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# CYCLING

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

Vol. II.

TORONTO, APRIL 14, 1892.

No 10.



ROAD OFFICERS OF THE T. B. C.

James Miln, Captain.

C. W. Hurndall, 1st Lieut. Ord.

E. A. Scott, 1st Lieut. Safeties J. Sinclair, 2nd Lieut. Ord. H. Love, 2nd Lieut. Safeties.

Through the kindness of Mr. Harry English, we are enabled to present our readers with an engraving of the Toronto Bicycle Club's Road Officers for 1892. As many of them are already well known to the wheeling public, no extended remarks are necessary in introducing them.

### The Martin Road Race.

The "Martin Twenty five Mile Handicap Road Race," which takes place in Buffalo on Decoration Day, May 30, promises to be a big event, and will certainly be the largest "Road Race" ever held in this part of the country.

Over *One Thousand Dollars* will be expended in prizes, the complete list of which is as follows:—

First prize, Diamond Frame Warwick Pneumatic, value \$150; second prize, Union 2-10 Pneumatic, value \$150; third prize, Oxford Cushion Tire, value \$135; fourth prize, Unique Cushion Tire, value \$90; fifth prize, Fashion Cushion Tire, value \$75; sixth prize, Gold Watch, value \$75; seventh prize, Standard No. 3 Cushion Tire, value \$50; eighth prize, Gold Scarf Pin, value \$10; ninth prize, Garford Saddle, \$6; tenth prize, Jones Baby Saddle, value \$2.50; eleventh prize, subscription to *American Wheelman* one year; twelfth prize, subscription to *Referee* one year.

The first time prize, or, in other words, the prize for the man making fastest time, will be a Buffalo Light Roadster Pneumatic, value \$150, and the second time prize will be of the value of the entrance fees. D. H. Lewis, of the *American Wheelman*, has full charge of this race, and entry blanks are now ready, and can be had on application to his office, 48 Chapin Block, Buffalo, N.Y.

### Riding "Hands Off."

A prominent rider in one of the city clubs was coming down Jarvis Street last week at a pretty good pace, with handle bars free, when he became "rattled," and in grabbing for the handles caught only one, thus turning the front wheel completely across the rear, in which position he sailed along for some twenty yards before falling. Needless to say that the front wheel presented a somewhat battered appearance. It has since been repaired and is apparently "as good as ever," but the rider finds it cheaper to keep control of his handle.

### For Beginners.

Beginners are very apt to get discouraged soon after they begin. It is so much harder work than they thought. Now, Mr. Beginner, this is just what's the matter with you. As soon as you can make the thing stand up you fancy that you have caught on to it all.

But you haven't. The first few times you go out on the road the strength you expend in doing five miles would take you fifteen miles, if rightly used. You tug and pull at the handle-bars, you yank your front wheel this way and that, you jam down the pedal too soon, and you stop jamming too late, and you flop your body first to one side and then the other, to preserve your balance. This superfluous tugging, pulling, yanking, jamming and flopping is what tires you out, and not the propelling of the machine. Your experience is that of every beginner. Don't give up. Keep right at it. It's the only way. Much sooner than you think your finger tips will attend to the handles, your legs will work automatically, and you will have no more consciousness of keeping your balance than you have when you walk.—X. C. C., in *American Cyclist*.

### Some Points for Pneumatic Riders.

If you have purchased your wheel for pleasurable road riding instead of scorching, be sure and have the gear low; say, from 52 to 57. Low gear and fast pedaling are much easier to the average road rider than heavy pushing, particularly when hills or head winds are encountered. Inflate your tires to the fullest extent in a warm atmosphere only. If too much inflated in a cool atmosphere and ridden over a hot, dusty road, the consequent expansion of the air will have a tendency to burst the tires. Keep the tires free from oil or grease. Do not pick out the roughest part of the road just to see what the tires will stand. Do not forget your pump or repairing kit.

Our next issue will contain a photo of the Wanderers' officers.

New Jersey is likely to have good roads, as a new law has been passed providing for their construction under a State supervisor, the State paying one third the cost, the property owners along the route one-tenth and the country the remainder. Already a large number of petitions are in preparation to take advantage of the new law.

On Saturday, the 2nd inst., the Torontos, Wanderers and Royal Canadians held their initial runs, which, though a little early, were yet fairly attended. What a difference one noticed from the first runs of last year, when every rider who could mounted a "Rational," whereas out of some fifty riders only four rode the high wheel; seven or eight, solid or cushioned safeties, and the balance pneumatics.

# Cycling

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

EDITOR: F. BRYERS.

PUBLISHERS:

WM. H. MILN                      CHRIS. B. ROBINSON

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APRIL 14, 1892.

## The C. W. A. Meet.

Kingston expects it: Sarnia wants it. Two years ago when the Meet was given to Ottawa it was tacitly understood, if not actually promised, that Kingston should get the Meet of '92 if she were able and willing to provide for it. If, therefore, the "Limestone City" is in a position to provide a good track and good hotel accommodation at reasonable prices (the hotel proprietors of Kingston have a fashion of doubling prices on such occasions), there can be no excuse for taking the Meet elsewhere this year. If, however, they have no track and cannot provide the necessary accommodation, the claims of Sarnia may then be considered, and we think in a very favorable light, for they admittedly have a fast track, good hotel accommodation and an enthusiastic club, who are anxious to entertain the C.W.A. The time has gone by when the Association can afford to meet in towns without proper tracks upon which the championship events may be competed. It ought to be distinctly understood, however, that whichever town secures the Meet must do so on the regular terms of the Association in regard to division of profits.

## C. W. A. Road Race.

We do not hear much talk this spring of a C.W.A. team road race. What is the reason of this? Did the larger Toronto clubs get sufficient of it last year at the hands of their Hamilton friends, or is it just a little early to be talking of the matter yet? We hope that the Meet this year will see another successful race similar to the one of last year at Hamilton.

## The New Track for Toronto.

We have several times urged the necessity for a new track in Toronto. Committees from the different clubs have been appointed, have discovered a feasible plan for a cycling track and then dropped the matter. Every few days we hear of the formation of a new wheel club, so that instead of the two original clubs there are some eight clubs at present in the city with an aggregate membership of at least 500 or 600 active wheelmen. No reasonable excuse can therefore be offered for not at once taking up the track matter and pushing it to a successful completion.

The *American Wheelman*, of the 9th, contains a photo of some Tonawanda Rovers "Hard-Timers." One of the figures emulated the Wanderers' "Belle," but McBride still has a good "cinch" on the honor.

Already has the bicycle thief been at work, and a city wheelman mourns the loss of a Rudge Pneumatic, which he had left standing for a moment in front of his house one evening last week, while he went in to get a cloth for the purpose of cleaning it. No trace has been heard of it up to date.

A few days ago as we were chatting with a friend, we noticed a ragged little urchin playing with his fox terrier. The boy had some hickory nuts, one of which he threw to the dog, who picked it up, cracked it and dropped it on the sidewalk, when the boy gathered it in and extracted the kernel! Truly "necessity (in this meaning no hammer) is the mother of invention."

The *Scottish Cyclist* has been experimenting with long wheel based machines, and comes to the conclusion that for road riding they are not so suitable to men of short stature, particularly for uphill work, as the short-based machines, and says: "For men of 5ft. 6in., and under, we think the old fairly close-built design will be found more suitable, and that only to men of taller stature will the longer base prove of most value."

Do you remember, long ago, in the dark ages, before you owned a cycle, how very seldom the watering-carts used to come round? "They were never about when they were wanted," you used to say, indignantly, as you tramped along in a cloud of dust. And now—when the liberal shower of water cast on the thirsty setts is the very thing you abhor—the watering-carts seem, like the poor and the amateur question, to be always with you!—*Ex.*

### London Letter.

DEAR CYCLING,—Restlessness is now becoming epidemic, and on all sides one hears expressions of impatience and longing for dry roads and bright skies. From present appearances wheelmen will not have long to wait, for up here the snow is all gone, and the only thing needful is a little hot sun and a few balmy zephyrs to put the roads in good shape.

In trade matters it looks as though London would be well canvassed by agents. "Nip" Tune is handling Brantfords, Walter Mann is exhibiting the good qualities of the Whitworth, besides the old-established dealers.

Good Friday is near at hand, and, as far as we can learn in the wild and woolly west, Kingston has not yet provided herself with a track, nor with the means to get one. This is unfortunate, no doubt, as many of us would like again to visit the old Limestone City. But the day has gone by when the C. W. A. could hold race meets on horse tracks, and the town which cannot afford to have a bicycle track cannot, in justice to the Association and the sport, ask for or expect to get the annual meet. No doubt the meeting on Good Friday will take the same view of the matter, and the question will then arise, With Kingston ineligible, what town should get the meet? Now, if a person looks at the matter with a little care, you cannot help noticing these facts: The last three meets have been in the East, or what has been practically the East to the Huron district. St. Catharines, Hamilton and Ottawa had the last three meets. St. Catharines and Hamilton were really in the centre of the wheeling population of Canada, while Ottawa was in the far East, and in 1888 the meet was in Belleville. So, it is a long, long time since the West has really had the meet; and if the matter is really looked at impartially, no doubt the claims of this western district will be apparent, even on the above facts. Well, then, assuming the West should have it next, comes the question of the locality. I would that London were in a position to ask for it. But, alas! we have no track fit for such a purpose, and from present indications never will have. But sixty miles to the west of us, on the beautiful St. Clair River, lies the pretty, bustling little town of Sarnia, and in it is the finest track in Ontario, one-third mile, cinders, properly banked. The town boasts one of the most active clubs in the Association. It is only sixty miles from Detroit, the wheeling centre of Michigan. It is directly across the river from the thriving town of Port Huron, only a few miles from the wheeling centres of

Western Ontario and Michigan. It contains—and I speak from personal knowledge—more pretty girls to the square foot than any place in America, and also more good-hearted, enthusiastic and unselfish wheelmen. Anybody who attended last year's meet can vouch for the above facts. Now, these enthusiastic wheelmen have raised a guarantee fund of some fifteen hundred to two thousand dollars, and they want the C. W. A. to become their guests. If Kingston cannot promise a track equally as good, Sarnia should unanimously be accorded the honor. The Association will never regret it; nay, on the other hand, they will rejoice on the 2nd of July, and say, What is the matter with Sarnia! she's all right, you bet!

I am satisfied, if the Association puts aside all prejudice and sectional feeling, and looks at the matter in the light of the true interests of the Association, Sarnia should and will get the meet, and we will be there.

Yours truly, W. G. OWENS.

### C. W. A. Board Meeting.

The regular Annual Spring Meeting of the Board of Officers of the Canadian Wheelmen's Association, of which you are a member, will be held in the Club House of the Toronto Bicycle Club, 346 Jarvis St., Toronto, on Good Friday, 15th April inst., at 10.30 o'clock a.m.

Among the matters to be considered are the following:—

1. The selection of the place for the Annual Meet of the Association.
2. Receiving and considering of the report of the committee appointed to revise the by-laws.
3. Consideration of certain amendments to the Racing Rules, including a proposal to abolish what are now known as "Ordinary Championships."
4. The establishment of a Road Improvements' Bureau.
5. Shall the C. W. A. undertake the care of road records?
6. What means can be adopted for securing for the Association the adherence of the many clubs in distant parts of the Dominion not now connected with it?

It would pay wheelmen, and others too, when joining a club to select one that is incorporated; otherwise should the club gradually decay, some of the prominent members might find themselves sued for any club debts remaining unpaid.

### Ladies' Safeties.

The *Wheel* doesn't see why a light safety for a woman rider (on American roads!) should weigh more than thirty-two pounds, *all on*. Now, as the very lightest machine of the kind that has ever been made weighs about thirty-five, is considered a triumph of mechanical construction, and would not stand anything but good English roads, one may be pardoned for asking the writer in the *Wheel* whether he will have that 32-pounder now, or wait till he gets it? A staunch safety of any pattern could not be built to weigh only thirty-two pounds, *all on*. The chain and wheel guards of a lady's safety, and the extra gauge of tubing necessary for the main frame add pounds to the weight, and finally the average lady rider will knock her machine about far more than the skilful road crack. A staunch lady's safety can be made at thirty-eight pounds, *all on*, but even this is very exceptional, and only fairly experienced riders could ride this machine so that it would stand.—*Irish Cyclist*.

### The Torontos Stag Party.

On Friday evening, April 1st, the club house of the Torontos was filled with a jolly crowd, consisting of members of the club and their friends, who came to see what entertainment the members of the "House Committee" had provided for them. The chair was taken by Mr. J. B. Laidlaw, who briefly welcomed the guests.

The first part of the program consisted of vocal and instrumental selections by Messrs. Burns, Lee, S. Martin and J. Miln, a recitation by Mr. Ryckman, whistling solo by J. F. Lawson and a couple of selections by the Banjo Club. The second part was the trial scene of *Bardell vs. Pickwick*, which provoked considerable merriment, the performers being J. Miln (a just judge), H. C. Pease and Jas. Sinclair (learned counsel), Sam. Rutherford ("one of the finest"), J. Stanbury (an excellent "Winkle"), Harry Love, as "Pickwick," S. J. Schulte (an "intelligent" juror), W. Robins and Alex. Henderson being the ladies in the case.

Altogether a pleasant evening was spent, and should the House Committee decide to entertain again they will have to limit the number of their invitations.

"Senator" Morgan, of Chicago, has been giving pointers to the Sarnia club regarding race meetings.

The Common Council of Cleveland propose passing an ordinance permitting wheelmen to use the sidewalks outside the fire limits of the city. The Cleveland Wheel Club object, as they are afraid some riders would be making a nuisance of themselves and bringing the sport into disrepute.

We have always been taught to believe that Irishmen are *facile princeps* in the matter of creating noise, confusion and turmoil. Mere twaddle! We in England can knock them clean out. An Irish electoral meeting is like a Quakers' prayer gathering compared with a meeting of the N.C.U. As for the Irish Cyclist Association, it cannot be considered at all. For downright divilment and divarshun give me a gathering of solid, sensible middle-aged Englishmen.—"*The Scorchers*," in *Wheeling*.

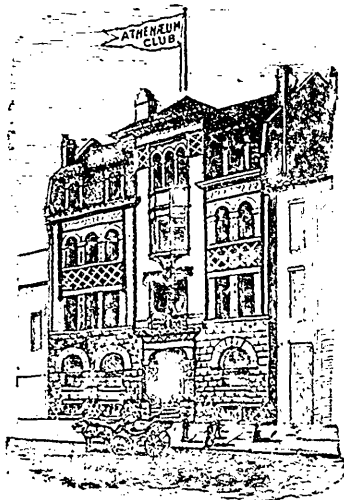
The New Jersey supreme court has recently handed down two opinions in which the whole cycling fraternity is interested—or should be. One case was for damages sustained by a pedestrian by being struck by a bicycle while he was on the sidewalk. The court ruled that sidewalks were for foot passengers and not for bicycles. In the other case the accident occurred in the street. A wheelman going in the centre of the road at the rate of fifteen miles an hour approached a team of horses to within twenty-five feet before turning out. The horses became frightened, ran away and injured the driver. The court decided that bicycles have the same right as teams on a highway, and hence that a wheelman is not liable for damages caused by frightened horses unless he is shown to be guilty of negligence.

The April number of *The Century Magazine* contains an interesting and suggestive paper, richly illustrated, written by Isaac B. Potter, chairman of the National Committee on Improvement of the Highways, L.A.W., and editor of *Good Roads*, on the timely subject of "Our Common Roads," and how to make them better. The article not only points out the enormous loss to the country through the present condition of the roads, but it contains suggestions which are of the greatest practical value to every practical road-maker—chapters on how to make good dirt roads, etc., etc. The attention of the wheelmen of America is especially called to this article. If each wheelman will take the trouble to bring it to the notice of the man or body of men in his city or town or village who has charge of the roads, it will be a paying investment. The April *Century* can be bought everywhere on and after Friday, April 1st. Price 35 cents.

### The Athenæum Club.

Monday evening, the 4th inst., was rather wet and murky, but the state of the atmosphere outside did not appear to dampen the spirits of the three thousand odd guests who were enjoying themselves in the beautiful home of the Athenæum Club.

As early as eight o'clock, the members and their friends began to assemble, and by ten fully three thousand people were gathered within the hospitable walls. Among those present were representatives from the various city clubs, as well as many from a distance.



At 9.30 Chairman J. P. Edwards, of the Building Committee, presented the keys to Past President Pearson, and the building was declared formally opened. In a few moments the merry throng in the wheel-room was dancing to the strains of Glionna's Italian Orchestra; on the ground floor the gentlemen—and ladies, too—were practising on the new bowling alleys. Above them in the spacious billiard hall could be heard the "click" of the ivories, while interested spectators looked on from the galleries above.

The history of the club is one of success from its beginning in 1883 as a comparatively small affair, having rooms above the Public Library on Church St., until to-day it possesses one of the finest club houses on the continent. The idea of the original founders of the club was to provide a place of amusement and recreation, at moderate cost and free from evil influences—a design which has been steadily lived up to—and the club goes into its new quarters without a stain upon its reputation for good work.

The new building, which with ground and

furnishing cost in the neighborhood of \$50,000, is situated at Nos. 165 and 167 Church St., and runs back to Dalhousie St. The engraving at the head of this article gives a good idea of the front, or Church St., elevation, which is of pressed brick and Ohio buff stone. Wide entrance and stair-case halls give one a favorable impression of the interior, which is further added to on coming into the beautiful reception room on the left, with its magnificent mantel and tasteful furnishings, while on the right is the cosily-fitted secretary's room and board room. To the rear of these is the large bowling alley, 77 ft. x 48 ft., containing eight standard alleys of the most improved construction, with ample room at side and end for the convenience of spectators. Returning to the main hall and ascending a wide and easy stair to the first floor, one enters the club room proper and the library, two rooms 29 x 24 and 19 x 24, with folding doors between, making a large room 24 x 48, which will no doubt be utilized for entertainments. Behind these is the large billiard room, 77 x 48, with its twelve tables. This is the part of the building, from a club man's point of view, in which the architects have excelled themselves. It has capacity for sixteen tables, twelve being now in position, and is extremely well lighted by a skylight containing 1,400 square feet of clear glass, as well as by numerous windows on the north and east sides. A six-foot gallery extends round three sides, deepening to 25 feet on the east end. On a level with the gallery, and over the club room and library, are two chess rooms, extending across the front of the building, and containing all necessary fittings and fixtures for the chess players' enjoyment. Above the chess rooms is a gymnasium, splendidly equipped with all modern appliances and conveniences, including lavatory and lockers.

In the basement are the dressing-room with its hundred lockers, bath room and lavatories, with engine room under the sidewalk, while at the rear, with sloping entrance from Dalhousie St., is a magnificent wheel-room, capable of accommodating 1,000 wheels.

The building throughout is complete to the veriest details, and is finished in oak, the carpets, hangings and furnishings of the various reception, club and chess rooms being in the best of taste and design. It is lighted with incandescent light throughout except in the billiard room, where gas was more suitable.

The club has every reason to be proud of their new quarters, and are to be congratulated upon securing the services of Messrs. Denison & King as their architects.

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**Entertainment Extraordinary.**


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BY STERLING ELLIOTT, IN "BICYCLING WORLD."

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At the suggestion of any extensive and elaborate amusement enterprise the average mind turns at once to P. T. Barnum. Barnum and the show business are synonymous. He was to the amusement world what Napoleon Bonaparte was to war, or what Bob Ingersoll is *not* to the orthodox church. Given some extremely odd and unusual freak and little Jimmy Jones, of Dead Horse, Dakota, says the same thing that little Ralph Waldo Browning, of Boston, would utter, viz.: "Why, Barnum ought to have that." *Why Barnum?* Because Barnum stands not simply as the name of a man, but as an idea; and that idea embodies all that is startling enough to warrant a charge for the privilege of seeing it. Barnum has "strut his brief hour upon the stage" and passed away. Who will be his successor? Of course we know who succeeded to his show business, but who is to be the "bright, particular star" that will outshine all the firmament of amusement managers? Who is to "take the cake," so to speak, that will be baked by our grandchildren? Will it be some man who began at the foot of the amusement ladder and patiently toiled his way along, who perhaps even now has reached a respectable mediocrity and will win by slow degrees? *I don't believe it.* It seems to me that he will come tumbling into the ring with a jolly "Hi, hi, here we are again," and not only begin where Barnum left off, but leave the genial old Godfather of Thomas Thumb several lengths to the rear on the first lap.

Now my natural modesty makes it hard for me to say it, but do you know I believe I am that man. I have got an initiatory scheme that would have made Barnum turn pale. Something which will make Jumbo and the sacred white elephant look like a couple of dwarf rats. Something as compared with which the "Last Days of Pompeii" and the "Fall of Babylon" would be absolutely noiseless. What do you think? *A railroad collision.* Not one of these tame affairs where both engineers are doing their best to stop, and where at most but a few human lives and a few thousand dollars' worth of engines and stuff are lost, but a real, genuine done-on-purpose collision, with full steam and everything right, and have them come together smack square in front of the grand stand; every man at his post, and no

half-way business about it. Haven't you travelled miles to see the wreck or even the location where such a thing happened, and haven't you carried away slivers and things and had them labelled and put on the "what-not" in the front room? Haven't you bragged for years that you went to the scene of the wreck and personally, "Yes, sir, personally," and with your own hands pulled off a piece of the smoke-stack, or whatever, and brought it away with you? What wouldn't you give to sit in a comfortable chair in the grand stand and see such a magnificent sight as two beautiful trains of modern vestibule cars coming at full speed around a specially constructed curve, each engineer blowing his whistle like the last trump, and the other pretending not to hear it. A flagman wildly waving the wrong color, an open switch, "the hot breath of the engine," the customary "Oh, my God, we are lost," the usual dull, sickening thud, and "all is over." Then the train is cut up into small bits and sold to you (probably 100,000 of you), and the affair passes into history as the greatest thing in the amusement line the world ever saw. *How do you like it?* I am negotiating with a prominent railroad to furnish the road-bed and rolling stock with every prospect of success. The hitch, if any, will be the selection of the passengers. There are some who say they would like to be on board, and yet others that we are waiting to hear from. If you want to be in the first premeditated smash-up that ever happened, please file your application at once. Details and prospectus later.

P.S.—The peanut, lemonade and undertaking privileges are to be sold to the highest bidder.

P.S. No. 2.—The same engineers will not be allowed to enter such tournaments often enough to become professionals.

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## BICYCLES!!

---

I have added to my stock of general sporting goods samples of the

### HUMBER, PSYCHO, & ROVER

Bicycles, which I will be pleased to show and quote at close prices.

## WM. McDOWALL

8 KING ST. EAST - TORONTO.



## Toronto Bicycle Club, Ltd.

ORGANIZED  
1881.



INCORPORATED  
1901.

Club House: 346 Jarvis Street.

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Vice-President .....	W. H. CHANDLER.
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2nd " Ordinaries .....	JAMES SINCLAIR.
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H. C. 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 RUNS.

For the present month runs will leave the club house every Saturday afternoon, at 3 p.m. Destination to be decided by the officers before leaving.

### Items of Interest.

S. J. Shulte, Hon. Sec. T.B.C., is talking of going to British Columbia.

R. J. Mundy intends to go thoroughly in for racing this season.

"Most cyclists are like cats—they are afraid of a little wet," complains an exchange.

The courts of Chancery make many an heir tire—of his existence.—*Irish Cyclist.*

Stedman, who is in Buffalo, and who it will be remembered, last year, lost his oil can, has recovered it.

*Cycling* (England) says, Clincher tires are now being used on hansom cabs, carriages and similar vehicles.

*The Southern Wheelman* will publish an illustrated number in June and are already looking for an affidavit maker.

G. P. Mills, the Land's End to John O'Groat's rider, who has been ill for some time, is now able to ride again.

Sir Charles Russell, Q.C., M.P., has consented to become patron of the Comet C. C. [This is not the Comet Cycle Company — Ed.]

Rumor says the new Confederation Life building will have a wheelroom in the basement for the use of tenants who ride to business.

"Light-weights are less liable to side-slips than heavy men," says *Wheeling*. That's just where we get the "cinch" on the Toronto's second lieutenant of safeties.

The C. T. C. has scored another point, having secured from Clement & Cie, the French company who control the pneumatic, the privilege of entering France unmolested on presentation of the C. T. C. emblem.

On Monday last J. E. L. Bates was to take a twenty four hour spin on a geared ordinary, at Heone Hill track. The result will be looked for with interest, as he intended if possible to lower Holbein's colors.

The *Cyclist* says "Beeston Humber" racers will be a luxury in future, as the firm contemplate following the advance initiated by the Whitworth people, and charging £30 for future mounts of this pattern.

They are somewhat slow with electric lights in Coventry, Iliffe & Son, publishers of *Bicycling News* and *The Cyclist*, who have just completed the installation in their establishment, being the first to adopt it.

We suggest a new office bearer for cycling clubs, viz., Inflator, whose duty it shall be to carry an 18in. pump on all club runs. The office might, in most cases, be amalgamated with that of Club Reporter, we presume.

Over in England some of the papers have been howling against "wind-assisted" records, but we heard of no objections made to records won on pneumatics. Strange the inconsistency of some people.

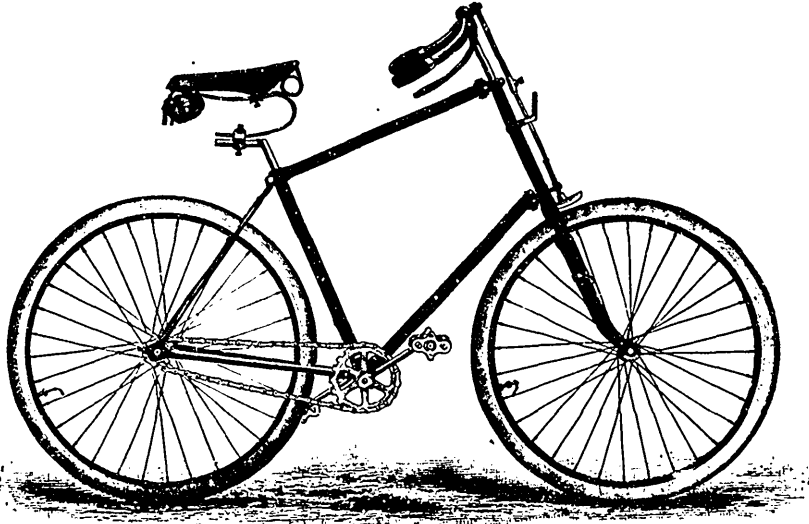
The Seddon tire is reported as steadily gaining ground in England, since the construction of the air tube was re-modelled, a complete extra tube being now contained within the first in place of the dividing strip as formerly.

With 281 clubs in London, Eng., they only have one cyclists' club house, and that is doomed. A strange contrast indeed to the club life on this side of the Atlantic, where nearly every club has its home, many of them palaces.

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# THE RUDGE

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— MADE BY —

**THE RUDGE CYCLE CO. OF COVENTRY, ENGLAND**

The Oldest and Largest Firm in the World in their line.

Noted for Originality and Progressiveness.

THE STRONGEST PROOF of merit is that each year brings a largely increased demand.

AFTER NINE YEARS' trial on our Canadian roads, the RUDGE is the acknowledged standard which all other makers try to copy, and by which all others are judged.

BY INSPECTING our samples you will readily see the prominent points of Superiority.

WHEELS SOLD ON THE GRADUAL PAYMENT SYSTEM.

---

## H. P. Davies & Co.

81 YONGE ST., TORONTO.

89 KING ST. EAST, HAMILTON.

**Athenæum Bicycle Club.**

**OFFICERS :**

I. P. EDWARDS .....	President.
W. C. MEREDITH .....	Vice President.
J. H. EDDIS .....	Sec-Treasurer.

**OFFICERS OF THE ROAD :**

J. P. LANGLEY .....	Captain.
A. BYRON .....	1st Lieutenant.
A. ECKLEY .....	2nd "
L. ROBERTSON .....	3rd "

The regular monthly meeting of the club will be held at the club rooms, Public Library Building, on the third Thursday of each month at 7.30 p.m. sharp.

**CLUB NOTICE.**

The Athenæum Bicycle Club will hold their regular annual meeting for the election of officers this evening in the new Club House, 165 and 167 Church Street.

**Reminiscent.**

The Veteran Pitman called at our office the other day, and during the course of conversation the question came up as to who was the first rider of a bicycle in this country. Notwithstanding many claims, Pitman comes very near the head of the list. This subject led to that of the early racing days of the "Vet." "I am honored, at any rate," said Pitman, "by being the velocipede champion of the State of Maine, a distinction which has never been wrested from me since I won in the year of our Lord 1867. 'Twas in this wise," continued Pitman. "In 1867, when I was a lad, I was in the employ of my uncle at Bangor, Me. Just at this time the velocipede craze had struck deep into the popular fancy, and I among others was attacked with the fever. My machine was of the most primitive kind, even for those days, but I was very proud of my mount. In the fall of 1867 there was held a velocipede race meeting, one for boys and one for men—one mile championship of Maine. I had great faith in my prowess as a flyer even, and so I entered for both events. In the quarter mile boys' race I was hopelessly left behind, and so I was thoroughly discouraged, and decided not to start in the one mile men's race, especially as I felt I was handicapped by having a poor machine, while Mr. Brown, one of the competitors, had the latest thing in velocipedes. My! how I *did* envy Brown! Well, I was persuaded to try my luck, as

Mr. Brown very kindly offered me his machine to ride: and it was decided that each man should ride his mile alone, and the one doing the distance in the shortest time to win the championship.

"After practising on the loaned machine the first man started. The contestants were P. P. Brown, S. Baker, T. R. Burnham, J. Coville, and myself. I was the last to start, and I really felt I was going at railroad speed. In the distance I could hear the people cheering, and that gave me heart that I was going. As I turned into 'the straight' I saw the crowd waving hats and handkerchiefs, and the cheering became louder and louder. This inspired me and I rode for all I was worth, crossing the line amid the wildest excitement and winning the championship of Maine in the wonderful time of 5 min. 5 sec.! I was the proudest boy in Maine that day, and when I went back to the store and owned up to my uncle where I had been, and what I had done, he (instead of scolding as I expected) was as pleased as Punch. A funny incident in the affair," continued Pitman, "was that my uncle and his wife, who were driving past the race course as I was making my trial, hearing the racket they stopped, and my uncle remarked, 'Why, that looks like Will'; 'Nonsense,' answered my aunt, 'Will wouldn't be riding in velocipede races.' It was 'Will', however," concluded Pitman, "and thus it is spoken how I won my first wheel race and the velocipede championship of Maine, which, as I have stated above, is still my proud possession."—*Bicycling World*.

*The Sporting Goods Gazette* deprecates the introduction of long wheel bases on road machines, and says: "A base on a road wheel of such length as to give steady steering is enough rather than to lengthen it to such a degree that the frame is weakened and accidents thus invited."

**FOR SALE, WANTS, EXCHANGE.**

Two insertions ..... 25 cents.  
Four " ..... 40 "

**F**OR SALE.—Rudge Safety, No. 1, spring forks, in good condition, almost new, will sell cheap for cash. Apply A. H. Forster, care of Conger Coal Co., 6 King Street East.

**N**O. 1 Rudge Safety, spring forks, spade handles, tangent spokes, only in use short time and good as new. H. English, 82 Front Street East. Evenings, 112 Maitland Street.

**N**O. 1 Comet Rational, in first class condition, for sale, cheap, cushion tires. Apply CYCLING office, 5 Jordan Street.

**F**OR SALE.—Rudge Safety, No. 1, Diamond frame, solid tire. Also complete Toronto Bicycle Club uniform. Apply Room of Canada Life Building.

### The Belles of Wheeldom.

Being Mr. Patrick O'Hara's horrified reflection after reading the following in *Irish Society* :—

"Why should we not have a Ladies' Cycle Race in Dublin? The proceeds, if held on the Ball's Bridge Grounds, might be devoted to the fund for the Masonic Bazaar. It might be started under the auspices of the Ohne Hast Club."

Och, the faymale heroes of ancient Pharaohs  
Or murtherin' Naro's nefarious reign,  
Would stand confounded in wondher drowned  
An' quite astounded wid surprise an' pain;  
That gay young jaynus, the purty Vaynus,  
Whose gallivantin' sint men's hearts awirl,  
Would feel vexation, and desolation,  
In contemplation of the modhern girl!

Wid larn'd divinity in the vicinity  
Of good ould Thrinity she won't agree.  
But Annie Besant she considhers pleasant  
In spaches incessant on Theosophy—  
Sure Nebacudnazyur or Julius Sayzur  
Could never plaze her, but aich give offence,  
And as great men's aigual her claims she'll make well—  
So the present sayqual is the consequence.

Faix, it's cycle racin' she's now embracin',  
Beguilin' the Mason (for she knows the knack),  
An' deaf to sneerin' her pneumatic steerin'  
Madly careerin' on the Ball's Bridge thrack!  
Och, Mister Mecraydy, let no young lady  
Of your Oney Hasters for to be so bould—  
If the darlin' crathurs pose as gladiathors  
Sure the spectathors will a sight behowld!

—*Irish Cyclist.*

### Bicycle Lanterns.

Lights upon bicycles are intended more as a prevention of accidents than anything else. It is useless to expect from the very nature of the vehicle itself, and from the smallness of the lamp, any other than just a sufficient amount of light to prevent the wheelman from running into or being himself run over by other vehicles. Such being the primary and real cause for the existence of a cycling lamp, the first thing to be considered is the securing of a steady and permanent light, rather than an exceedingly brilliant one. Oil does not accomplish this in as satisfactory a manner as some modification of the modern carriage lamp would where the candle is depended upon for the illuminating agent. At first sight this may not seem to our readers to be an improvement, and yet we believe that the idea is worthy of some attention. With a candle a sufficiently powerful

light can be obtained for the purpose it is used, it will not be so likely to be put out by vibration; there will be no leakage, consequently it is cleaner. When touring good candles can always be had where good oil cannot, so if the candle had no other advantages than these it would be worth a trial by those wheelmen who do not favor the present form of oil lantern. Let some progressive manufacturer supply the trade with a neat, inexpensive and properly constructed lantern intended for the employment of a candle instead of oil as an illuminating agent and he will not regret the experiment.—*Bicycling World.*

### HIDDEN FOES.

Among the many foes to human health and happiness, dyspepsia and constipation are twin enemies greatly to be feared. With B. B. B. to drive them out of the system, however no danger need be anticipated, as every dose brings the sufferer a long step further on the road to perfect health and strength, and a permanent cure always results.

## JOHN M. SELLEY

### Photographer

472 Yonge St., - Toronto.

Printing and Developing done for  
Amateurs.

IF YOU LIKE  
A HIGH  
WHEEL  
WE CAN SUPPLY  
YOU WITH A  
"SWIFT"  
ALSO LOW WHEELS  
AND SPORTING GOODS AT  
WHOLESALE PRICES

SEND 50¢ FOR CATALOGUE IF HAS A COUPON IN  
CLOSED WHICH YOU MAY RETURN AS 50¢ ON RETURN  
FRANK S. TAGGART & CO.  
50 KING ST WEST TORONTO

If you have a second-hand wheel for sale, advertise in CYCLING. It will only cost you 25 cents for one month.

# RAGLAN CYCLES

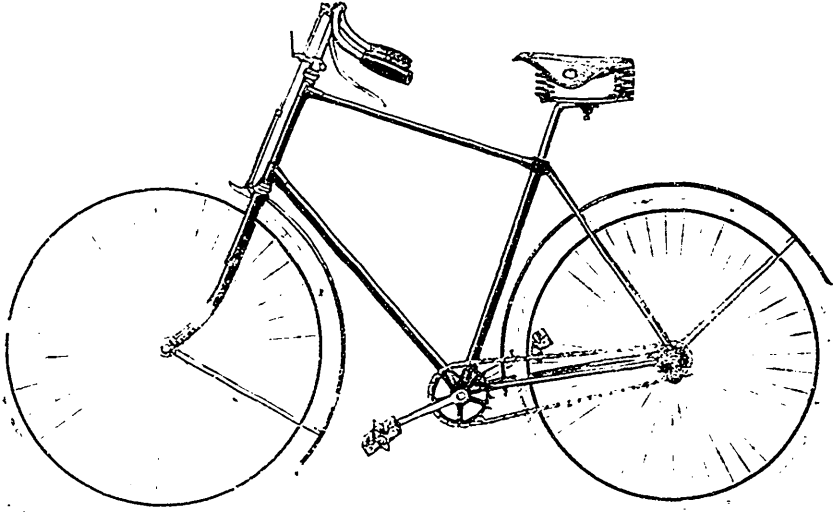
GEO. F. BOSTWICK

CANADIAN REPRESENTATIVE

24 WEST FRONT STREET, - TORONTO, ONT.

Seeing is believing. Do not buy until you have seen the RAGLAN. For Style, Quality, Durability and Price it has no equal. See our ROAD RACER, weight 33 lbs. A beauty.

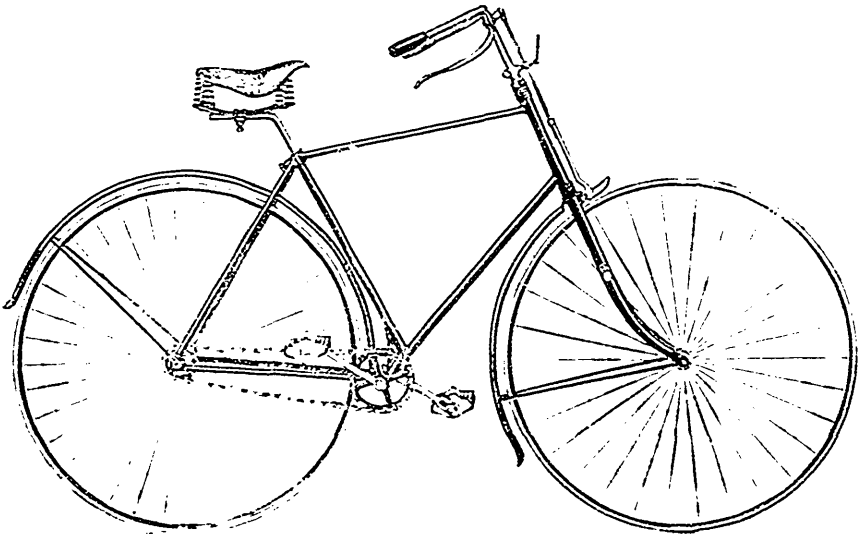
MANUFACTURERS, COVENTRY, ENG.



See our Spring Frame.

**RAGLAN LEADER SAFETY**—Cushion and Pneumatic Tires, 30 inch Front and 28 inch Rear Wheels, Extended Wheel Base, Ball Bearings throughout, built for Canadian Roads and general road use, being very light. Warranted. Price, Cushion Tire, \$140.00. Pneumatic, \$160.00, including Garford Saddle. Dunlop, Heale's or McIntosh Pneumatic Tires.

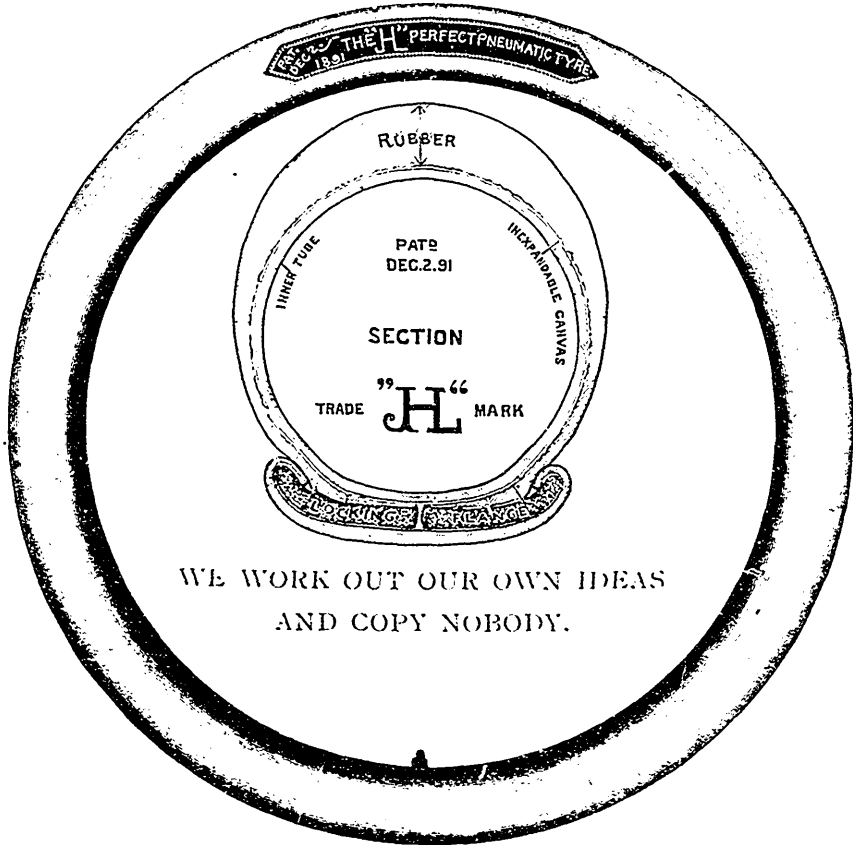
TAYLOR, COOPER & BEDNELL,



See our Ladies Safety.

**THE POPULAR RAGLAN SAFETY**, built especially for Canadian Trade. The finest Wheel for the price, and guaranteed for a year. Frame of Weldless Steel Tubing and Steel Stampings. Ball Bearings throughout, Ball Socket Head, Cushion Tire, Garford Saddle. Price, \$85.00. Special.

THIS CUT REPRESENTS OUR TIRE AS PATENTED  
AND NOT AN INFRINGEMENT.



WE WORK OUT OUR OWN IDEAS  
AND COPY NOBODY.

\* The Purchaser of Our Patent Pneumatic Tire \*  
**BUYS NO RISK**

Of having his Machine seized under him, as any Tire working after this system is a direct infringement and will be prosecuted.

**BUY THE ONLY PERFECT DETACHABLE PNEUMATIC TIRE YET KNOWN.**

As will be seen by above cut, all the Air Chamber is above the Metal Rim, and has a soft bed between it and the inner tube to protect it from being bruised. We expect our united Perfection Bicycle.

**THE OVERSTONE**

with our Pneumatic Tire, here on or before the 25th inst. ; until then we will change any Safety, Readjust and Enamel for \$40.00, making a saving for the owner of from \$60.00 to \$75.00.

Trade Supplied in Small and Large Quantities.

**H. J. LaFORCE, - CHURCH ST., TORONTO.**

### The Seven Ages of Safety Design.

First the "Rover," strangely quaint of frame;  
 Then a mongrel, ill-built—*sans* a name—  
 Two tubes set crosswise—stayless—solid  
 forks,  
 And riders perched a top like cycling storks!  
 Next came the "Ivel," of cross-frames the  
 best,  
 And first to show how safeties led the rest;  
 Then rose the "Catford"—neat, though  
 strange to steer,  
 Fast, strong, but on a corner rather queer.  
 Next bloomed the "Referee," of diamonds  
 still the king,  
 Spruce though balled-headed—really quite  
 the thing;  
 With widened centres, forks, and puffed-up  
 tyre  
 It next appears—of dozens more the sire.  
 Last stage of all we reach the "Humber"  
 brand,  
 And for the nonce by it we take our stand.  
 —Exchange.

The Vantage Cycling Club is the latest wheeling organization in the city, and is a branch of the Vantage Lawn Tennis Club.

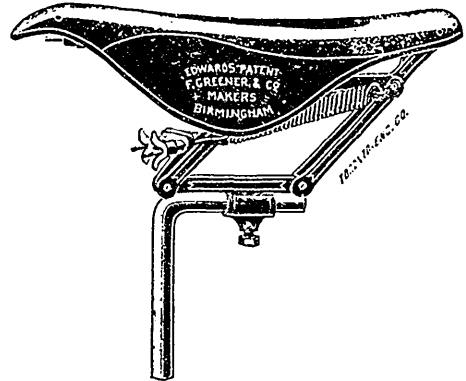
D. H. Lewis & Co., proprietors of the *American Wheelman* of Buffalo, are making it hot for the St. Louis concern who are trying to steal the paper's name. Success to the right.

"The absence of pool-selling and open betting at bicycle race meets causes the 'dead game sport' to look upon cycle racing as very tame amusement. . . . Introduce cash prizes, and of necessity this era of prosperity will come to an abrupt end."—*American Wheelman*.

To the dealers we would offer a suggestion or two which we think will save endless trouble and annoyance. 1. Do not send out a wheel which has not been properly tested, as nothing is more dispiriting to a rider with a new mount than to find that some of the bearings are too loose or too tight, or that the tires are continually deflating because the valves have not been properly adjusted. One wheel set out in this manner will do more harm than can be overcome in a month, whereas an hour or two spent in properly setting up and adjusting a wheel will quickly pay for the extra time and trouble consumed in having the mount exactly right before it gets into the hands of the comparatively inexperienced wheelman.

## EDWARDS' ANTI-VIBRATION SADDLE

Beats all for Solid Comfort



LONG FELT WANT SOLVED

Neither tips forward or backward, thus doing away with the distressing effects often sustained from other saddles on long runs.

SOLE AGENTS

WANDERER CYCLE CO.  
LOMBARD STREET.

## A Smoking Volcano

is an eruptive evidence of trouble underneath the surface. Boils, Pimples, Blotches, Sores, Eruptions, and Itching Rashes are good evidence of Bad Blood and poisonous humors beneath the skin,

## In the Body

These require the purifying action of Burdock Blood Bitters for their removal and in no case where it has been fairly tried has B. B. B. failed. Thousands of cases have been

Cured by B. B. B.

If you have a second-hand wheel for sale, advertise in CYCLING. It will only cost you 25 cents for one month.

# BICYCLE UNIFORMS

We wish to especially call the attention of Wheelmen to the fact that our abilities in the production of Uniforms is not equalled in Toronto, being based on a large experience with the well known houses, Hine, Ellison & Co., and Work Bros. & Co., Chicago.

We also are showing a choice range of

Spring Suitings, \* Overcoatings, \* Trouserings  
Fancy Vestings, etc.

THE NEW SHADES ARE EXCEPTIONALLY ATTRACTIVE.



JACKLIN & WARK  
Art Tailors and Drapers

171 YONGE STREET 171

E. J. CASHMORE

GUN MAKER

AND

Bicycle Repairer

21 SCOTT STREET, - TORONTO.

North Toronto Cycle Works

683 YONGE ST.

We make a specialty of changing Safetys  
to Pneumatics, also repairing of high  
grade Cycles.

NOTE THE ADDRESS.

**\$1.00**

As a means of introduction to every Wheelman of Canada will be paid for each 25th order received, containing 15 cents, for a sample pair of the already popular

OUT O' SIGHT

TROUSER-CLIPS.

Address Box 39, "CYCLING," Toronto.



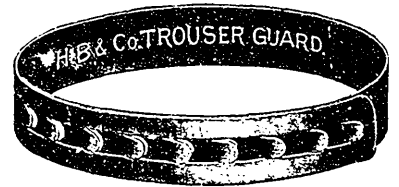
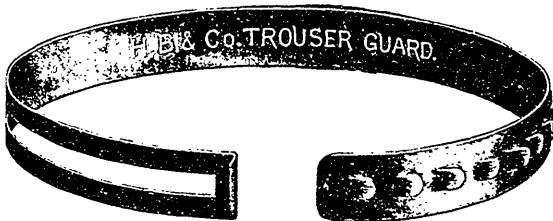
# FRANK S. TAGGART & CO.

87 & 89 KING STREET WEST, TORONTO.

# SWIFT

Before purchasing your Wheel, be sure and see the new models, and get our prices for SWIFT Bicycles, fitted with Dunlop or Boothroyd Pneumatic Tires.

## OUR TROUSER GUARD.



We herewith present cuts of our new adjustable Trouser Guard. It takes but a glance to take in its manifold advantages over any Guard yet presented. The mere fact of being able to adjust it to different sizes, and the simple method of doing so, places it beyond competition. Another special feature is the fact of its extending completely around the trousers, thus preventing a possibility of the Guard slipping or becoming lost. The Guard is made of the best spring steel, and finely enamelled.

PRICE PER PAIR, 25 CENTS.

FRANK S. TAGGART & CO., 87 & 89 King St. West, TORONTO

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# WE ARE ALWAYS AT THE FRONT

---



We had to pay the highest for G. B. C. Pneumatic Tires  
to get them.

## WE GOT THEM

And are now able to furnish the Riders of Canada with a

### Pneumatic Tire

that has been ridden over

## 5,000 MILES WITHOUT A PUNCTURE

And can be repaired in 1 Minute and 10 Seconds.

---

## The Brantford's

With this Tire will still lead the Trade for 1892.



MANUFACTURED BY THE

## GOOLD BICYCLE CO.,

BRANTFORD, - - - ONT.

SEND FOR CATALOGUE.

# WE ARE HEADQUARTERS FOR REPAIRING.

Without gainsaying, we are the only people making a specialty of repairs who give sterling value, and a machine overhauled by us is a machine, in every particular, equal to new of high class order only. Charges are low for our work.

DON'T FORGET WE DO THE WORK!

## ✦ DEALERS' REPAIRS DONE BY CONTRACT FOR THE SEASON ✦

**IMPORTANT TO OWNERS OF WHEELS.** We will alter your Wheel to Cushion or Pneumatic Tire.

Laforce's or the Comet's Pneumatic Tire	- - - - -	\$40.00
Cushion Tire (according to Tire selected) from	- - - - -	\$20.00 to \$30.00

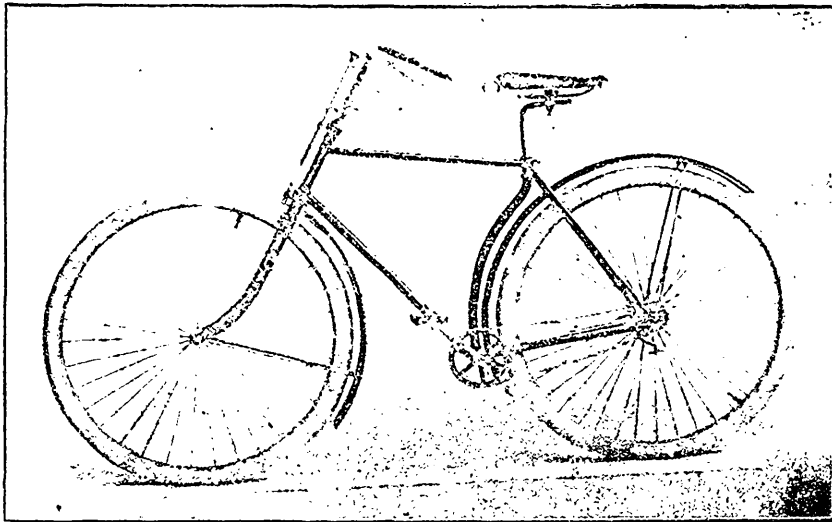
These prices include a thorough overhauling of the machine, respoking of the wheels, alteration of the frame to suit, re-enamelling (nickel plating extra), in fact your machine is equal to new of the most approved kind. This is only if we do it, mind you.

# CANADIAN AGENTS "GREENER" SAFETIES

FITTED WITH DUNLOP AND CUSHION TIRES.

See This Splendid Machine, Place Your Order for it now.

You had better order one at once, or speak for one out of this consignment now coming in.



Terms to suit you. Cash or extended payments.

Luxurious Riding. - - Easy and Fast on Rough Roads. - - Every Known Improvement.

The wheelman on a "Greener" Safety is an object of admiration. He is gracefully and naturally posed on a Wheel which is perfect in construction and of elegant design and finish. We give an absolute guarantee with every machine.

DUNLOP PNEUMATIC TIRE	- - - - -	\$145.00
CUSHION	- - - - -	130.00

WANDERER CYCLE CO., - - 22 & 24 LOMBARD STREET, TORONTO.

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**H. S. HOWLAND, SONS & CO.**

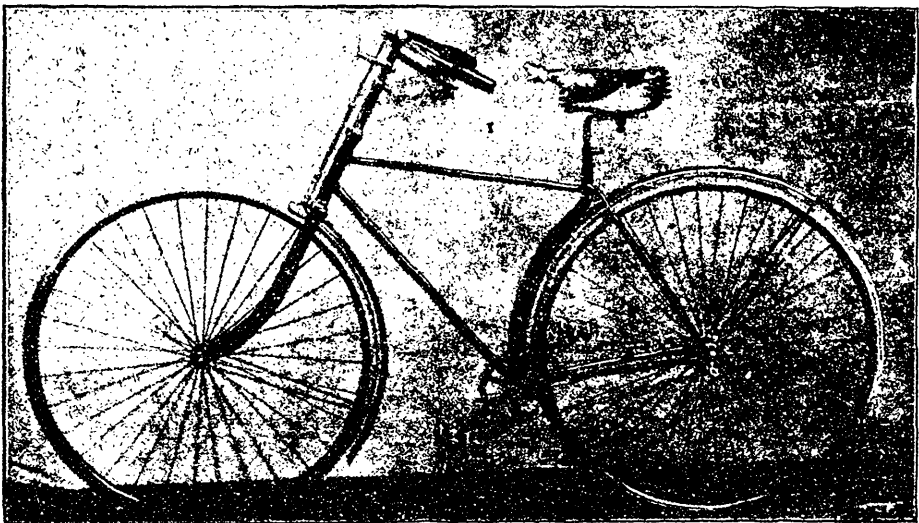
**Wholesale Hardware**

**37 FRONT ST. WEST, - TORONTO**

Agents for

**LOYD, READ & COMPANY**

**COVENTRY, ENGLAND**



No. 1 DIAMOND FRAME.

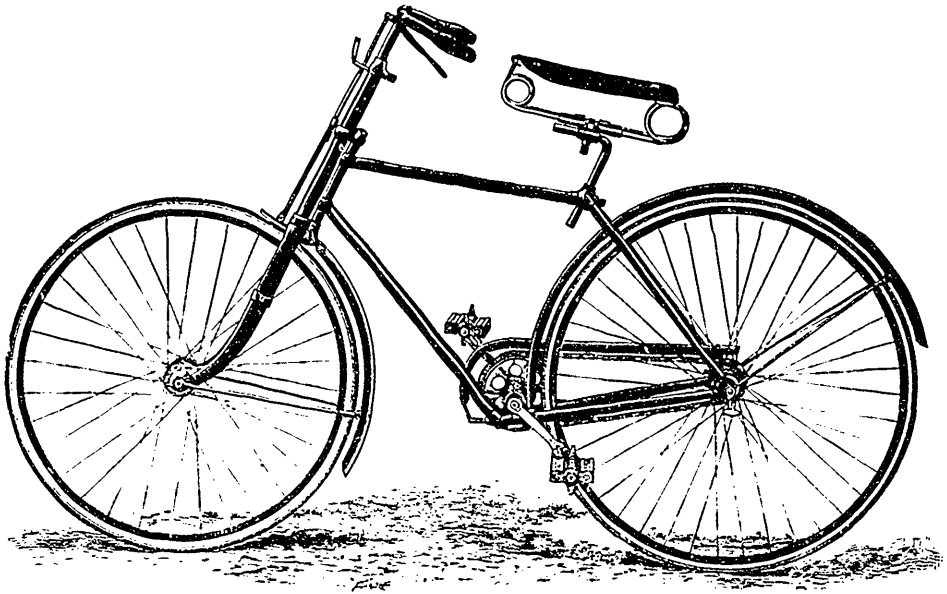
**THE OVERSTONE BICYCLES**

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CALL AND SEE THEM BEFORE PURCHASING YOUR MOUNT FOR 1892.

# THE GENDRON MANUFACTURING CO., LIMITED

**W**E invite bicycle critics to read the following about our No. 7 Cushion Tire Bicycle. Will also say that our new Pneumatic Tire Safety will be out in about ten or fifteen days, which wheel will defy competition. Would also mention that we have not forgotten the little Boys, and that we have a No. 1 Safety Bicycle, Cushion Tire, Ball Bearings throughout, highly Nickel Plate, etc., for \$45.00.



**THE GENDRON No. 7 WITH CUSHION TIRE.**

A NEW WHEEL designed on the latest and most improved lines, with long head and well extended wheel base. The crank shaft is brought sufficiently forward to relieve the rear wheel of a fair portion of the weight of the rider, which gives great ease to the steering and prevents side slipping. In it we produce a light yet most rigid frame work. We do not use exceedingly light gauge tubing, nor have we reduced our forgings to a dangerous size for the sake of weight. We believe that a Canadian Road Safety built on the latest approved lines with  $1\frac{1}{4}$  inch Long Cushion Tires should weigh, all on, not less than 45 pounds. This machine is built to that weight, but strength is nowhere sacrificed for lightness. While it is equal in every respect to the highest priced Wheel on the market, yet with our facilities to make and market them, we are able to price it at a medium figure, thus making good our promise to furnish the highest grade of work at a medium price of \$115.00.

All lovers of Safety Bicycles are invited to call and inspect our Wheels at our Salesroom, 188 Yonge St., or at the Factory, Cor. Duchess and Ontario Sts., Toronto.

## GENDRON MANUFACTURING CO., Ltd.

EASTERN OFFICE: 1908 & 1910 NOTRE DAME STREET, MONTREAL.