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CYCLING

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

Vol. 1.

TORONTO, JULY 8, 1891.

No. 16.

A Summer's Cycling Reminiscence.

THE STORY OF A THREE MONTHS' BICYCLING
TOUR THROUGH EUROPE, AND AN ACCOUNT
OF SOME OF THE IMPRESSIONS
RECEIVED.

BY ONE OF THE PARTY.—IX.

A good long rest after the heavy ride of the previous day and a rather cursory inspection of this border town made our departure from Carlisle occur at about noon. Our course lay through a hilly country and we had our old friend the head wind with us again, still these little difficulties only added zest to the thorough enjoyment of the beauties provided by nature which meet us at every turn—running along a road with surface as even as asphalt, surrounded on either side by the luxuriant green hedges, the monotony of the never changing color being broken here and there by the roses in full bloom, swiftly passing the fields of wheat in which the red poppies nodded their pretty heads as if contrasting their beauty and brightness with the less pretentious but more stable cereals surrounding them, riding quickly beside a tiny stream from the banks of which we observe the patient angler casting his fly for the unwary trout, which oftentimes proveth itself more wary than its would-be destroyer. Ever and anon our circuitous road leads us through the labyrinths of some forest, and as we glide along the stillness unbroken, save by an occasional bon-mot from the irrepressible Langley, the effect of which would cause a frightened pheasant to half fly, half run across the highway followed quickly by half a dozen tiny rabbits skurrying across the road into the under-growth as though we were late editions of the Bunting family. While we had been ruminating on the various phases of country scenery, the hours were slipping by and we gradually found ourselves approaching the famous lakes, one of England's most beautiful districts. We reached a cosy little summer resort on the Derwentwater in time for supper, after which we had a four mile ride to Keswick. This quaint old town is surrounded on all sides by mountains and is

noted throughout all England for its magnificent environs which tend to make it a most desirable point for summer residence. The next morning Peard thought his machine was hardly light enough to run up the side of the various hills that greeted the eye on every side; so he bought a copy of *Tid-Bits* and *Ally Sloper* and took the train for Kendal, the other two gentlemen continuing on the hot and dusty way with unabated vigor. Our party was united again at Kendal, and, although Messrs. McBride and Langley were pretty well used up after the heavy pull between Keswick and Kendal, we ran off another twenty-two miles over excellent roads and found ourselves early in the evening entering Lancaster.

This place, in contrast to the towns we had recently visited, seemed literally alive with people; the streets were crowded. In enquiring at the C.T.C hotel we were told no accommodation could be had there, and then learned that the extraordinary excitement noticeable in the people, and the gala appearance of the town, was due to the notable fact that the county regiments were then in camp just on the outskirts of Lancaster, and the people of the surrounding country had come in to watch the warlike evolutions of their militia. We were more fortunate in our next effort to secure a resting place, and were soon revelling in a thoroughly English supper in a cosy little parlor at the Rialton hotel. In Lancaster, to a person unacquainted with the city, there is nothing of interest to record. It is one of the busy centres which does not seem to be materially affected by the rather close proximity of Manchester. This was Friday night, and as we were anxious to make Manchester, a distance of fifty-two miles, as early next day as possible, we did not spend much time in interviewing the citizens, but sought our couches at an early hour. Saturday was a bright, clear day, all that could be desired for cycling purposes, but, notwithstanding our determination to make an early start, it was ten o'clock before the thread of our journey was resumed. With a fine road through a level stretch of country, and, marvelous as it may seem, Peard set a pretty good pace to Preston, attracted,

no doubt, by the inborn loyalty which was prominently brought to our minds, as Lord Stanley's seat is at this point. In fact, from our observations, I should say our Canadian Governor pretty well owns the town. Langley was feeling in a progressive mood at this juncture, and his hungry companions could not prevail upon him to dine even in the town, where Canada's potentate has his residence during the intervals of rest he enjoys between the periods of time he devotes to supervising the interests of the various colonies. Nine miles farther on we came to the funny little village of Charley. This is a true specimen of a Lancashire town; here all the children and a great many of the adults were to be seen wearing the leather and wooden clogs with a plate of iron on the bottom edge of the sole, and, what is more remarkable, they seemed to consider them quite comfortable too.

Brother Langley's appetite having assumed its normal condition by this time, we looked around for the hotel, but were informed, at the leading house for the accommodation of weary travelers, that on Saturday no dinner was served. Regrets were indulged in by some of us that this necessary part of the program had not been attended to earlier, but with a little effort we located a coffee house opposite the market place and had some refreshment. We will not dwell on the bill of fare, but we received sufficient sustenance to start us on our way to Manchester. Shortly after leaving Charley, we began to see the indications which mark the approach to a great city; this was made very realistic when after passing through the pretty town of Bolton, where so many of Manchester's fine suburban residences are, we found that the road covering the remaining twelve miles to our destination was entirely of stone set pavement. Our condition on arriving at the Ingham hotel on Charlton St. can better be imagined than described.

We had forwarded a change of raiment for each of us, addressed in the care of the shipping agents, Messrs. Wingate and Johnston, at Manchester. We wired them in the afternoon to send the valise to our hotel, but, as luck would have it, the office was closed when the message arrived, so we were obliged to retire without the prospect of giving our knickers one day's rest. Whether this was the cause or not I would not like to vouch for, but Peard did not put in an appearance until 2 p.m. on Sunday, and he averred he slept every moment of the time. McBride had arisen with the lark and had represented the party at church. Where Langley was all that day, is an unsolved mystery. I

should imagine that Manchester, judging from an acquaintance of only one day's duration, would be a very pleasant place for residence, more so than the majority of English cities aside from London. It is most energetic, progressive, and withal combines beauty with harmonious quiet and refinement, more noticeable here than in the mining regions of England. Although intending to make an early start Monday morning we were delayed until the afternoon. Remembering our experience with the roads in the immediate vicinity of Manchester coming into the city, we wisely decided on taking the train to Buxton, twenty-five miles distant. Arriving there we found ourselves once more in a hilly, but certainly beautiful, country. We took Derby as our objective point for the day and pushed on, up and down hill, with nature's panorama affording us new interest at every turn. Late in the afternoon we came to Haddon Hall connected with which are so many romantic memories. We spent a half-hour here going over the ancient building, and hearing the tales of reminiscence volunteered by our guide. We experimented here with the Kodaks, trusting that the light was sufficiently strong to give some of our films the opportunity of retaining for us an impression of the Hall and its surroundings. We reached the Derwent House at Derby just in time to escape a thorough wetting, the rain having again decided to visit us.

(To be continued.)

The Athenæum Club.

The Athenæum Bicycle Club, organized in June, attended the C. W. A. Meet, at Hamilton, Dominion Day, this being their first outing as a club at an official gathering of Wheelmen. The members appeared in their new and handsome uniforms, and were well received. They, no doubt, appreciate the kindness displayed towards them by the older cyclists of the Association.

The club, though not large looks forward, at no very distant day, to a greatly increased membership. The facilities of their new club house being such as to favor the interests of our cyclists and draw many into their ranks. Club runs are now taking place every Tuesday and Thursday evenings, and Saturday afternoons, and are well attended. Saturday next, 11th inst., the members run to Grimsby Park, leaving by 2.50 p.m. train for Hamilton, thence wheeling to the park, returning in time for business Monday morning.

Cycling

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

EDITORS:

F. F. PEARD, F. BRYERS.

PUBLISHERS:

WM. H. MILN CHRIS. B. ROBINSON

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The Road Race.

There is no doubt that the members of the two Toronto clubs with very few exceptions had an idea that the road race would be won by one or other of their teams, as, up to a week before the race, both teams were in first class condition, in fact had never been in better condition. Wells' injuries placed the Torontos' chances slightly in the lead. The winning of the pennant by the Hamilton Club was a surprise to all our riders and is only another proof of the old adage, "There's many a slip, etc." We congratulate our Hamilton friends upon their success in winning so proud a distinction, but trust that one or other of our Toronto clubs will next year be a match for them.

Notes.

That Fred. Foster well deserved the title of Canadian champion, which he held so long, was proved by his riding on the 1st, when, after four years from the time he made it, and while in anything but first-class condition, he equalled the mile record which has stood since 1887. If he can train himself down a little finer there is no doubt but that he will stand an even chance with Carman for the mile on Civic Holiday.

One noticeable feature of the recent meet was the fact that the safeties this year had an equal number of events set down for them, and a fair chance with the high wheels of showing their speed. A comparison of the time made in each class shows the dwarf in its new dress to be much the faster of the two wheels; particularly is this the case in the mile novice, where the difference in favor of the safety is 26 $\frac{2}{3}$ secs. Out of the twelve events the mile championship is the only event in which the ordinary made the best time and then only $\frac{1}{2}$ sec. when Carman lowered the record by that much.

The Road Race and its Lesson.

Below we give some particulars of the Road Race which will be of special interest to our readers: It is unfortunate that the timekeepers did not do their work more completely, but we presume the excitement was too much for the officials. Of the five pneumatic wheels four finished within the hour, and it is safe to say that his unfortunate start alone prevented the fifth from doing so. The cushions led by Coote then follow in regular order, broken only by Parr, Bulley and Knowles with their solid tires. It has taken our Canadian riders a long time to find out that the safety, with its capacity for gearing up, is the faster machine, but we think the Road Race has completed our education in that direction.

RIDER.	Time.	Club.	Wheel.	Tire.	Points.
Palmer.....	54 $\frac{1}{4}$	H.	S.	P.	25
Nash.....	56	W.	S.	P.	24
Skerrett.....	57 $\frac{1}{4}$	H.	S.	P.	23
Nasmith.....	59 $\frac{1}{4}$	T.	S.	P.	22
Coote.....	1.01 $\frac{1}{4}$	H.	S.	C.	21
Robins.....	1.02 $\frac{1}{4}$	T.	S.	P.	20
Hurdall.....	1.03	T.	R.	C.	19
McClelland.....	1.03 $\frac{1}{4}$	T.	R.	C.	18
Robertson.....	1.03 $\frac{3}{4}$	H.	S.	C.	17
Parr.....	1.04 $\frac{1}{4}$	O.	O.	S.	16
Owens.....	Not taken.	F.C.	R.	C.	15
McBride.....	"	W.	S.	C.	14
Bulley.....	"	T.	R.	S.	13
Foster.....	"	W.	R.	C.	12
Knowles.....	"	F.C.	O.	S.	11
Wells.....	"	W.	R.	C.	10
Milne.....	"	F.C.	S.	C.	9
Griffith.....	"	H.	S.	C.	8
Blyth.....	"	O.	O.	S.	7
Gerrie.....	"	W.	R.	C.	6
McClennaghan..	"	O.	S.	S.	5
Matthews.....	"	O.	O.	S.	4
Holmes.....	"	F.C.	R.	S.	3
Brown.....	"	F.C.	R.	S.	2
Beamant.....	"	O.	O.	S.	1

The general opinion of nearly every one to whom we have spoken about him is, that Palmer has the finest appearance of any Canadian safety rider.

Wells, of the Wanderers, was considerably handicapped by his recent header, and, while he did fairly well, we believe he would have made a much better showing than he did had it not been for his unfortunate fall.

We had an idea that McClelland would finish ahead of Hurdall in the road race, and were rather surprised that he did not until we learned that the former had stopped off at Winona to cable for a pneumatic safety.

Hamilton Correspondence.

DEAR CYCLING,—Good morning, gentlemen of the road team! The Hamilton bicycle club sends greetings and desires to know the state of your health. As for ourselves,—we are quite well, thank you.

The ninth annual meet of the C. W. A. is now a thing of the past. It affords interesting amusement to read reports from clubs previous to the meet. How other views have faded out of sight, mine alone proved correct. I prophesied that C. W. A. records would be broken, and it was so. I observed that Hamilton held the safety champion, and we did. I also made bold to state that our road team would be there to see Nasmith finish, and we had two in first, with the third close at hand. What more could we want? Verily our cup of joy is overflowing, for we demonstrated that on equal footing we have the champion club in Canada. Watch for our ordinary rider next year. He is a daisy and will hustle Carman and Foster if he decides to come out.

We congratulate the C. W. A. on their choice of editor for the *Wheelman*. No person in Canada has done more for bicycling than Hal B. Donly, and when he takes charge of our official organ there will be no cause for complaint. Into his hands we are glad to commit ourselves, believing that no one is more fitted for the position than the genial Secretary. May he long continue as such.

NOTES OF THE MEET.

We had our r-r-r-r-revenge.

Wells deserves great credit for the plucky manner in which he rode both days.

Which is the greater honor? To have the President of the C. W. A., or to have the champion road team. We like the latter the better; so does the Captain.

Toronto can have the President.

That Kingston Hill that Toronto struck on Wednesday was bad for the road team—See—

Hyslop is a daisy. You should not be so hard on us, Billy. We do not deserve that treatment from you. But what is our loss is Toronto's gain.

Low of Montreal for a little chap rides well. Mr. Low, if you would only get a wheel your size you would be more successful.

We hope Carman will be as successful in Detroit as he was here.

Palmer and Skerrett will soon be carrying their arms in slings as a result of their efforts to win glory for their city. (They own the place.)

Frank Coote is only 18 and on a Cushion tyre finished 5th in the road race. He joined the club in May and rode on the track but three times before his race in Woodstock on May 25th. Where are the riders in Canada that can claim as much?

No, Toronto, even if Mr. Robins on his pneumatic had not fallen he could not have beaten our boy on the Cushion tyre. Nasmith on his pneumatic only beat him about 2 minutes. Such excuses are of no avail. Your position could not have been changed.

Who was it wanted the distance made 40 miles? Judging from the manner in which certain fast road riders finished the race, 20 miles were quite sufficient.

Our boys were quite fresh; notably Palmer who appeared to have ridden only half-a-mile.

We do not say much but we generally get there with both feet.

Capt. Robertson was the happiest man in town on Thursday. Both he and Lieut. Griffith worked hard for the meet and during the last week did very little riding. Bobby and Dick are to be congratulated on their success, and with a little training we fear no foe at any distance.

How did you like our arrangements with the weather? We ordered the rain for the race as there was dust about a foot deep on the road Tuesday.

There was only one absentee that we really missed and that was "Arto"; had he been with us we should have been happy.

A good joke, but one not at all appreciated, was played on Lieut. Griffith. When not using his ordinary he leaves it standing in the hall leading to the club rooms. On Wednesday night one of the boys was going home from Dundurn and took Dick's wheel to ride into the country. Imagine his feelings when he went for his wheel on Thursday morning; not finding it in the hall he reported to the police and then proceeded to find a wheel to ride in the road race. He rode a safety, and considering that he does not ride the safety rode a plucky race. He intends to lock the ordinary up in future.

HOBBY.

The July number of *Outing* contains a very entertaining account of the Detroit wheelmen and their work, describing some ideas peculiar to that club, but which could be well followed by many of our Canadian Clubs.

At Hamilton.

Well, the C.W.A. Meet is once more over and as usual the T.B.C. had their share of the fun connected therewith, and those members who were not frightened by a little rain in the morning but started off by the early boat and arrived in Hamilton in time for the parade deserve a great deal of credit; for had they not done so, we would have lost the prize we won for Club representation, and we have nothing to crow about this time, for as most know it was won by a majority of only one. This incident brings to my mind the lack of interest some of our members take in Club affairs—members who a short time ago were most enthusiastic, and are similarly situated to-day regarding business and family affairs, and there is no reason why we should not be able to rely on them for valuable assistance in keeping the Club in good shape—members who would feel it very keenly should the Club through lack of attention go down, and yet are perfectly willing to sit camly by and see the few do all the work. We are pleased to know there are some good stand-byes who have not gone into the Club to satisfy a passing whim, or look upon it as a boy would a new toy—something to play with for a short time and toss it aside for some new hobby, but have gone into it with the determination of sticking to it, not only from a sense of duty but of pleasure as well, and it is to their efforts that we are indebted for the proud position we to-day enjoy, that of being the finest Bicycle Club in Canada. It behooves every member of the Club to realize the fact that there is something for him to do, if he can do nothing more than attend the meetings; his presence there manifests an interest in Club affairs and encourages the officers in the discharge of their duties. Just at present there is a great deal of work to do. The Donation Party is at home, and it is necessary that every one should feel that he is personally interested in that. Then our annual tournament is to be held in the near future, so near in fact that we must be up and doing, for there is an endless amount of work in connection with these meets, and its success depends upon the individual efforts of every member; our past tournaments have been grand successes; let us see to it that this one shall eclipse all previous ones, and this year it will be well if some of the new blood which has been brought into the Club of late would try and relieve the few upon whose shoulders the bulk of this work always falls. Now, Mr. Editor, when I started this article I had no intention of

running off in this strain but intended giving an account of the very pleasant time the boys had at Grimsby, but when I got started there were so many things I wanted to say that I find I have used up all my space and have no room for Grimsby. Suffice it to say that they had a rattling good time and those who remained in Hamilton missed an outing long to be remembered, particularly the supper at Grimsby Town.

CLUBUS LIARUS.

The East End Club!

DEAR EDITOR,—The Royals took a run to Unionville, Saturday, 28th ult., and the usual number of headers were taken. The boys started off at a good pace, and did not slacken until Freddie Gibbons surprised himself by going over the handles as pretty and gracefully as that contortionist, over at the Island. He gathered himself up again and the boys got nicely started when Freddie Cread came to the conclusion that he could not proceed until he got some milk. They then held an interview with a farmer, who told them there was plenty of water in the pump and might have some for the pumping. They blessed the aforesaid gentleman and went their way, and after a comfortable ride reached Unionville, where they somewhat astonished the hotel keeper by their ability to eat, Sam Gibbons and Art. Hoare outdoing the whole party. They then went for a swim in the pond. The run home was extremely pleasant, with the exception that Jimmy Murray slightly damaged his cushion tire. Art. Hoare was fortunate enough to arrive home without taking a header off his safety. Particulars of the time were not taken. Wishing good luck to CYCLING, I am

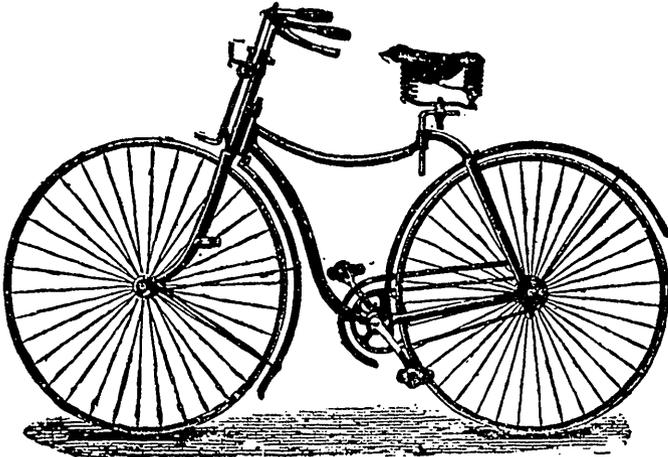
THE STENNOGRAFFER.

On July 1, eight members of the above club had a run as far as Port Hope, where they spent the day viewing the sights and having a good time generally, returning next day by rail.

France is to have another road race in September next, the route being from Paris to Brest and return, 750 miles. No English need apply this time, however, as the event is to be confined to Frenchmen, both professionals and amateurs being admitted, and the prizes may be taken either in cash or trophies. The first will be £80, second £40, third £20.

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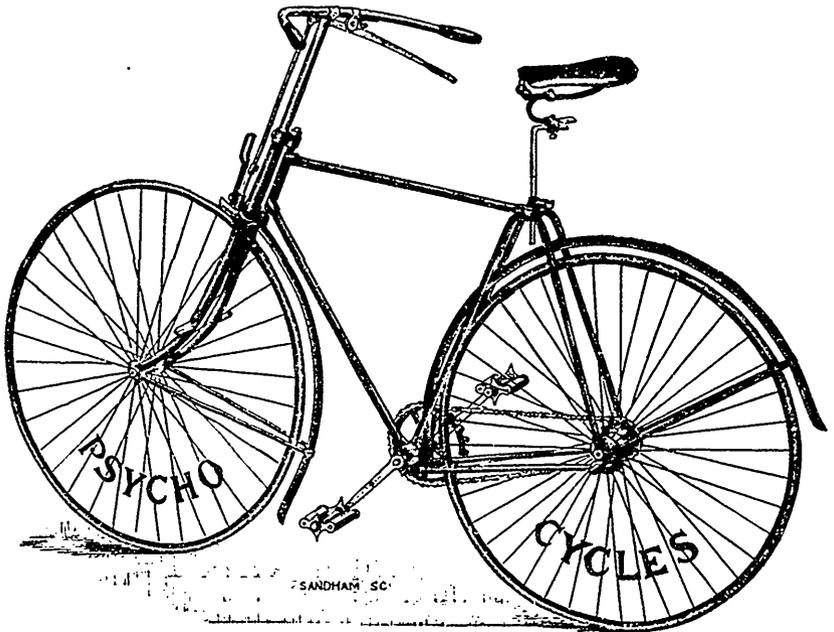
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ORGANIZED



1881.

Club House: 346 Jarvis Street.

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Vice-President	CHAS. LANGLEY.
Secretary	JAMES WOOD.
Treasurer	C. J. W. LOWES.

ROAD OFFICERS

Captain	W. ROBINS.
1st Lieutenant	JAS. MILN.
1st " Safeties	F. B. ROBINS.
2nd " Ordinaries	C. W. HURNDALL.
2nd " Safeties	J. B. LAIDLAW.

H. Pease - Club Reporter.

Matter appearing in this column is furnished and paid for by the Toronto Bicycle Club, consequently the proprietors of this journal do not hold themselves responsible for anything contained therein.

CLUB NOTICES.

A largely attended meeting of the Toronto Bicycle Club was held Monday evening. It was decided to hold the Donation Party on Thursday evening, the 9th inst.

It was also decided to hold the Annual Races on Civic Holiday, August 10, 1891.

A Committee was appointed to take charge of the races and make all necessary arrangements *re* same.

Members in arrears are requested to take notice of the following, which is part of the Constitution *re* fees:

Any member in arrears one month shall be debarred from all privileges of membership until such arrears are paid, and if any remain unpaid three months longer, he shall be liable to expulsion by the Committee.

J. WOOD,
Hon.-Sec.

RUNS.

July 11th—Halfway House—Picnic at "The Cliffs." Members are requested to provide their own sandwiches. Further information may be obtained from Vice-President Langley.

" 18th—Weston via. Lambton Mills — Road guaranteed by the Capt.

" 25th—Highland Creek via. Don Danforth.

What the Editor Would Like to Know.

When Charlie Lowes learned to ride a tricycle?

Where our friend Rankin got his idea of the value of diamonds?

What excuse Jimmy Miln has for living?

When the Captain expects to win a hill climbing contest or learn to swim?

Who interfered with the reporter's pony on the way to Grimsby?

How the Club Liar likes Bonds Lake Lemonade?

The exact distance from Grimsby to Hamilton?

Why Nasmith deserted his old reliable war-horse just on the eve of the battle?

We are pleased to see our old friend, Dr. Doolittle, back from his visit to his old home, where he has been spending a few weeks recuperating from the effects of his late illness. He is looking quite hale and hearty again, and reports that there is life in the old war-horse yet.

Everybody Come.

The members of the T.B.C. will hold a Picnic on Saturday to Half-way House, where games consisting of bicycle races, foot races, jumping, etc., will take place. The officers have provided handsome prizes, and hope to have a large turn out.

One result of the road race will be that about half the new machines purchased next year will be pneumatic safeties.

If some person who has the authority would only take hold of Hyslop and train him well for a short time, there is no doubt but that he would make a flyer. We are afraid though, that his trainer would have to chain him up, or he would be unable to find him half of the time. Putting all jokes aside, however, it is certain that a rider who could make the novice mile in 2.33½ has every chance for a brilliant career as a racer.

We are in receipt of a letter from a writer who signs himself "A. G. B. E. W.," which, while it does not altogether coincide with our opinions, we would be pleased to publish if we knew the writer. We repeat here, what we have said before, viz., that we must have the names of our correspondents before we will insert their letters.

Wanderers at Hamilton.

"Man thou art frailty itself for waking in the morn full of life and hope, and going out to get fulness of spirit; verily within a few short hours are 'out of sight.'"

The C.W.A. Meet has come and gone, and the Hamilton Club are to be congratulated on their efforts both executively and physically, for the Meet was a grand success and they have carried off three championships.

This is the first year since 1886 that we have been without one, and I do not think have any reason to be ashamed of our efforts on this occasion, for, while not disparaging Palmer's riding in the slightest degree, I will venture to say that had not Wells been handicapped by riding a solid tire wheel the finish in both races would at least have been closer.

Has any one seen anything of that kind gentleman who was offering ice to the crowd at intervals during the Meet. We failed to realize the kindness of heart expressed in that offer, and I, for one, should be deeply grateful should he renew it now, for Mr. Schmidt's boot-legs are not conducive to coolness of brow or bright ocular organs. Never mind, Hamilton did her best to please us, and the mayor put it very nicely when he said that instructions had been given the police to arrest anyone not enjoying themselves. Having a natural dread of the law I started in to do my best to escape its clutches, but unfortunately came in contact with one policeman whom they had evidently overlooked in giving the orders, and had it not been for the fact that I threatened him with dire and swift vengeance of the Maffia if he laid hands on me, there might have been a spare bed in the hotel that night. However, he was not going to be thwarted, and pounced on King Hal B. who was trying to effect an entrance into a temperance coffee house (time, 2.35 a.m., Canadian record), but after some explanation (I did not hear it but presume H. told him that he was a Freemason) the officer allowed him to go.

The Entertainment at Dundurn Park was one of the most enjoyable features of the Meet and those who attended had a rich treat. On the open in front of the grand stand was the platform on which the band was discoursing sweet strains of music before the presentation of prizes took place, and the crowd promenading through the grounds, brilliantly lighted by electricity, presented a very pretty scene.

Presto! change—And merely the width of a board fence separates you from a picture far more enchanting, for here we find an orchestra of $3\frac{1}{2}$ pieces (the drum had only

one side) and gallant cyclists whirling in the waltz with their fair partners who by the illumination of 5 coal oil lamps made one almost imagine that they had been transported from fairyland. But my humble words fail to describe the beauty of the scene and I would recommend you to Fred Morphy for further particulars. Let us hope that the next Meet will be as successful.

PUSH ON.

The Ninth Annual Meet.

The C. W. A. Meet of July 1, 1891, has now passed into history. It is at this early date but a memory—though a very pleasant one—and even that will soon be stored away in the historical archives of cycloedom. Hamilton was this year the Mecca at which hundreds of cyclists congregated to do honor to the most invigorating branch of athletics. That the meet was the most successful in the annals of the C. W. A. may be disputed by some, but that Hamilton, with the facilities afforded by an asphalt track for racing, is admirably adapted for such purposes, that its cyclists were uniformly courteous in their demeanor towards visitors, and that they deserve great credit for having carried all arrangements through to a satisfactory conclusion will be admitted by every disinterested and impartial observer.

When the various clubs lined up at the Gore preparatory to participating in the parade to the grounds, the following were represented: Forest City, of London; St. Mary's; Torontos; Wanderers, of Toronto; Woodstock; Barrie; Athenæum, of Toronto; Ottawa; Kingston; Owls, of St. Catharines; Ramblers, of Hamilton; Napanee; Hamilton; Paris; and Peterborough. The Torontos are, of course, the most powerful club in the Association, and received, as was anticipated, the prize for the largest club representation, having 63 in line. The Wanderers came second with 62. In order to allay any doubts as to the old-time supremacy of the former it is only just to say that 25 of their members were on board the afternoon boat and arrived too late for the count. The Athenæum captured the trophy for the largest percentage of members present, there being 10 out of 11 on the field.

The races this year, in the opinion of experienced bicyclists, were the most successful and the finest ever seen in Canada. During the afternoon some very frisky pedaling was done, and no less than three Canadian championship records were broken.

The first was in the one mile championship (safety). The record was formerly, as made by W. Schumacher, 2.59. A. H. Palmer, H. B. C., reduced it to 2.42½.

Probably the most interesting and exciting race of the day was that for the one mile championship (ordinaries). The participants were W. M. Carman, Woodstock; Fred Foster, Wanderers; and G. S. Low, Montreal. The gentlemen first mentioned will be recognized as two of the most expert flyers Canada has yet produced, while the latter, a comparatively unknown *protégé* of the track, will undoubtedly, if persevering, develop talents of no mean order. Interest chiefly centered on the efforts of the two former, and Low, evidently coming to the conclusion that he was in too fast company, dropped out before the conclusion of the race. Carman was in the best of condition and rode in excellent style. Foster, on the other hand, showed lack of training and was altogether too stout for the track. This, however, did not deter him from displaying a very plucky front, and it was all Carman, the victor, could do at times to retain the lead. At Woodstock, in May, 1887, Fred Foster did the mile in 2.42½. On this occasion the distance was covered in 2.42, thus lowering the existing record by ½ of a second.

The contest for the three mile championship (safety) also proved a record breaker. Palmer, H. B. C., won easily in 8.58, thus lowering C. J. Ivan's record of 10.04, made at Ottawa, July 1st, 1890.

An account of the day's races would not be complete without a word of commendation for Torontos' coming flyer, W. Hyslop. The club mentioned should give this youthful and ambitious rider all the encouragement in its power. He will undoubtedly prove a great acquisition to the racing talent of a corporation already so widely and favorably known in this department of cycling. Hyslop won the first prize for the one mile novice (safety), and second for the three mile championship. It was he who upheld Toronto pre-eminently at the Meet and for his valuable service deserves the kindly recognition of all concerned.

The following is a list of the successful competitors:

1.—1 mile novice (ordinaries)—1, Samuel Pearsall, Wanderers, Toronto; 2, John McKay, jr., Kingston. Time 3.00½.

2.—1 mile novice (safety)—1, W. Hyslop, Torontos Toronto; 2, W. F. Coote, H.B.C.; 3, J. W. Tatley, Montreal. Time 2.33½.

3.—Half mile dash, open (ordinaries)—1, W. M. Carman, Woodstock; 2, G. S. Low, Montreal. Time 1.19½.

4.—1 mile championship (safety)—1, A. W. Palmer, H.B.C.; 2, G. M. Wells, Wanderers; 2, F. H. Skerrett, H.B.C. Time 2.42½.

5.—1 mile, 3.10 class (ordinaries): 1, J. H. Gerrie, Wanderers; 2, G. S. Low, Montreal. Time 3½.

6.—Half mile dash (safety)—1, F. H. Skerrett, H.B.C.; 2, G. M. Wells Time 1.17.

7.—1 mile championship (ordinaries)—1, W. M. Carman, Woodstock; 2, Fred Foster, Wanderers. Time 2.42.

8.—3 mile championship (safety)—1, A. W. Palmer, H.B.C.; 2, W. Hyslop, Torontos. Time 8.58.

The 9th was a five mile championship (ordinaries). There were only two entries, W. M. Carman and Fred Foster. The latter refused to ride and the championship was therefore awarded to the former.

10.—2 mile handicap (safety)—1, W. F. Coote, H.B.C., 200 yards, 2, A. W. Palmer, scratch. Time 5.32.

11.—1 mile, open, (ordinaries)—1, W. M. Carman, Woodstock; 2, G. S. Low, Montreal. Time 2.59½.

12.—1 mile, open, (safety)—1, A. W. Palmer, H.B.C., 2, J. H. Nash, Wanderers. Time 2.44.

Buffalo Letter.

The most important thing on the tapis in Cycling circles in Buffalo at present, is the 50 mile road race between the Ramblers and the Press Cycling Clubs on Aug. 1st. Six of the most speedy men have been selected from each club and have begun to train, and the race promises to be very exciting. The Misses Klipfell and Price of this city have made quite a reputation for themselves by making the century run last Sunday. Mr. F. Peitch rode 200 miles (from Buffalo to Erie and return) the same day. Mr. Dai Lewis, the popular 1st Lieut. of the Ramblers, has left the city to travel for the Referee Publishing Co., of Chicago. Instructor Brunner, of the Ramblers, captured five prizes in the Y. M. C. A. games on July 4th. Buffalo will be well represented in the Detroit Meet; a large number of the Ramblers will attend. Mr. C. D. Avush, of the Ottawa Cycling Club, visited us on the 4th. A great many touring parties come through Buffalo, and we have many visitors. Roy Keator, the Unicycle rider of Chicago, spent a week in this city and created quite a sensation on his machine. I accompanied him through the park one day, while he was mounted on an ordinary, and he rode the whole distance (5 miles) on the front wheel.

The Syracuse Cycling Club hold their races July 10 and 11.

FRET.

Springfield, Mass., is to have one of its old time tournaments on September 10 and 11, in Hampden Park, on whose half-mile track so many records have been made and broken.

A Chapter on Pneumatic Tires.

There are now on the market four different and distinct kinds of tires, viz.:—solid, cushion, "Clincher" pneumatic and Dunlop pneumatic. The solid tire is so well known and evidently so soon to be a thing of the past that I will not discuss it. The cushion tire has caused much discussion; many fear that it is not durable and raise many objections to it. I will say for the information of those interested that at the present time I have five of them in my family and that they are all wearing well and cause me much less trouble than solid tires. The vibration on the spokes is much less and the ease of riding is much greater on both city and country roads. For the average rider I consider the cushion tire preferable.

The "Clincher" pneumatic comes next in order; it is a step between the cushion and the Irish baloon. That the "Clincher" has many advantages over the solid is very apparent upon investigation; the following are some of its good points: the rear tire is two inches in diameter, the front tire is one and one-fourth inch diameter, so we get a larger surface to support the rider on soft ground than with a cushion. With the "Clincher" we have the more ready accessibility of the air tube for repairs and less liability to puncture than with the Dunlop; but we do not get so lively a tire in the "Clincher" as in its Irish neighbor.

In the Dunlop tire we get the *ne plus ultra* of all that one can desire for ease of riding and speed, but the moment you buy it you must be prepared with an unusual stock of patience. For the information of those who do not know, I will say that this tire is made in three distinct sections or layers. The first or inner section is the rubber air tube, which gives the life to the pneumatic tire. This air tube is made from nearly pure rubber and is about one and one-fourth inches in diameter. When inflated with the air pump this tube if unconfined would keep expanding like a toy baloon until it burst. It is to prevent such accidents and to enable the air to be compressed in the tube that a stout linen case or sack is made to cover the air tube; this sack has flaps sewed to it and these are brought under the felloe and cemented, thus holding the tire in its place. Over this sack is the rubber cover that comes in contact with the ground. In this form of tire we get the greatest elasticity possible; but this form of a tire is the most likely to puncture of any mentioned and the most difficult of repair. In purchasing my pneumatic I bought the highest priced one in the

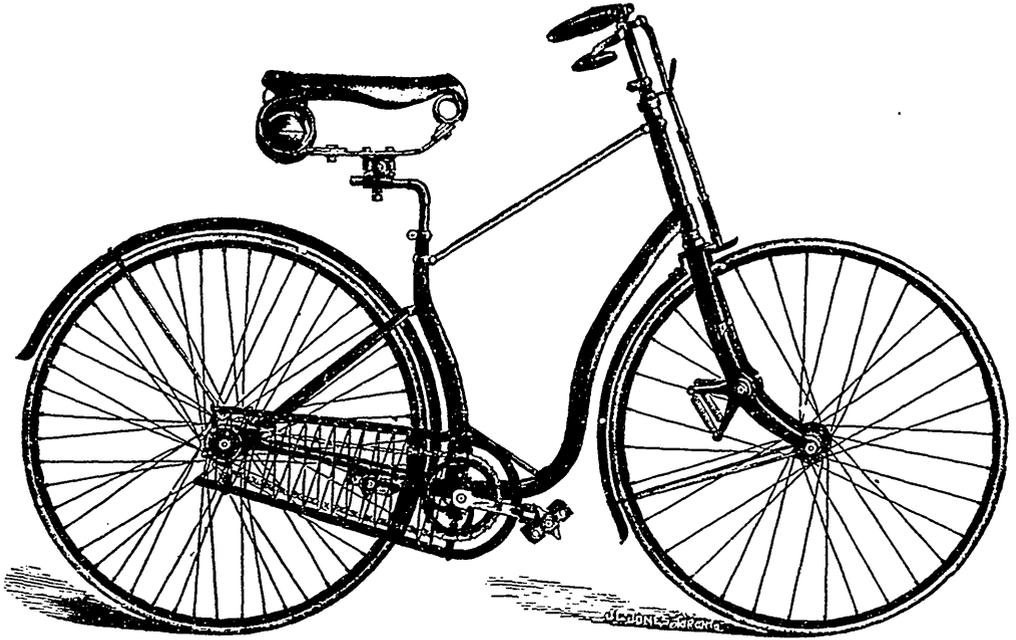
market, and it is a fact that with one exception I have not come back from a long run without my tire being crippled in some manner. On the last occasion I was on the century run with the West End club when the tire gave out, about forty miles from the finish; I had learned from previous experience to carry a repair outfit with me, so I stopped at a farmhouse (losing over an hour), made my repairs and caught up with the party one mile from the finish. If one goes at the matter seriously, repairs are easily made. The necessary outfit consists of a two-ounce bottle of quick drying rubber solution which may be obtained at most large drug stores, or rubber stores, a piece of sheet rubber such as is used for bandages, two inches square or more will do. A piece of linen canvas two inches wide by eight inches long, a stout needle and some stout linen thread together with a very stout cord ten feet long, will be all that is required to meet any emergency.

Now for the repairs. In case of puncture and the location is not known, proceed to locate it as follows:—

Inflate the tire and immerse it in water slowly revolving the same until air bubbles are discovered, mark the spot on the cover with a pencil and carefully remove the canvas binding that secures the cover to the rim of the wheel. Then with a sharp knife cut squarely across the canvas sack at the point where punctured, being careful not to cut the air tube which is now laid bare. With a knife (or better yet a piece of sand paper) carefully remove all the sulphur that has gathered on the surface of the rubber and apply a coating of solution to the air tube, being careful not to get any solution on the inside of the canvas sack. Cut a patch an inch square, round the corners, and scrape or sand paper same as before, and solutionize. When the solution appears dry apply a second coat and let stand for twenty minutes and apply the patch which should be pressed firmly to the tube, then sew up the sack, partially inflate the air tube, solutionize the sack and apply the canvas patch already mentioned. The canvas patch should have previously been coated with three coats of solution. Replace the cover and binding, inflate and the wheel is ready to use.

VERY TIRED.

The great firm of Mackintosh, whose name is a household word the world over, are about to place on the market something unique in the shape of an air tire.



THE NEW CUSHION TIRE SAFETY.

GEO. F. BOSTWICK, 24 West Front St., Toronto.

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Two insertions 25 cents.
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A BEAUTIFUL imported safety for sale, almost new, all ball bearings. Address 178 Front Street E.

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54 INCH No. 1 Rudge, all ball bearings, been used 4 months, as good as new, cost \$150, will sell for \$65.

52 INCH Goidl Bicycle, almost n.w., all ball bearings, cost \$125 last fall been ridden 5 months, will take \$6.

RUDGE, No. 2, 50 inch, in good order—a bargain—\$30.

EXPERT COLUMBIA, 50 inch, all ball bearings, all nickle plated, lamp and bell attached, cost \$125—price \$60.

CLUB RACER, 53 inch, nearly new, balls all over—will sell for \$37.

56 INCH, ball bearings both wheels, nearly new, a bargain, \$45.00.

KING AIR RIFLE, latest on the market, \$2.00 each. Try one.

CHICAGO AIR GUN; will kill a sparrow at 30 yds. Reduced to \$1.25.

SINGLE barrel loading shot gun, well made, choke bored, good bush gun. 12 bore. Reduced price \$12.00.

R. A. McCREADY, 378 Queen St. W.,
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of Sportsmen's Goods.

Items of Interest.

Lumsden will ride only in the Peoria tournament in September.

At the Missouri Division (L. A. W.) meet, on the 3rd, 4th, and 5th inst., one of the events on the race programme was a hill-climbing contest for a gold medal.

At a meeting of the Rochester wheelmen's League it was decided to propose to the boulevard company the construction of a cement path to the beach at Lake Ontario, ten miles or more.

Nelson A. Bradt of Johnstown, N. Y., arrived at San Francisco at noon, Saturday, having ridden from New York city on a bicycle. The trip occupied 86 days.

On the 21st June the Independent Cyclers of Louisville, Ky., held a road race, distance five miles. One of the scratch men finished first, winning both time medal and the race.

Brooklyn wheelmen have recently held a parade which is the largest on record, there being over twelve hundred wheelmen and wheelwomen in line. Prizes were donated for the clubs making the best appearance and having the largest number in line, and a special prize to the lady having the best decorated wheel.

Lady Cyclists.

A couple of weeks ago Bishop Coxe of Buffalo, in giving an address before the graduating class of St. Margarets Young Ladies College in that city, came out strong with advice to the fair graduates, and among other things said: "I hope none of the graduates I see before me will ever be seen astride a wheel." The good bishop went on to liken ladies who cycle to old women who ride broomsticks. Of course we all know the bishop was somewhat in error, and every bicycle paper in the country is accordingly "going for" him. We are sorry for the poor old gentleman and hereby extend to him our heartfelt sympathy for his blunder which was no doubt caused by his reading a "Bicycle Song" which appeared in a recent issue of *Bicycling World*, the official organ of the League of American Wheelmen, of which the following is the first verse and chorus. The Italics are ours:

Join in this sprightly versicle,
Ye lads and *lasses* bright!
As we *astride* the bicycle,
Pursue our gladsome flight!
Nor scorn this blithesome canticle,
But sing it, as we play
The treadles of the vehicle
We ride with spirits gay!

Chorus—Enchanting, in sooth, to the auricle,
As we rattle through the glade,
Sound the notes of the cornicle,
Blown by some sweet-mouthed maid!

We think, after reading the above, all fair minded cyclists will forgive the bishop and reserve their diatribes for the *Bicycling World*.

Gassler, of Buffalo, says he will not appear on the track this season.

Reuter's Telegraph Agency in London now mounts its messengers on cycles, to carry despatches to the various newspapers. Cycling, go up one.

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TORONTO.—Walker House, cor. Front and York streets, near Union Station. \$2.00 and \$2.50 per day. Special Rates to Wheeling Parties.

WEST

LAMBTON MILLS.—Scott's Hotel. Every accommodation for Wheelmen. \$1.00 per day.

COOKSVILLE.—Jas. H. King's Hotel. Special attention to Wheelmen. \$1.00 per day.

OAKVILLE.—Oakville House. M. H. Williams, Prop. Would be pleased to have Wheelmen call and see me. \$1.00 per day.

HAMILTON.—Royal Hotel, cor. James and Merrick Streets. \$2.50 to \$4.00 per day. Special rates to Wheeling parties.

EAST

KINGSTON ROAD.—Woodruff's Hotel. Special attention to the wants of Cyclists. \$1.00 per day.

NORWAY.—East Toronto Hotel John Warren, Prop. Every accommodation to Wheelmen. \$1.00 per day.

HALF-WAY HOUSE.—Beatty's Hotel. Every attention given to travelling Wheelmen. \$1.00 per day.

HIGHLAND CREEK.—Kellar's Hotel. The best place on the Kingston Road for meals. Wheelmen given every attention. \$1.00 per day.

LIVERPOOL MARKET.—Secker's Hotel. Travelling wheelmen receive every attention. \$1.00 per day.

PICKERING—Gordon House. James Gordon, Prop. Wheelmen's patronage solicited. \$1.00 per day.

WHITEBY.—The Royal Hotel. Emaney and Mallett, Proprietors. The favorite house of the East. Special rates to Wheelmen.

PORT HOPE.—St. Lawrence Hall. Mr. Owen, Prop. This house is noted for its attention to Wheelmen. Special rates to Wheelmen.

COBOURG.—Durham House. Mr. M. B. Williams, Prop. Every attention paid to visiting Wheelmen. Special rates to Cyclists.

NORTH

THORNHILL.—Green Bush Hotel. J. C. Steele. The favorite house for Wheelmen. \$1.00 per day.

NIAGARA FALLS, CANADIAN SIDE.—Park-side Inn. F. DeLacy, Prop. It is situated directly opposite Queen Victoria Park and adjacent to the Clifton House. We have every accommodation, and offer special rates to Wheelmen.

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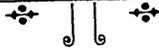
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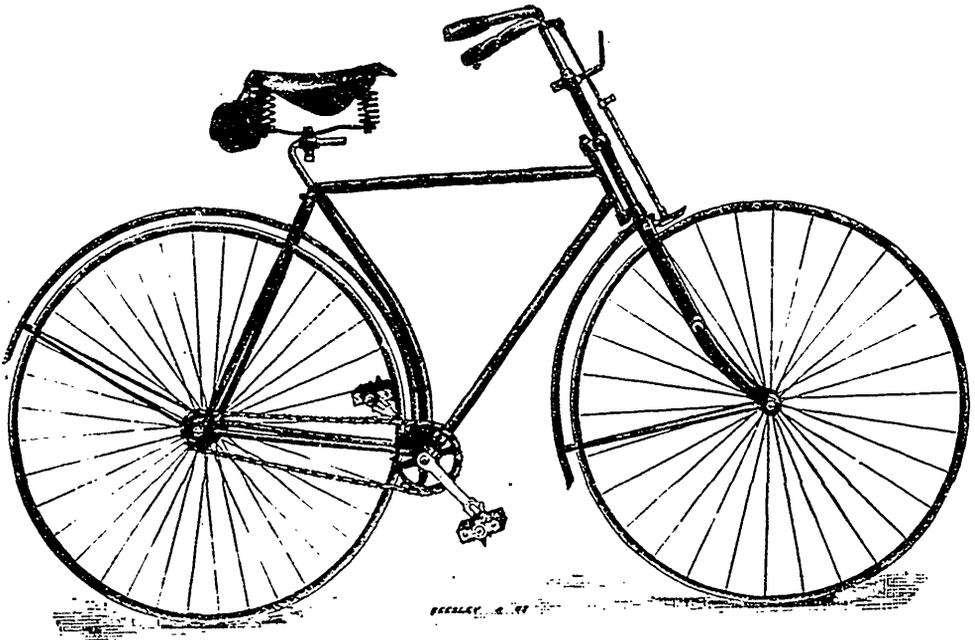
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These are the strongest, fastest and best everyday roadsters to be found in Canada, and the price most reasonable. Wheelmen, these machines are the acme of perfection.

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WHOLESALE AGENTS FOR CANADA.

Rochester Notes.

Since my last letter the only important event has been the century run of the West End Bicycle Club. This was the first century run ever made by any of the local clubs and has awakened considerable interest here. The run took place on the 25th. The day and roads were perfect and everyone was highly pleased with the event. There were 18 starters and all completed the run but one who mistook the road. It is the intention of the club to make this run an annual affair.

The Ramblers are to have a 25-mile road race on July 4th.

CRANKSLINGER.

A Glimpse at Our Exchanges.

The ladies of Ansonia, Conn., have organized a bicycle club which is known as the "K. K's." It is understood the full name is "Kunning Kreatures."—*Wheelman's Gazette*.

A new cyclometer has been placed on the English market by the Signal Cyclometer Co. It is fitted to the front fork and registers by the action of the spokes on a rod and pinion. The dial is always in view.

Mr. F. F. Peard, late editor of *CYCLING*, Toronto, and latterly of the Illinois Cycling Club, Chicago, has removed to Baltimore, assuming the management of the Remington Standard Typewriter Co. branch there.

The *World* has evidently been misinformed, when it mentions Mr. Peard as the "late" editor of *CYCLING*, for he still shares the honors and responsibilities of the office, which is certainly appreciated by the local editor, who invariably lays the blame for all mistakes on his absent partner.

Messrs. Elwell and Higgins are planning a bicycle trip around the world, to be participated in by as many wheelmen as care to join the party. It is proposed to leave New York in the fall of 1892 and finish at Chicago during the World's Fair.

The greatest century run yet made is that of the combined clubs of New York and Philadelphia on June 13. There were 465 starters, of whom 377 registered at the finish. Three ladies started, two of whom finished, but the third, owing to a breakdown, had to give it up. The Century Wheelmen of Philadelphia, with 63 riders, captured the banner for largest attendance. The roads were extremely dusty but fairly good. The start was made from Newark, N. J., at 4 a.m. and the head of the column reached the Century Wheelmen's Club House, Philadelphia, at 7.30 p.m.

The largest gathering of local wheelmen which has occurred in Freemont, Ohio, was brought about recently by the action of the City Board of Equalization, who had sent a notice to each rider that \$100 had been added to his assessable personal property. A compromise was effected by assessing all high-grade wheels at \$50. So, many of the boys are paying \$1.25 per annum for the privilege of riding bicycles in that town.

Last Saturday being the 4th of July our city was well filled with our American cousins, among them being a number of bicyclists, and judging from the way the Comet Cycle Co.'s office was besieged it is evident that this popular wheel is well and favorably known across the line, which we presume is in some measure attributable to the efforts of our worthy reporter while in Buffalo.

When once pace is up, pneumatic-tired machines are hard to stop, even on the level, and as this difficulty is naturally intensified on down grades, the absurdity of fitting front-wheel brakes to machines so attired becomes peculiarly manifest. This fact was borne in upon us only yesterday, when we ascended Reigate Hill with the wily and wiry Larrette, who bestrode a brand new "Humber" fitted with Humber and Co.'s neat front-wheel band brake. The "antient one" went down at his ease, legs up, while we were forced to do a good deal more back-peddalling than we cared about, by reason of the over-heating of our front-wheel spoon, and the decidedly "onpleasant" odor emanating from the scorched rubber. Pneumatics are not built to stand heat without and pressure within.—*The Cyclist*.

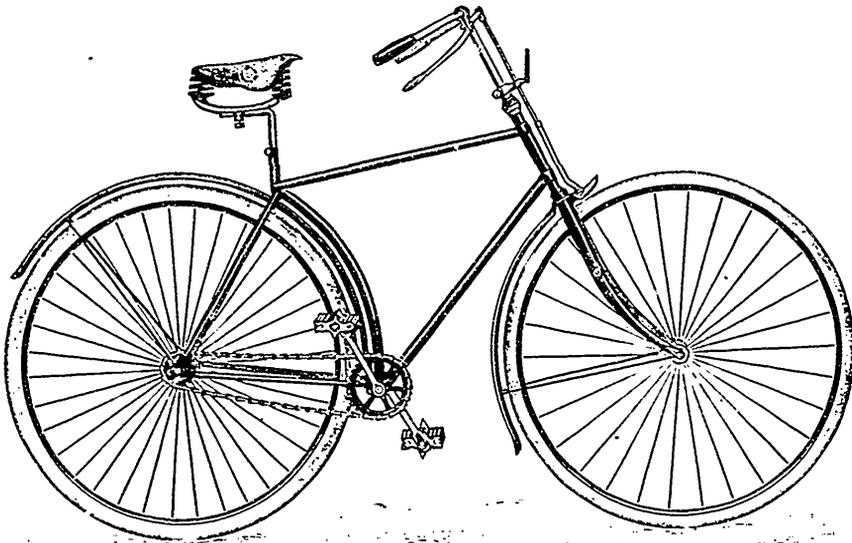
We are authorized by Lieut.-Colonel A. R. Saville, commanding 26th Middlesex (Cyclist), R. V., to state that the sum of £55 has been subscribed by a few officers who are interested in the military cycling movement, to purchase a challenge cup, which will be offered this year to teams of volunteer cyclists for competition in a ride of 100 miles on the road in marching order. The squad which has made the best time at the end of the season in a properly authenticated ride will hold the cup for a year. The rules governing the competition will be issued as soon as the donors of the cup have finally arranged them. The publication of the list of subscribers is deferred, as a few additional donations are expected. This early announcement is made in order to give plenty of time for cyclist sections to make preparations.—*The Wheelman*.



THE
WHEEL
OF THE
Season.



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DIAMOND FRAMES, CROSS FRAMES, LADIES' MACHINES.



MODEL "C" CUSHION TYRE.
List Price, \$140. Our Price, \$115.

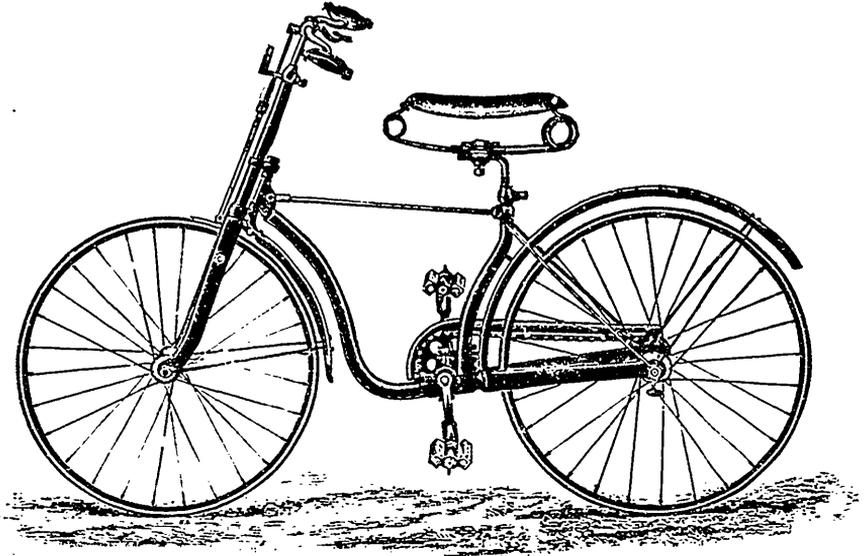
Model "A," Solid Tyre, \$115 00	Model "D," Solid Tyre, \$90 00	Model "H," Solid Tyre, \$75 00
" "B," " " 105 00	" "E," " " 85 00	1st Quality Cushion Tyre, \$12.00 extra
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These are without doubt the best and cheapest high grade wheels in the market.
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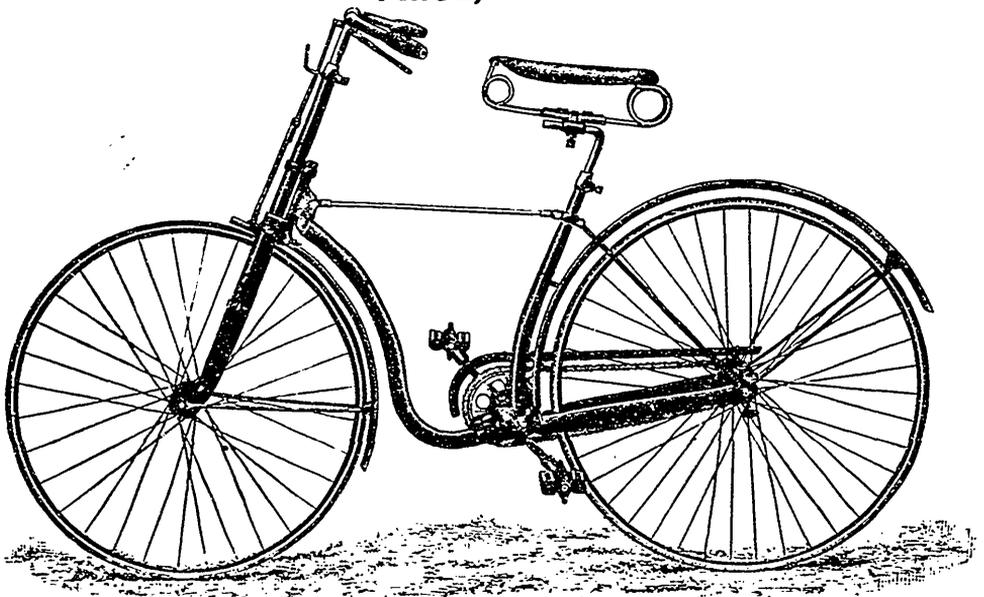
The Gendron No. 1.- For Boys and Girls.

Wheels—Both 24 in. x $\frac{3}{4}$ in. tires; tangent spokes with adjustable nipples; geared to 38 in.

Frame—Weldless steel tubing; semi-hollow steel forks; dropped forgings throughout; ball-centre head; adjustable cones in wheels, yoke and pedals.

Finish—Painted black; with handle bar, brake fittings, seat rod, braces, cranks pedals and nuts all highly nickle-plated on copper.

PRICE, \$40.



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TORONTO'S CIVIC HOLIDAY, MONDAY, 10TH AUGUST

* Programme will Comprise *

Two Mile Novice, for Ordinaries.—Open.

Two Mile Novice, for Safeties.—Open.

One Mile Handicap, for Ordinaries.—Open.

Half-Mile Dash, Safeties.—Open.

Two Mile Club Championship—Club.

Half-Mile, Boys Under 14.—Open.

One Mile, for Safeties.—Open.

Five Mile, for Ordinaries.—Open.

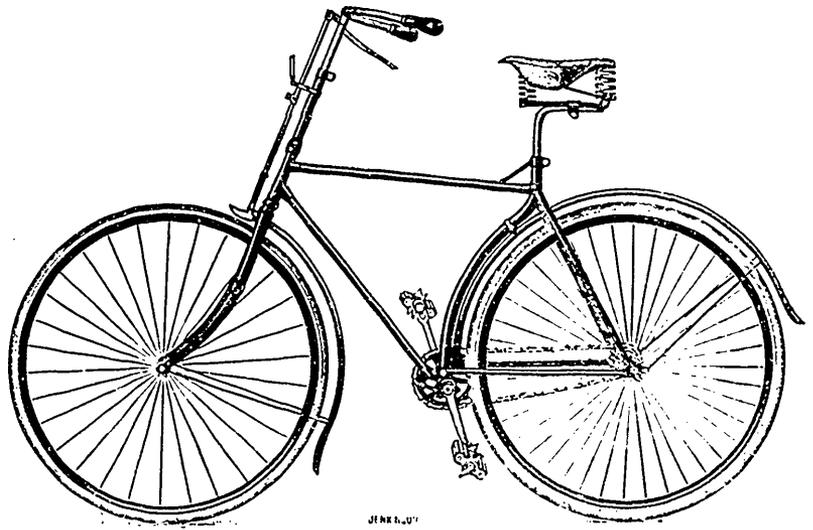
Two Mile Handicap, for Safeties—Open.

Half-Mile Combination.—Open.

One Mile, Safeties—Club.

Good Prizes ! Let Every Wheelman Come !

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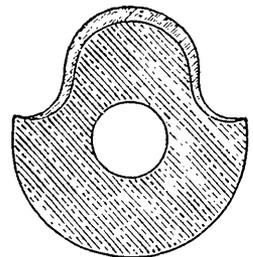


No other Bicycle is known so well nor so highly spoken of as the RUDGE. x x x x

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