

A Great Race.

The Royal Canadians Win the Dunlop Trophy.

A Splendid Array of Wheelmen at Queen's Park.

The Leader Covers the 20 Miles in 59:43-2.5.

Many of the Riders Fall by the Wayside.

The Toronto in Hard Luck—Several Bad Spills—Pinky Riding—London Not in It—Details of the Race.

SATURDAY'S GREAT RACE.

One of the greatest wheeling events of the Canadian season took place here on Saturday afternoon.

The Dunlop trophy race, twenty miles, is one that interests wheeling clubs throughout the Dominion. More favorable weather there could not have been, and the race may be pronounced in general very satisfactory.

About one thousand people were on the grand stand at Queen's Park to witness the start and finish, and large numbers watched the racers on the road.

The monster silver trophy, which stands seven feet high and is valued at \$1,000, is now the property of the Royal Canadian Bicycle Club, of Toronto, they having won it twice in succession.

Eight clubs entered, six of them coming from Toronto; the others being the Meteors, of Ingersoll, and the Londoners. The Toronto clubs represented were the Royal Canadians, the Ramblers, West Association, Queen City, Tourists and Toronto. Each club was at the start with ten men, but some were one or two men short. The first five men of each club were the only ones counted in the finish of the race.

THE TEAMS.

The start was one of the finest, considering the number of competitors, ever seen on a track. One man from each club was at the scratch, and behind him were the other members of the team in single file, making eight rows with from eight to ten eager wheelmen in each row. Each rider was on his starter, so that in the bunch were about 150 men and 75 wheels.

The Meteors, of Ingersoll, had the position on the inside of the track, and wore white shashes. Their entries were O. Gibbons, Wm. Hoult, Thos. Taylor, Wesley Miller, M. A. Scouler, Sherman Day, Gordon Ellis and Wm. Woolson.

Next were the Royal Canadians, with John Anderson, Lou Bounsaill, Geo. Apples, Percy Humphreys and Geo. Leaman, Geo. Nicholson, A. H. Oake, H. Parkins, W. Simpson and H. Thompson, all wearing the Union Jack, and riding the wheels they upheld the honor of their colors.

The Londoners were next, wearing red shashes, which they wore around their waists like the wild warriors. They at first had the shashes over their shoulders, but were obliged to change in order to distinguish them from the Toronto, who wore the same colors. F. McCormick, Chas. Graham, E. Berg, C. W. Smith, E. Abbott, R. Robertson, H. Niven and F. Decey entered.

The Ramblers, of Toronto, were represented by J. J. Wright, J. Moore, J. P. Marshall, John Dingle, W. Armstrong, C. M. Martin, J. H. Barnes, J. Wickens, J. Gratz and J. Arnold, and their colors were red, black and old gold.

The West Association, represented by H. Cassidy, R. Thompson, J. J. Egan, N. Cassidy, J. H. Barnett, W. H. Thompson, D. Craig and R. P. B. Jones, came next, with colors of red, white and blue.

For the Queen City, Fred O'Connor, H. S. Salt, H. J. Graham, Wm. Greatrix, J. Elrick, J. M. Gilbeck, W. Ross, A. W. Cameron and C. M. Muan rode with colors of blue, gray and gold.

The Tourists were represented by A. McCormick, J. A. P. Gumbel, W. Martin, W. J. Stewart, T. W. Jones, W. M. Wallace, Lou Scholes, R. W. Palmer, A. E. West and E. Jones, with light green shashes.

The Toronto were on the outside of the track, represented by Geo. Doherty, H. A. McGill, John Robinson, R. F. Brimer, P. C. McCormick, W. M. Campbell, Harry Hulse, F. C. Robinson and F. D. Charles, wearing cherry shashes.

A SPLENDID SPECTACLE.

Dr. J. D. Balfour handled the pistol, and after cautioning the starters to stand perfectly still when the start was made, pulled the trigger. The riders moved off in beautiful shape, and at a lively clip. E. Abbott, of the Londoners, ran into a starter in front of him and fell off his wheel, but quickly mounted again. This was the only exception. The riders were ordered to go around the course three times, and then turned onto Dundas street through the gate near the street railway loop.

Seventy-four young athletes, putting forth every effort in good-natured rivalry, and each bedecked with the brilliant colors which distinguished the various clubs, made a pretty spectacle as the cavalcade sped around the track. The first lap was made without accident, and the crowd kept well together. McCormick, of the Tourists, was in the lead, closely followed by Bounsaill, Humphreys and Thompson. In the second lap

A GREAT SPILL occurred on the far side of the course opposite the stands. F. D. Charles, of the Toronto, was run into, and thrown by the man behind, and immediately 15 or 20 riders were sprawling on the track. Wheels and men were mixed up in apparently inextricable confusion. Scholes, of the Tourists, had his arm badly lacerated, Cameron, of Queen City, and two or three others had their faces scratched and bruised, and Wallace and Graham had their shashes torn. They all withdrew from the race. Gibbons, of the Meteors, had his wheel broken, but jumped on another and pluckily finished. The Toronto, who had commenced at this juncture, and persistently stuck to them all through the race. Four of their men were shown, but all were quickly removed, and continued. While the injured men were trying to discover the extent of the damage they and their wheelmen had received, the warning cry came, "Look out for the others! Clear the track!" and sweeping around

the curve came the more fortunate riders, as the race went on.

ON THE ROAD.

No further accidents occurred until the riders were all on the road. McCormick was first to go out of the gate, with F. A. Moon, and J. Robinson a close second and third. The remainder were strung out into a long line, and the exit from the park was effected without any accident. The course then lay nine miles east on the Governor's road to

THE TURNING POST.

which, by rare good fortune, happened to be at a point where a side road crosses the Governor's road. It was practically the only suitable turning point on the course. The scorers at the turn were W. Mann, C. T. T. Gibson, J. W. Hyman, F. Wright, Cassie and Gough, and the order of turning was as follows:

A. McCormick, of the Tourists, first, and close behind him in a bunch Percy Humphreys and Lou Bounsaill, Royal Canadians; J. Elrick, Queen City Club; N. Cassidy, West Association; J. M. Gilbeck, Queen City; Frank McCormick, Londoners; J. J. Wright, Ramblers, and H. S. Salt, Queen City.

After these the riders were somewhat strung out, and rounded the barrier in the order: J. P. Marshall, Ramblers; Harry Hulse, Toronto; C. M. Muan, Queen City; John Robinson, Toronto; H. Thompson, Canadians; Wm. Greatrix, Queen City; R. Thompson, West Association; Fred O'Connor, Queen City; W. Armstrong, Ramblers; H. Parkins, Geo. Apples, Ramblers; D. Craig, Canadians; D. Craig, Association; Chris Leaman, and George Nicholson, Canadians; J. H. Barnett, Association; C. Martin, Ramblers; J. J. Egan, Queen City; H. W. Martin, Tourists; M. A. Scouler and Sherman Day, Meteors; W. Watts, Ramblers; John Anderson, Canadians; E. Jones, Tourists; W. Miller, Meteors; W. J. Stewart, Tourists; H. Wickens, Ramblers; T. Taylor, Meteors; J. Arnold and J. Dingle, Ramblers; W. H. Barnes, Meteors; Simpson, Canadians; W. Woolson, Meteors; R. F. Brimer, Toronto; R. W. Palmer, Tourists; Geo. Doherty, Toronto; N. Cassidy, Association; T. W. Jones, Tourists; W. Ross, Queen City; R. Robertson, Londoners; R. P. B. Jones, Association; E. Abbott, Londoners; Lennie, Canadians, and O. Gibbons, Meteors.

Gibbons made the turn at 4:52, eight minutes behind McCormick. At the Dundas bar, where the Ramblers, and Lennie, of the Canadians, were too eager to make a quick turn, and tumbled. About 50 people, principally residents of the vicinity, gathered there to witness the race.

THE ROAD POOR.

The road was in a very bad state—mud puddles in many places, and ruts where the water had dried. Road work had recently been done in places where the boys had to be used to push their wheels through freshly graveled patches. Members of the different clubs were scattered along the line with wheels, to be used in case of mishaps. It was contrary to the rules to take a side patch. A rider so doing would have disqualified the club of which he was a member. So those inviting stretches of smooth walks by the roadside seemed doubly attractive under the restriction.

FELL BY THE WAYSIDE.

While the riders were on the road the Gymkhana took place. In a short time someone shouted, "They're coming!" and all eyes were directed to the gate. F. A. Moore, one of the Toronto's best men, had punctured his tire when three miles out, and was obliged to return. In a little while another Toronto man, F. J. Graves, came back. He had met with similar luck. There were three members of the club members and their friends, who had felt sure of the success of their champions, and when they learned of the mishaps, two of their best, had withdrawn from the race, visions of the big trophy adorning their rooms rapidly vanished.

But this was not all of their misfortunes. H. A. McGill, of the Toronto, Robinson fell when six miles out and broke their wheels, and did not get back till the finish was over. Robinson rode back with the front tire off his wheel. He carried the tire and rode on the rim. J. H. Barnett, of West Association, fell six times, and had his leg badly torn and scratched, but succeeded in scoring well up to the front. Eddie Bernard and C. W. Smith, of the Londoners, dropped out soon after the start, and Eddie was on hand at the gate with his kodak to take snap shots of the riders when they returned.

ANOTHER SPILL.

The gate was too narrow, and coming in there was another great spill, in which the Toronto were the principal sufferers. Harry Hulse, who was third, tried to make too short a turn, and slipped on the sand and threw McCormick, Robinson and several others. J. M. Gilbeck, of the Ramblers, broke his wheel, so that he could not ride it, but he picked it up and ran to the finish, holding the wheel in the air.

THE FINISH.

The finish on the course was from the gate to the tape, and the riders presented a vastly different appearance than at the start. With few exceptions they were all but played out. Many were scratched and bruised and covered with mud. Some of the wheels were sadly dilapidated. Greatly was loudly cheered as he had the prize, having covered twenty miles in 59:43-2.5. Following is the order in which they scored:

Position at finish. Points.

Royal Canadians..... 3
Lou Bounsaill..... 78
Chris. Leaman..... 4
Percy Humphreys..... 6
A. H. Oake..... 75
H. Parkins..... 9

Total.....378

Queen City..... 30
William Greatrix..... 12
J. Elrick..... 12
J. M. Gilbeck..... 13
C. Muan..... 17
H. S. Salt..... 18

Total.....340

West Association..... 74
R. Thompson..... 7
H. Cassidy..... 10
J. H. Barnes..... 70
D. Craig..... 23
J. J. Egan..... 31

Total.....381

Ramblers..... 63
W. Armstrong..... 14
J. J. Wright..... 20
J. E. Marshall..... 21
H. Wickens..... 23
W. Watts..... 32

Total.....309

Tourists..... 70
A. McCormick..... 2
H. W. Martin..... 24
W. J. Stewart..... 30
T. W. Jones..... 39
R. W. Palmer..... 45

Total.....287

METEORS.

M. A. Scouler..... 26
Wesley Miller..... 27
Thos. Taylor..... 29
Sherman Day..... 34
William Hoult..... 38

Total.....271

TORONTO.

John Robinson..... 8
Harry Hulse..... 15
R. F. Brimer..... 42
George Doherty..... 44

Total.....233

LONDONERS.

F. McCormick..... 25
R. Robertson..... 47
E. Abbott..... 50

Total.....122

NOTES.

The Toronto lost three men almost at the start.

The Toronto boys now call Greatrix Greatraze.

The attendance of spectators was disappointing to the promoters.

McCormick is a big man and finely built. He rode an 80-gear wheel.

James Mine, the clever editor of Cycling, Toronto, was at the park.

E. Abbott, of London, was re-proved for being accompanied by a pacer.

The riders were rubbed down by their trainers in the horse stables before they started.

No Royal Canadians were in the spill on the track. They ran in great luck all through.

McCormick, of the Tourists, was nearly paralyzed with wonder by the meteor-like array.

Only three Londoners covered the race. Messrs. Egan and Graham did not round the barrel.

R. C. Leaman, of Toronto, won the race in which the riders rode one wheel and carried the other.

In the Gymkhana Percy Millman won the slow race. The cigar race was won by Fred Lawrence.

Wm. Greatrix, of the Tourists, went to the trustees of the Dunlop trophy, and half to the London Bicycle Club.

W. A. Smith, an old London boy, now the Toronto manager for the Stearns Company, was in the city with the crowd.

Manager Route, of the Opera House, told Dr. Balfour that a box for the evening performance was at the disposal of the winners of the race.

The Royal Canadians were there. At the Dundas bar, where the Ramblers, and Lennie, of the Canadians, were too eager to make a quick turn, and tumbled. About 50 people, principally residents of the vicinity, gathered there to witness the race.

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The Telegraphers' Strike.

Nothing New in Sunday's Developments.

Both Sides Claim to Have the Advantage.

Montreal, Oct. 6.—There was practically no change in the C. P. R. train dispatchers' strike last night. Mr. Pierson, second assistant chief of the Order of Railway Telegraphers, left Ottawa for a meeting.

Grand Chief Powell remains in Montreal, and is in consultation with representatives of the other branches of the system, some eyes, strenuous as yet that the engineers and trainmen will join in the strike, but it is reported that many of the engineers have refused to take action from so-called "scab" telegraphers.

It is claimed by the company that many of the new telegraphers are being threatened, and intimidated, and in response to a demand from the company 25 members of the Montreal police force were dispatched in the Soo train to be distributed at points along the route.

Grand Chief Pierson said last evening: "The C. P. R. claim that the strike was called out of order, and that we are not entitled to sympathy with the telegraphers, and that a committee was appointed to proceed to Montreal at once to urge another meeting of the telegraphers of the situation, and to urge that something should be done to arrive at a settlement. I have also received advice that the road men are not working at all, and that all freight is practically tied up. That does not look very much as if the telegraphers were doing much for the service. I began to think that our little girl could not live long, our physical condition doing no good. In the meantime I have been receiving a great deal of sympathy, called 'False and True,' which you sent me. After seeing the accounts of so many cases effected by your treatment, I at once resorted to them, and by the time she used one bottle she was most well. The ulcers that were making their appearance on her body are entirely gone and her lungs almost healed, or at least she has quit coughing. She has been a very good girl, and I believe by the time that she uses all of it she will be well. She had a very bad cough."

Flat Top, Mercer County, W. Va.

"LIFE A BURDEN."

Dr. Radway—Dear Sir,—For a long time past I have been suffering in the most distressing manner from a long train of symptoms, which have baffled the skill of all medical men down here, and which I feared, if not arrested in their progress, would terminate in the total prostration of my strength. Loss of appetite and desire for stimulating and artificial means of sustenance at irregular times, want of healthy sleep and consequent depression on arising in the morning, rendered life quite a burden to me, until a friend induced me to try your medicine. So I got a bottle of Radway's Sarsaparilla and a box of Radway's Pills and took them according to directions. I soon found relief. I got three boxes and three bottles more, and I am in better health than ever before. I remain your humble servant, ARTHUR D. WRIGHT, Unionville, Mich.

SCROFULA FROM BIRTH.

Dr. Radway—Dear Sir,—It is with pleasure I take my pen in hand to inform you of the great effect effected by your medicine called Sarsaparilla. I have a girl three years old, last September, who has suffered with scrofula ever since she was two years old. In fact, a doctor told us she was born with it. We had our best local doctors with her, and it seemed like all hope was gone, for they told us if the disease settled on her lungs she could not be cured. This frightful disease seated or seized her lungs severely. I began to think that our little girl could not live long, our physical condition doing no good. In the meantime I have been receiving a great deal of sympathy, called 'False and True,' which you sent me. After seeing the accounts of so many cases effected by your treatment, I at once resorted to them, and by the time she used one bottle she was most well. The ulcers that were making their appearance on her body are entirely gone and her lungs almost healed, or at least she has quit coughing. She has been a very good girl, and I believe by the time that she uses all of it she will be well. She had a very bad cough."

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