

Athenæum Bicycle Club.

T. B. C. Mileage.

OFFICERS:

J. P. EDWARDS.....	President.
W. C. MEREDITH.....	Vice-President.
J. H. EDDIS.....	Sec.-Treasurer.

OFFICERS OF THE ROAD:

J. P. LANGLEY.....	Captain.
A. BYRON.....	1st Lieutenant.
A. ECKLEY.....	2nd "
L. ROBERTSON.....	3rd "

1 J. Stanbury... 767 m.	6 E. Y. Parker. 423 m.
2 G. M. Begg... 755 "	7 J. Miln 415 "
3 W. Robbins.. 623 "	8 W. Hurndall. 379 "
4 W. H. Miln .. 592 "	9 J. Wood 323 "
5 J. Sinclair.... 561 "	10 A. Rankin ... 313 "

Possible mileage, 935 miles.

The regular monthly meeting of the club will be held at the club rooms, Public Library Building, on the third Thursday of each month at 7.30 p.m. sharp.

The Time for Training.

As from time to time arduous performances on the road are accomplished by youths, and as every season the school of immature path riders grows larger, the following warning words from Sir Morell Mackenzie may be perused with profit: "When, it may be asked, is it safe for a youth to begin training? When growth is so far complete as to make the body able to bear the extra strain put on its resources by the increased work it has to do under training. Before the eighteenth year the shafts of the limb bones are not fully ossified, and it is not till a somewhat later period that the upper and lower portions of these bones, which develop separately, become firmly soldered to the shaft. Even after that growth still goes on, and the bony framework of the body is not fully consolidated till between the 25th and 30th year. The heart, lungs, and other organs do not attain their full development till about the same period, the greatest progressive growth taking place between the 18th and 25th years. From these data it may be concluded that no severe course of training should ever be undergone before the age of eighteen at least, and no prolonged effort requiring endurance as well as muscular strength should be undertaken before twenty. Even at that age rapid training for an athletic contest of any severity should not be undergone without the warranty of soundness having first been obtained from a medical man.—*Ex.*

From the *Referee* we clip the following which we think is the very latest. The rider escaped to record the event which occurred in Buffalo: "Fowler's mount was a Warwick diamond frame, and, although half a dozen cars passed over it and dragged the machine about two hundred feet, not a thing was broken. The wheel is a curiosity, and appears to be tied up in a double bow knot."

Quite a number of riders of the mud-whirling safety have cleverly adopted the American cheese box idea, and furnished their machines with light, broad, and thoroughly efficient mud-guards, which when coated with Brunswick black appear by no means unsightly. The only pair that have gone wrong yet were subjected to the strain of being driven through two and a half feet of water running strongly across the road. These guards acted as a grand brake, and pulled the rider up in the deepest part.

Mark Tapley was a real good sort; the kind of companion to take about with one on one's daily wanderings, and live next door to, most of one's life. Dickens piled on every adverse circumstance he could think of to throw up his powers of cheerfulness, but there were a few bitter ones he couldn't subject him to, for they weren't invented. If, for instance, Mark had been made to sing the song of the burst pneumatic! If he had been ten miles from the nearest town, on tour, with a fine soaking night setting in, and not a human being in sight, and his flask empty, and his sandwiches all gone, and his tire had selected that particular opportunity to flatten! We may be severe on Mark, but we fancy a test of that sort might have taken some of the lustre from his character.—*Bicycling News.*

Prof. Yorke Brown
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