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# CYCLING

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

Vol. 1.

TORONTO, JULY 22, 1891.

No. 17.

## Only a Couple of Girls.

That is to say, there were no boys. But there were a pair of tricycles, and a world of sunshine, and birds too, although the hill-sides burned in gold and crimson, and October was only half gone. George and Tom, with Kitty and the others, had run away, and even Mr. —let us call him Highflyer, for he rode the tallest kind of a bicycle—was out of sight at last, and we breathed more freely. Given, a man and a wheel with another man and another wheel, and the result is, invariably, a *race*. O ye scorchers! is there nothing in nature but a macadamized road? Never mind. The boys are out of sight now, and the day is before us. And there is a long hill before us, too! But who cares for hills when one hasn't to climb them at break-neck speed?

I wonder if George or Tom paused at the top of this incline to study the effect of color in the woodlands skirting the road.

How sweet and peaceful, yet plaintive, the murmurings of nature's voices in the pure autumn air! The trees rustle their dying leaves, which whisper farewells to each other. The pines seem to sigh over departed days, and here and there, in the grass, an occasional belated insect,—some poor little Cigale,—pipes its note as cheerily as in the sweet summer-time, knowing only that, for the present, the sun shines, and the cold November days have not yet come. Oh, the sounds of nature in autumn, plaintive and tender, yet, to the soul filled with the magnificence of the surrounding landscape, ever joyous and full of rare delight. How deftly nature uses her pigments! There is the soft green of spring again,—a green just ready to fade into light yellow ere the leaves take on their more brilliant, final coloring; there is a whole palette of yellows from lightest cadmium to dirty ochre; and reds and browns in so many different shades that one almost wonders if nature isn't openly violating some law of harmony. Yet nature is always harmonious, and with all the intensity of coloration, never glaring, because everything is kept in the same key. The air is full of sunshine, and the sky and the ocean are of the clearest blue; while the hill-sides

burn in all the splendor of the rainbow; and now the sun is obscured by cloud; the key changes, the sea is cold and sullen, the light and brilliancy have gone out of the hill-sides, leaving them dull and far less beautiful; still everything is in perfect harmony.

The rumble of wheels breaks in upon our contemplation of nature, and in a few moments a carriage, in which are three ladies, comes around a turn in the roadway, and pauses opposite the tricycles.

How friendly they are, and with what eager interest do they scan the wheels while talking pleasantly of a score of things which appeal to a lover of nature!

"Your company have gone on ahead?"

"Yes; but we are in no hurry."

"I do not wonder that you loiter, when the country is so beautiful, and your horses never grow restive while you admire the landscape; it seems the ideal of traveling for pleasure. I wish that I, too, could wander at sweet will upon a tricycle."

"Why don't you get one?"

"Oh, some one always has to set the fashion, you know. I suppose I may get one some day."

What a grand thing it would be for the race were health to suddenly become "fashionable!" Then we would all bid farewell to modern improvements, with the attendant evils of furnace heat, bad drainage, etc., and live more out of doors with nature, and ride tricycles.

After a few pleasant remarks the carriage rolls on, and then we mount and away. "There is no loss without some small gain," says the adage; and "there are few *up*-hills but that are followed by a *down*-hill on the other side," says the tricyclist. Here goes!—feet securely braced against the rest, one hand on the brake and the other grasping firmly the steering-handle,—pell-mell, down the long grade, hair flying in the wind, pulses thrilling, and every fibre sensitive to the deliciousness of the experience.

Has the lady reader ever coasted a long, smooth hill on a tricycle?

And now we strike the open again; the road is hard and level, the pedals fly faster and faster, and we skim past the quiet farm-houses, the interested inmates rushing to

doors and windows to gaze after us. And now we meet a loaded team, and while we are wondering how we *ever* will get by, the good-natured driver turns away out, looking down at the near wheels to see if we have room to pass, and grinning so pleasantly that we are tempted to nod.

Some people have an idea that a woman tricyclist is only a subject for ridicule and remark when independently pursuing her own way, unaccompanied by gentlemen friends. Yet only the other day, a young lady, and a very pretty girl, too, rode nearly twenty miles alone; nor did she receive other than courteous treatment on the whole journey.

It was almost noon when we reached the pretty seaside resort of M—, deserted, save by a few people of the village, for the hotels were all closed; the pleasanter for us, as it turned out, for we ate our lunch in peace on the hotel piazza, where it was warm and sunny, and took our time for it, too.

When we again met George, and Tom, and Kitty, with the others, in the city of Blank, we found that they were planning a long ride for the afternoon in order to make a certain distance before night, and, desiring to return more leisurely, we bade them kindly adieux after dinner, and spent the remainder of the day upon the wheel as pleased us best. And when night came we found our way on board a steamer that would take us home, arriving next morning with tricycles and slight *impedimenta*,—no Saratoga trunks, feminine readers, we assure you,—feeling refreshed in body and mind, and convinced that two girls *can* travel alone upon wheels if they have only the independence to do so.—*Mirah, in Outing.*

### A Foolhardy Cyclist.

On the night of July 1, a bicyclist made a bet in Berlin, Germany, that during a terrific storm of thunder and lightning he would ride through the Thiergarten on his machine, says an exchange. He started, and was followed by a cab with the other parties to the wager. At a street crossing the coachman pulled up and reported that the bicyclist had been thrown off, he having seen the accident during a flash of lightning. The young men alighted, and finally found the rider insensible upon the ground, with both arms broken and the bicycle twisted into a shapeless mass, the machine having been struck by lightning. The rider was thrown twelve feet by the concussion, and was badly bruised, besides having had his arms fractured. The parties to the bet have all been arrested.—*The Wheel.*

### T. B. C. Annual Meet.

On Monday, August 10th—the Civic Holiday—the Toronto Bicycle Club will hold their Eleventh Annual Meet, which, from present indications, will be even more successful than former ones. The prizes offered, which we have seen, are well worthy of the Club, being more valuable than any heretofore offered in Toronto, or at any other Canadian Meet. The races have been so arranged as to give both ordinary and safety riders an even chance. We can only hope that the clerk of the weather will make satisfactory arrangements for a fine day.

### T. B. C. Programme and Prize List.

The following is a list of the events and prizes for the 'Torontos' Meet at the Rosedale grounds on Civic Holiday, Monday, August 10th next:—

- 1.—2 Mile (Novice) Ordinary, open, 35 lbs. 1st, Oxidized-Silver Banquet Lamp, value \$20. 2nd, Antique Silver Mirror, value \$10.
- 2.—2 Mile (Novice) Safety, open. 1st, Silver Cream and Sugar, value \$20. 2nd, Silver Egg Stand, value \$14.
- 3.—1 Mile Ordinary, Handicap, open. 1st, Oxidized Silver Piano Lamp and Shade, value \$40. 2nd, Silver Salad Bowl and Service, value \$18.
- 4.— $\frac{1}{2}$  Mile Dash, Safety, open. 1st, Silver Berry Bowl and Dish Set, value \$30. 2nd, Dozen Silver Fruit Knives and Stand, value \$15.
- 5.—2 Mile Club Championship. Championship Cup and Gold Souvenir Medal.
- 6.— $\frac{1}{2}$  Mile (Boys under 14), open. 1st, Gold Medal, value \$10. 2nd, Silver Medal, value \$5.
- 7.—1 Mile Safety, open. 1st, Silver Tea Service, value \$50. 2nd, Oxidized Silver Music Stand, value \$25.
- 8.—5 Mile Ordinary, open. 1st, Boustead Medal, and Silver Cup, value \$15. 2nd, Antique Silver and Bronze Copper Vase, value \$25.
- 9.—2 Mile Safety Handicap, open. 1st, Marble and Bronze Clock, value \$35. 2nd, Silver Pudding Dish, value \$20.
- 10.— $\frac{1}{2}$  Mile Combination. 1st, Bronze Figure, "Whistling Boy," value \$10. 2nd, Toilet Set and Case, value \$5.
- 11.—1 Mile Safety, Club. 1st, Gold Medal, value \$25. 2nd, Gold and Silver Medal, value \$10.

A cyclist of Toulon dismounted from his machine and left it outside a *café* while he went in for a drink. Immediately a gentleman passing stopped, looked at the machine, and then began to pinch the tyres. Did the rider punch his head or use bad language to him? No; he calmly took the inquisitive one's hat from his head and began to stroke it and examine the interior. "Sir," began the non-cyclist. "Sir," answered the rider, "you have handled that machine which does not belong to you; surely I also have the right to handle your hat!"—*Wheeling.*

# 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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## Erratum.

In our last issue, through the compositor's mistake and our carelessness, we quoted the time for the mile safety, novice race, at the Canadian Wheelmen's Asso. Meet, as 2.33½, instead of 2.53½, and without further thought wrote a couple of notes in regard to it. Our publisher, thinking we were better informed than he, altered the figures in one of the advertisements to correspond with ours, so that we had no less than four errors on the subject of the novice race time. On our first appearance at the T. B. C. Club House, we were taken out into the back yard by "Mac," and "Jimmy" Miln, who immediately proceeded with a club to pound the fact into our head that the Canadian Safety Record was only 2.42½.

## Have them Correct.

We would respectfully suggest to the Secretary of the Toronto Bicycle Club—and to other secretaries as well—that care be taken in sending the names of members to Secretary Donly, that they are plainly written and correctly spelled. We notice several errors on the 'Torontos' list in *The Wheelman*, which, we presume, are not all typographical. Where possible they should be typewritten and no error would likely occur.

## Too Much for Granted.

Without discussing the merits or demerits of the gentleman who was elected or the gentleman who was defeated, in the recent contest for the Presidency of the Canadian Wheelman's Association, we must say that we are not in accord with the views of the editorial writer in the July issue of the *Wheelman*, when he severely criticises the

action of the Association in not following up the time-honored custom of electing the Vice-President to the President's chair. With wonderful tact he goes on to show that the Toronto Club has the power to elect or defeat any officer of the Association. The writer of the article might have been equally as near the mark, had he stated that the Wanderers had obtained the assistance of their brother club to shut out Mr. Robertson at this time in consequence of his defeating their candidate for Vice Presidency a year ago, on a technicality. The innuendo cast at Toronto wheelmen is hardly of a manly or courageous nature. For a great many reasons we deplore the defeat of Hamilton's energetic Captain, but we rejoice in what the *Wheelman* is weeping over, *i. e.*: That because a man occupies the honor of being Vice President of the C.W.A. this year, it is no positive augury that he will be advanced to the highest office in the gift of the members of the Association next year.

## Our President.

Mr. E. C. Hill, of Kingston, who has obtained the coveted honor of being placed at the head of the Canadian Wheelmen's Association, is a cyclist of long standing, but, owing to his quiet, somewhat reserved bearing, is not widely known among the wheelmen of Canada. He is, however, an enthusiast on every matter pertaining to the welfare of our Association, is an indefatigable worker, and withal a thorough gentleman. We extend the right hand of fellowship to Mr. Hill, and wish the Association under his presidency the most successful year of its, so far, eminently satisfactory career.

## Good Bye, Friend Brierly.

The July issue of *The Wheelman*, the last from Editor Brierly, has just come to hand, and in it he speaks a word for his successor, urging upon the clubs the necessity of forwarding news each month, so that that portion of the paper will be as interesting as it can be made. Mr. Donly, with probably more time at his disposal and more information at hand, will, no doubt, make the paper a success. Certainly he cannot work more willingly than Editor Brierly has done ever since the foundation of the paper, and that gentleman deserves the sincere thanks of the Association for the time and trouble he has so freely given to its publication. . . .

### The Safety on the Upward Grade.

Some months ago we ventured to predict that the then existing craze for the ordinary—particularly of the Rational type—would be a short-lived one. We based our estimate on the fact that the extraordinary demand in Toronto for Rationals was due in a very great measure to the success of the riders who possessed these mounts in the Wanderer-Toronto Road Race last fall, when every wheel used was an ordinary. The only incentive necessary to cause a revulsion of feeling in this respect was a race comprising representations of the two mounts, resulting in the dwarf obtaining some degree of success at the finish. This was fully exemplified in the recent road race at Hamilton, and the superiority of the safety when fitted with pneumatic tires, over the good old ordinary, was practically demonstrated. Even aside from our belief that the safety is the better wheel, all points being impartially considered, such a conclusion as we may now naturally expect might have been long ago anticipated by every one, as our English friends of the wheel readily saw the points of advantage in the safety and quickly adopted it, and our neighbours over the border, with their natural aptitude to clinch a good idea, soon relegated the ordinary to the background and rode the safety.

We must admit that the cushion and pneumatic tires have done much to make this wheel what it is, but the fact remains that the safety now holds precedence for popularity, which really means that it is the faster machine. The dealers will be wise, we are inclined to think, if they note the signs of the times.

### Shareholders' Meeting.

On Friday evening, the 17th inst., the first general meeting of the Shareholders of the Toronto Bicycle Club (Limited), was held in their Club House, 346 Jarvis St., when over 1,050 of the 1,300 subscribed shares were represented.

Mr. Langley was appointed Chairman, and Mr. Ryckman Secretary. The report of the Building and Finance Committee was presented, and a motion carried confirming their action in purchasing the premises. Messrs. Pease, Ryckman and McClelland were appointed scrutineers for the election of Directors, which resulted in placing most of the members of the Building and Finance Committee on the first Directorate, a very

practical manifestation of the shareholders' approval of their actions up to date.

The following is a list of the Directors, viz.: W. H. Chandler, W. H. Cox, C. E. Lailey, C. Langley, R. H. McBride, W. Robins, E. B. Ryckman, E. A. Scott, A. F. Webster, J. F. Lawson and Fred Bryers.

A meeting of the Directors was called on Monday for the purpose of electing officers, when Mr. R. H. McBride was elected Chairman, Mr. C. E. Lailey, Vice Chairman; Mr. E. B. Ryckman, Secretary; and Mr. J. F. Lawson, Treasurer.

### Honor Where Honor is Due.

Before allowing our friend Mr. R. A. Robertson, of Hamilton, to disappear from the list of executive officers of the C. W. A., we wish to say simply a word expressing the admiration we personally feel at the untiring efforts he has at all times put forth during the past few years on behalf of the H.B.C. and our Association. We have to thank Hamilton for providing a race track second to none on the continent, and Mr. Robertson, although not carrying through the whole project himself, did much towards its successful consummation, and we express the hope that at some future day Mr. Robertson will again see fit to place himself in the contest for the presidency, when, we have little doubt, his recognized worth will be differently rewarded than that which characterized the result of the recent election.

### Ottawa Believes in Representation.

Our good friends from the Eastern Capital, after having the vice-presidency in 1889 and also the chairmanship of the Racing Board for 1890 centered in the city where political corruption now reigneth, elevated their candidate to the vice-presidency of the Association at the recent election, and also retained the control of the Racing Board by the appointment of Mr. Sproule. Both of these gentlemen are well adapted for the requirements of their respective offices, notwithstanding the fact that the V.P. *does* believe that the sun rises and sets very near his domicile, and that he *will* occasionally insert an additional vowel in his name.

On June 25th J. M. James, of the North Road Cycling Club, lowered T. A. Edge's famous York to London record by 11½ minutes, his full time for the distance being 14 hours 21½ minutes. He was greatly delayed by heavy thunderstorms.

**CHALLENGE.**

TORONTO, July 20 1891.

JAS. WOOD, *Hon. Sec.*,

Toronto Bicycle Club.

Dear Sir :

On behalf of the Wanderers Bicycle Club I hereby challenge the Toronto Bicycle Club to a friendly Road Race, similar to those held in 1887 and 1890. The course, conditions, number of men a side and trophy, to be the same as in the previous races. The date of the race to be not later than Sept. 12, 1891. This challenge will remain open for ten days from date. In case of acceptance, our racing committee will be glad to confer with your committee at as early a date as possible. Yours respectfully,

W. J. DARBY, *Hon. Sec.*,

W. B. C.

**The Fastest Fifty Miles Ever Ridden.**

R. L. Ede, of the North Road-scorching Club, has undoubtedly accomplished the most remarkable performance of the year. In a trial against time for the fifty miles record he succeeded in covering that distance upon the road in the astonishing time of 2 hours 24 minutes and 44 seconds—a rate of over 21 miles per hour! Think of it, ye scorchers. We know Mr. Ede performed this marvellous feat upon a selected road—the best road in the kingdom, perhaps—and we know that the wind and other conditions were favourable, but we cannot get away from the fact that the time absolutely eclipses the *path* record for this distance, and is actually the fastest fifty miles ever ridden. In recording a wonderful ride like this, one naturally enquires what machine was used, for although we like to give full credit to the performer always, we also believe in letting the machine have its due share. Ede's mount was an "Ormonde," fitted with Dunlop's pneumatic tyres; and the "Ormonde" Cycle Co. must be indeed difficult to please if they are not thoroughly satisfied with the splendid world's record made upon their machine.—*The Wheelman*.

The Dunlop people are evidently becoming alarmed at the number of their tyres which have been bursting recently on the road, and have, accordingly, inserted an advertisement in *Wheeling*, informing the public that their racing tyres are for path racing only, and not designed for road use.

**Correspondence.**

DEAR EDITOR,—“Hobby,” in his letter in your last issue, desires to know the state of our health; rather than that he should lose any sleep over it, we may state that our health is good. Our spirits are not of a nature that such a thing as defeat in a road race is going to make us feel despondent, nor does success swell our head. We are too used to success to be effected in that way, but there is always an excuse for those who by some chance or accident happen to gain some slight prominence. They find the air so different from what they are accustomed to, that their head becomes giddy, but very often they do not stay there long enough to get used to that sort of thing, so there is a possibility that the head will assume its normal size ere long. Mr. Editor, we wonder where those two points would have been, had one of the best riders from the Ambitious City fallen twice at the start. We may also state for “Hobby's” information, that the party who wanted the race 40 miles was just as anxious for that distance at the finish as before, and would have enjoyed nothing better than that of leading “Hobby's” friends into Grimsby on the return, as he certainly would have done had the race been that distance. We consider a road race a ride of endurance and skill in all kinds of riding, on rough road as well as smooth, hill climbing as well as down grade. This variety can better be found in, say fifty miles of our ordinary road, and not on a smooth road of the distance of only 20 miles, but a hot-house plant must not be removed from the soil in which it sprouts or else it may die from exposure. KARL.

A. B. C.

Last Saturday a number of the members of the Athenæum Bicycle Club took one of the most enjoyable trips of the season. Taking the afternoon train to Hamilton, they spent an hour in the city before making a start for Grimsby. On reaching Stoney Creek a halt was called for supper, and after the inner man was refreshed, they proceeded to their destination. Arriving they were greatly surprised to find a contingent of the Hamilton boys, who extended every hospitality to the A.B.C.'s, and, thanks to them, spent a very pleasant evening. Sunday was spent in the Park, and at four o'clock set out for Hamilton, where they arrived in time for supper, arriving home again by the evening train, all delighted with the outing and determined to go it again before the close of the season.

## Toronto Bicycle Club.

ORGANIZED



1881.

Club House: 346 Jarvis Street.

### OFFICERS

President .....	W. H. COX.
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. HURDALL.
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.

The regular Monthly Meeting of the Toronto Bicycle Club, will be held in the Club House, 346 Jarvis St., on Monday August 3, 1891, at 8 p.m.

As this meeting promises to be of special interest to the members of the Club, every member is particularly requested to attend.

J. WOOD,  
Hon.-Sec.

## RUNS.

July 25th—Highland Creek via. Don and Danforth Ave.

Aug. 1st—Long Branch.

On Tuesday, June 30, M. A. Holbein, of the North Road C. C., beat the twenty-four hour tricycle record by about twenty-eight miles, and raised his own twelve-hour record by half-a-mile. The whole distance covered was about 317½ miles, and he is the first rider who has exceeded 300 miles on the tricycle. He was also the first who brought the safety record above the 300 mark, though the latter was on a solid-tired wheel, while he rode a pneumatic tricycle manufactured by the Coventry Machinists' Co,

## A Glimpse at Our Exchanges.

At the Hern Hill track, on June 11, F. Bramson, scratch, won the quarter-mile tricycle handicap in 38 3-5s., beating the previous record of 39s.

The manufacture of pneumatic tires does not seem to be very pleasant for their neighbors, and the Dunlop people have recently been indicted as a nuisance.

The first prize in the one-mile safety, world's record open, to be ridden in Springfield on Sept. 11, will be a \$1,000 Haines Bros.' upright piano, finished in quartered oak.

Extract from a letter lately received from England, "I knew Hysl'p would come out ahead in the races, he's the boy, but I do wish I had been at Hamilton." We think it is just as well that the writer was not there for "there's no know'n" what would have happened.

The difference between the weight of a safety with Clincher pneumatic racing tires and one with similar tires for road work amounts to 4½lbs. Sadder still is the fact that the resilience, and consequently the speed, of the two tires is in inverse ratio to their weights.—*Bi. News.*

The Somerville Club already has reason to be pleased at its recent action in becoming a League club, for, last Sunday, while it was returning from its weekly run, it came in contact with two veritable road hogs in a carriage. They were both men, partially intoxicated, who had the erroneous idea that they were entitled to more than their share of the road. When the wheelmen approached the carriage the driver whipped up his horse and guided it right into the party of wheelmen, breaking no less than four wheels and injuring the riders of the same. Several of them quickly dismounted their wheels and caught the horse before the men had an opportunity to drive away. This, however, did not deter the men from jumping out of the carriage and running off. In the meantime one of the club had ridden into the town and secured the services of a constable who managed to capture both men. The case was reported to Chief Consul Arthur W. Robinson, who, in the name of the Massachusetts Division L. A. W., obtained the services of Lawyer Joseph S. Dean to appear for the prosecution, and he did so in such a capable manner that the men were each fined about \$60 in all. The cost of the prosecution was borne by the Massachusetts Division.—*The Wheel,*

### Another Road Race.

We publish herein the challenge of the Wanderers Bicycle Club for a fifty mile Road Race with the Torontos, over the Kingston Road. Rumor says the Wanderers have eight pneumatic safeties, and the Torontos will not be in it at the finish.

### Double Century Run.

Local bicycle circles of Buffalo were greatly surprised at the remarkably good performance of Peitsch, of the Press C. C., in making a double century run over the Erie course in exactly 24 hours, and it was confidently prophesied that it would be a long time before local riders would be able to break this record. On Saturday, however, at 1.15 p.m., Messrs. Kane, Klipfel, Weinig, and Kayser, of the Ramblers Bicycle Club, started in the attempt to beat Mr. Peitsch's record. The roads were rough for nearly the entire distance, having recently been worked, and night riding was exceedingly difficult without lamps or moonlight. Kayser quit at Angola, and Kane's wheel broke down a short distance out of Westfield. But Klipfel and Weinig kept bravely on, reaching Erie at 11.15 p.m., where they were met by members of the Erie Wanderers under Captain Crane, who escorted them into the city. After a hearty supper the two Ramblers left Erie at 12.05 for the return trip, and reached Buffalo at 10.55 a.m., making the total time for the full 200 miles, 21 hours, 21 minutes. Undoubtedly better time could have been made, but as the men were over four hours ahead of the record at Bay View the finish was made at an easy pace. The actual riding time was about 18 hours.

### Careless Teaching.

It is pretty safe to say that in the majority of cases where one sees ungraceful lady riders that the fault is due to careless teaching, and we think our several correspondents have struck the true keynote when they take that position. We noticed the other day while riding on the boulevard a lady mounted on a machine with the saddle low down and the handle bars away up. The lady was riding with a knee action which was most ungainly, and the hollow of the foot was on the pedals. Her escort was a well-known rider, and also one well known in "the trade," and his failure to correct the awful habits of riding was reprehensible in

the extreme. If the lady's escort, who no doubt sold her the cycle, had a conscience commensurate with his desire for "business at any cost," he would never have allowed the lady to present such an ungraceful appearance in public. "Sell the machine and never mind anything else," that's the motto of too many, and it's a shame that some dealers are allowed to do this kind of a thing without being called to account for it. Of course the so-called teachers are not responsible for all similar cases, but the particular one under notice is not an unusual case by any means, and had he done his duty as an expert cyclist and one of the trade he would have advised the lady politely that she had better learn how to ride before making an appearance on the public highways. It is downright wrong to a lady for a teacher or one of the trade to allow her to contract bad habits in riding without an honest attempt to correct same. Ladies as a rule are more graceful than men, and there is no reason under the sun why they should not excel in grace as riders of the wheel. The plain truth is this, some dealers are too anxious to sell machines, and not conscientious enough to do their whole duty towards their patrons in properly teaching them how to ride.—*Bicycling World*.

### Pedal Differently.

To get the best results from inflated or hollow tires Americans must learn to pedal differently. Those who have seen Berlo ride have noticed his powerful thrust downward, what is called a "pounding" style, and Berlo's pedalling is a fair sample of the style of the average American rider. A model of the correct style is Murphy, who uses the ankle action, who fairly winds his wheel up, grinds the pedals almost all the way round the circle, but at no particular point does he make a savage thrust or drive. By using this smooth, winding-up, ankle action the tires are not worked *against the ground*, are not *flattened*, and fairly fly along, and the best results may thus be gotten out of them and out of the rider.—*The Wheel*.

They will likely have plenty of information in the States in regard to the manufacture of pneumatic tires, as the Thomas Inflatable Tire Co. have commenced suit against Featherstone, the Dunlop agent, while he has asked for an injunction restraining the Bidwell Cycle Co. from manufacturing the Thomas tire as they now make it,

### Saturday's Run.

Last Saturday the T. B. C. held their usual run, but for some reason there was a small turn-out. Perhaps our boys have been too well used lately, and unless they can have a picnic, or the presence of the ladies, or something of that kind, they will not attend an afternoon's run. Those who did ride out to Weston had a very pleasant time and enjoyed one of the most closely contested games of lacrosse ever witnessed; but unfortunately it is contrary to the rules of the W. B. S. A. L. A. for any one to look through the fence, and as the T. B. C. boys had not gone prepared for such an expenditure as the entrance fee to such a game, they had to adopt various means to get a peep at the fun; but as the fence was what is known as an open board fence they found no difficulty in finding a position on top, until the grim representative of the law came along, armed with half of a rail, and gently persuaded the boys that those seats were not for their use; but when the T. B. C. makes up its mind to have anything it generally gets it, and so in this instance it was not long until a row of "Comet Rationals" were ranged along the outside of that fence with as many blue-coated riders perched on the saddles, enjoying the game without breaking any of the rules of that august association; but after sitting there for about half an hour without seeing either side make a goal, the thing got monotonous, and as some of the boys wanted to go on to Maple that night the party broke up, the greater part returning to the city by way of Lambton Mills, where they had tea, reaching home earlier in the evening. The others started for Maple, but the less said about this trip the better; suffice it to say the distance is twelve miles, which was made in four and a half hours; any further particulars can be obtained from the captain.

C. L.

### Items from Buffalo.

Geo. Amos and C. B. Squires, of the Ramblers B. C., who have been on a two months' tandem tour through England and France, have returned home much pleased with their trip.

Buffalo possesses the only pneumatic tired tandem in the United States, and it will be used at Detroit by the Buffalo A. C. champion pair, Banker and Brinker. It was made for them by the Buffalo Cycle Works.

Miss Klipfel mourns the loss of her cushioned and Lady's Columbia Safety, No.

2,428. Efforts are being made to apprehend the thief. The wheel is of this year's pattern and was used by Miss Klipfel in her recent century ride.

M. H. Brunner, of the Ramblers B. C., won the hammer-throwing competition at the Rochester games last week, his best throw measuring 86 feet, 5 inches.

### Notes.

The Montreal Bicycle Club will hold their annual Tournament in the Athletic Grounds on August 29th.

The Parisian authorities talk of employing 400 tricycling letter-carriers for the house-to-house delivery.

Messrs. Palmer and Skerit of the H. B. C. were in the city last week, and called at the Wanderers' and Torontos' Club Houses.

R. L. Ede, who recently broke the 50 mile record in 2 hrs. 24 min. 44 sec., has again been doing some fast pedalling, and last Thursday broke all records from 6 to 63 miles, doing the fifty in 2 hrs. 17 min. He rode a pneumatic safety, geared to 65 inches, with 9½ inch cranks.

A French officer, Captain Lancrenon, has just ridden from France to the Russian frontier in thirty-eight days. He intends to proceed as far as Iver per cycle, then he will go down the Volga to Astrakan by *perissoire*, through the Caucasus on foot, and back to Paris on horseback.

At the L.A.W. Meet last week in Detroit, a joint meeting of the Racing Board and Executive Committee was held, when it was decided to remove the penalty from pneumatic and cushion tired wheels. This will have the effect of banishing solid tired wheels from the track altogether. We thought the C.W.A. officers were wise in not taking any action at the beginning of this season, in the matter of penalties, and our American friends, after a trial of the other course, have come to the same conclusion.

On the recent run from London to York of the North Road C. C., twenty-five men started, of whom fifteen finished, some, however, in a damaged condition. Of the wheels ridden fifteen were pneumatic safeties, of which four finished without mishap; three were pneumatic ordinaries, of which one finished sound; three solid tired safeties started, but two broke down. Of the other four who started, one rode a Clincher, one a Foster-Williams, one a Boothroyd and one a cushion (an ordinary), and all finished without mishap.



Edward Burgess, designer of the yachts Puritan, Mayflower, and Volunteer, died of typhoid fever on Sunday, July 12.

On Monday evening a carpenter named Newton, while riding home from work to Oakley on a bicycle, was overtaken by a thunderstorm, and a flash of lightning struck his machine, smashing it to pieces. The young fellow escaped without injury, excepting a few bruises from the fall, and a slight burn on the right leg.—*Essex County (Eng.) Chronicle.*

Recent correspondence in the cycling press respecting heavy riders brought to light the fact that 18 and 19 stone cyclists are by no means unknown. The Raleigh Cycle Co., who have already had two or three commissions in this line, are now building a safety for a gentleman hailing from across St. George's Channel, who stands 6ft. 6in., and weights 22st. 4lbs. How is this for record?—*Wheeling.*

The Juzan-Buchin pneumatic tyre, the invention of Messrs. Juzan & Buchin, of Bordeaux, has filled the breasts of its inventors with a mighty hopefulness. It is on the principle of the Dunlop pneumatic, but contains *three* air tubes, one inside the other. The valve has three channels, one for each tube, so that first the outer one can be inflated, then the second, and lastly the third. This allows of three bursts or punctures before repairs are necessary; and when repairs do become necessary the valve with the three tubes attached can be withdrawn, the punctures repaired, the tubes replaced, and within half-an-hour the tyre is ready to use again. There is no stripping of the outer covering required, the tubes being withdrawn entirely from the rim by the valve.—*Wheeling.*

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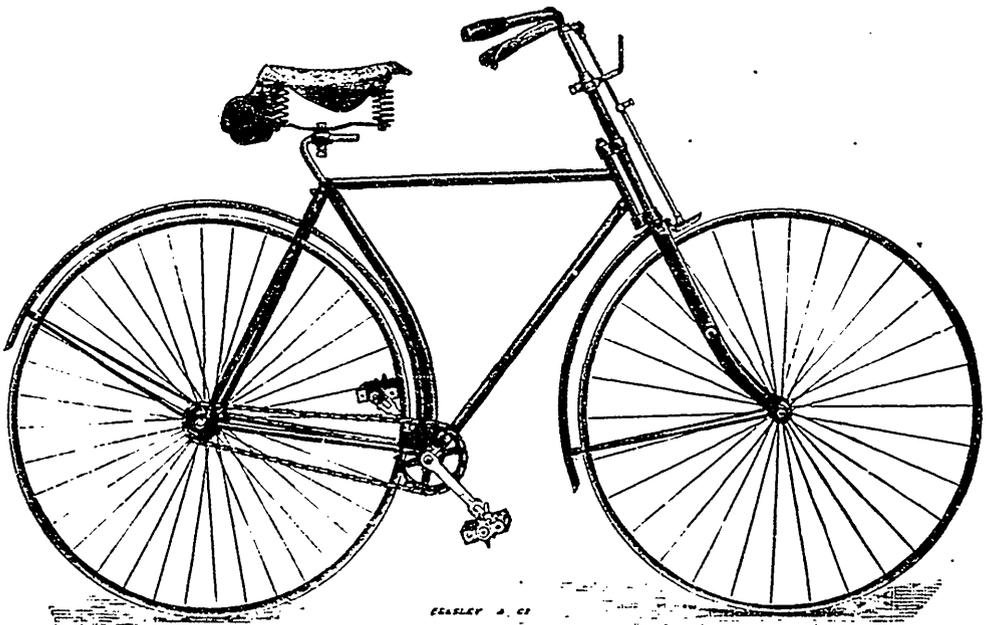
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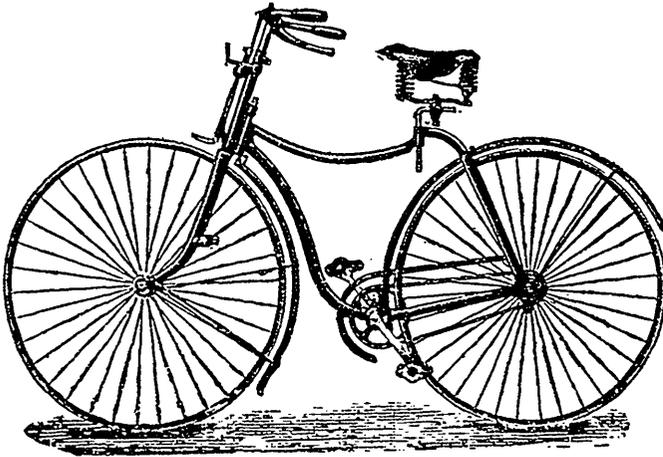
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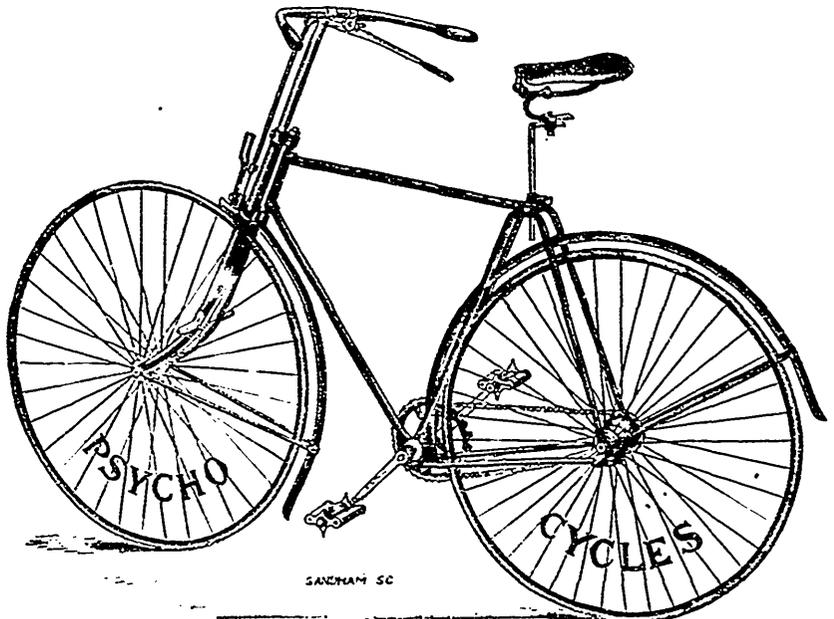
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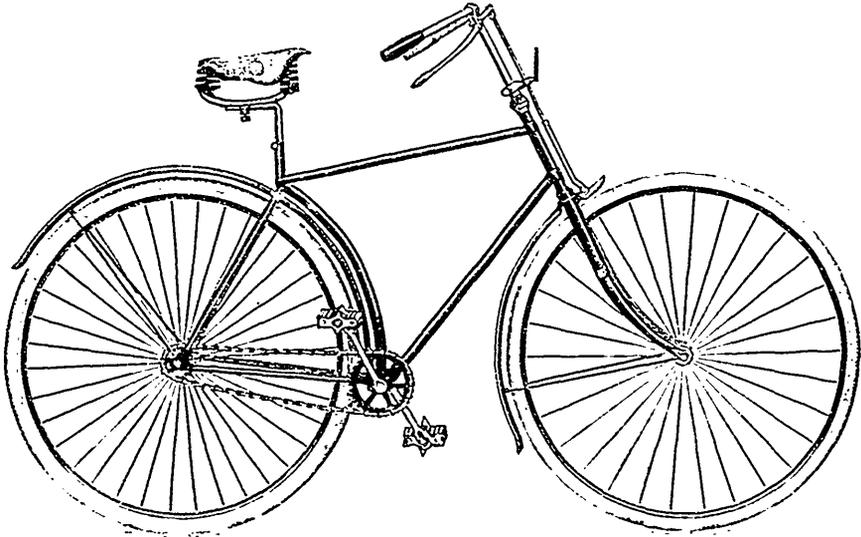
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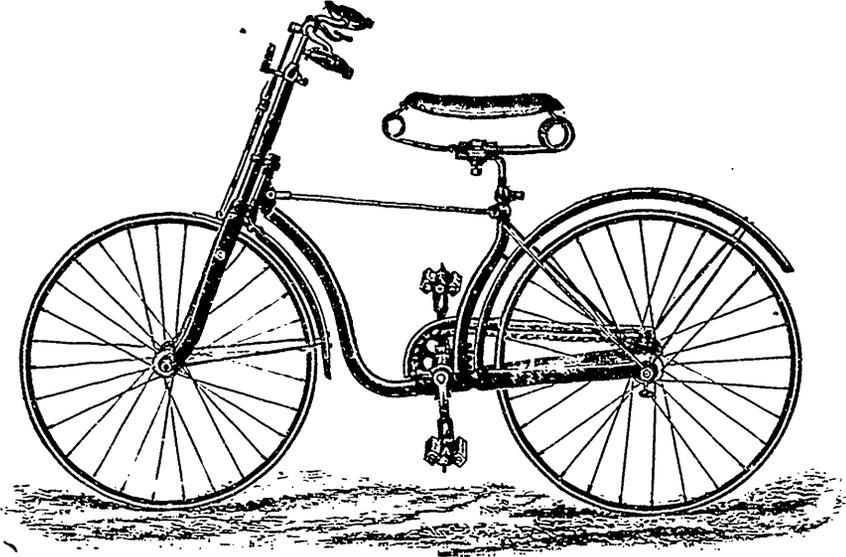
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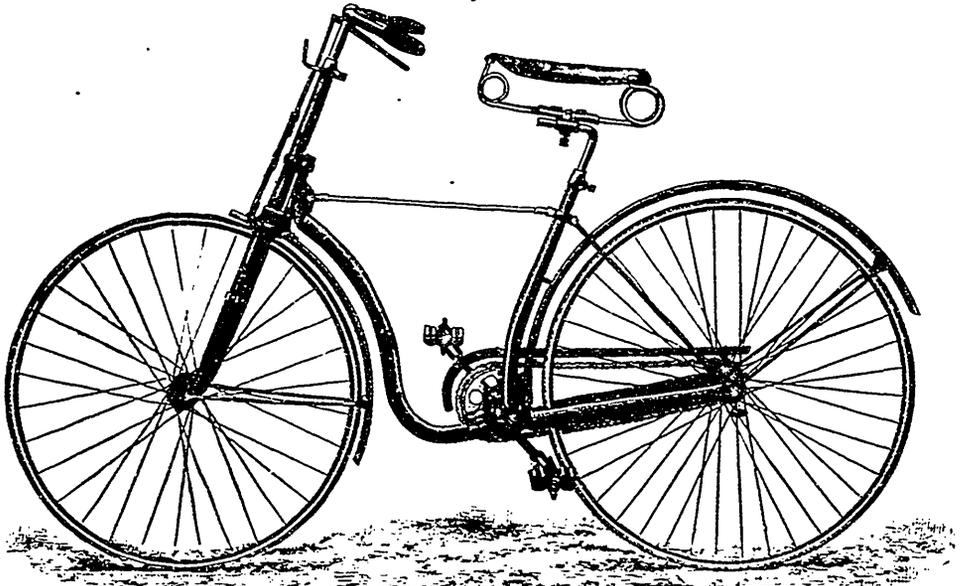
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