

the picture of ease and strength. He stands 5 feet 8 inches in his stockings, and when in condition tips the beam at 129 lbs. Of a retiring disposition, he never pushes himself forward, but easily attracts friends, and when known is much sought after on account of his pleasant and agreeable manner. It is safe to say that no athlete is more admired by his club mates than Palmer is by the H. B. C. They fairly idolize him, and fully appreciate the difficulties Mr. Palmer has had to contend with, and every member of the club not only considers it his duty, but a privilege, to aid in placing him on the highest rung of the ladder of cycling fame.

We hope the club that has fostered him will continue to reap the benefit accruing from the achievements of the most successful safety rider in Canada, and we wish every success to the Safety Champion himself.

W. J. H.

Hamilton Letter.

DEAR EDITOR.—I had hoped to be able in this issue to express to the Toronto Bicycle Club the great pleasure it affords me to again see them happy and smiling after defeating the team from the Hamilton Club. But "the powers that be" have intervened and I must await your succeeding issue before receiving fit and proper punishment for my hasty and sharp remarks about the race on July 2nd. There is one thing certain, I can stand defeat (not because I am accustomed to it, for I know not defeat) and I am quite prepared for a large dose of medicine in your next issue and will promise not to accuse any one of swelled head, etc., because every one is accustomed to crow over a victory.

To a stranger the scene at the King St. Station of the G.T.R. would never strike him as two friendly clubs trying to satisfactorily arrange a fresh date for a friendly race. On the face of it there was blood, and for what reason? The President of the H.B.C. stated positively that he thought more of the health of his team than of all the glory of a victory over any team, and he refused to allow them to race in the rain. Toronto had come up determined to race, and race they would, but when told to go over the course and claim the trophy declined to do so.

The H. B. C. then suggested Sept. 26th, but this would allow them time to train, and that would never do, the race must be run immediately so as not to interfere with the Industrial Fair. So, after two hours of wordy war, it was finally decided to ride on

Monday afternoon at three o'clock. It was very broadly hinted that the H.B.C. were not in shape, therefore were quite anxious to have the race delayed. Probably this was true.

The Hamilton Club, elated by the success of A. W. Palmer, have entered him at Springfield, Mass., for the twenty-mile road race, also the one mile open and two half mile dashes. It will be interesting to see him ride against the Americans, and of the result we are quite hopeful. At Montreal he did not push himself against Berlo, because the time was much slower than he usually makes. After the races Berlo told our champion that the one mile open was the hardest race he had ever ridden, and those who saw it think that if he had not crowded Palmer he would have been beaten. There is no doubt of Palmer's ability to beat any rider in Canada, and of course we are always looking for other fields to conquer so we send him where they are. This defeating the same men every day is becoming too much of a chestnut, moreover experience is a great teacher, of which I will tell you more anon.

HOBBY.

Military Cycling.

Military cycling is attracting a good deal of attention on the Continent. Major Brix, the commander of the Militar-Turnanstalt in Berlin, recently made some interesting experiments in order to test the speed of bicycles compared with that of horses, for the purpose of conveying despatches from Berlin to Weissensee. The distances attempted were from Straussberg to Weissensee, just twenty-four miles, and from Eberswalbe to Weissensee, thirty-two miles. In the latter journey two cavalry officers rode against two infantry officers mounted on bicycles. The latter accomplished the journey in 255 minutes and 210 minutes respectively, while the two lieutenants on horseback arrived at their destination seven minutes before the first bicycle rider. In the shorter distance the same result was attained, the rider arriving in advance of the bicyclists. In both cases the cavalry officers only rode at a gallop for the first fifteen minutes of the journey, while the bicyclists went at full speed all the way.—*The Wheelman.*

A bicycle corps has been organized in connection with the 13th Regiment of Brooklyn, N. Y., for instruction in reconnoissance duty and signal corps work.