

Cycling

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

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Transportation to Kingston.

Since our issue of June 9th a change has been made in the railway arrangements. The Toronto Bicycle Club has selected the Grand Trunk Railway as the official route. They will leave here on Thursday night, June 30th, on the new fast express at 9-30 p. m. They will have three Pullman sleepers which they will occupy during the whole trip. Returning they will leave Kingston on Saturday night. A baggage car will be provided for the wheels. All those going should notify Mr. A. F. Webster, Yonge St. Toronto, as soon as possible, as space in the Pullmans will be allotted in the order in which they are received. Wheelmen joining this party will have the opportunity of leaving the train at Port Hope and riding to Kingston and making their century on one of the finest pieces of road in Canada.

Sidewalk Riders, Beware.

In a recent issue of CYCLING we called attention to the fact that the constables of York township and North Toronto are enforcing by-laws of each of these municipalities, and are arresting and having fined all wheelmen caught so infringing. We might also add that these constables have learned by experience that it is not an easy matter to catch a wheelman and are therefore "coming the sneak act," as the boys say, and collaring the unwary. We do not in any way uphold sidewalk-riding and expect to be fined when caught, but we certainly do not intend to be caught in the Northern and North-Western suburbs for the simple reason that we will then "keep off the grass," and we would advise our fellow wheelmen (and wheelwomen) to follow our example.

Road Racing.

The idea set forth in the *Wheelman*, of taking some steps to place road racing upon a proper basis, or defining its present status with regard to the Association, is one which will bear a good deal of careful attention. While not advising any hasty move in the matter, we still hope the question will be decided at the meeting of the Board of Officers at Kingston on July 1, either by forming a separate organization, as in England, or taking special knowledge of it under the present rules of the C. W. A.

We think one mistake was made in connection with the finish of the recent road race, and that was in having the riders complete the circle of the Woodbine course four times. Once would have been better for all concerned—public, scorers and contestants—as several riders are reported to have made the circle five times, and unless one were familiar with a contestant it was a difficult matter to keep a correct score.

The C. W. A. and Road-Racing.

A writer in the *Wheelman* inquires "Since when did the C. W. A. recognize road-racing?" We would just point out to our friend that to the *Mail* and editor Gerrie belong the distinction of having projected and successfully completed the first *open* road competition ever held in Canada. All previous road races have been either club or inter-club events, and these clubs members of the C. W. A., who could not legally hold races otherwise than under the laws and rules of the C. W. A. The Association claims exclusive jurisdiction in all cycling matters in Canada, and the Queen City race was, we think, something of a cycling matter and therefore the Association must necessarily claim jurisdiction over it.

The *Canadian Wheelman* of June 20 seems to have been devoted particularly to the Toronto Bicycle Club, if one may judge by the fact that most of the editorials and correspondence make reference to the recent action of that club in declining to enter its members for the recent Queen City Road Race.

The Racing Board of the Club and the racing men were, we understand, backed by the Club generally in their action, so that we must presume they had reasons satisfactory to themselves for the course pursued. Such being the case, we think it is a matter for