

BICYCLES.

A NEW CANADIAN INDUSTRY.

MASSEY-HARRIS CO., LTD., ERECTING A FACTORY.

THE evolution of the bicycle is exceedingly interesting, but not less so is the rapid development of the bicycle industry and the phenomenal reception given by all classes of society to this latest means of locomotion. But a few years since the bicycle was looked upon as a device to be used chiefly for athletic purposes. Young men, and that, too, at the risk of life and limb, were about the only ones who dared to use the formidable high wheel. The invention of the safety bicycle, however, speedily wrought a great change in the utility of the wheel, and the advent of the pneumatic tire has undoubtedly secured this novel vehicle a permanent place amongst man's long list of economic devices.

At first, even the pneumatic-tired safety bicycle was looked upon as a means of transportation rather beneath the dignity of the majority of mankind. But this splendid and very practical mechanical steed has in an incredibly short time won for itself so high a reputation that now we see the judge riding down to the court on his wheel; the minister going about his pastoral work; the doctor speeding to his patients; and the lawyer, too, riding the bicycle. The clerk, the mechanic, the villager and farmer are all learning to appreciate its value, while the Government have placed so high an estimate on the wheel that the militia, police and postal departments are all introducing it for practical service. As for woman and the bicycle—well, not long since thousands of women who now ride the bicycle and are none the less respectable for it would have looked askance at the thought of it. The few women who first rode the wheel in the face of the greatest prejudice succeeded in establishing the fact that the bicycle was as much for woman as for man. The prejudice against its use by ladies is so rapidly subsiding that we read of such noble women as Miss Frances E. Willard, Lady Henry Somerset and the Princesses of good old England gracing the wheel. At home the wives and daughters of clergymen and the leading ladies of the land have taken up this graceful and helpful recreation.

Canadians, with their accustomed enthusiasm and enterprise, have not been behind other countries in introducing the bicycle, for the streets of our cities and towns are already lively with bicyclists.

While bicycles have been manufactured in Canada to a limited extent, it is a fact of no mean significance that a concern of such characteristic energy and thoroughness and so progressive as MASSEY-HARRIS CO., LTD., have decided to embark in this new industry. It means much for the wheelmen of the Dominion.

Some two years ago statements were being made so generally over the country to the effect that MASSEY-HARRIS CO., LTD., were going into the bicycle business that they were under the necessity of giving them public

denial, as the matter became a real source of annoyance, and took a good deal of time to answer correspondence and queries in this connection. They do not know how such a rumor got abroad, as at that time the directors of the Company had not considered the expediency of making wheels.

Public opinion, however, has declared so positively upon the utility of the wheel, and it has become such a thoroughly practical vehicle for use on the farm as well as in the village—its value and usefulness being more and more appreciated—that the Company was led seriously to consider the matter recently. Further, Canadians seemed to have looked to MASSEY-HARRIS CO., LTD., with their long and extensive experience in manufacturing, to make the wheels for the people, and notwithstanding their denial two years ago of any intention of going into the business the opinion has been constantly expressed that MASSEY-HARRIS CO. should make bicycles. Hence the Company's decision to add this to their list of manufactures.

While the relationship between the bicycle business and that of farm implements may not at first be apparent, after all nothing is more natural than the affiliation of these two lines, for the vehicle and implement business have always been closely allied, and in the United States and foreign countries bicycles are now extensively sold by dealers in farm implements, while their use throughout the country is destined to be as large or even larger than in the cities.

Further, in a large works, like the Toronto shops of MASSEY-HARRIS CO., where such a variety of trades are represented, much experience is acquired and many devices perfected which would be of immense value in the making of bicycles. Especially is this true of their steel plant, where they have many original secret and patented processes for the manipulation of steel by the fuel-oil method. These steel processes have done much to make MASSEY-HARRIS implements famous the world over, as they are patented and controlled by this Company alone, and certainly there is no machine made in which a higher grade of steel and workmanship are necessary than the bicycle.

It is the intention of the Company to run the bicycle business as a strictly separate and distinct department without in any way whatever interfering with their implement business. Not only will there be separate management and a separate staff, but a splendid new factory is being erected and equipped for this new departure.

The new MASSEY-HARRIS bicycle factory will have a frontage of 108 feet on King street west, running back in the form of an L 186 feet, being the equivalent of a building 284 feet long by 60 feet wide, and five stories high. In addition to this there will be a wing for the manipulation of steel parts. To accommodate these buildings an additional frontage of 300 feet on King street running back over 200 feet to the railway tracks had to be purchased. This gives the Company a total frontage of over 1,000 feet on King street.

This new bicycle plant will be fitted with the latest and best machinery and appliances for turning out strictly high-class wheels, it being the intention of MASSEY-HARRIS CO. to make no other. The capacity of the plant will be 5,000 to 10,000 bicycles per annum.

Space has been secured in the Bicycle Department of the Toronto Industrial Exhibition, where samples will be shown, and the Company expect to supply the trade with both wheels and parts next season.



1st.—M. Pierre Legrand, ex-Minister of Commerce of France, died.... The Toronto freeholders voted down the Civic Lighting and Water Works by-law.... Lord Aberdeen presented the medals awarded by the Royal Humane Society of Canada to those who had been instrumental in saving life.

3rd.—Rev. Dr. Sutherland, of Toronto, Secretary of the Methodist Church Mission Board, received a despatch stating that the mission station at Ching-Zoo, China, had been burned by a mob.

4th.—Lord and Lady Aberdeen were presented with addresses of welcome at Milton, Ont.... At the meeting of the Board of Directors of the Bank of Montreal, Sir Donald Smith was re-elected President.

5th.—Ex-Premier Gladstone is still confined to his bed.... The Republic of Formosa has collapsed.... Sir Julian Pauncefote, the British Ambassador to the United States, sailed from New York for Southampton.

6th.—The Spanish Government has announced its intention of sending ten additional battalions of infantry to Cuba.... The ceremony of unveiling the statue of Sir John Macdonald at Montreal was the occasion of a great demonstration.

7th.—The International Miners' Convention meeting at Paris has adopted a resolution in favor of an eight-hour day.... Mr. John Watson, the Kincairdine manufacturer, is dead.... A deputation of the Canadian Copyright Association waited upon the Deputy Minister of Justice.

8th.—The village of Salins, in the Canton of Valais, Switzerland, has been destroyed by fire.... Mrs. Parnell, the widow of the late Irish leader, is in broken health.... Forty-two persons were drowned by the floods in Kobersdorf.

10th.—Prince Edward, of York, has made his first appearance in London.... The Hon. J. G. Ward, Treasurer and Postmaster-General of New Zealand, arrived in Ottawa.

11th.—Mr. and Mrs. Gladstone boarded a steamer which sails for Hamburg.... The crew of the American scow which dumped garbage in the Detroit river were each fined fifty dollars.

12th.—Bishop Sullivan has been appointed Principal of Huron College.... A motion to abolish the reception of railway passes by the members were defeated in the Commons.

13th.—The foundations for the pedestal for the monument to Sir John Macdonald in Ottawa have been completed.... Senor Manuel Ruiz Zorilla, the noted Spanish Republican leader, is dead.

14th.—Treasurer Stock, of the County Council of Wentworth, handed in his resignation, which was accepted.... M. Sverdrup, the leader of the Norwegian Moderates, has declined to form a new Cabinet.

15th.—Mrs. Charles Archibald, president of the world's Women's Christian Temperance Union in the Maritime Provinces, has arrived in London, Eng.

17th.—The Harlem ship canal connecting the Hudson river at Spuyten Duyvel with Long Island Sound, was formally declared open.... Prof. Daniel Kirkwood, LL.D., late professor of mathematics in Indiana State University, is dead.

18th.—Lord Colin Campbell, fourth son of the Duke of Argyll, a captain in the Bombay Rifle Volunteer Corps, is dead.... The High Court of the Canadian Order of Foresters met in Hamilton.

19th.—Lieutenant-Governor Chapleau paid an official visit to the Baron de Hirsch Institute in Montreal.... The Grand Lodge Independent Order of Good Templars held the opening sessions of its forty-second annual meeting in Toronto.

20th.—The Court of Appeal in Montreal gave judgment in the case of Sauvalle v. Tardivel, confirming the judgment of the court below.

June 21.—The American Tobacco Company of Canada, with a capital of one million dollars, has been incorporated. The British Government was defeated on the motion to reduce the salary of the Secretary of War.

22nd.—Lord Rosebery tendered his resignation to the Queen and it was accepted.... Mr. Levi Rightmeyer, for many years identified with the Canadian salt industry, died at Kincairdine.

24th.—Mr. Hugh Millar, J.P., was appointed assistant police magistrate by the City Council of Toronto.... Senator Burns died at his residence in Bathurst, N.B.

25th.—The Imperial authorities have forwarded to the Canadian Government a draft of the North Pacific Sealing Bill, which was read a third time in the House of Lords.

26.—Emperor William was the guest of the officers of the United States cruiser New York, at Kiel. Mr. T. J. Paterson, a merchant of Moorefield, committed suicide at a hotel in Berlin, Ont.... The Rt. Hon. E. J. Mercer, Dowager Marchioness of Lansdowne, mother of the present Marquis of Lansdowne, and formerly Governor-General of Canada, is dead.

27th.—Signor Cavallotti, whose charges in the Italian Chamber of Deputies against Premier Crispi were voted down.... The appeal for a habeas corpus in the case of Dr. Buchanan, the wife murderer, was refused.... Judge Malhot delivered judgment in the charge of hoodling against Mayor Aubry, of Hull, Quebec.

29.—Drop in September wheat at Chicago.... Fire in Toronto; loss \$20,000.... Lord Salisbury has appointed his Cabinet.... Frosts in the North West.... Partial rains in Ontario have greatly benefited the growing crops.