Great Canal of Russia, 4,792 miles long, so as to reach the Chinese frontier before Thomas Stevens gets there.