

Canadian Flyers—9.

W. GEO. MCCLELLAND.

Of the many racing men who have come to the front in this Canada of ours none are more familiar to wheelmen generally than W. G. McClelland, or "Big Mack," as the stalwart rider is known to his brothers of the wheel. Our first acquaintance with him was some three years ago, when he sat astride the safety and was looked upon as a leader by that section of the club; but the "Rational" fever caught the lad, and purchasing a Rudge, he left his first love for a more elevated position, from which, although he has had many a tumble, he yet oftentimes looks down with pride upon his companion of the windy tire. "Mack's" career as a racer has been a brilliant one, from the first time he tried his mettle (outside of ordinary road scorching) at the great fifty-mile team race, ten men a side, between the Wanderers and Torontos, Sept. 27, 1890, when he captured second place against the field, and demonstrated his ability as a road rider to be of no mean order. In the spring of this year, when the Juniors of the T. B. C. met the Champion Road Team aforesaid, he again rode a good second on his Rational, a pneumatic wheel taking first place. Then again on Dominion Day, in the C. W. A. road race at Hamilton of twenty-five starters, he was the second ordinary to finish, and well to the front. At the Civic Holiday races of his club, at Rosedale, he made his appearance on the track, and in his first race, the two-mile novice, broke the record for green race in Canada, winning also, later in the day, the Club Championship Cup (ordinary) and the Boustead Gold Medal (five-mile ordinary), trophy in existence since 1882, and the second time ever won by a member of the Club, and it has been held by some of the fastest men in America. At this meet "Mack" won every race he had entered for.

Then he got the pneumatic craze very badly, and when the time came for the much-talked-of team track race between the old opponents, Wanderers vs. Torontos, "Mack" found his old safety training of advantage, and covered the distance, ten miles, inside of thirty-one minutes, coming home with the bunch. Then, like Alexander, he looked for other worlds to conquer, and, going with Smith, Hyslop, and other fast men to the Montreal races, Aug. 29, he rode a game race on a strange wheel (his own being lost on the way down), and took second place in the five-mile ordinary handicap. It was at

the great race between Hamiltons and Torontos over the Grimsby course, Sept. 7, however, that he demonstrated to his friends his abilities as a road rider; for in spite of a bad tumble, which damaged his wheel and left him last man, nothing daunted, he fixed up, and passing thirteen men took sixth place, and third of his own team. What his position would have been, without the mishap, it can easily be seen. On Sept. 14, in a field of six starters, at races at the Exhibition grounds, he won first place in two-mile handicap from scratch.

His closing record for the season was in the great "relay race" from Hamilton to Kingston, in which he covered his allotted ground, from Highland Creek to Whitby, fifteen miles—to use his own words—"over the worst road I ever seen," in fifty-six minutes. It is only fair to say that in all the races in which "Mack" has competed he has been mounted on either a Rudge Rational or a Pneumatic of same make, and is a strong advocate of that mount as being ahead of all—"bar none."

From this short sketch it can be seen that in "Mack" the Torontos have a rider whose record is "away up," and whose future is promising, both on road and track. As a friend he is a good 'un, in the Club a jovial fellow, and on a tour I want no better company than this big wheelman of the T. B. C.

BRUCE.

The subject of our next article on Canadian Flyers will be Mr. James Miln, of the Toronto Bicycle Club.

Liverpool is about to fall in with the new fashion and organize a grand lantern parade and procession in compliance with the request of a deputation from a committee composed of members of the cycling clubs in that city. The Lord Mayor of Liverpool has extended his patronage to the proposed display, which will take place on the evening of Monday, Dec. 14th. Riders will be expected to appear as far as possible in fancy costume. It is stated that the War Office has been approached with a view to the cyclist members of the Volunteer Corps of the city taking part in the parade, the deputation having expressed a wish that the Liverpool lantern parade shall benefit the cause of charity. It is expected that the Stanley Hospital will, in accordance with the Mayor's suggestion, become the recipient of £100, partly from collections made along the route.—*The Wheelman*.