

The Canadian Wheelman :

A JOURNAL OF CYCLING.

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JAS. S. BRIERLEY,
St. Thomas, Ont.

LONDON, JULY 30, 1885.

THE L.A.W AND THE PROFESSIONALS.

At its late annual meeting the League of American Wheelmen, we are pleased to see, put its foot down emphatically on an attempt to include professional riders in the ranks of the League. The effort was strongly supported by a number of the leading members of the League; but for all that it received its quietus in a manner that showed there was no sympathy with the movement in the ranks of the wheelmen generally. And properly so, as we think. The professionals are all right in their place, but that place is assuredly not within the lines of such associations as the L.A.W. or C.W.A., the vital reason for whose existence is that they may control the amateur wheelmen of the two countries—men who ride for health and pleasure, and who desire an organization of a fraternal and social character, which shall not only frame rules for the guidance of meetings of wheelmen, but be a means of bringing brother riders of the wheel together in friendly intercourse. To introduce into such societies the professional element is to make discord of harmony, and to lower the wheelmen of the country, in the eyes of the people generally, to the level of men who make their living by riding. Not that men who ride for money may not be as honorable and square fellows as any that ever bestrode the pigskin, but their associations are against them. The professional athlete has come to be looked upon as a man not to be implicitly trusted, and in too many instances he has brought this damaging suspicion deservedly upon himself. It is not for the amateurs of the continent to undertake to make him clean. To put their seal upon the rejection of the proposed innovation, the League made their definition of an amateur more stringent that it was before.

These dog days are sufficiently enervating to make the most persistent wheelmen inclined to allow his steed and himself to rest. Those who have courage enough, however, to arise with the sun, and get in their work before he is high in the heavens, receive the truest pleasure out of the wheel, even in these August days.

It is surprising to see the ignorance displayed by such leading papers as the *Toronto Mail* and the *London Free Press*, regarding bicycling in general. In a recent issue, the *Free Press*, in answer to a correspondent, stated that a bicycle had no right to the roadway, not being established as a vehicle; and in a subsequent issue it published an extended article, censuring wheelmen for riding on sidewalks and side-paths, and stating that the road was the proper place for bicycles. The *Mail* frequently applies the word "Wheelmen" when referring to "Wheelmen."

Complaint has been made by some of the Toronto prize-winners, at the recent meet, that several of the prizes given were less valuable than advertised. It is to be hoped that such was not the case, or that there was some misunderstanding. There is no absolute necessity that any specific value should be placed upon the prizes given at Association meets, as the races are not for pecuniary value, but for honor. At the same time, if the value is stated, it should not be overstated.

EDITORIAL NOTES.

Still the Englishmen lead the records. Mr. Appleby, of the Bowdon C.C., set himself the task of riding 200 miles under 24 hours, on Thursday, July 2nd, on a Sparkbrook Tricycle (Humber pattern) roadster. He started from Dunham Massey at 3.15 a.m., and arrived back at 2.10 a.m. on Friday, having covered over 208 miles, including 3½ hours stoppages on the road. And the Englishmen are not far behind. Mrs. Allen, of Birmingham, has just ridden 200 miles exactly in 24 hours.

The English one-mile tricycling record for 1885 is held by P. Furnival, of the Beretta C.C., a young fellow who never before ran in a tricycle race. The time, 2.58 1-5, very few of our two-wheel flyers can equal.

A machine which is finding considerable favor in England, has rubber plates on the bearings of the large and small wheels, and wherever vibration can be lessened by their use.

ENGLAND'S LATEST FLYER.

Since the days of Cortis, no rider has appeared in England who attained to anything like the enviable position now occupied by M. Webber, Isle of Wight. Cortis' grand way of running down his men, his dashing style, and seemingly limitless speed made him the observed of all observers, and after making all the old records look slow, and bewitching the English, he retired and went to Australia. But his memory was kept green, and everything was judged by the "Cortis" standard. Last Fall, a brawny son of the North came down to London, and by his brilliant achievements he soon shadowed, if he did not usurp, the place of the idol. We refer to R. H. English. This grand rider had a habit of going from start to finish, breaking up his competitors and the records. When he rode his two miles in 5.32, and his 20 miles in 59.06 3-5, we awarded him the

palm, and we were fully convinced that it would be many a day before an amateur or a professional, for that matter, would discount his remarkable doings.

But several weeks back, a novice named Webber won a London handicap, actually running away from the scratch man. They pulled him back, and again he spread-eagled the field. They scratched him, and again he catches the judges eye first. Then as a last resort they lengthen the starts, and those who were scratched with him are now placed in front of him. Since his win in the 5-mile championship, the racing public have gone Webber-mad. It seems as if no one at present on the path can stop him from one to five miles, and what he can do in the longer distances remains to be seen. Truly is he a Webber, for he has caught the English fly-ers in his web. He can sit in his corner for the rest of the season and sing: "Will you walk into my parlor."

THE TORONTO BICYCLE CLUB.

A special meeting of the Toronto Bicycle Club was held on Tuesday evening, July 21st, at the Club rooms, Vice-President Lailey in the chair. Nominations for the vacant office of Captain were made as follows: Messrs. Campbell, Langley, Cox and Blachford. The election will be held at the next regular meeting, in August. A regular club run in the evening, in lieu of one of the morning runs, was recommenced, the day to be fixed by the road officers. The event of the evening was the presentation to the retiring Captain, Mr. A. F. Webster, of the handsome clock won by the club at Woodstock, on Dominion day, accompanied by the following address, illuminated with unique skill, and handsomely framed:—

To ALEX. F. WEBSTER, ESQ., Captain Toronto Bicycle Club:—

DEAR SIR,—The officers and members of the Toronto Bicycle Club, feeling that the great success of the club during the past season, and its present high standing, have been mainly due to your energy and self-denial, desire to express to you their esteem for yourself, and their appreciation of the efforts you have put forth in the interest of cycling generally, and the Toronto Bicycle Club in particular. They therefore beg your acceptance of the accompanying trophy, which was won by the club under your captaincy, and which they now present to you as a memento of the warm personal feeling entertained for you by all the members of the club. The gift is accompanied by the sincere hope that you may long be spared to enjoy the pleasures of cycling, especially in connection with the Toronto Bicycle Club. Signed,

W. B. McMURRICH, *President*.
C. E. LAILEY, *Vice-President*.
FRED. J. CAMPBELL,
J. F. LAWSON, } *For the Committee*.

The Vice-President made a neat presentation speech, and then gave the floor to Mr. Webster, who felt as if he was going down a steep hill, without brake, at a speed to rob him of the power of expression. However, he managed to acknowledge the honor done him like a born orator, and intimated his intention of remaining an active, though private, member of the club. He was loudly applauded on resuming his seat. Mr. Webster retires, retaining the popularity which has always been his.