

DEAR CYCLING,—Very shortly the question will have to be decided as to where the C.W.A. will hold its tenth annual meet. As it is a question of great importance to wheelmen, and as it is very necessary that the best place should be chosen, we feel that a few facts about Sarnia, as an exceptionally suitable place for the meet, would be now in order.

The Sarnia Bicycle Club has unanimously decided to invite the Association to hold its Annual Meet here, this year, believing that a more desirable place could not be selected.

Regarding the situation of Sarnia, little need be said; lying just at the foot of Lake Huron, and on the bank of the River St. Clair, with Port Huron directly opposite, and Detroit but a few hours' sail down the beautiful and picturesque river, it is one of the most delightful places in the Province in which to spend a summer holiday, and is especially adapted for a great influx of wheelmen; being in close touch with the wheeling populace of Canada, while just across the border is the L.A.W.—the Michigan Division alone numbering many hundreds.

The Great St. Clair Tunnel, the largest submarine tunnel in the world, "the link that binds two nations," is in itself an attraction which would fully repay any person for coming a great distance to see.

But the greatest inducements we have to offer our brother wheelmen are our unsurpassed country roads and new track. The former, already well known, are all excellent gravel roads, leading in from all directions; touring parties would fully appreciate these. The track is built in the Bayview Athletic Grounds, costing eight thousand dollars (\$8,000), and is, we are pleased to be able to state, one of the best tracks on the continent, and undoubtedly the fastest in Canada.

The importance of the Association having such a track at its disposal this year is evident to any one familiar with existing Canadian records. We all well know that these should and could certainly be materially lowered the coming season, and in order to accomplish this, the first essential is a first-class modern track.

The railway facilities for reaching this point are all that could be desired, there not being another point in Ontario more accessible, being in the through Western route.

It is now several years since Western Ontario has had the honor of entertaining the C.W.A., and the rapid and steadily increasing growth of wheeling in the Western districts ought certainly to receive the deserved encouragement.

Should the Association Board accept the invitation extended them, we intend leaving no stone unturned to make the Meet of '92 eclipse anything heretofore attempted in Canadian cycling annals, and we feel safe in assuring all wheelmen that they would receive a hearty "Wheelman's" reception at the hands of the Sarnia Club and the citizens of Sarnia. Hoping to meet you in Sarnia in '92 and in Chicago in '93, yours very truly,  
SARNIA.

[We have also received a letter from W. G. Owens, of London, strongly urging the claims of Western Ontario to recognition by the C.W.A. and recommending Sarnia for the meet of '92. Lack of space, however, prevents our publishing it in this issue.—EDITOR.]

Kauffman is reported to have recently offered Hurst £20 to compete with him in trick riding.

Last year it cost \$628 per mile to clean the streets of Brooklyn, while not to clean those of New York cost \$3,288, the difference of \$2,660 per mile finding its way into the pockets of the politicians.

The *American Wheelman*, of Buffalo, objects to the action of the promoters of a new paper in St. Louis, who have pirated its name. CYCLING sympathizes with its Buffalo contemporary. We claim priority over our big English contemporary who first published some two weeks after our initial number was out. But now a new paper has been started in Philadelphia with the same name. Could not our later rival, at least, have prefixed the distinctive name "American" or chosen some other instead. We of course feel gratified a little, but not at all satisfied.



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