

## 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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### EDITORIAL NOTES.

The Wanderers of Toronto now have 101 members in the Association—by all odds the largest number entered by any one club in the C.W.A. In fact, we do not recollect that the L.A.W. has as large a membership from one club. This testimony of the Wanderers' loyalty to the Association is especially gratifying, in that it sets a good example to the smaller clubs. The energy displayed by the Wanderers this year has been something phenomenal, and their fame is now as wide as the continent. Long may they wander.

Complaints have been received by the officers of the Association from several quarters, regarding violations by the G.T.R. of its agreement to carry wheels free. On the occasion of the late meet, the attempt was made, especially at Harrisburg, to charge wheelmen, and of course no little indignation was the result. Mr. Way, of Belleville, Vice-President of the Association, has the matter in hand, and is doing everything possible to secure an explanation and prevent a recurrence of the objectionable actions of some employees of the road.

One correspondent this month complains of the unseasonable weather for cycling that generally prevails on July 1, and asks why a day more suitable could not be selected for the annual meet of the C.W.A.? We think it would hardly be judicious to move in the matter of a change of date. For five successive years the meet has been favored with clear skies, which are of great importance to its financial success, and consequently, to the Association. Fair weather, as a rule, prevails about the first of July, and this fact, combined with the national holiday falling upon that day, more than counterbalances the slight inconvenience sometimes caused by excessive heat.

George M. Hendee and his trainer, Harry Cornish, are to take up their residence at Agricultural Park, Worcester, where the ex-champion will try to get himself in trim for coming events. It is stated that his friends expect him to be in sufficiently good form before the season is over to warrant him challenging Rowe to a championship contest.

### TOURING.

There is one good thing in the fact that racing is taking a rear seat in the public's interest, and that is, that touring will most probably be a more prominent feature in the wheelman's life. We hold that there is no more delightful phase of cycling than that of touring. It is the *sensible* side of cycling. We all like to see trials of speed and endurance, and in fact, can one be found who has been brought up among English-speaking people, that does not delight in these exhibitions of skill and pluck. Still the real bodily and mental benefit to be obtained by cycling is only found in the moderate and constant use of the wheel on the road, and if a man has a notion to see what is outside his door-yard, let him take his wheel, and, with one or two congenial companions, explore unknown regions in search of adventure, health and fun. The cycling tourist, like the yachtsman, should be of a philosophical nature, ready to take circumstances pleasantly as they arise. The yachtsman has constantly to contend with adverse winds, no wind at all, and strong head tides. If he be a true sailor he will patiently bide his time and wait for better and fairer wind and tide. The cyclist has the same patience-destroying elements to spoil his disposition, one of which is the same as the yachtsman, namely, head wind. Then in place of opposing tides and rough seas encountered by yachtsmen, the wheelman can cultivate good nature by taking sand and hills, and at the same time smile sweetly and feel happy. Let the tourist's motto be "*Ohne hast.*" Let him start out on a week or two trip, not caring one whit whether he covers ten or one hundred miles a day. Touring is not all joy and jubilation, there is just difficulty and annoyance enough to give to healthy, vigorous body and mind piquancy of feeling. The tourist must not be a grumbler, but with the good nature of a Mark Tapley, and the pluck of a Stevens. We are glad to notice that touring is becoming, year by year, more popular among wheelmen.—*Bi. World.*

### A BIG PROJECT.

The Trenton, N.J., wheelmen are at present discussing the project of making a cinder path between New York and Philadelphia for the use of the bicycle men. This project has been agitated to a considerable extent by the *Bulletin*, the official organ of the National League of American Wheelmen, and the New Jersey division of the League, at its recent meet, held in Orange on the 4th of July, discussed the matter. It was then agreed that a committee, consisting of a member from each of the clubs in the State, should be appointed to give their opinion as to the feasibility of the thing. This committee has just been appointed by Dr. Cooley, of Plainfield, the Chief Consul of the State Division, and Mr. Gardner Cain, of the firm of Case & Cain, is the member from the Trenton club. Mr. Cain is an enthusiastic bicyclist, and has ridden the roads in that vicinity very thoroughly. He thinks that the cinder path cannot be made with any degree of success. The present route laid out in the guide-book, after leaving Trenton toward New York, is by the way of Pennington, Hopewell, Harlingen, Bound Brook, Plainfield and Orange. On this route, Mr. Cain says, the roads are so narrow that there is no room for a path two feet wide, which is the prescribed width. Besides this, the farmers are bitterly opposed to bicycles, and they would not take any pains to keep the path in repair. In fact, on these narrow country roads the whole width is needed for the waggons. If the League would change the route and go up the Brunswick pike, then he thinks a path might be successfully constructed. Mr. Cain thinks the project will not be a success. The cinder path is for the purpose of making a hard, smooth track for the bicycles. The longest one in the country, and the best, is at Wilksbarre, which is eight miles in length. There are many roads which are either so sandy or rough that the bicycle cannot go over them.

### SITTING UPON A GRUMBLER.

It appears that immediately after the Brantford meet an item appeared in the Woodstock *Standard*, complaining of the treatment accorded visiting wheelmen by the Brantford boys. This aroused the ire of Mr. W. A. Karn, ex-President of the Association, who sent the following letter to the Brantford *Expositor*:

Woodstock, July 6, 1887.

Clarence R. Fitch, Esq :

DEAR SIR.—Yours of the 4th to hand, and in reply would say that I was surprised and grieved to see the report in the *Evening Standard* of Saturday; I had not noticed it until you called my attention to it. I have learned that the report therein was obtained from one of our club, and you can judge of the reliability of the same when I tell you that his enthusiasm was so great that on arrival at the grounds he repaired to the shade of a tree and never left it during the afternoon. So you will readily see that the report originated from a most unreliable source. The next time this particular member goes to Brantford we will advise you to arrange for a special supply of refreshments in the shade of his own particular tree, and perhaps it may be as well to have a waiter in attendance. However, as President of the Woodstock Bicycle Club, allow me to contradict the statement referred to, and compliment (as I did at the annual meeting in your city) the Brantford Bicycle Club, the City Council, and citizens generally, and I must not forget the young ladies, for the very flattering reception tendered to us; and I say it in all sincerity, that the hospitality shown us in Brantford was the most generous I have ever experienced at a C.W.A. meet, and I have attended all except that at Montreal last year.

We are all very sorry that such a report, false as it is, should have become public, and I assure you that the sentiments expressed therein are not those of the Woodstock Bicycle Club, but of a member who was too lazy to help himself to the many luxuries so generously provided by our fraternal and hospitable friends, the Brantford Bicycle Club.

Sincerely,  
W. A. KARN, President.

### SHALL THE DATE BE CHANGED?

Editor CANADIAN WHEELMAN :

SIR,—To-day finds me, as well as several of the St. Catharines Bicycle Club, as they say, completely broken up. I am suffering from a slight sunstroke, which made my visit to Brantford one of misery instead of pleasure. I write you to ask why cannot the date for the annual C.W.A. meet be changed to some more suitable season of the year? July 1st is always likely to bring us in contact with weather entirely out of place for wheeling. An allusion to this through your columns, in order that the officers of the C.W.A. can give the same their attention, will much oblige,  
Yours for pleasure,  
St. Catharines, July 4, 1887. E. W. SMITH.

### SUNDAY RIDING.

Editor CANADIAN WHEELMAN :

SIR,—In your Toronto correspondence of last month I notice some very queer statements over the signature of "Pete." I would like to deny his assertion that an evening paper of this city is down on Sunday riding. The piece referred to was a letter written by some "crank," which was published in the complaint column, and the terrible and awful offence was never again mentioned. Now, Mr. "Pete" has an interest probably in thus personally pulling us into print, and doubtless his "dead against" Sunday riding will influence every rider in America, who will after this lay aside his wheel on that day. It's all that's necessary to know it hurts his feelings. It might surprise Mr. "Pete" to know that many a rider from his own club has accompanied the Wanderers on a quiet Sunday run. A WANDERER.