

The Delight of Wheelmen.

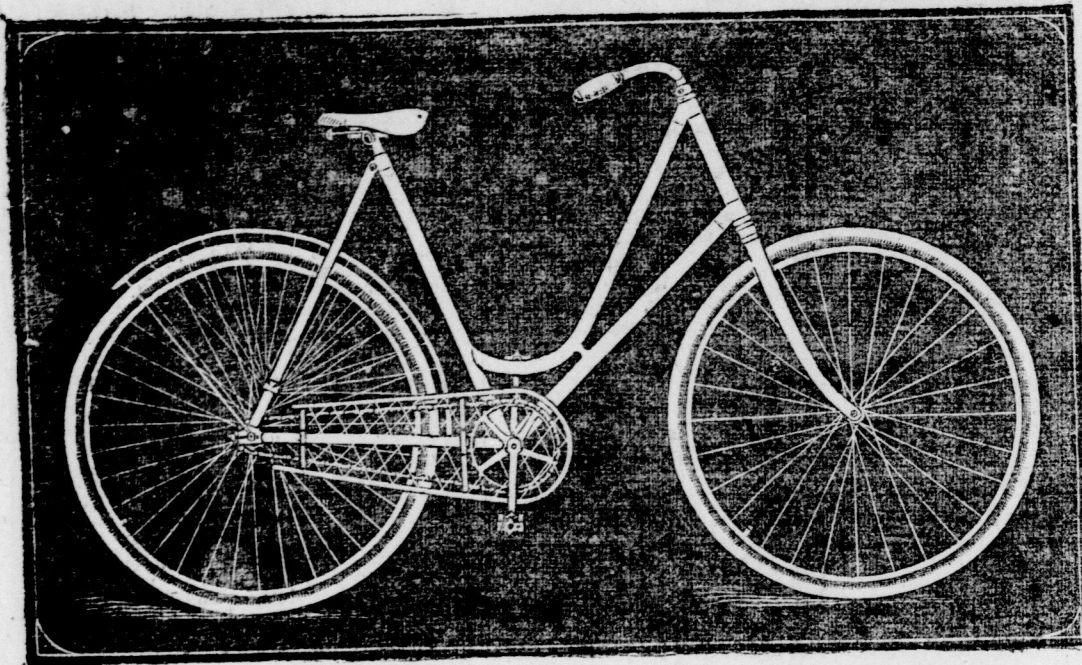


THE HYSLOP



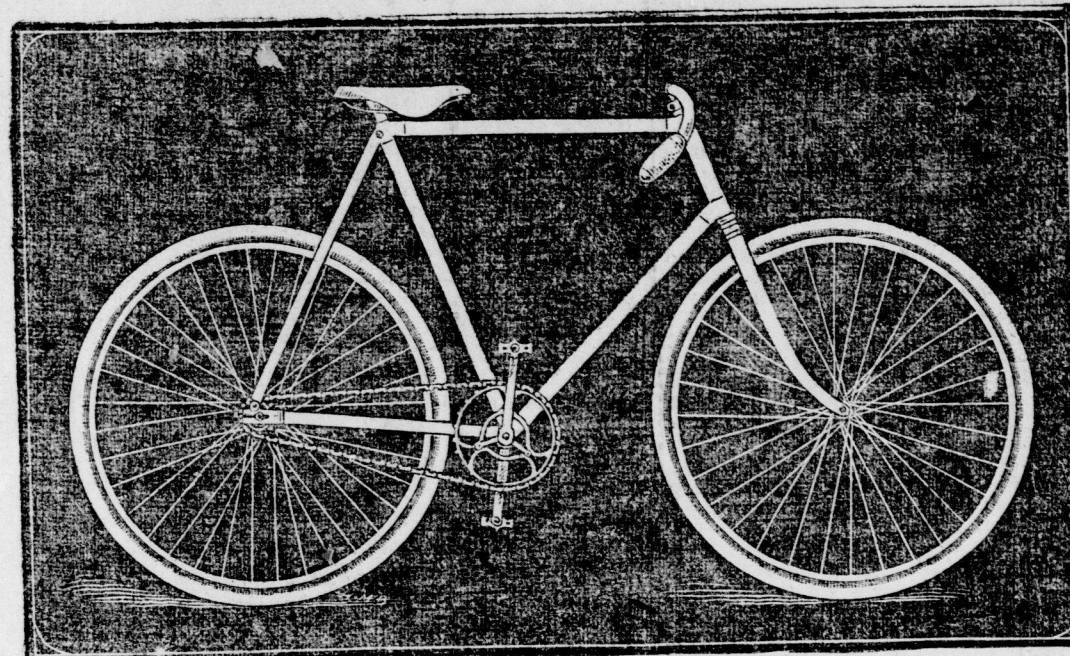
An Embodiment of Mechanical Skill and Ingenuity.

FROM far Victoria, on Vancouver Isle, to Halifax, the home of the Bluenoses, the name of "The Hyslop" is a name that is familiar to cyclists. The history of the Hyslop wheel, its success and prosperity is the history of the progress of cycling in Canada, from the commencement to the present time. The making and importing of really first-class wheels by Hyslop's, gave to cycling its first impetus. From the Hyslop factory and warerooms in Toronto, more wheels have been sold twice over than by all other dealers in Canada combined.



That is the Reward of Bicycle Merit.

"The Hyslop" is the standard bicycle of Canada. How often you hear the comparison, "Just about as good as a Hyslop." It is the standard—the perfect bicycle by which the public judge the weakness and imperfection of other bicycles.



There Are Reasons

Other than high quality and mechanical skill that make the Hyslop the bicycle par excellence.

It is fully guaranteed by the greatest house in the bicycle business.

You will be proud of your mount. Your friends will be proud of you.

You run no risk on a touring trip. No untried devices. Every detail proven by practical test and long use. It is built by the best corps of skilled mechanics, and each wheel is tested before it leaves the factory.

You know that you are getting full value for your money. You know that no one else can buy a Hyslop cheaper than you can.

You know you will be satisfied if you are astride a Hyslop. You know you have a steed in which you have full confidence—and confidence is the soul of cycling enjoyment.



The Regent

A regal wheel—a wheel that is worth \$100, judged by the standard of most \$100 wheels. All the material used in the Regent are rigidly tested, and must conform to the requirements of the highest grade. It contains the finest materials to be had, regardless of cost. Each Regent is a big advertisement for the factory. There is no guess-work in its manufacture—and there will be no guess-work in your buying one—\$85.

The Fleet

You are sure of the quality of this wheel. It is a high grade English wheel, comfortable and strong, simple and beautiful—for ladies and gentlemen—\$75.

THIS COMPLETES THE HYSLOP STRING

THERE is a demand for less expensive wheels than the three above mentioned. Hyslop, Son & McBurney would not endanger their high and spotless reputation by handling any of the cheap and trash gas-pipe wheels that are on the market. The three lines quoted here are good wheels, splendid wheels for the money. The \$60 Crescent is better than an American wheel that has been heralded with a roar and advertised at \$85.

The Crescent Is made in the largest bicycle factory in the world. They make 500 wheels each day at the Western Wheel Works—and this unusual volume, this gigantic wholesale production makes it possible to sell this wheel in Canada at from \$50 to \$85—in sizes to suit adults and children; 12 different models. The Crescent No. 1 holds the world's record for the fastest mile ever ridden, the wheel used being taken from the ordinary stock of a Crescent agent.

For the City of London and Surrounding Districts—JAS. REID & CO., DUNDAS STREET, LONDON.



For the other cities west of Hamilton:
GUELPH—J. J. Ferguson.
STRATFORD—John Welsh & Son.
ST. THOMAS—Stacey Hardware Mfg. Co.
CHATHAM—James Watt & Son.
WINDSOR—Pulford & Ellis.
BRANTFORD—C. J. Mitchell.
For the towns and villages west of Hamilton:
SARNIA—Marshall & Mason.
INGERSOLL—E. F. Waterhouse.
WOODSTOCK—W. H. Martin.
PARIS—P. H. Hamilton.
TILSONBURG—E. Holland.
AYLMER—George Youell.
RIDGETOWN—W. J. Perkins.
AMHERSTBURG—J. Patton.

BOWWELL—Alex. Calderwood.
BLENHEIM—W. J. Fuller.
COMBER—W. G. Campbell.
CONESTOGA—N. S. Bowman.
CLINTON—W. D. Fair.
CALEDONIA—George H. Harris.
DUTTON—W. Hollingshead.
DRESDEN—McVean & McVean.
DRAYTON—O. B. Henry & Co.
ESSEX—Wm. Church.
EMBRIO—R. A. Duncan.
EXETER—W. H. Bice.
FERGUS—J. Beattie.
GALT—Adan & McKenzie.
GLENCOE—T. A. G. Gordon.
KINGSVILLE—Pulford & Ellis, of Windsor.

LISTOWELL—J. E. Brook.
MILVERTON—S. J. Grosch.
MERLIN—Sales & Wellwood.
MITCHELL—A. Burritt & Co.
NORWICH—T. Eddy & Co.
NEUSTADT—J. H. Sparling & Co.
NEWTON—W. J. Zoeger.
PARKHILL—W. A. McDonald.
PETROLEA—Matilda Waddell.
PORT ELGIN—W. J. Cameron.
RIPLEY—D. McInnes.
RODNEY—Mistele Bros.
BERLIN—A. Pequegnat.
ST. GEORGE—B. Bell & Son.
ST. MARYS—R. S. Wilson & Co.
SEAFORTH—Lumsden & Wilson.
STRATHROY—Marshall & Mason.

SIMCOE—L. J. Potts.
SOUTHAMPTON—Belcher & Co.
TARA—J. B. Tobey.
TILBURY CENTER—J. W. Richardson.
VIENNA—George Youell, Aylmer.
WYOMING—A. Hill.
WOLVERTON—Wm. Kilgour.
WELLESLEY—George B. Miller.
WINGHAM—J. B. Cummings.
WEST ESSA—Roy F. Fleming.
WALLACEBURG—C. Swanson.
WHEATLEY—W. George Hunt.
WATERLOO—A. Pequegnat, Berlin.
WARTON—J. Welsh & Son.
WATERFORD—J. G. Burke.
WALKERTON—J. F. Gibson.
ZURICH—W. G. Hess.



HYSLOP, SON & MCBURNEY

3 Front Street West, and 14 and 16 King Street East, Toronto.