

### Canadian Flyers—12.

W. G. OWENS.

The gentleman whose portrait adorns the first page of this issue is well known in wheeling circles in the West, and does not require much introduction to the fraternity at large.

Mr. Owens is a native of St. Catharines, having first seen the light of day in that city on the 26th April, 1870, but for several years past he has been a resident of London.

He made his first efforts as a wheelman in the spring of 1889, and, being an apt pupil, soon become a genuine "crank," evincing a fondness for long rides seldom found in young riders. During this season he did considerable touring, and in 1890 rode in several club handicap races, from scratch, making the best time, but failing to overcome the handicaps. His first race was on the 9th May, 1890, being the first of the Irvine series for the road championship of the city from Lucan to London. In this he finished third, being beaten by Lawrason and Tune. On the 24th May he took second place in a race at the Sons of England demonstration in Queen's Park, London, and on the 28th won the club race to St. Johns and return. By hard training and the experience gained in the meantime, he finished first in the second of the Irvine series on the 10th June. On the 1st July he went to Petrolea, and won the green, took third in the two-mile open and was one of the Forest City's team which won first in the team race. On July 9th he won the third and last heat of the Irvine series, thus tying Lawrason. In the final heat Lawrason made default and Owens took the medal and the road championship of the city, which he still retains.

During the past season he rode in many races; opening at Woodstock on the 26th May. In the mile-ordinary handicap he rode in splendid form, but the tire of the rear wheel of his machine broke and threw him completely out of the race. Shortly afterwards he won the silver cup given by Mr. R. M. Burns for a handicap road race to St. Johns and return (eleven miles), his time being 41 minutes.

At the Hamilton meet he was one of the Forest City's representatives in the team race, finishing eleventh, leading his club and being well up among the high wheels. At the Sarnia races, in August, he succumbed to Rands and Hulett, of Detroit; and at the London races won the city track championship for high wheels, and, but for a fall, would have taken the safety championship also. In the ten-mile team race between the two London

clubs, in September, he won first place, hands down, beating everyone by over a lap. With the exception of this race, in which he used a Pneumatic Singer Safety, Mr. Owens has usually ridden the Singer Ordinary, and is loth to give it up for the new-fangled but irresistible pneumatic.

For strength and endurance there is not a better man in Canada, and if he had the opportunity of training upon a good track would doubtless be in the front rank of our Canadian flyers.

Socially, Billy is a "hail fellow well met," and as an enthusiast is beyond reproach. He held the office of captain in the Forest City's for the greater part of last season, and to his energetic and painstaking work is largely due one of the most successful seasons they ever had.

J. O. D.

### Orillia Bicycle Club.

The Orillia *News Letter* of January 8 devotes over a column to a description and history of the Orillia Bicycle Club from which we learn that the little club, formed some six years ago by Messrs. H. Elliott (who introduced the first modern wheel to Orillia the year before), W. Scott, C. A. Ross, T. Gilpin, A. Lawrence, E. Bingham and B. Coates, has grown until it now has a membership of 63 names, only twelve of whom, however, are active wheelmen. They possess cosy and comfortable quarters in the Tipping Block. There is a large central room, with four smaller apartments adjoining. The place is well furnished with a pool table, horizontal bar, travelling rings, Indian clubs, fencing foils and other gymnastic and athletic appliances, while the parlors are nicely decorated with appropriate and becoming designs. Several of the active riders have made long trips during the summer, the longest ride being taken by B. F. Stewart, in company with E. A. Bogart, of Barrie, on their trip to Kingston and back, when they covered some 500 miles—their longest ride in one day being 104 miles—between Kingston and Port Hope. The club has every prospect of a successful season in 1892, and hope to add a large number of names to the active list.

The subject of our next article on Canadian flyers will be Fred Brimer, of the Wanderers.

The Wanderers will hold a "hard times" smoker at their rooms on the 18th inst., no one being admitted unless dressed in "hard times" apparel. A prize will be given the toughest looking mug.