

Cycling

A MIRROR OF WHEELING EVENTS—DEVOTED
TO THE INTERESTS OF CYCLISTS
IN GENERAL

EDITORS:

F. F. PEARD, - - F. BRYERS.

PUBLISHERS:

WM. H. MILN CHRIS. B. ROBINSON

*All communications intended for publication must be addressed to Fred Bryers, 26 Wellington St. E.
Address all communications of a business character to CYCLING, 5 Jordan St., Toronto.
CYCLING is issued on the second and last Thursdays of each month.
Subscription \$1.00 per annum; single copies 5 cents.*

FEBRUARY 11, 1892.

Rosedale Track.

In our last issue we called attention to the manner in which the Lacrosse Club were overlooking the cyclists in laying their new track. The result has been that the *Empire* has taken the matter up in defence of the Lacrosse Club and says: "If the wheelmen wished for a special track they should have made overtures to the club (T. L. C.) for such." In reply we will say that at least one club appointed a committee some months ago to wait upon the T. L. C., but had never been able to get an appointment with them. We do not think "that the benefits conferred by having the bicyclists on the track are all on the one side," and we know that "the wheelmen have taken as much out of Rose-dale as they ever put in it." At the same time we would just say that the wheelmen have undertaken in every instance when they have held their meetings there, an initial expense of between \$800 and \$1,000. However we believe the lacrosse people are now anxious and willing to have the good will of the wheelmen—an annually increasing body—and have invited their assistance and advice in the laying of the new track, and we do not hesitate to say that the season of 1892 alone will warrant any increased cost sustained.

The Century Road Club.

Through the efforts of a number of enthusiastic wheelmen of this and neighboring towns the Century Club has become a fact. Mr. F. Brimer, of the Wanderers, being elected Chief Centurion, and E. J. P. Smith, of the Torontos, Sec.-Treas., with Messrs. Sker-

rit, of Hamilton, Robertson, of the Athenæum, and Gibson, of the Royal Canadian, as a Board of Control. The prospects of the club are excellent and we have no doubt it will be a success, yet we think a number of those who otherwise would have been glad to join will refrain if Sunday records are to be admitted. We have not the slightest objection to a man riding for pleasure on Sunday, but when it comes to riding for prizes we are of the opinion that most wheelmen will object. We hope that before this is incorporated in the rules of the club a written ballot will be asked of every member of the club, when, we believe, the officers will find the general opinion of riders will be against admitting Sunday records.

The First Century.

To Mr. Dave Nasmith, of the Torontos, belongs the honor of having won the first Century "bar" of the new C. R. C. He left the city immediately the same evening the club was formed, and rode through the slush and snow to Newcastle and return. He says that he frequently dipped his pedals in the snow, and after the moon had gone down was compelled to walk for about eight miles, because the roads were so white and clean that he could not distinguish the track. A friendly cutter overlooked him, however, toward morning and he was able to mount and ride behind it until dawn, when he passed it. His time for the round trip was 13½ hrs., and he rode a Comet pneumatic. One hardly realizes the difficulty of this feat until he recognizes that with a solid-tired wheel it would be an impossibility.

So many wheels are being stolen in New York that a protective association has been formed, which includes clubs, dealers and individuals.

What stronger argument in favor of road improvement could be found than that contained in an Associated Press telegram from Burlington, Iowa, printed recently. Here it is: "It would take a round million dollars to even the losses in trade to merchants, shippers and farmers in Iowa, on account of the fearful blockade which has existed for two weeks on all country roads in the State. Many farming communities are absolutely cut off from the outside world because roads are impassable. The mud is hub-deep. This state of affairs exists in Missouri and Illinois as well. It is feared there will be many failures among country merchants as a result."