

**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 GUIDE BOOK.**

We are in receipt of an advance copy of the C.W.A. Guide Book, which will be distributed to members before March 15, 1887. The book contains 144 pages of closely-printed matter, being 16 pages larger than the Guide Book of 1884. This, however, does not properly represent the increased amount of information given, as a great deal of unnecessary and tautological matter that somewhat cumbered the former book does not appear in this, its place being taken by road reports, the furnishing of which is the principal object of the book. To illustrate the proportions of matter in the old and new book, the following comparison may be interesting :

	1884.	1887.
Road Reports .....	47	83
Advertisements .....	24	18
Constitution and By-Laws, etc.	14	21
Historical .....	7	3
Index to Places and Hotels. .	0	14
Miscellaneous .....	21	5
Records.....	6	0
Bicycle Clubs.....	9	0
	128	144

It will be noticed that in the new edition the records of races have been omitted. This was deemed advisable in consequence of the constant changes which the records undergo, which makes their publication in the permanent form of the Guide Book of but little value. The great object of the book, as stated, is to supply information of use to wheelmen touring through the country, and in this respect the new edition is a model publicat. and one that will be of great value to all touring men. The experience gained by Mr. Donly in getting out the first book has stood him in good stead in the preparation of this one, of which he and Mr. W. E. Tisdale, of Simcoe, have been the editors. They have evidently made great endeavors to have every portion of the Dominion represented as fully as possible in the book, and all who know how difficult it is to interest distant members, and secure from them trustworthy information, will appreciate the work done by these two gentlemen. From Manitoba to Nova Scotia, the principal roads of the country are described minutely and clearly. Commencing at St. Thomas, the book treats of the

roads west to Windsor, Chatham and Sarnia ; north to Goderich and Port Elgin, and west to Toronto, embracing within this district all the area between Lake Erie and the Georgian Bay, a section of country very fully described in the old Guide Book, but to which 5 pages more are devoted in the new one. Thirty-two pages describe the roads from Toronto to Montreal, as against 13 in the old book. For this great increase in the volume of information—the most noteworthy in the book—credit appears to be chiefly due to Messrs. C. J. Langley, of Toronto, W. P. Way, of Belleville, and G. A. Mothersill and F. M. S. Jenkins, of Ottawa. Quebec district, the Maritime provinces and Manitoba receive a fair amount of attention, but not so much as they deserve—a defect, however, that only the wider extension of the C.W.A. into those provinces will remedy.

Altogether, the book,—which, by the way, is got up in excellent typographical style,—is a most useful little volume, of credit to its compilers and to the Association by whom and in whose interests it is published. We know of no guide book on this side of the Atlantic that so thoroughly covers such an extent of splendid riding country, and the C.W.A., in issuing it, have certainly "made themselves solid" for all time to come with those riders who are something more than carpet knights—who wrest from the roads of Canada that health and pleasure that only those who leave the city's pave behind can find.

**A MODEL MEMBER.**

Let every wheelman read the appeal of that energetic and enthusiastic wheelman, "D 322," and then follow in his steps by doing what is possible to advance the cause of the C.W.A. "D 322" is not a talker only—but a worker. He never asks a fellow-member to do what he is not willing to do himself; and in his section of the dominions of its Excellency, the C.W.A., he has done much to increase the respect felt for it, and the appreciation of the benefits of its rule. His "appeal" goes straight to the point, and we hope will stir up "D 322's" all over the country, to make the C.W.A. grow and prosper throughout the length and breadth of Canada. Practical work is what is required—the work that drums up new members; spurs up the lagging old ones; fills up the clubs; rolls up the membership; keeps up the enthusiasm; gets up races and tours; goes up to the annual meet, and promptly pays up at the beginning of every Association year.

**WHY WHEELMEN SHOULD JOIN THE C.W.A.**

A low estimate of the number of wheelmen in Canada would be 2000; of these our Association claims about 650—certainly too small a number among so many riders. It is the purpose of this communication to address a few words to the non-members of the C. W. A., with the hope that they may be induced to join an organization which offers so much and costs so little.

The object of the C. W. A. is: To promote the general interests of cycling; to ascertain,

defend and protect the rights of wheelmen; and to encourage and facilitate touring. Is not the purpose of such an organization a good one? Is not the prosperous condition of cycling in Canada to-day a proof that this work is being well done? Is there any good and sufficient reason why every amateur wheelman over 18 should not apply for membership *at once*? Consider for a moment its value as an investment. Does it pay? You, as an individual, invest one dollar per year, or if a club in a body, 50c. *per capita*. The return you have is as follows:

First—A guarantee that the best efforts of the Association are available in your behalf wherever and whenever your lawful rights as a wheelman may be unlawfully interfered with.

Second—The assurance that the right hand of fellowship is held out to you in almost every city, town or village in Canada.

Third—The entire official machinery is at your disposal when you want information in regard to touring, roads, etc.

Fourth—You have the benefit of a 25% reduction in rates at all the Association Hotels in Canada; and, to the credit of the Consuls be it said, they are the best in every case.

Lastly—You have the monthly visit of THE WHEELMAN free of cost and filled with spicy matter concerning Canadian wheeling.

Try the C.W.A. as an experiment; test its freemasonry; investigate its benefits; consider its advantages; read THE WHEELMAN. Try it, and there are few of the hundreds of Canadian wheelmen who will fail to renew their membership after the first year. Do not wait for some one to further solicit your application for membership. Do not wait for a further appeal, but send in your application *now, AT ONCE*, to the Sec.-Treasurer, H. B. Donly, Simcoe, and be one to have your name appear in the next issue of THE WHEELMAN, and make the C.W.A. the "boom" it should be. Then we will have tracks, races, meets, and good-fellowship the length and breadth of our fair Dominion.

D 322.

**A LARGE SCHEME.**

The Montreal Amateur Athletic Association, as is well known to those cyclists who have seen what a spirit animates the wheeling members of the Association, never does things by halves, and it is now engaged upon an enterprise of such magnitude that only the knowledge that it never undertakes a work without completing it gives reason for the belief that it can accomplish the task it has set before it. This task is nothing less than the raising of \$100,000 for the purchase of suitable and permanent grounds for the purposes of the various clubs affiliated with the Association. The grounds at present leased would cost \$400,000, and as that sum is beyond what even the M.A.A.A. thinks it could conveniently handle, the grounds are to be sold for building lots and the Association has to seek new pastures. A site has been selected which can be secured for \$100,000, and the Association, with its wonted vigor, has set itself to raise that amount. An appeal to the citizens has been issued, asking for subscriptions to the amount of one-half the sum, or \$50,000, and already several very handsome contributions have