

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 LONDON A. A. A.

In all probability London will be the next city in Canada that will be able to boast of an Amateur Athletic Association. Although the matter has been agitated for some time past, it has at last been recognized by London's influential men that such an organization was greatly needed, and they, in conjunction with a large number of young men who take a deep interest in athletic sports, held their first meeting on Friday, 25th February, and elected officers. Suitable grounds are to be secured as soon as possible, and it is the intention to have the sports entered into as soon as the season opens. It is needless to say that such an organization will be the means of bringing London once more into prominence as a great cycling centre, as a first-class track is to be laid, and the pioneer club, the Forest City, will boom once more in good style.

EDITORIAL NOTES.

Whether the meet for 1887 be held in Brantford, Toronto or Woodstock, it is certain to be successful, all three of the places mentioned being situated near the centre of wheeling activity in the Dominion.

It is near the time when the clubs must be awakening, and we trust that one of their first acts, after they have fully stretched themselves and rubbed the sleep out of their eyes, will be to renew their membership in the C.W.A.

THE BICYCLE IN WAR.

Now that the balloon has received a definite status in the British army, it is not unlikely the War Office will turn its attention to the claims of the bicycle. Regularly organized bicycle corps are attached to the French army, and in recent manoeuvres have done all such work as the carrying of orders and despatches, and did it with more speed and punctuality than mounted troopers. In some cases bicyclists have accomplished journeys of 50 and 60 miles a day for six or eight days in succession. At this rate a bicyclist is not only more efficient than a horseman, but cheaper; for a bicycle costs originally less than half the cost of a cavalry horse, wears as long, is far less expensive to keep, and is much less likely to be put hors de combat by a stray bullet.

THE L.A.W. MEET.

It was definitely decided at the recent officers' meeting that the next meet of the League of American Wheelmen will be held at St. Louis. The wheelmen of that western city are famous for their hospitality, and those who attend the meet may feel assured that the entertainment will be second to no previous meet. Following is the programme as now outlined:

First Day, Friday, May 20.—9 A.M., board of officers' meeting; 11 A.M., general business meeting; 4 P.M., leave on steamer down Mississippi River to Montesano, at which resort take supper; after supper, re-embark for trip further down the river. Steamer is provided with a large ball-room, and night will be spent on board. Grand League ball. Return to St. Louis before morning.

Second Day, Saturday, May 21.—Parade at 10.30 A.M.; wheel to Forest Park and other resorts; after dinner, League races; afternoon, tour to St. Louis resorts; banquet, 7 P.M.; leave St. Louis at 12 midnight on special steamer, arriving in the morning at Clarksville; leave at 10.30 for tour of twenty miles over the famous Clarksville belt road, returning to St. Louis in the evening by steamer or rail. Next day, road race over Clarksville road; dinner, and return to St. Louis.

REX'S MUSINGS.

If I want to commence where I left off in my last letter, it will be to write about who and what I saw at the Montreal Carnival. The Boston Bicycle Club, with E. C. Hodges at the head, were there in their private car, the "David Garrick," in which they lived during their stay in Montreal. It is needless to say that they enjoyed themselves to the utmost extent, if appearances count for anything. Mr. A. T. Lane had the party in hand, snowing them winter sports.

"It's a cold day when he gets left" is a very poor maxim to apply to friend Lane, for it seems to be the opposite, that is, "It's a cold day when he gets ahead." He was right along when all the sport was going on, and was one of the noble troop of snowshoers to storm the ice palace. No one could have done more towards helping visitors to enjoy themselves than "Tommy" Lane.

Among the visitors at Montreal was Mr. E. P. Baird, the noted bicycle racer, and one of the Baird Bros. who owned and published the *Cyclist and Athlete* when it figured as the L.A.W. organ. Mr. Baird is to take up his residence in Montreal—for a while, at least.

No doubt everyone is anxiously awaiting to hear the result of the annual spring Board meeting, and know where we are to enjoy the annual meet of '87. It is rumored that in the event of the city that makes the bid for it not being provided with a good, fast racing track, a great number of wheelmen are desirous of giving the annual meet to Woodstock again, as we would be assured of having good racing. Time will tell.

Feb. 24, 1887.

"REX."

The famous Sir Chas. Dilke is re-elected president of the Chelsea Bicycle Club of London.

THOMAS STEVENS ON ROADS.

Thomas Stevens has been warmly received in New York. At a dinner given him by the Citizens' Club he thus held forth: "The Alkali flats in the great American desert offer as good wheeling as the sand-papered roads about Boston, while the fertile lands of Iowa at the time of year in which I reached them were churned into an almost impassable state. In Ohio, where politics is the staple article of food, I met a gentleman from New York, and we there fell into the hands of a wily politician, who steered us into his political meeting, and before we knew it had us posing before his constituents as 'gentlemen who had ridden from the extremes of the continent to witness the success of the cause.' In England the horses pay no attention to a bicycle, but in France the horses became restive before the machine. There is in France, however, no specimen of what is known as the great American road hog. The French driver, instead of shouting, 'Get out of the road with that thing,' takes off his hat and apologizes for the stupidity of his horse. General Boulanger is justly proud of his artillery, but I found that one American wheelman could throw an entire French battery into fusion. In case of foreign invasion, the Citizens' Club would doubtless do great execution. About the only difference between French and German roads is that the former are swept once a day, the latter once a week. In Turkey the people kissed my feet to get me to ride for them. In Persia every other man offered to buy my machine, and wanted me to ride and show them how the thing worked. Thus the Yankee-like Persian differed from the straightforward Turk. In India I found 1,600 miles of the best road in the world, built by the English Government and called the 'Grand Trunk.' In China the bicycle was only an incumbrance. There are no roads in China. The rivers are the only highways. In one city the mob stoned me. Finally, by many relays of soldiers, I was handed over to the English consul and took the steamer for Japan. The roads in that country are excellent."

RIDING ON THE ICE.

A correspondent sends us the following: "Noticing your remarks in *The Cyclist* re riding a tandem on the ice, I thought it might prove interesting to know how a 'Rover' behaves on the ice. As I have no step, I found it no easy matter to mount by the pedal. Then I found that the theory does not hold good that india-rubber does not slip on ice, for I can assure you that it does. I found that if I was not extremely careful a side slip was a certainty, which is no joke. On several occasions I came down as I sat, and had no time to partially dismount; but it was by no means a success. Like yourself, I was surprised that it was not much easier work than a fairly good road. As to comparative speeds of skaters and machines, I was nowhere with our fastest skaters, but our best men are fast—such as a straight half mile in 1m. 20s., so you may judge I was no use."—*The Cyclist*.

The attention of readers of THE WHEELMAN is directed to the advertisement of Messrs. Goold & Kewles in another column.