

Our Racing Men.

C. F. LAVENDER,

ONE MILE CHAMPION OF CANADA.

The subject of this sketch was born in 1856, in Cardington, England. In 1875, he entered the service of Messrs. J. & F. Howard, of Bedford, and assisted in constructing one of the first bicycles of modern times, weighing 60 lbs. In 1876, Mr. Lavender was one of six who formed the Bedford Amateur Bicycle Club. In the fall of the same year, the B. A. B. Club held a race meeting, where he secured one second and one third prize. This was his first appearance on the cinder path. In the same year he joined a party in touring 5000 miles. In 1877, he won two or three handicap races and the championship of Bedfordshire, which he held up to the time he came to Canada. In 1878, there was a marked improvement in both style and speed, he succeeding in winning some important races, but doing very little riding in 1879 and 1880. The following year (1881) was undoubtedly his best year. He was riding in splendid form, winning all his races in fast time. On the 17th March, 1883, Mr. Lavender sailed for Canada. Before leaving Bedford, the B. A. B. Club presented him with an address, wishing him success in the country he was going to. Making Toronto his home, he became, in May, 1883, a member of the Toronto Bicycle Club, but did very little riding till 1884, his first event being on the 24th May, at Newcastle, where he secured one first and one second prize, the latter being a five mile handicap, in which Fred. Campbell, of the Toronto Bicycle Club, won by about twenty yards. At Woodstock, on the 26th May, he took three *firsts* in a style which created quite a sensation. On the 14th June he made a successful beginning in Toronto, winning the one mile race at the Bank sports with ease in 3.14.

Mr. Lavender's style and speed, as shown up to this time, had made a favorable impression, and there were some who doubted his ability to cope with the champion (W. G. Ross, of Montreal), but the Toronto Club had sufficient confidence in his ability to send him to Montreal for the Montreal races on the 21st June, where he succeeded in winning the two events he entered for—namely, the one and five miles, beating Mr. Ross in the former.

The next important event in wheel circles in Canada, it need hardly be said, is the annual meet of the Canadian Wheelman's Association, and the most interesting races of that meet are the one and five mile championships. The interest in these was greatly increased by the result of the Montreal races. The meet took place at Toronto on 1st July. In the one mile race Mr. Lavender again beat Mr. Ross, winning for himself the title of champion, in 3.09, which lowered the Canadian record for that distance. Mr. Ross had his revenge in the five mile race, beating Mr. Lavender, and retaining the championship for that distance. The Toronto Lacrosse Club offering a valuable prize for bicycle competition on the 3rd July, again brought these gentlemen together in a one mile race, where the first place again fell to Mr. Lavender in 3.06, again lowering the record.

Mr. Lavender's next performance was in Woodstock, on 25th August, where he won three *firsts*, lowering the record to 3.05. The Woodstock tournament ended his racing career for 1884, as, while competing in a two mile open event in Buffalo on the 27th August, he was thrown by a "Star" machine, breaking his arm in two places, consequently preventing him taking any part in the Toronto Bicycle Club races on 6th September, or any races since. Mr. Lavender, when racing, keeps a very cool head, and uses his judgment to good advantage. His successes do not make him over-confident, and his modest and retiring demeanor wins him friends wherever he goes. He is 5 ft. 7 in in height, weighs 130 pounds, and rides a 54-in. "Invincible." He has never yet trained strictly for any event. Mr. Lavender has won eleven *firsts* and two seconds during the season of 1884. We are glad to say he has almost entirely recovered from his late accident, and we hope he will take part in the races of this coming season.

THE BIG FOUR BICYCLE TOUR.

A meeting of the managers of the Big Four Bicycle Tour was held at the Genesee Hotel, Buffalo, on Jan. 18th, to perfect organization, elect officers, and settle upon the route. The following were elected: B. B. Ayers, Chicago, manager; Fred. G. Bourne, New York, commander; Frank H. Taylor, Philadelphia, commodore; F. Jenkins, New York, general agent; H. F. Fuller, Chicago, secretary; J. P. Maynard, Chicago, quartermaster; G. R. Bidwell, New York, captain New York division; W. G. E. Peirce, Chicago, captain Chicago division; E. G. Whitney, Boston, captain Boston division; W. S. Bull, Buffalo, captain Buffalo division; Geo. H. Orr, Toronto, Canadian convoy; J. W. Clute, Schenectady, Mohawk Valley convoy; H. R. Bryan, Hudson, N.Y., Hudson River convoy. The route selected is as follows: Leave Buffalo July 6th, wheeling to Lockport, N.Y., for dinner; thence to Medina, N.Y., for the night; next day, through Albion to Rochester; next day, wheel down the Genesee River to Charlotte; thence by steamer across Lake Ontario to Cobourg, Ont.; next day, wheel along the north shore of Lake Ontario to Belleville, one night, and to Kingston by the next evening. Thence the party will take steamer to the Thousand Islands, spending three days among the Islands in canoeing, sailing, steamboating and fishing, per programme arranged, under guidance of Commodore Taylor. From the Thousand Islands the party will take evening train for Amsterdam, N.Y., thence wheeling down the Mohawk Valley to Albany, N.Y. From Albany wheel first day to Catskill, and next day to Poughkeepsie, along the bank of the Hudson River; afternoon boat will be taken from Poughkeepsie down the Hudson to West Point for the night. Next morning's boat will convey the party to Tarrytown, from which point New York city will be made before noon, on bicycle.—Elaborate arrangements are made for enjoyment all along the route. Hops, receptions, canoeing and bicycling will furnish the elements for a grand two weeks' sport. Full illustrated circular is now being prepared. Arrangements for one hundred tourists will be made. For information connected with the tour, address the manager, 56 Kinzie street, Chicago.

Literary Notes.

The February issue of *Outing* shows the substantial excellence that the public have learned to expect from this charming magazine. The leading paper describes, under the title, "The Mont Blanc of Our Switzerland," the experiences and observations of Mr. J. R. W. Hitchcock among the glaciers, the canons, and the snow-covered spurs which lie hidden within the dense forests surrounding Mount Tacoma, in Washington Territory, and is accompanied by spirited illustrations from the pencil of Mr. Henry Sandham. The present popular interest in New Orleans makes especially timely the entertaining paper by Mr. Norman Walker, on "Out-door Life in Louisiana," in which the various delights of that "paradise for the sportsman" are pleasantly set forth. Mr. Walker mentions, as one evidence that New Orleans has yet something to learn in these matters, that all its out-door clubs are thus far "bound by the Salic law, and refuse to admit women." Mr. K. C. Atwood contributes a bright sketch of a cruise by the Pelican Canoe Club down the Merrimac, which is well illustrated by F. Childe Hassam. "His Majesty's Ultimatum," by Louise Stockton, is a strong and interesting love story, the scene of which is laid in the Fiji Islands. "The Luck of Canadarago Camp" is a readable camping sketch, with excellent illustrations. The winter element is introduced in an interesting paper on "Snow-shoeing in Canada." Maurice Thompson's "Tangle-Leaf Papers" are continued. A practical paper on the construction of model yachts, by Capt. R. B. Forbes, a veteran yachtsman of Boston; a lively account of a bicycle run from Hartford to Boston; an entertaining description of the Kennebec tour of last summer, and several clever poems, together with the usual well-filled departments, make up a number that well sustains the reputation which *Outing* has gained.

BOOKS RECEIVED:

The Canadian Pacific Railway. By Philo Veritas.—An Appeal to Public Opinion against the Railway being carried across the Selkirk Range, that route being objectionable from the danger of falls from Glaciers and Avalanches, etc. Montreal: W. Drysdale & Co. Price, 25c.

THE EDUCATIONAL WEEKLY.—In answer to several inquiries, we are pleased to announce that arrangements have been made whereby *The Educational Weekly*, Toronto, and THE WHEELMAN may be procured for \$2.25 per annum.

AS OTHERS SEE US.

The handsomely-printed CANADIAN WHEELMAN comes out for January with its usual style, and the contents are very readable, and, when selected, well selected. A paper so good at this time of the year ought to develop into a first-class periodical when the weather opens out once more, and cycling resumes its whirl.—*Toronto Mail*.

The typographical appearance of THE CANADIAN WHEELMAN compares favorably with that of any cycling publication, being also well edited.—*Sporting and Theatrical Journal*.