

Hamilton Notes.

DEAR CYCLING,—What is the matter with Hamilton?

The reason we have not been heard from is because we desire to perform our duty in completing arrangements for the greatest meet of wheelmen ever held in America. Now that we are resting on our hands waiting for entries (we have received a large number already) for our races, and securing accommodation for visiting wheelmen, we think it only in order to show that we are still on the move.

Our pamphlet is in the printers' hands, and we hope ere the 15th to have issued to every wheelman in Canada a copy of the finest book ever presented by the Association. Read, mark, learn and inwardly digest its contents and you will perceive what we are preparing for your enjoyment.

Our track is well known throughout America as being the finest of its kind; look out for broken records.

The scenery and drives around Hamilton are the finest in Canada. Arrange for your holidays and spend them with us. You will never regret it.

The road race on July 2 promises to be very exciting. Our team will be chosen from the competitors in the handicap race to-day, and in our usual modest manner we say "they will be in it on July 2."

Racers are requested to send in their entries to R. B. Griffith without delay, and in all cases the fees must accompany the entry. Road teams will please be governed by above.

Clubs desiring good hotel accommodation are requested to send in their applications immediately, as we expect quite a rush. State number coming and what you will require.

HAMILTON.

That "Slow Race."

DEAR EDITOR,—In the last issue of CYCLING I noticed a reference made to the fact that the Comet Cycle Co. were becoming famous for producing racing men, in which, I think, H. C. Pease, of that firm, was done an injustice. In the article referred to mention was made of different parties connected with the firm, who have, at different times, won laurels on the track and road, and then went on to state "that at some time we might hear of H. C. Pease winning a slow race." This, I think, Mr. Editor, is very misleading, and may give those of your readers who are not acquainted with Mr.

Pease's racing abilities an idea that he was not capable of winning anything but a "slow race." The writer of that article evidently was not at Highland Creek a year or so ago when Mr. Pease had the pleasure of occupying one of the seats of honor at a banquet tendered to the winners of a ten mile road-race, on that occasion beating one of the famous ten who are now styled as our "Champion Road Team," and, last of all, CYCLING contained a full account of this gentleman's glorious victory in a race around the park road in the city of Buffalo, a distance of over three miles, winning first place and receiving the only prize awarded on that occasion. This was a surprise to the members of the Buffalo Ramblers Bicycle Club, who had no idea that this unassuming, modest little Canadian was able to take a prize right from under the nose of some of their crack flyers. I have no doubt if Mr. Pease were consulted on the subject he could give us accounts of many other races he has won. If I recollect correctly I was present at Niagara Falls two years ago, when he won an impromptu race from Mr. T. Fane, of the Comet Cycle Co., who we all know is an old champion.

Now, Mr. Editor, in championing the cause of Mr. Pease, I am doing it purely from a love of justice, and probably will receive no thanks from him for my pains, but I think the old saying of "Give every dog his due," is very applicable in this case, and I felt that I could not sit calmly by and see so misleading a statement go uncorrected.

Thanking you for the space occupied in your paper, I am, yours truly, ERBSEN.

In a recent issue of *Bicycling News*, the editor comments upon the fact that the "Ordinary" still holds its own in Montreal, because at a recent run of the Montreal Bicycle Club there were present seven "Ordinarys" and eight "Safetys." We think his opinion would be very much strengthened were he to see a run of the Wanderers or Torontos, in the former of which the "Ordinarys" usually number about four times as many as the "Safetys," and in the latter about twice. There is no doubt of the fact that Canadian riders still cling to the graceful "Ordinary" (Rational pattern), in preference to the dwarf machine.

A company is being organized in Buffalo for the protection of wheels against damage, theft or fire. May they soon start a branch office in Canada, is the prayer of several of the Toronto wheelmen who have lately suffered at the hands of the Bicycle thief.