

Chicago Letter.

I noticed with pleasure that CYCLING coincides with me on the question of forming a Century Club in Canada. With such a champion I feel certain that at no distant date The Canadian Century Road Club will be a reality. I would offer as a suggestion that in order to become a member of the club that the applicant should qualify by riding a century, as well as pay the necessary dues, which should be made as low as practicable in order to enable the majority to join. Pull together, and don't let petty jealousies and spite keep you from joining the club, is what I would say to the fraternity, but endeavor to place Canada to the front in the cycling world.

So Toronto is to have a track that will be the equal of any thing in the world, and I believe the Toronto Lacrosse Club is responsible for it. Well, it is to be hoped that every rider will give that organization the support it deserves, and that the numerous talent developed during the season just past will give a good account of themselves next year, now that they will have an opportunity to ride on a track that will undoubtedly be fast, and that we will hear as much about the Canadian flyers on this side, as in the days when Fred Foster was king.

What has happened that there are not so many tours in Canada as there were in the eighties. I am endeavoring to interest the riders of both countries in each other, so as to bring about the same interest in touring as when the Big Four, The Clerical Party, The Veterans of N.Y., and the Rochester clubs used to "do" Canada on their wheels. I am sure that the Canadian wheelmen will be just as glad to meet their American cousins now as they were then. The riders who participated in the above tours look back to them with a great deal of pleasure, and it is a well-known fact that they would only be too glad to meet the Canadians on this side. Let us have more of these tours. The American cycling journals are devoting more space to Canadian news than heretofore. I might mention that *The Bearings* have a correspondent on Canadian news, who, by the way, uses my *nom de plume*, and the articles commence this week.

"Birdie" Munger did not go to St. Louis to ride over the De Soto road with Hal Greenwood on account of the weather, and the race is off until next season.

"Senator" Morgan is in Chicago making preparations for the six-day tournament, to be held here during Christmas week. He

will remain here for two years, and will be on the staff of *The Referee*. The "Senator" has many pleasant recollections of a Canadian trip, and hopes to renew acquaintances at some future date.

W. C. Thorne has had his claim to the quarter-mile record allowed by the L.A.W., as stated in a letter recently received by him from Geo. S. Atwater, chairman of the racing board of that organization. Mr. Thorne made this record at Rockford, Ill., on July 4, 1891, riding the distance in 33 seconds, beating the English record of 33½ seconds, so that he now holds the world's record for the quarter mile. It is to be regretted that W. C. cannot give more time to racing, as he could with proper practice undoubtedly prove himself superior to the majority of riders now on the path, if not to all of them. His easy style is universally admired, and he is the prettiest rider on road or path it has ever been my good luck to see. His good natured disposition makes him one of the most popular wheelmen in America.

So Arthur Zimmerman is going abroad to invade the lion's den. He is anxious to meet Osmond, the English crack, and hopes to be able to lower the latter's record of 2.16 for the mile at least three seconds. J. E. Corcoran, his trainer, and his youngest brother, Howard Zimmerman, who is said to be rapidly becoming a speedy rider, will accompany him.

George Orr was in Chicago a few days ago, accompanied by Bert Thompson. They were on their way home after a six weeks' trip through Florida. George has many friends here (and not only here, but everywhere), and it is to be regretted they did not have an opportunity of having a chat with him, on account of his limited time while here. Will Park, another old member of the Wanderers, has been here putting in his honeymoon in this gay and festive city.

The trade is at present quiet, but dealers, jobbers and manufacturers look forward to a large increase in business next year. The all-absorbing topic is the tire question: What will it be, cushion or pneumatic? I am inclined to think that the air-tire will be in the large majority. The leading frame seems to be the diamond, with very long wheel-base, saddle in front of rear wheel and set well down. Then, again, the geared ordinary threatens to usurp the place held by the safety. What with air cycles, water cycles, and "Grip's" patent ice cycle (as submitted to the Wanderers in the last issue of that periodical), is enough to give one the "D. T.'s," and with the tonsorial artist I can only cry: "next!"