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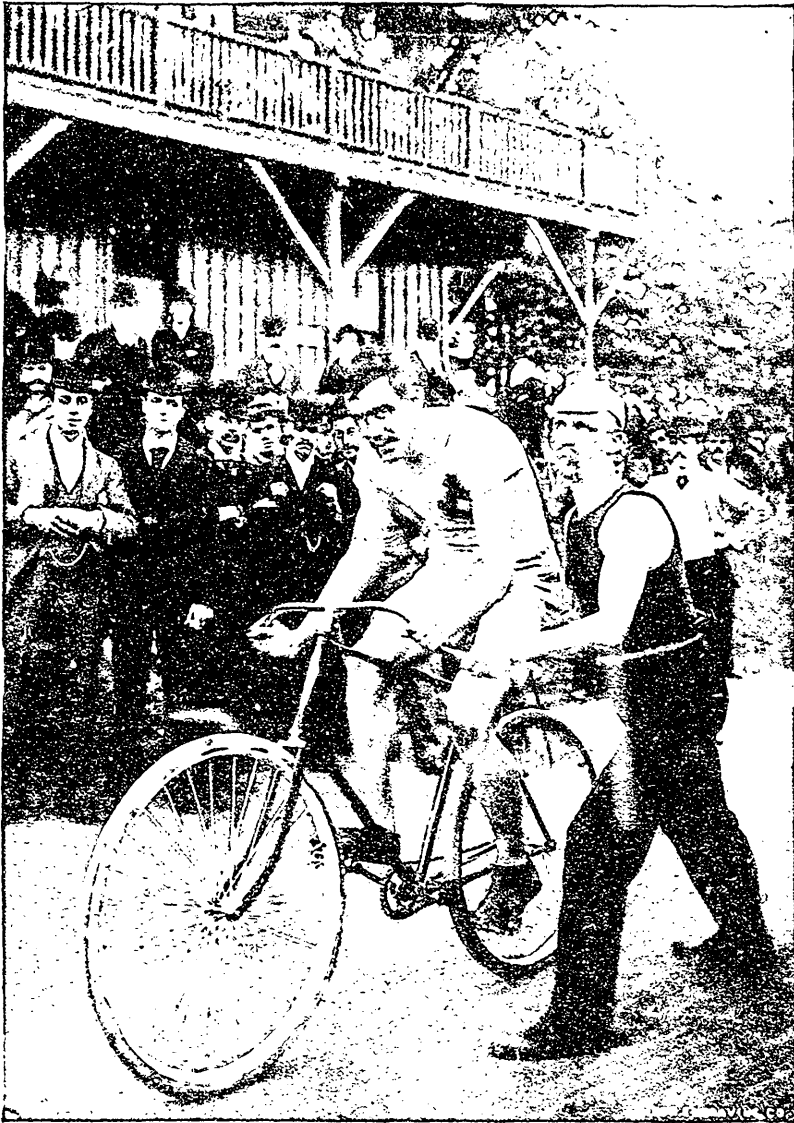
CYCLING

A Mirror of Wheeling Events—Devoted to the Interest of Cyclists in General.

Vol. II.

TORONTO, SEPTEMBER 29, 1892.

No 21.



G. F. TAYLOR,
AT THE WANDERERS' MEET.

A Chat With an English Cycle Manufacturer.

Mr. C. Vernon Pugh, Business Manager and a partner in the Whitworth Works Co., arrived in town the other day, and is stopping with Mr. Hyslop, of Hyslop, Caulfield & Co., the Canadian general agents of the company. He expressed himself as very favorably impressed with the Canadian business, and it is his intention to proceed to New York and open up a branch house in the United States, after which he will visit Chicago to arrange for the firm's exhibit at the World's Fair.

Speaking of the Wanderers' meet, Mr. Pugh expressed himself as highly delighted with the day's sport, and offered some suggestions which his experience as an old racing man had given him. He considered the number of starters in one or two of the events rather too many, the custom being in first-class English races to run more heats, and limiting the starters to about four in quarter, six in half, and eight in mile events, even on tracks which are much wider and better banked than the Rosedale track.

As to tracks, Mr. Pugh is of the opinion that cement makes altogether the finest surface, but next to that would come a well laid board track, which could probably be laid in Canada at less expense than in any other country on the globe. It would be necessary, however, to build a trestle work with heavy timbers over which would be placed a framework of planking about three inches by ten laid on edge and about a foot apart at the outside. Upon this structure to be laid the track surface of three-quarter-inch tongued and grooved flooring, planed after laying. The track should be at least thirty feet wide all around, while the finishing straight should be forty feet. Such a track banked about ten or twelve feet on the corners would be one of the fastest tracks in the world. Mr. Pugh was of the opinion that the finishing line was too far west on our present track, because in nearly every instance the pole rider would reach the finish before his opponent could get steadied after the turn.

Coming down to bicycles, and more particularly Whitworths, Mr. Pugh was of opinion that very little alteration would be made in the present pattern except in the perfection of minor parts. For road riding he is a strong advocate of the Carter Gear case, even where one may do but little of that class of riding. He considers it a great saving on the chain and gear wheels, and maintains it is a perfect dress guard.

The Whitworth Company are placing on the market a beautiful specimen of the lady's safety, built on straight lines by dropping the rear end of the top bar of the diamond frame to the sprocket wheel, thus forming a strong and well braced wheel, which "all on" scales 35 or 36 lbs.

Tires the firm fit to suit so that one may have Dunlop or Welch, Seddon or Laforce, Preston-Davies or "G. & J." The Welch tire is the 1893 pattern of the Pneumatic Tire Co., and needs no description whatever to Canadian riders as it is exactly the same in all respects (except the valve) as the Comet tire. Mr. Pugh thinks, however, that the Dunlop will still maintain its position on the track, though the Welch may replace it to a great extent on the road.

Alluding to racing prospects, Mr. Pugh stated that it was the intention of most of the English cracks to see the World's Fair and incidentally take part in any race meets that might offer, so we in Canada may expect considerable excitement on the path next year.

Repairing Dunlop Tires.

Some riders in repairing Dunlop tires do not follow the instruction of the manufacturers always to open the tire at the valve, but, if they know the locality of the puncture, will open the tire there, cutting open the canvas pocket. After repair the pocket is sewn up, sometimes carefully and sometimes not. A great many tires so mended burst the sewing, and the consequence is that some fine morning the rider wonders what causes the unsightly lump on his tire, or finds that his tire has burst during the night. He usually lays the blame on the manufacturer, never once thinking that he is the party who made the error a month or so before.

Stephane, the French professional, recently covered 421 miles 473 yards in the 24 hours on the Velodrome track at Paris.

Friends of Mr. Harry English, the well-known amateur photographer of the Torontos, will be pleased to learn that at the Industrial Exhibition here this year he received three medals for his splendid exhibit of photos, and at the Western Fair at London last week he took five first prizes and one second, securing a prize in every class in which he exhibited. He is now at work on the frames which are to ornament the walls of the billiard room of the club house in a few days.

Cycling

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

EDITOR: F. BRYERS.

PUBLISHER: - - WM. H. MILN.

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SEPTEMBER 29, 1892.

Those Protests.

"We were rather surprised the other day in reading over the *Wheelman* to note the following paragraph: Chief Consul Langley has protested to the Racing Board those riders who competed in the races at the Toronto Exhibition. Mr. Langley claims that the races were not advertised as confined to amateurs and consequently Clause 1 of the Track Rules has been broken."

In conversation with Mr. Langley he states that he merely wrote to Chairman Sproule of the Racing Board, calling his attention to the Board's Rule I. (not Track Rule 1), which reads "In no case shall an order for goods to a certain value be offered or taken in any event." This rule was especially framed with a view to the Exhibition races, where it is the custom of the directors to give an order for goods. Mr. Langley informs us that Mr. Sproule threw the whole responsibility of the matter upon him instead of sending a warning from his own office, as he should have done prior to the race.

Rev. W. F. Wilson on Clubs.

"There are men belonging to political clubs who never cast a ballot; there are men belonging to gun clubs who never fire a gun; there are men belonging to yacht clubs who never pulled a rope; there are men belonging to bicycle clubs who never rode a wheel. Some of them joined these clubs for the whiskey and others for the gambling privileges. Like a serpent it has coiled itself about the best and noblest of our young men."

The above quotation from the report of Rev. W. F. Wilson's sermon appeared in

one of the city papers last Monday, and we presume is a correct one. As to the other clubs we can say nothing because we are not informed on the subject, but in regard to the bicycle clubs of the city we will say that Mr. Wilson's remarks are entirely uncalled for and absolutely untrue. The charters of each of the three larger clubs are from the Provincial Government and prohibit gambling or drinking. We have always given the reverend gentleman credit for speaking about what he knows, but in this case at least he has descended to "vain imaginings." The slightest inquiry is all that is necessary to prove the utter falsity of his statement in regard to the bicycle clubs of Toronto.

Dave Nasmith is reported to have made ten miles on the Rosedale track on Monday in 26 m. 8 secs., which is pretty lively going, and speaks well for his one hundred mile trial to-day.

We had a chat with Geo. McClelland the other day and he is progressing favorably, his perfect physical condition being a great assistance to him. He expects to be out again next week, but it will be some little time before he is able to run his wheel again.

To-day, if the weather be favorable, Dave Nasmith intends riding 100 miles on the Rosedale track to establish Canadian records for that and intermediate distances. He will be paced by flyers from all the local clubs. The trial will start at one o'clock p.m. sharp.

Zimmerman's first attempt to lower Nancy Hanks' flying mile record is especially interesting to Canadians from the fact that G. M. Wells of the Wanderers paced the third quarter which was covered in 32½ seconds. F. J. Whatmough, of the Torontos, was one of the judges both on this trial and on the succeeding mile when the trick was accomplished in 2.06½, the first trial resulting in 2.08½. The day was perfect.

Dr. P. E. Doolittle sails for England to-day to spend some time in the London hospitals. While there it is his intention to consult with Mr. Henry Sturmev of the *Cyclist* in regard to the World's International championship scheme fathered by that gentleman. He will also keep a good look out for "pointers" in regard to track building and may be expected to pick up some valuable information which will be of use next Spring. The doctor's practice is in the hands of a friend who has just returned from a two years' sojourn in the European hospital.

Morrisburg Meet.

Friday, the 16th September, was the occasion of the first bicycle meet in Morrisburg, and its success was such the Morrisburg Amateur Athletic Association, who had charge of it, will no doubt make it an annual affair. The races were held in the exhibition grounds, and the track was rather heavy on account of the wet weather, and rough because used in the morning by the horses. The pace was consequently not very fast. Following is a summary of the events:—

Novice race, 1 mile—1. Harry C. Martin; 2, Jas. Miln, Toronto B.C. Time, 3.10½.

Half-mile dash, three heats—1, Leslie Hughes; 2, Harry Martin. First heat—1, Leslie Hughes; 2, Jas Miln. Time, 1.32. Second heat—1, Leslie Hughes; 2, Harry Martin. Time, 1.25 4-5. Third heat—1, Harry C. Martin; 2, Jas. Miln. Time, 1 26½.

Dundas County championship, 2 miles (open only to residents)—Geo. E. Parkis won. Time, 7-43.

Club cup race, 1½ miles, 3 minute class—1, J. F. Deeks (Wanderers B.C., Toronto); 2, H. C. Martin. Time, 4-50½.

Five-mile race—1, Leslie Hughes; 2, J. F. Deeks; 3, Jas. Miln. Time, 18.22.

B. R. S. C.

Following is a copy of the rules accompanying the invitation sent out by the Beach Road Scorching Club, of Hamilton, to their members and friends of whom some twenty-five availed themselves of the opportunity to visit the Niagara peninsula. We are indebted to the club for the loan of the cuts which are the work of the club artist, G. H. Cuttriss.

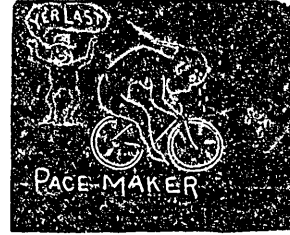
RULES.

First.—You must be prepared to start at 6 a. m. on Saturday morning, from H. B. C. rooms. We're out for fun and want to start early.

Second.—You must take a solemn oath in the presence of Chief Scorching Gauld that



you will not pass the pace maker, who will not ride faster than five miles an hour. We are out for fun.



Third.—You must also swear that you will not kick at the roads or arrangements for the trip, but look pleasant all the time. We are out for fun, you know.

Fourth.—You must not enter a house except to eat, drink or sleep. We are out for fun and want to be out as much as possible.

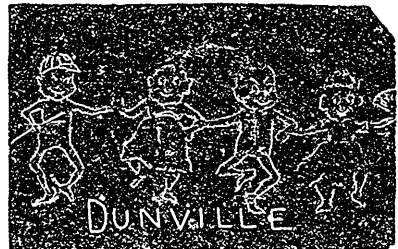


Fifth.—Send tin valise to pool room Friday, and receive one day's rations. We are out for fun, you know

THE PROGRAMME.

Saturday.—Leave Hamilton 6 a.m. Dinner, —wherever we get to without hurrying. Supper,—same kind of a place. Bed,—Dunnville.

Sunday.—Ride to Niagara Falls via Fort Erie, and home by train.



THE ROUTE

Lies from Hamilton through Caledonia, Cayuga, Dunnville, Port Colborne, Fort Erie, and down to Falls along bank of Niagara river.

THE OFFICERS OF THE DAY.

Supreme Grand Commander, Chief Scorcher, J. G. Gauld.

Deputy Grand Commander and Pace Maker, R. A. Robertson.

Statistical Secretary and Example of Sobriety, F. H. Skerrett.

Grand Conversationalist, J. W. Nelson.

Assistant Conversationalist and Authority on Horses, G. F. James.

Grand Masher and Friend of the Ladies, G. R. Lloyd.

Grand Carrier of the Flask, R. B. Griffith.

Grand Aid(e) to the carrier of the Flask, G. H. Cuttriss, (assisted by the rest of the party).

Supreme Grand Story Teller and Leader of the Chorus, W. S. Hemphill. He will also tell you when to



The invitations to the pic-nic caused a few smiles, but the pic-nic itself was one long laugh; even the rain did not spoil the "pleasant look" we had sworn to wear. We left Hamilton about 6.30 a.m., and scorched out to Caledonia at a rate of about six miles an hour. After waiting there for a few of the "always late ones" we took the beautiful river road to Cayuga, stopping here and there to sample the contents of the "tin valises" and the apple orchards, and once to go on a voyage of discovery to an island in the river, which trip we made in some farmer's scow we found on the river side. After dinner, at Cayuga, we continued our trip down the river to Dunnville, and when about half way experienced the only discomfort of the run—a rainstorm, which lasted about half an hour and left the clay roads in rather bad shape. We struggled through them, however, and when about five miles from Dunnville were met by a couple of riders from that place, who conducted us the rest of the way. What a welcome we experienced when we got there, never in all the places we ever visited did we meet the like of it. After we had supper and promenaded the town under the directions of the Chief

Masher and made ourselves acquainted as well as possible, we adjourned to the rooms of the Fire Company, where Dr. Montague, M.P., the Reeve, the foreman of the Fire Co., and all the notables of the place combined in welcoming us. Refreshments were served and the merriment kept up until 12 o'clock, and Sunday morning brought things to a close.

It was intended to make the trip a longer one to the Falls, via Fort Erie, but Dunnville's welcome and some more rain which fell during the night caused a change to be made, and the return trip was made via Grimsby, arriving home at 8.30 Sunday night.

The corps of officers performed their duties nobly, with the exception of the Chief Carrier of the flask, who had a fall from his wheel and had the carelessness to fall on the flask, causing a dreadful waste of the contents. We were obliged to take him into a neighboring woods and wring him out.

The Dunnville people have been kind enough to ask us to repeat our visit, and we intend to take advantage of their invitation next summer. We would like to bring the whole C. W. A. with us, so we could all get a lesson in how to entertain. The art is known to perfection in Dunnville.

F. H. SKERRETT.

From the Dunnville *Gazette* we learn that the townspeople had formed a regular reception committee and gave the visitors a hearty welcome. To its account of the pleasant trip the *Gazette* adds the following which our readers will do well to remember when planning a trip to the peninsula:—

"After an evening spent most socially and pleasantly, God Save the Queen was sung by the entire crowd standing, and all dispersed homewards, with one opinion, that they had never enjoyed a better time, and that a visit from the H. and T. bicylists at any future time would be the signal for a general rejoicing. Our citizens are of one mind, and that is that a finer lot of fellows never struck our town. May they come again soon."

Mr. C. Vernon Pugh, captain of the Speedwell B. C. and one of the proprietors of the Whitworth works, was an interested spectator at the Wanderers meet.

By some means, in our report of the T. B. C. meet, we stated that Carman had won the club championship. Carman, however, never rode in the race, the winner being Hyslop. Carman won the club handicap.

Toronto Bicycle Club, Ltd.

INCORPORATED
1891.



ORGANIZED
1881.

Club House: 346 Jarvis Street.

DIRECTORS:

President ... C. E. LAILEY.
 Vice-President ... W. H. CHANDLER.
 Secretary ... ED. B. RYCKMAN.
 Treasurer ... J. F. LAWSON.
 W. H. COX, H. BRUCE BROUGH, F. BRYERS, CHAS. LANGLEY,
 W. ROBINS, E. A. SCOTT, A. RANKIN.

OFFICERS

Honorary Secretary ... S. J. SCHULTE.
 Statistical Secretary ... J. W. STANBURY.

ROAD OFFICERS

Captain ... JAS. MILN.
 1st Lieutenant Ordinaries ... C. W. HURNDALL.
 1st " Safeties ... E. A. SCOTT.
 2nd " Ordinaries ... JAMES SINCLAIR.
 2nd " Safeties ... H. LOVE.

H. C. Pease - - Club Reporter.

Club runs every Thursday evening only, leaving club house at 7.30.

CLUB NOTICE.

The regular monthly meeting of the T.B.C. will be held on Monday evening, Oct. 3rd. Every member is requested to be present, as matters of great importance to the Club will be brought up.

S. J. SCHULTE,
Hon. Sec.

T. B. C. Century Run.

On Saturday, October 1, the Annual Fall Century of the Toronto Bicycle Club will be run, a start being made from the Don Bridge at 6 a.m., reaching Whitby (28 miles) about 9 o'clock where breakfast will be served. Thence to Port Hope (32 miles) for dinner at 2. Leaving Port Hope at 3.30 the run will be continued to Cobourg, thence returning to Oshawa (40 miles) for supper at 8.30 p.m., thus leaving one and a-half hours for accidents. The pace as will be observed is

slow, it being the intention of the officers to bring the whole crowd through together rather than to attempt any scorching. Arrangements have been made to secure refreshments at different places along the route, so that no one need fear the trip.

	Leave.	Miles.	
Don Bridge	6.00 a.m.		
Halfway House	7.00 "	8	
Range Hill	8.00 "	9	
Whitby	10.30 "	11	Breakfast.
Oshawa	11.00 "	4	
Bowmanville	12.00 "	9	
Newcastle	12.30 p.m.	4	Lunch.
Newtonville	1.15 "	6	
Welcome	1.45 "	6	
Port Hope.....	3.30 "	3	Dinner.
Cobourg.....	4.15 "	6	
Port Hope.....	5.00 "	6	
Welcome	5.20 "	3	
Newtonville	6.00 "	6	Lunch.
Newcastle.....	6.45 "	6	
Bowmanville	7.15 "	4	
Oshawa	8.30 "	9	Supper.
		100	

The World's Record Race at Springfield.

First day, Sep. 15.—Summaries:—

One-mile, novice—T. A. Dyer, Holyoke, Mass., 1; Fred Hubbard, Springfield Bicycle Club, 2; W. O. Staunton, West Springfield, 3. Time, 2.38 1-5.

One-mile, invitation race—D. C. Tyler, Springfield Bicycle Club, 1; W. W. Windle, Manhattan Athletic Club, 2; A. A. Zimmerman, New York Athletic Club, 3. Time, 2.21 4-5.

One mile, 2.30 class—W. S. Campbell, Manhattan Athletic Club, 1; C. Dornage, Buffalo Athletic Club, 2; F. N. Hermdun, Manhattan Athletic Club, 3. Time, 2.30 1-5.

One-mile, 2.50 class—C. S. Thompson, New Haven Roadsters, 1; A. W. Olmstead, Propice Wheel Club, 2; C. T. Nelson, Springfield, 3. Time, 2.31 3-5.

One-half-mile, open—A. A. Zimmerman, N.Y. Athletic Club, 1; A. E. Lumsden, Chicago Cycle Club, 2; H. C. Tyler, Springfield Bicycle Club, 3. Time, 1.09.

Half-mile, 1.25 class—A. H. Davie, Greenfield, Mass., 1; H. T. Wunder, Columbia Cyclers, 2; Harry B. Martin, Asbury Park, 3. Time, 1.12 3-5.

One-mile, boys' race—C. J. Allen, Long Meadow, 1; James A. Griffith, Springfield, 2; Palmer, Springfield, 3. Time, 3.06 3-5.

Two-mile, 5.40 class—Hugh Robson, Salem Bicycle Club, 1; T. A. Mordt, Hartford Wheel Club, 2; A. W. Stacey, Springfield, 3. Time, 5.31 2-5.

One-mile, handicap—H. B. Arnold, Manhattan Athletic Club, 1; E. A. Nelson, Springfield Bicycle Club, 2; J. P. Bliss, Chicago Cycle Club, 3. Time, 2.15; scratch man's time (A. Taylor), 2.15 2-5.

Half-mile, handicap—W. W. Windle, Manhattan Athletic Club, 1; E. A. Nelson, Springfield Bicycle Club, 2; R. S. Williamson, Springfield Bicycle Club, 3. Time, 1.05 2-5.

Second day, Sept. 16.—Summaries:—

One-mile, 2.40 class—Won by E. A. Nelson, Springfield; Charley Murphy, New York, 2; W. D. Wunder, Philadelphia, 3. Time, 2.34 3-5.

Half-mile, open—Won by A. A. Zimmerman, New York; George Taylor, New York, 2; A. E. Lumsden, Chicago, 3. Time, 1.12 1-5.

One mile world's record race—Won by Arthur Zimmerman, New York; W. W. Windle, New York, 2; W. W. Taxis, Philadelphia, 3; Arthur Lumsden, Chicago, 4th; George Taylor, New York, 5; Harry Tyler, 6. Time, 2.21 3-5.

Half-mile, 1.15 class—Won by R. S. Williamson, Springfield; A. W. Warren, Hartford, 2; C. Murphy, New York, 3. Time, 1.13 2-5.

Half-mile, handicap—Won by E. A. Nelson, Springfield (20 yards); A. W. Warren, Hartford (30 yards), 2; W. O. Staunton, West Springfield (55 yards), 3. Time, 1.07 3-5.

Two miles, 5.30 class—Won by E. A. McDuffie, Malden; H. F. Wunder, Philadelphia, 2; W. S. Campbell, New York, 3. Time, 5.33 1-5.

Two miles, handicap—Won by J. P. Bliss, Chicago (30 yards); E. A. McDuffie, Malden (25 yards), 2; R. S. Williamson, Springfield (60 yards), 3. Time, 4.54 1-5.

Half-mile, 1.20 class—Won by C. M. Murphy, New York; A. Warren, Hartford, 2; H. Wunder, Philadelphia, 3. Time, 1.09 4-5.

One mile consolation race—Won by Carl Hess, New York City; C. F. Secley, Hartford, 2; H. J. Pok, Lynn (65 yards), 3. Time, 3.03.

THE RACE OF THE MEET.

Second day, Sept. 16.—The interest of the day centred in the mile record race, and when the men approached the starting point they were each one wildly cheered. Tyler's, Zimmerman's and Windle's names receiving the most attention. There was a deathlike stillness as the referee announced the limit of 2.25, and the starter said: "Are you ready?" A moment afterward the pistol was fired, and the race the wheelmen have been looking forward to for months was under way. Tyler shot out and got the pole, then George C. Smith made a terrific spurt and let some seventy-five yards of daylight in between himself and Tyler. This did not worry the old heads in the bunch, as they knew Smith was after the quarter prizes, as in order to secure fast time a diamond was hung on each quarter. Smith was nearly caught at the half mile, but got there in time to secure another diamond in 1.12 4-5; then Dorntge shot out for the three-quarter prize, and picked it up. All this while Tyler, Zimmerman, Windle, Taxis, Lumsden, Taylor, Wheeler and Hess were bunched, with Tyler in the lead, and everybody yelling himself

hoarse. At the three-quarter, however, Zimmerman pulled up alongside of Tyler, and the race passed out of Tyler's hands through a faint heart. He was simply afraid of Zimmerman's wheel alongside, and he steadily dropped until five men had passed him, the order of finish being Zimmerman, Windle, Taxis, Lumsden, Taylor and Tyler. The team of horses given as first prize was paraded before the grand stand, and incidentally before the new owner, and the wildest excitement prevailed.

We had a call the other day from Mr. J. Riley, representing Messrs. Bonnick & Co., of Coventry, Eng., manufacturers of the Telephone and Kite wheels which have had such a run on the American side of the line during the last year or so.

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W. C. MEREDITH	President.
J. P. LANGLEY	Vice-President.
J. H. EDDIS	Hon. Sec.-Treasurer.
A. M. LYON	Stat. Secretary.

OFFICERS OF THE ROAD :

A. BYRON	Captain.
L. D. ROBERTSON	1st Lieutenant.
JAMES E. DOANE	2nd "
HAMILTON J. IRWIN	3rd "
FRANK MAW	Bugler.

The regular monthly meeting of the A.B.C. will be held at the club house on the third Tuesday of each month, at 7.30 p.m. sharp.

CLUB RUNS.

Oct. 1st.—To Whitby, spending Saturday night there; returning Sunday afternoon. Club will meet at 2.45.

Oct. 8.—Cooksville for supper; returning via Lake Shore.

Club runs will be held every Thursday evening, leaving club house at 7.30.

Members are requested to meet at all club runs, as the officers are desirous that the interest shown should be sustained.

With what keen interest wheelmen look forward to a race meet such as the T. B. C. gave on the 13th and 15th of August, and the W. B. C. Saturday last.

The racing season is about over and the Wanderers diamond meet is a grand "finale" to the most successful racing season ever held in Canada. May it be the forerunner of an annual "W. F. M."

The officers of the club deserve great credit for the able manner in which their meet was conducted. Great pains must have been taken and time spent to have their arrangements so complete.

We have good fast men in Canada, and each year will bring others to the front; let us give them every encouragement, so that our boys will be where the fast American riders are now—on top.

It is a great pleasure to see the interest that the ladies take in our sport. They were

there on Saturday in all their youth and beauty, anxiously waiting to see some favorite prove himself the winner.

There is no reason whatever that the large bicycle clubs of this city should not hold successful race meets every year; it has now proven itself to be the great attraction of the day, no other sport drawing such large crowds.

It is very gratifying to see the good showing our team made in the team race. They rode against fast men, and it is very satisfactory to see them finish so close to first place, being only two points behind the winning team. Riggs proved himself to be a fast rider, keeping well up with such men as Nasmith, Robertson and Nichol. It was his first track race, so that he had not the experience of the other riders to help him through. We expect big things from him next year.

The accident to Big Mac was, to say the least, very unfortunate. We hope to see this genial rider out again in a short time. We have had very pleasant outings this season, and our Club is prospering. We hope before many seasons go by to be making a bid for "Largest Parades." Weather being fine we start our Fall runs next Saturday; as the season is getting on, we hope to see the members turn out in goodly numbers, Thursday evenings. We have short runs.

Now that we have the people with us we must not lose sight of the fact that we are without a first-class track; and to keep the interest up in these races we have got to let our patrons see as fast riding here as they will see anywhere in America. We have in this city as enthusiastic a lot of cyclists as is to be met anywhere, and Toronto is now looked upon as the head centre of wheeling in Canada. Still we have to look to much smaller places for a fast track. Let us hope this winter the different clubs will meet and arrange some plan whereby next year our Canadian riders will have a track to ride and train on second to none in America.

ATHENÆUM.

The West End Club will hold a club meet on Saturday, October 8th, which will consist of the following races: quarter mile scratch, half mile handicap, one mile handicap, three mile handicap, to take place either on Exhibition or Dufferin tracks.

The West Association B.C. and the Ys. will participate in a joint run to Half way house on Saturday, where they will spend the afternoon and take supper. The captains of both clubs hope to see every member out, as a good time is anticipated.

Trade Notes.

The celebrated Raleigh will be handled by J. W. Bowman & Co., the well-known Hamilton cycle dealers. This is the wheel upon which Zimmerman won all the championships. It is Mr. Bowman's intention to push the sale of these wheels throughout the Dominion, and there is no doubt he will do well with them the coming season. Samples arrived last week and have been much admired by local wheelmen.

Mr. Geo. F. Bostwick, who has been handling the Raglan this season, has added three more wheels to his business. They are the Excelsior, Eureka and Premier. The first two named wheels are manufactured by Bayliss, Thomas & Co., of Coventry, and are favorably known among English cyclists. The Premier, manufactured by the Premier Cycle Co., of Coventry, and well-known as one of the oldest Companies in the wheel business, is a wheel which Mr. Bostwick may well be proud to represent, as the Premier has long held a reputation for style and finish.

PNEUMATIC TIRE LITIGATION.—The Gormully & Jeffery Manufacturing Co. have begun suit in the United States Circuit Court of the Northern District of Illinois, against the Kenwood Manufacturing Co., of Chicago. The bill charges infringement on certain patents issued to Thos. B. Jeffery, *i.e.*, No. 454115, granted June 16th, 1891, No. 466565, granted January 5th, 1892, and No.

466789, granted January 12th, 1892, all for improvements in wheel tires. These patents relate to the G. & J. Pneumatic Tire.

This is the first of a series of suits which will be brought by the Gormully & Jeffery Manufacturing Co. against infringers of said patents, and they ask for a permanent injunction, an accounting, etc. This company knows that it has a good thing in the G. & J. Pneumatic Tire, and will fight to the utmost any encroachments upon their rights. There have been a number of imitations foisted upon the cycling public, and no doubt others will follow.

On Saturday, Sept. 10, the Toronto Lacrosse Club held an entertainment for the benefit of the Sick Children's Hospital, which was a decided success, about 1,200 people being present. Among the events were three handicap bicycle races, which resulted as follows:—

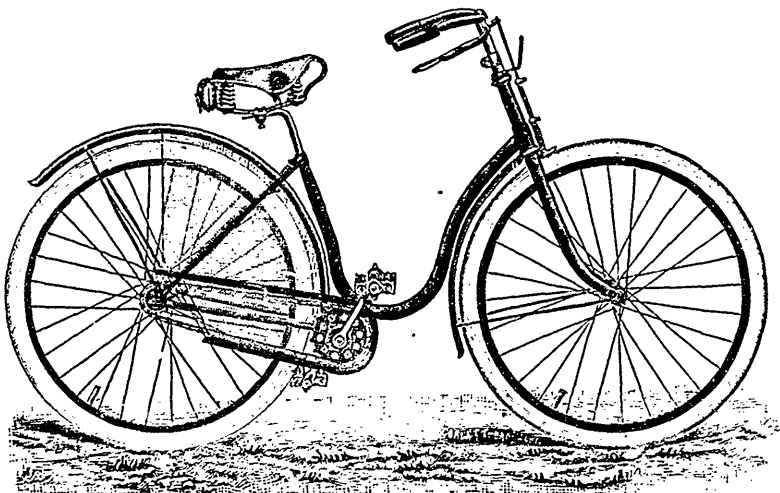
Quarter-mile race—Hyslop (scratch) won, Love (35 yards) second, J. Miln (40 yards) third.

One-mile race—J. Miln (150 yards) won, L. D. Robertson (140 yards) second, F. W. Doll (100 yards) third.

Half-mile race—J. Miln (75 yards) and Hyslop (scratch) dead heat, F. W. Doll (50 yards) third. The run off was won by Miln.

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STRICTLY HIGH GRADE.



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Seaforth's Second Meet.

The twenty-mile team road race for western and northern Ontario, held at Seaforth on the 16th September, brought together a number of cyclists from various parts of the Province and presented to the Seaforth wheelmen an opportunity for holding a second meet in that town, which resulted as follows:—

One mile novice—1, C. H. White, London; 2, J. F. White, London; 3, A. Ashton, Aurora. Other starters, J. C. Abell, Seaforth; J. Reid, Aurora. Time, 3.00 1-5.

Half mile (club members), 2 in 3—1, W. Shaw; 2, D. Clark; 3, P. Coultas. Time, 2.02½.

One mile open—1, F. W. Doll, Wanderers' B.C., Toronto; 2, R. McFarlane, Stratford; 3, T. McCarthy, Stratford. Other starters, G. Baldwin, J. Livingstone, Seaforth; H. Daville, Aurora.

One mile (club members)—1, G. Baldwin; 2, A. C. Winters; 3, J. C. Abell. Time, 3.12.

Two mile lap race—1, T. B. McCarthy, Stratford, 20 points; 2, H. Daville, Aurora, 15 points; 3, F. W. Doll, 14 points. Time, 6.07.

One mile, 3 minute class—1, M. Lloyd, Aurora; 2, G. Baldwin, Seaforth; 3, R. R. McFarlane, Stratford.

Twenty mile team road race—1, Aurora, 68 points; 2, London, 49 points; 3, Seaforth, 47 points; 4, Stratford, 44 points.

The Wanderers' Meet.

The Wanderers' Bicycle Club has in many ways been one of the most progressive wheeling organizations in Canada, and while they have often talked of holding a race meeting, it remained for the officers of 1892 to project and carry to a successful issue one of the best meets ever held in Canada. September 24 was the date, and though not much time was given for preparation, yet the members went to work with a will. The prizes were equal to those of the best American meets and as a consequence drew a large number of entries for each event. The committee profited by the experience of others and very wisely placed two of the bicycles as prizes in class races.

The late date and uncertain weather were looked upon as likely to prevent the meet being such a success as it might have been at an earlier day in the season. The elements however favored the club, for though rain poured down on Friday and Sunday was bleak and threatening, the intervening Saturday was a beautiful warm and pleasant day with hardly a zephyr blowing. As a consequence an enormous crowd gathered in

North Rosedale, filling the grand stand and thickly lining the fences round two sides of the track. The Lieutenant-Governor, Hon. G. A. Kirkpatrick, and Mrs. Kirkpatrick graced the occasion with their presence.

The officers of the day were: Referee, Hal. B. Donly, sec'y-treas. C.W.A., Simcoe, Ont.; judges, W. C. Meredith, pres. Athenæum B.C.; Dr. P. E. Doolittle, Toronto B.C.; Jas. A. Laidlaw, pres. Hamilton B.C.; Arthur P. Taylor, pres. Wanderers' B.C.; timekeepers, Louis Rubenstein, capt. Montreal B.C.; T. C. Thompson, hon. sec. Wanderers' B.C.; G. H. Orr, Wanderers' B.C.; starter, A. D. Stewart, Hamilton; clerks of the course, J. P. Edwards, hon. pres. Athenæum B.C.; J. J. Higgins, Athenæum B.C.; F. H. McCausland, hon. pres. Wanderers' B.C.; W. A. Hunter, capt. Wanderers' B.C.; scorers, R. A. Robertson, Hamilton B.C.; Jas. W. Johnston, Wanderers' B.C.; Bert Cane, Newmarket B.C.; A. Byron, capt. Athenæum B.C.; handicappers, W. A. Hunter, capt. Wanderers' B.C.; W. J. Darby, vice-pres. Wanderers' B.C.; umpires, Jos. Irving, Toronto Lacrosse Club; L. Atkinson, Newmarket B.C.; Fred. Brimer, Wanderers' B.C.; H. B. Brough, Toronto B.C.

THE RACES.

1. One-mile, novice—1, Jas. Miln, T.B.C.; 2, Chas. Schultz, Essex B.C.; 3, A. M. Lyon, Athenæum B.C. Time, 2.47 1-5.

On account of the large number of starters the race was run in heats.

First heat—W. C. Power, W.B.C., 1; J. Miln, 2; A. L. Lyon, W.B.C., 3. Time, 2.53. Other starters—J. F. Cauley, H.B.C.; A. J. Welch, T. B.C.; C. Campbell, W.B.C. Time, 2.53.

Campbell led most of the distance, and was then passed by the whole party, Power and Miln leading to the tape.

Second heat—C. Schultz, 1; H. Love, T.B.C., 2; J. A. Reid, Aurora B.C., 3. Time, 2.43 2-5.

Other starters—A. Ashton, Aurora; C. Smallpiece, W.B.C.; A. M. Lyon, Athenæum; W. H. Markle, West Association.

Ashton paced until the last quarter, when Love, Schultz and Reid passed him, Lyon, Markle and Smallpiece having fallen during the race. Smallpiece and Lyon were allowed to ride in the final.

Final heat—J. Miln, 1; C. Schultz, 2; A. M. Lyon, 3; W. C. Power, C. Smallpiece, J. A. Reid, A. L. Lyon; H. Love and A. Ashton. Time, 2.47 1-5.

Schultz led nearly all the way, Miln hovering round third and fourth place, but on the last quarter he spurred and won handily.

2. Quarter-mile, open, flying start—1, G. F. Taylor, M.A.C.; 2, G. M. Wells, W.B.C.; 3, Hy. Tyler, N.Y.A.C. Other starters, W. Hyslop and E. J. P. Smith, T.B.C. Time, 32 s.

This was of course a sprint from the start, Taylor taking the lead at first. Hyslop attempted to pass him, thus forcing the pace to the turn into straight, when Taylor and Tyler were even, with chances in favor of Tyler, but the latter's wheel slipped, and he was passed by Taylor and Wells. The time was equal to the Canadian record made at Sarnia.

3. Two-mile, 2.50 class, open—1, R. R. McFarlane, Stratford B.C.; 2, J. F. Deeks, W.B.C.; 3, R. Jaffray, W.B.C. Time, 5.40. Other starters, F. W. Doll, W.B.C.; J. G. Gauld, H.B.C.; W. G. McClelland, T.B.C.; C. Schultz, M. C. Lloyd and H. Daville, Aurora, B.C.; T. McCarthy, Stratford, B.C.

Doll led on the first lap, and was replaced by Lloyd for a couple of laps, Daville leading on the fifth and sixth, and McCarthy the seventh, when he upset Daville, Doll and McClelland, delaying Gauld and himself. Schultz had slipped on the north-west corner in a previous lap.

4. Half-mile, open—1, G. F. Taylor; 2, H. Tyler; E. J. P. Smith. 1.12 2-5.

These were the only starters, and the Americans allowed Smith to set the pace for most of the distance, when they sprinted past him, finishing close, with Smith some distance in rear.

5. One-mile, 2.40 class—1, D. Nasmith, T.B.C.; 2, M. F. Dirnberger, Press C.C., Buffalo; 3, L. D. Robertson, A.B.C. Time, 2.42.

First heat—1, D. Nasmith; 2, L. D. Robertson; 3, W. Nichol, H.B.C. Other starters, R. Jaffray, C. Schultz, M. C. Lloyd. Time, 2.45.

Robertson paced during the first two laps, but was beaten out on the third by Nasmith.

Second heat—1, F. W. Doll; 2, A. W. Palmer; 3, M. F. Dirnberger. Other starters, C. M. McQuillan, W.B.C.; J. Miln, T. McCarthy and R. R. MacFarlane, Stratford B.C. Time, 2.53.

McQuillan led at first, but was passed by Doll, Palmer and Dirnberger in the last lap.

Final heat—Dirnberger and Doll won a final in 2.50, but as the time limit was 2.45 the race was run over again, when Nasmith and Dirnberger had a good race for first position, the former winning.

6. One-mile, open—1, G. M. Wells; 2, W. Hyslop. Time, 2.39. Other starters, G. F. Taylor and H. Tyler.

This promised to be the event of the day. Wells was leading at the last quarter, when Tyler attempted to pass him on the turn west of the club house. His wheel slipped, however, and he fell, bringing down Taylor with him. Hyslop, who was immediately behind, had a miraculous escape, for though he rode over both Tyler's wheels and nearly ran into the fence, he remained in his saddle and finished the race, some twenty feet behind Wells. Tyler and Taylor were both considerably hurt, and the former did not feel warranted in coming out again.

7. Three-mile club handicap—1, J. F. Deeks, (250 yds); 2, R. Jaffray, (200 yds); 3, C. McQuillan, (250 yds). Time, 8.01 1-5. Other starters—F. W. Doll, (200 yds); A. L. Lyon, (275 yds); W. C. Power, (250 yds); C. Smallpiece, (250 yds).

Deeks had too much of a handicap in this event and easily succeeded in catching the limit man,

and winning the race. The fight was between McQuillan and Jaffray for second place, the latter finally securing it.

8. Half-mile handicap, open—1, G. M. Wells, (35 yds); 2, W. Hyslop, (35 yds); 3, E. J. P. Smith, (35 yds). Time, 1.09. Other starters—W. E. Brownjohn, (100 yds) W.B.C.; Jas. Miln, (65 yds); W. Carman, (40 yds) and H. Bendelari, (100 yds), T.B.C.; G. F. Taylor, (scratch); J. E. Doane, (65 yds) and A. M. Lyon, (70 yds), Athenæum B.C.; J. A. Reid, (75 yds) and M. C. Lloyd, (75 yds), Aurora B.C.

The field was rather too large for the width of the track and it would have been wiser to run the event in heats. Wells fortunately got through the ruck without much difficulty, but Hyslop and Smith were pocketed for a short time, while Taylor might just as well have ridden against a stone wall. Wells, Hyslop and Smith finally cleared the mass and rode hard to the finish, in that order, Wells some feet ahead. Taylor's time, 1.12.

9. Two mile team race, three men, open to Canadian clubs only, and with Wells, Nash, Hyslop, Smith, Carman and Palmer barred—1, Torontos, 18 points; 2, Athenæums, 16 points; 3, Hamiltons, 11 points. Time, 5.47.

These were the only clubs who started, Aurora and the Wanderers not coming to the scratch. The race was an interesting one and excitement ran high. The riders kept well together, leading alternately until the last lap when the sprinting began, Nasmith and Miln making a great race of it. Following is the score:

TORONTOS. ATHENÆUM. HAMILTON.

D. Nasmith	9	...	8
W. Nichol .....	...	...	...
L. D. Robertson...	7	...	...
J. Miln	6	...	...
A. M. Lyon	5	...	...
L. F. Riggs	4	...	...
H. Love	3	...	...
J. G. Gauld .....	...	...	2
R. B. Griffith .....	...	...	1
—	—	—	—
18	16	11	11

10. Five-mile handicap, open—1, W. Hyslop, (350 yds); 2, W. Carman, (350 yds); 3, G. M. Wells, (350 yds). Time, 13.05. Other starters—G. F. Taylor, (scratch); J. F. Deeks, (700 yds); E. J. P. Smith, (350 yds); A. Ashton, Aurora B.C., (800 yds); R. R. McFarlane, (650 yds).

This was the finest race of the day and was exciting from beginning to end. Taylor, on a borrowed wheel, rode only a few rounds, having been too much shaken by his fall, and the race was between the 350 yard men and J. F. Deeks who rode gamely to the last. Wells, Hyslop, Carman and Smith took turns at the pacing, Hyslop making a terrible pace about the third mile, bringing the party up to within 150 yards of Deeks where they stayed until the last lap, when they spurred a full half-mile, passing Deeks on the back stretch and making a grand race for home. Hyslop and Wells, who were leading, went a little wide on the turn into the finish, thus giving Carman a chance of the pole, which he took, finishing second to Hyslop by a few inches, with Wells a foot behind, and Smith covering the

latter's rear wheel. It was one of the finest races ever ridden in Canada, and the crowd fairly swarmed over the fence at its finish so that it became difficult to get the track clear for the final of the 2.40 class.

At the conclusion of the races on Saturday a large number of the members and friends of the Wanderers were invited to an impromptu supper at McConkey's by Mr. E. McConkey, one of the committee. A. D. Stewart was placed in the chair, and among those present were Messrs. Taylor and Tyler, H. B. Donly, Louis Rubenstein and Stafford, of Montreal. After a very enjoyable time the party adjourned to the Grand Opera House where the presentation of prizes was made after the third act of "Friends," by Miss Fetter, the leading lady, A. P. Taylor in return presenting the lady with a magnificent bouquet. At the close of the performance the cyclists secured a carriage and placing Miss Fetter in it drew her to the Rossin House and bade her good-bye.

WHAT THE RIDERS CARRIED AWAY.

R. Jaffray, a pickle jar.

Jas. Miln, a five o'clock tea set.

W. Carman, a silver water set.

C. Schultz, a pair of opera glasses.

The Torontos' team, an onyx and brass table.

R. R. McFarlane, a Coventry Cross bicycle.

J. F. Deeks, a five o'clock cream set and a gold medal.

M. F. Dirnberger, a set of ivory handled fish carvers.

D. Nasmith, a New Howe cycle and a silver water set.

Geo. F. Taylor, a diamond ring and a diamond pin.

H. Tyler, a case of pearl handled fish knives and forks.

G. M. Wells, the \$200 diamond ring, an oxydized nut bowl and a gold watch.

W. Hyslop, a Comet cycle, a silver tea set and a case of fruit knives and forks.

NOTES.

Captain Hunter made himself useful all over the field.

McClelland will be laid up for three weeks, says the doctor.

Jimmy Miln took a slide on the north-west corner in a heat of the 2.40.

Will Hyslop had a new racer, which he just received on Saturday morning.

The novice brought out some new flyers, particularly Schultz and Powers.

All the daily papers were represented by one and in some cases two reporters.

Two New Rapid racers were doubled up—those ridden by Doll and McClelland.

Dave Nasmith was in much better form than usual and made some lively going.

Hal. B. Donly made a good referee and gave his decisions as though he meant them.

Louis Rubenstein's pleasant smile and robust form were both there as large as life.

Geo. Orr occupied his usual place, at one end of the tape with a stop watch in his hand.

Tyler's wheel was carried into the club house in half a dozen pieces, and Taylor's was all out of shape.

Our American cousins travelled in hard luck in the mile open, both smashing their wheels and being badly broken up.

A. D. Stewart with his Hamilton "dress suit" makes a great starter, and his announcements caught the grand stand every time.

W. Hyslop, sr., was in a great state of excitement on the finish of the five mile and was congratulated by his friends and Will's.

The "guest" badges were a pretty conceit on the part of the committee, and were thoroughly appreciated by those who received them.

It must have been somewhat of a surprise to J. F. Deeks to find himself nipped in the five mile handicap just when the goal was in sight.

Dr. Doolittle, the Torontos' club surgeon, was one of the judges, but also had an opportunity of putting his profession into practice on McClelland.

Lieutenant Governor Kirkpatrick and Mrs. Kirkpatrick were interested spectators and enjoyed the five mile handicap, the finest race of the day.

A friend of ours wants to know why it was the band played "Nearer my God to thee" in the half-mile handicap and "Boom-de-ay" when the ambulance carried off McClelland.

"Bobby" Robertson wants to know where the prize is for the team lap race at the Toronto meet. He does not care who got second place; he knows the Hamilton team won.

The placing of umpires at the four corners of the grounds was a good idea, and had any fouls been claimed their report to the referee would have materially assisted him to a decision.

Art Taylor announced that the final in the 2.40 would not start until the track was clear, and immediately the starter's pistol was fired and the police had to keep the crowd back from the track.

Mr. English, the Torontos' crack photographer, was on hand with his cameras and secured splendid pictures of the mile novice final, quarter mile flying start, one mile open, half mile open and others.

The city riders found some lively competitors in the class races among the riders from outside towns, a fact which will probably deter some of them from venturing far, on "pot hunting" expeditions, next season.

Captain W. A. Hunter, of the Wanderers' Bicycle Club, is one of the most energetic workers that the club possesses. His untiring efforts for their Fall Meet is worthy of commendation. Willie, you would be a hard man to do without.

The 2.50 race was a continuation of accidents from start to finish. First Doll slipped and ran another rider off the track, then Schultz slipped out of the race and finally Daville and Doll fell bringing down McClelland who got his collar bone broken in two places and splintered.

The Toronto club, having a larger number of riders than any of the others, secured the greater number of prizes, taking four firsts (including the team prize) and three seconds; the Wanderers took two firsts and two seconds, the Yankees two firsts and two seconds, while one first and one second went to our country friends.

The Exhibition Races.

Wednesday, the 7th September, was "Wheelman's Day" at the Industrial, and between the heats of the horse racing were run off a couple of handicaps.

The officers for these races were:—

Handicappers—C. J. Lavender, A. Byron.

Clerks of the course—Handicappers and C. Iredale.

Judges and scorers—C. Pearson, W. McGee, J. Miln.

Referee—W. K. McNaught.

Timers—Dr. Doolittle, J. J. Higgins.

Two-mile handicap. E. J. P. Smith, T.B.C. (scratch), 1; R. Jaffray, Wanderers (150 yards), 2; L. D. Robertson, Athenæum (200 yards), 3; A. M. Lyon, Wanderers (300 yards), fourth; H. Sims, T.B.C. (250 yards), fifth; W. G. McClelland, Toronto (225 yards), sixth; W. Hyslop

(scratch); E. J. Parker, T.B.C. (250 yards); J. Doane, Athenæum (300 yards); F. W. Doll, Wanderers (150 yards), also started, but did not finish. Time, 7.21½.

The track was in horrible shape and the rain was pouring during this race, and several of the riders, among whom was Hyslop, retired after a lap or two, leaving Smith, the other scratch man, to fight it out, which he did in fine shape, having caught the bunch at the end of the first mile, finishing easily, Jaffray second and Robertson third.

Five-mile handicap—E. J. P. Smith, T.B.C. (scratch), 1; F. W. Doll, Wanderers (350 yards), 2; R. Jaffray, Wanderers (350 yards), 3; L. D. Robertson, Athenæum (425 yards), fourth; A. M. Lyon (600 yards); H. Sims (550 yards); W. G. McClelland, (450 yards), also started, but did not finish. Time, 16.02.

Smith was again on scratch, Hyslop not turning out, while the limit man, A. M. Lyon, had 600 yards of a handicap. At 2½ miles, however, Smith was in the crowd riding easily, the real struggle of the race being between Doll, Jaffray and Robertson for second and third place.

About seventy or eighty members of the Toronto and Athenæum Clubs were present in uniform, the Torontos with forty-five men in line capturing the trophy for representation.

The Second Lady Centurion.

The honor of securing the second Century bar ever given to a Canadian lady rider has been won by Miss Lillie Foster, on Saturday, Sept. 24, when she made the necessary mileage on the Kingston Road, from Toronto to Newcastle and return (100 miles), in 14 hrs. 30 mins. Miss Foster is a member of the "Y" Bicycle Club, having only taken to the wheel this summer. The "Y's" feel very proud of the performance of their club mate. The roads throughout were in very poor condition, it having rained the previous day, leaving them very muddy. The lady was accompanied by Captain E. F. Shipe, of the "Y" Club.

A CLOSE CALL.

After suffering for three weeks from cholera infantum, so that I was not expected to live, and, at the time, would even have been glad had death called me, so great was my suffering, a friend recommended Dr. Fowler's Extract of Wild Strawberry, which acted like magic on my system. But for this medicine I would not be alive now.

JOHN W. BRADSHAW, 393 St. Paul St., Montreal, P.Q.

RECORDS OF CANADIAN RIDERS.

Some kind friend sent us a list of the different riders who were ineligible for 2.50 and 2.40 class races, which has suggested to us that it might interest our riders to learn the best performances of the various Canadian riders within the last two years. We have therefore compiled the following list, and would be pleased if our readers would advise us of any errors or omissions we may have made in it. Appended thereto is another list of riders who have won scratch races on tracks not of standard measurement, against whom time will not count, but who are not eligible to compete in novice races.

NAME.	CLUB.	TRACK.	DATE.	DISTANCE.	TIME.	PRESENT CLASS.
*Hyslop, W	Toronto	Kingston	Aug. 29, '92	$\frac{1}{2}$ mile	1.13	2.25
*Wells, G. M	Wanderers	"	"	$\frac{1}{2}$ "	1.13	2.25
Carman, W. M	Toronto	Woodstock	May 24, '92	5 "	14.16	2.30
Smith, E. J. P	"	Montreal	Aug. 27, '92	$\frac{1}{2}$ "	1.16 4-5	2.35
Skerrett, F. H	Hamilton	Hamilton	July 1, '91	$\frac{1}{2}$ "	1.17	2.35
Bews, C	"	Toronto	Aug. 15, '92	1 "	2.39	2.35
Palmer, A. W.	"	Hamilton	July 1, '91	1 "	2.42 1-5	2.40
Sliter, E. O.	Kingston	Kingston	" 1, '92	1 "	2.44 2-5	2.40
Nasmith, D.	Toronto	Hamilton	Aug. 8, '92	1 "	2.41 1-5	2.40
†Love, H	"	Toronto	" 15, '92	1 "	2.43 1-5	2.40
Griffith, R. B	Hamilton	Hamilton	" 8, '92	1 "	2.43 1-5	2.40
†Schultz, C	Essex	Toronto	Sep. 24, '92	1 "	2.43 2-5	2.40
MacFarlane, R. R	Stratford	"	"	2 "	5.40	2.40
Miln, J	Toronto	"	"	1 "	2.47 1-5	2.45
Robertson, L. D	Athenaeum	"	Aug. 13, '92	1 "	2.46	2.45
Gibbons, S. H	Royal Canadian	Woodstock	May 24, '92	1 "	2.47 1-5	2.45
†McGuire	Wanderers	Kingston	July 1, '92	1 "	2.47 3-5	2.45
Nichol, W	Hamilton	Hamilton	Aug. 8, '92	2 "	5.42	2.45
Bendelari, F	Toronto	Toronto	" 13, '92	2 "	5.42	2.45
†McMahon, A	Kingston	"	" 15, '92	1 "	2.46 2-5	2.45
Doll, F. W.	Wanderers	Kingston	July 1, '92	2 "	5.50 1-5	2.50
*Tatley, J. W.	Montreal	Montreal	Aug. 27, '92	1 "	2.50 1-5	2.50
*Louson, D. S	"	"	" 27, '92	1 "	2.50 1-5	2.50
McCarthy, T. B.	Stratford	Sarnia	Aug. 17, '92	1 "	2.55	2.50
*McKay, J.	Kingston	Kingston	" 29, '92	1 "	2.51	2.50
*Hughes, L	"	"	" 29, '92	1 "	2.51	2.50
†Power, W. C	Wanderers	Toronto	Sep. 24, '92	1 "	2.53	2.50
Lowe, G. S	Montreal	Montreal	Aug. 29, '91	3 "	9.00 4-5	2.50
Smith, W. J	"	"	" 27, '92	1 "	2.55 4-5	2.55
Pearsall, S	Wanderers	Hamilton	July 1, '91	1 "	3.00 1-5	3.00
Gerrie, J. H	"	"	"	1 "	3.00 2-5	3.00
McClelland, W. G.	Toronto	Toronto	Aug. 10, '91	5 "	16.33 2-5	3.00
Everett, R	Sarnia	Sarnia	" 17, '92	2 "	6.26 2-5	3.05
Symington, W	"	"	" 19, '91	5 "	18.07 2-5	3.10
Lennox, C. J.	Toronto	Montreal	" 29, '91	1 "	3.10 1-5	3.10
Wise, A	Ramblers	Woodstock	May 24, '92	1 "	3.14 4-5	3.10
Somerville, A.	Princeton	"	"	1 "	3.15	3.10

* Tie. † Won a heat.

The following are not eligible to compete in novice races, but are not debarred from any of the class races:—

NAME.	CLUB.	TRACK.	DATE.	EVENT WON.
Gauld, J. G.	Hamilton	London	Oct. 7, '91	1 mile
Owens, W. G.	Forest City	"	" 7, '91	2 "
Hitchcock, S.	Sarnia	"	" 7, '91	2 "
Manville, C.	Forest City	"	" 7, '91	2 "
Robertson, W. N.	Stratford	Seaforth	Aug. 5, '92	5 "
Livingston, J.	Seaforth	"	"	1 "
Baldwin, G.	"	"	"	2 "
Jaffray, R.	Wanderers	Stratford	Aug. 31, '92	1 "
Daville, H.	Aurora	Newmarket	" 24, '92	1 "
Binns, G. A.	Newmarket	Barrie	May 24, '92	5 "
King, N. W. E	Barrie	"	"	1 "
Martin, H. C	"	Morrisburg	Sep. 16, '92	1 "
Parkis, G. E.	Morrisburg	"	"	2 "
Deeks, J. F.	Wanderers	"	"	1 $\frac{1}{2}$ "
White, C. H.	Forest City	Seaforth	"	1 "
Shaw, W.	Seaforth	"	"	$\frac{1}{2}$ "
Lloyd, M.	Aurora	"	"	1 "

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Also four out of the first five places were secured on HUMBER Bicycles.
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J. S. JOHNSON, OF MILWAUKEE, COVERS THE MILE ON THE KITE TRACK IN THAT TIME.

The report of Johnson's ride against time at Independence, Iowa, is generally scouted by the American Cycling Press, who base their opinions on the reputation of his trainer, Tom Eck, the professional, who is regarded as considerable of a "fake" by those who know him. We give below the details of the ride as published in the daily press:—

INDEPENDENCE, Sept. 22.—The 300 persons who went out to the Driving Park this afternoon to see the famous Minneapolis wheelman, John S. Johnson, attempt to break the world's record for a mile of 2m. 4 4-5s. with a flying start, were well repaid for their trouble. Six o'clock was the time fixed for the start, and promptly on time the cyclist appeared. A slight rain this morning put the track in excellent trim, and after it had been smoothed and planed it was in perfect condition.

Every preparation was made to have the performance strictly according to rule. The referee, Charles F. Tucker of this city, is an experienced wheelman, as are also the judges, who were John Evans and W. C. Littlejohn. As usual, experienced horsemen, familiar with the use of the chronograph, were selected as timers, being Sam Caton, of Dubuque, Ia.; John Secore, of Galesburg, Ill.; J. L. Doherty, of Clinton, Ont., and J. F. Martindale, C. A. Thompson, and O. O. Tibbetts of this city.

Two horses hitched to sulkies used to encourage the trotters in their work were selected to make the pace, one going to the half mile while the other accompanied the

wheelman over the latter part of the journey. The bicycle track is measured 1 ¹/₄ feet from the pole, while the trotting course is measured 3 feet out from the pole, and in order to reconcile this difference the watches were started 10 feet back of the wire.

After a warming up quarter, Johnson went up the loop. The watches clicked, and he was off. He set a record-breaking clip from the start, covering the first quarter in 29 ¹/₂s. The half was reached in 58 3-5s., and here the tired horse pulled out. A fresh one came in front of the plucky rider. The three-quarter pole was reached in 1m. 28 ¹/₂s.

A drop of nearly 6 seconds is the record for that distance. It hardly seemed possible that the wheelman could keep up such a clip, but he never faltered, and finished the mile within two feet of the runner's sulky in the wonderful time of 1m 56 3-5s., a drop of 8 ¹/₂ seconds from the record he started to beat.

Three rousing cheers greeted Johnson when he came back to the stand, and he was warmly congratulated upon the result of his splendid effort. This performance to-day gives Johnson all the world's records from a quarter of a mile to a mile, and demonstrates his superiority as a short distance rider. The track here deserves a great deal of credit, and the possibilities are that when the records are again lowered it will be over the Independence kite.

G. M. Wells, of the Wanderers, spent two or three weeks at Springfield training and racing with the Eastern cracks, and though he only brought back one prize still the experience he gained will no doubt stand him in good stead when he starts to get into shape next season. He was accompanied by F. J. Whatmough as friend and mentor.

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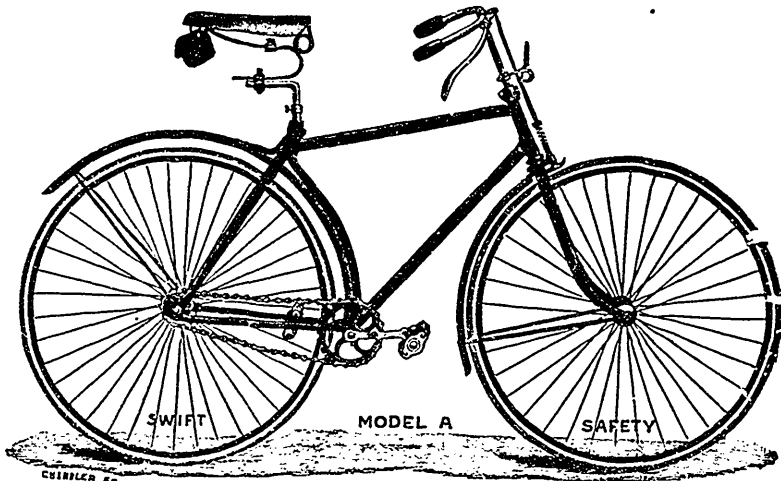
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SECURED THE FOLLOWING FIRST PRIZES :



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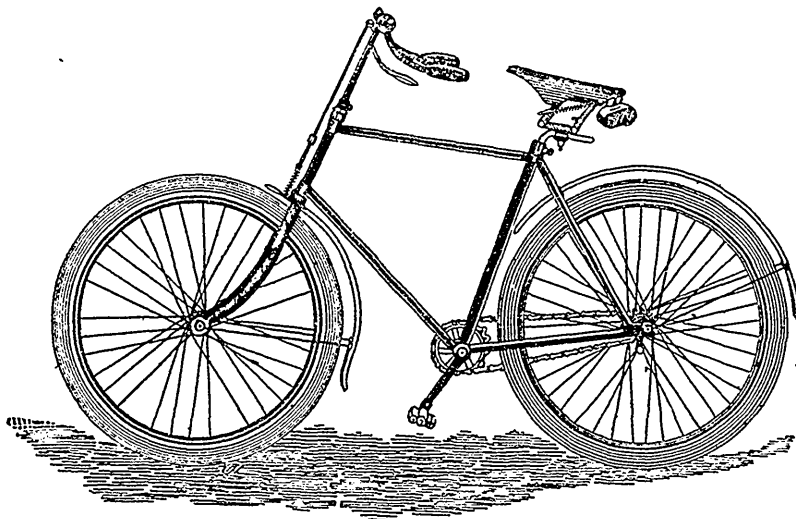
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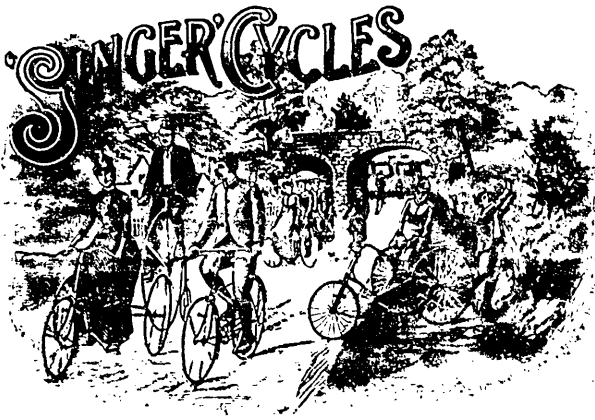
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