

Cycling

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

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The C. W. A. Meet.

Kingston expects it: Sarnia wants it. Two years ago when the Meet was given to Ottawa it was tacitly understood, if not actually promised, that Kingston should get the Meet of '92 if she were able and willing to provide for it. If, therefore, the "Limestone City" is in a position to provide a good track and good hotel accommodation at reasonable prices (the hotel proprietors of Kingston have a fashion of doubling prices on such occasions), there can be no excuse for taking the Meet elsewhere this year. If, however, they have no track and cannot provide the necessary accommodation, the claims of Sarnia may then be considered, and we think in a very favorable light, for they admittedly have a fast track, good hotel accommodation and an enthusiastic club, who are anxious to entertain the C.W.A. The time has gone by when the Association can afford to meet in towns without proper tracks upon which the championship events may be competed. It ought to be distinctly understood, however, that whichever town secures the Meet must do so on the regular terms of the Association in regard to division of profits.

C. W. A. Road Race.

We do not hear much talk this spring of a C.W.A. team road race. What is the reason of this? Did the larger Toronto clubs get sufficient of it last year at the hands of their Hamilton friends, or is it just a little early to be talking of the matter yet? We hope that the Meet this year will see another successful race similar to the one of last year at Hamilton.

The New Track for Toronto.

We have several times urged the necessity for a new track in Toronto. Committees from the different clubs have been appointed, have discovered a feasible plan for a cycling track and then dropped the matter. Every few days we hear of the formation of a new wheel club, so that instead of the two original clubs there are some eight clubs at present in the city with an aggregate membership of at least 500 or 600 active wheelmen. No reasonable excuse can therefore be offered for not at once taking up the track matter and pushing it to a successful completion.

The *American Wheelman*, of the 9th, contains a photo of some Tonawanda Rovers "Hard-Timers." One of the figures emulated the Wanderers' "Belle," but McBride still has a good "cinch" on the honor.

Already has the bicycle thief been at work, and a city wheelman mourns the loss of a Rudge Pneumatic, which he had left standing for a moment in front of his house one evening last week, while he went in to get a cloth for the purpose of cleaning it. No trace has been heard of it up to date.

A few days ago as we were chatting with a friend, we noticed a ragged little urchin playing with his fox terrier. The boy had some hickory nuts, one of which he threw to the dog, who picked it up, cracked it and dropped it on the sidewalk, when the boy gathered it in and extracted the kernel! Truly "necessity (in this meaning no hammer) is the mother of invention."

The *Scottish Cyclist* has been experimenting with long wheel based machines, and comes to the conclusion that for road riding they are not so suitable to men of short stature, particularly for uphill work, as the short-based machines, and says: "For men of 5ft. 6in., and under, we think the old fairly close-built design will be found more suitable, and that only to men of taller stature will the longer base prove of most value."

Do you remember, long ago, in the dark ages, before you owned a cycle, how very seldom the watering-carts used to come round? "They were never about when they were wanted," you used to say, indignantly, as you tramped along in a cloud of dust. And now—when the liberal shower of water cast on the thirsty setts is the very thing you abhor—the watering-carts seem, like the poor and the amateur question, to be always with you!—*Ex.*