

Useful Cooking Receipts.

BAKED CYCLIST.—Procure one biped, one cycle, and a few score miles of good rough road; sprinkle in a large handful of hills; stir round with some stones; beat all up together with a strong head wind; and flavor to taste with pacemakers compounded of zeal, and discretion. Leave the whole to simmer for several hours in the hottest sun procurable, and add some thick dust from time to time. When the biped and the road have got thoroughly mixed, and the former evinces a desire to take up the whole of the latter, he is done. Add quickly some essence of "chuck," and pick him out with a wooden spoon.—*Roast cyclist*.—Follow out the above receipt, and sprinkle in a good handful of contemptuous fellow-cyclists when done.—*Irish Cyclist*.

SWEETNESS AT THE FINISH.—"We're in a pickle now," muttered one of the contestants in the novice race as the field bunched on coming into the stretch.

"Yes; a regular jam," answered his neighbor.

"Heaven preserve us," gasped the fat competitor, who had the pole and was in danger of being crowded into the fence.—*Bearings*.

Items of Interest.

The Scottish time records from one to five miles now stand:

DISTANCE.	TIME.
$\frac{1}{2}$ Mile	1m. 10s.
1 "	2m. 25 $\frac{1}{2}$ s.
2 "	5m. 25s.
3 "	7m. 45s.
4 "	10m. 26 $\frac{1}{2}$ s.
5 "	13m. 6 $\frac{1}{2}$ s.

On August 3rd, at Springfield, Mass., G. F. Taylor, of the Manhattan A. C., made the mile with pace makers as follows: Quarter-mile, 33 3-5; half, 1.05; three-quarters, 1.36 4-5 (world's record); one mile, 2.11 (world's record). One mile in 2 min. 11 secs.; 100 miles in 5 hr. 5 min. 3 2-5 secs.; 413 $\frac{1}{2}$ miles in 24 hours. And in such weather as this! Whew!!!

The device patented for illusory cycle racing on the stage consists of a bicycle mounted so as to have its wheel free from contact with the surface on which it appears to run, its front and rear wheels geared together, and its pedals free to be operated by the rider. The supports of the machine

are secured to and projected up from a carriage adapted to be moved over the stage. The carriage carries suitably arranged duct-making devices, operated by the motion of the bicycle wheels, whereby the illusory effect of the race is rendered more effective.

It is currently reported that the Overman Wheel Co., of Chicopee, Mass., is planning to construct a large road track on the top floor of its main building when the new wing is finished. The building covers three sides of a 200-foot square, so that it will be possible to get a track with less than four laps to the mile. It will be made to furnish all the conditions of outdoor riding. There will be hills that will tax the strongest climbers, corduroy roads that will shake digestive apparatus to pieces, bog holes that will engulf even a pneumatic, and sand that will make walking seem a relief. Its purpose is to test new devices for bicycles in secret.

I have been making a study of the Herne Hill track and its denizens, and confess myself mightily pleased thereat. It would be a liberal education in training and racing, for a provincial or Irish cyclist to pass a week among the London County Clubmen, and make himself familiar with their ways. At Ball's Bridge, as at a great many other tracks, training men's chief idea seems to be to get a few laps' run on the track when it is absolutely unoccupied by anyone else, and to sprint his little spin with the most inviolable secrecy possible; but at Herne Hill the men know the advantage of training in company, and there need be no wonder that Zimmerman, having a sound basis of muscle, speed, and grit to start with, has trained on steadily and consistently, and got among our records as well as winning our loafing championships.—*An Old File, in Irish Cyclist*.

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