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CYCLING

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

Vol. II.

TORONTO, AUGUST 11, 1892.

No 18.



CHAMPION WELLS,
ON HIS NEW "COMET" RACER.

A Statement by Osmond.

The following from *The Cyclist* will be of interest to our readers as explaining fully Mr. Osmond's reasons for not giving Zimmerman an opportunity to meet him before the Brixton Cup race:—

"Some of the cycling papers have, for the last few weeks, been filled with paragraphs slating me for not competing in the championships and for not giving Mr. A. A. Zimmerman a chance of meeting me. Various reasons are given by the writers of these paragraphs as to why I did not start, but all are more or less incorrect, so with your permission I will take this opportunity of explaining to those who do not already know it, my reason for acting as I have done.

"My only reason is that I was not in fit condition to do myself justice. In my opinion, an amateur who, having earned during four or five years' racing a reputation for himself, is, to say the least, foolish if he starts when quite unfit. No one regrets more than I do myself that I was unable to get into form in time for the championships, but the fact remains, I could not, and consequently did not start.

"Mr. Zimmerman's friends gave out that I was going as well as ever I did two or three weeks back, but it was quite untrue, as, indeed, was the statement that I had made disparaging remarks about him, and that I 'contemptuously turned over the task of defeating him to Schofield.' In fact, so far from having made disparaging remarks about him, I, after seeing him ride for the first time, described him to my friends as likely to prove a very fast man.

"With regard to the Brixton Cup race, seeing that the joint meeting was down in Mr. Zimmerman's fixture list, and as I had won the cup race four times in succession, I, about a fortnight before the race, promised Mr. Puckle definitely to compete, knowing that it was my last chance of meeting the American on a first-class track, and thinking I should be in something like fit condition for the race. I found out about a week later that I could not get fit in time, but having promised Mr. Puckle, and having allowed him to advertise, I could do nothing but keep my promise. I was very much surprised to see Mr. Zimmerman start for the fifty on the Thursday night, and to think, in spite of his assertions, that he preferred to go for the least important of the championships to meeting me in a ten miles scratch race. Mr. Zimmerman knew perfectly well long before

the fifty miles championship that I was a *certain* starter in the Brixton Cup race, so the excuse that he fancied I might not have started is absurd. Besides, he could have soon seen whether I was going for the fifty beforehand by looking at the entry list, where my name could not be found, or by looking in at the dressing-room at Paddington to see whether I was dressing or not.

"He can no longer say that he has had no chance of meeting me. He has had a chance, and such a chance as he'll not have again. Next time we arrange to meet, if we ever do, I shall take care to be in rather better condition than I was on the 9th of July, 1892. F. J. OSMOND."

An Electric Tricycle.

IT IS DUE TO THE GENIUS OF AN INDIAN-
IAN—QUITE SIMPLE.

An enterprising electrician in Indiana lately constructed an electrical tricycle the description of which brought letters of inquiry from all parts of the country. The machine was worked by storage batteries carried under the seat, and which gave enough current for an eight hours' run. Whether the machine turned out to be impracticable in the form then adopted, or whether its inventor hesitated to undertake its commercial exploitation, is not recorded, but the public, at all events, has heard no more of the Indiana machine. Another inventor, however, is ambitious to be the first to claim the invention of a commercially practicable electric tricycle, and has patented a machine which relies for motive power also on the storage battery.

The singular point in its construction, however, is that the storage batteries are carried around the circumference of the wheel, preferably close to the tire, and there can be any number of cells, according to the power required. It is claimed that in this way the weight of the storage batteries is more equally distributed, and in such a manner as to cause the minimum interference with the efficient running of the machine, while at the same time affording a simple and easy method of construction. The cells are connected by wires to insulated sleeves that carry the current to a motor in the axle of the wheel, which gives the motive power to the machine.—*Boston Journal*.

It is likely that Windle will do some racing this fall.

Cycling

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

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AUGUST 11, 1892.

Race Meets.

We presume it is almost unnecessary to again call attention to the races of the Canadian circuit. Those at Seaforth and Hamilton have been successful in every way, and the interest excited will have a tendency to aid the other events at Toronto, on the 13th and 15th, Sarnia on the 17th, Newmarket on the 24th, Montreal on the 27th and Kingston on the 29th. Certainly we are enjoying the most successful racing season yet held in Canada.

A Cure for Loafing.

Cycling (Eng.), in discussing the subject of loafing in the recent English Championship races, makes the following suggestion: "The remedy we propose, and which has long been a pet idea of ours, is that pacemakers should be permitted in scratch races. If we thought loafing could be killed without the adoption of this expedient we would willingly urge some other course, but we fear it is too late in the day to suggest any combination of the racers themselves to stamp out this evil. Last Saturday's long-distance event at Herne Hill has, however, cleared the way somewhat for the reform we are advocating. Pacers were permitted in the Cuca Cup race, and if the scheme was practical then, it is equally so in shorter contests. So long as the pacer wears some distinctive colors, and drops out before the final struggle begins, there should be no difficulty at all, and the alacrity with which men will always volunteer to assist by pacing a fellow rider, and which was well exemplified last week-end at Herne Hill, when men remained on the track all day, in order to lend a helping hand in this

manner, proves conclusively that no difficulty would ever be experienced in securing a pacer. We should very much like to see the experiment tried in the near future, and commend the idea to the racing world. Pacing in path contests will kill loafing. Try it!"

Hill Climbing.

"As lazily as you can" is the best motto for the cyclist who is intent on scaling a long hill of fairly steep gradient. The slow even stroke, kept up almost all the way round, without straining, spurting, or kicking, will carry him easily up, where a more powerful but less regular stroke would fail. When a bad bit is reached, the "lazy" style (especially with long cranks) will not do; but even then, it is impossible to make a concentrated effort if the rider relies on a succession of violent plunges. Sheer brute strength may shove a cycle up a steep bit of hill in this way; but an even continuous effort, which does not allow the machine to lose way between each stroke, is far more likely to do what is wanted. This may sound like a truism; but eight out of ten average cyclists (as may be seen on much-frequented hills any Saturday) rely entirely on the plunging method in hill-climbing.—*Exchange.*

Advice About that Chain of Yours.

A correspondent writes: "I have noticed that you frequently advise your readers to lubricate their chains with a mixture of black-lead and oil, and I should like to say that the very best possible thing to do with a chain, in my opinion, and from my experience, is to black-lead it with ordinary black-lead mixed with water, and when dry, thoroughly polish it with a soft brush. The housemaid's ordinary stove cleaning apparatus is all you need in the way of materials, and it is by no means necessary to constantly repeat the operation. I have just returned from a four days' tour, and my chain runs as freely as when I started, no dust whatever having accumulated."—*Cycling.*

Each year marks this age of progress with some new improvement, and the pretty announcement of the T. B. C. meet, for 1892, far surpasses any of their previous efforts in that line, and is fully equal to anything of the kind we have yet seen.

Loafing.

The ridiculously slow time made in the one and five mile N. C. U. Championship races has caused considerable discussion in the Old Country papers. The *Scottish Cyclist* has the following suggestions to make: "Our idea runs on the following lines:—We would, as at Leeds, divide competitors by drawing on the ground into heats of three. As well as these three competitors, and starting with them, we would have, by invitation, three other riders of good class, who would be sent, say, for two laps—in a mile championship on a three-lap track—for two valuable prizes, scoring by placings at fixed points. This would maintain a high speed for the usual loafing part of the journey, as the *bona fide* competitors would be given the lead each desires, and the track left open for the final placings. Of course, we know that there are objections to this plan which would have to be met by individual arrangement, but we think it is much more likely to meet with the approval of competitors than time limits or fantastic separation of competitors by distances, and would preserve, in its best guise, for the money-providing public the sport it considers it is entitled to demand."

The Cuca Cocoa Cup Race.

Some time ago Messrs. Root and Co., manufacturers of Cuca Cocoa, presented to the London Co. C. & A. C. a one hundred guinea cup as a trophy for a race which the management decided should be a 24-hour event. The start was made on Friday evening, July 22, at 8.05 o'clock, with the following contestants:—

J. E. L. Bates.....	Geared Ordinary.
F. T. Bidlake.....	Tricycle.
A. Brundrett.....	Safety.
S. F. Edge.....	Geared Ordinary.
M. A. Holbein.....	Safety.
J. M. James.....	Safety.
E. P. Moorhouse....	Tricycle.
F. W. Shorland.....	Geared Ordinary.
J. F. Walsh.....	Safety.

Below is an abridgement of *Bicycling News'* report of the event:—

Close on the third hour Shorland set himself going, and dropped Bates, who had been in trouble for some time, and shaking off the rest of the field in fine style, began to build up a most useful lead. Holbein, after sticking to him for some time, steadied himself, and went on with his own pacer. Up to the point where Shorland began to force the running the tricyclists had stuck to the string

splendidly, and Bidlake actually began to beat record at 26 miles, being nearly 90 seconds inside E. B. Turner's record, made on a solid-tired tricycle. The natural effect of this pace was to crack up Moorhouse, and he threw up the sponge at 45 miles, though he turned out later and paced. At 90 miles records began to fall to Shorland, whilst the safety records were also being altered. The 12 hours' distances for the men still on the track were as under:—

	PREVIOUS RECORDS.	
	MLS.	YDS.
Shorland (g.o.)....	220	140... 193 1,510 Bates.
James (safety)....	215	190 1,685 Holbein.
Edge (g.o.).....	212	} Some odd yards.
Walsh (safety)....	210	
Brundrett (safety). 208		
Bidlake (tricycle)..	172	

Bates had retired at 95 miles 250 yards. In the early morning, nine hours from the start, Holbein, who was suffering very much from saddle soreness, finally threw up the sponge after covering 166 miles, whilst S. F. Edge, whose constant stoppages had shown that something was wrong, also retired when he had covered 226 miles 1,000 yards. F. T. Bidlake, after creating a string of records from 26 miles, retired finally at 200 miles, having ridden 100 miles in 5h. 59m. 50s. The four left in were Shorland, James, Walsh and Brundrett. Walsh at one point fell asleep and off his machine, but insisted on going on, and in the last hour put in some grand work.

At the finish between 6,000 and 8,000 persons lined the rails, and cheered the men to the echo. The downfall of Holbein's record at 5.5 p.m. was the signal for an outburst of enthusiasm, whilst a tremendous welcome was given to Shorland when Stephane's alleged record was surpassed. In the last hour, Shorland, hanging on to Rowley on a tricycle, who in his turn was led by Wass and Newland on a tandem, pushed along at a great pace, knocking off laps in 45s., whilst James also woke up, and some grand spurting took place. Walsh was also riding much better, and Brundrett, though exhausted, gamely responded to the encouraging shouts of the crowd. Four hundred and twelve miles six laps had been put up when the crack of Wilson's pistol brought this splendid contest to a close, the following distances being recorded:—

Frank W. Shorland.....	413 miles 1,615 yards.
	Geared ordinary record.
J. Melville James.....	407 miles 285 yards.
	Safety record.
J. F. Walsh.....	384 miles 874 yards.

A. Brundrett.....	379 miles 796 yards.
S. F. Edge.....	226 miles 1,008 yards.
F. T. Bidlake.....	200 miles.
M. A. Holbein.....	166 miles.
J. E. L. Bates.....	95 miles.
E. P. Moorhouse.....	45 miles.

The weather was perfect, very still, warm, and yet dull; neither too hot nor too cold—in fact the race may be run for 20 years to come without having such a favorable 24 hours. Shorland, after he was dressed, looked none the worse, and came out and bowed his acknowledgments, getting a most tremendous reception. James was down at Ditton on Sunday. Walsh, though looking drawn, was otherwise none the worse, whilst Brundrett, though very sleepy for half an hour, soon pulled round. No stimulants were taken by any of the men till near home:

The appended table shows what the leader had done

AT THE END OF EACH HOUR.

The times from the fifth hour to the twenty-fourth (inclusive) are the best on record for any style of machine, Shorland having the honor of leading the world in this respect. The hourly return is:—

HRS.	MLS.	YDS.	HRS.	MLS.	YDS.
1. Bates.....	20	910	13. Shorland..	232	170
2. Shorland..	40	270	14. "	248	160
3. "	60	910	15. "	265	535
4. "	78	1,250	16. "	280	1,715
5. "	98	450	17. "	296	1,360
6. "	114	100	18. "	313	700
7. "	131	250	19. "	330	320
8. "	149	40	20. "	346	250
9. "	166	170	21. "	361	1,650
10. "	184	1,440	22. "	379	1,300
11. "	202	1,240	23. "	395	740
12. "	220	140	24. "	413	1,615

Hamilton Races.

Monday last was Hamilton's civic holiday and was taken advantage of by the H. B. C. to hold their annual race-meet. The day was fine, though the west wind blowing across the track did not favor fast times. The Canadian records for the quarter and half were beaten, however, by the invincible Zimmerman. His presence at the meeting, while it lent tone to the occasion, was no doubt a damper on the Canadian racers who necessarily had to take second place in any events which he contested. Other flyers who were present were W. S. Campbell, Manhattan Athletic Club; C. H. Callahan, Press C. C. of Buffalo; Wells, Carman, Hyslop and Nasmith, of Toronto; Sliter, of Kingston; Dr. Robertson, of Stratford; and Palmer and Griffith of Hamilton. Smith of

the Torontos and Skerrett of the Hamiltons were present, but both being out of condition had not entered for any of the races. Large numbers of wheelmen from outside towns were present, and Toronto's clubs were well represented, and the Hamilton club have every reason to be satisfied with the crowd who attended. Everything passed off in good style under the following officers of the day:—

Referee—H. B. Donly. Judges—W. A. Hunter, Wanderers B. C.; J. Miln, Toronto B. C.; Dr. Rennie, Hamilton B. C. Timers—G. H. Orr, Wanderers; E. Fitzgerald, Petrolia B. C.; Dr. Doolittle, Toronto B.C. Scorers—H. W. Philp, R. R. Simpson, C. Knott, Hamilton B. C.; Clerk of course and assistants—John Hunter, R. A. Robertson, F. Roseborough, A. Muir, F. L. Thurston; Starter—A. D. Stewart.

THE RACES.

No. 1 novice, 2 miles: 1, W. Nichol, H. B. C.; 2, A. McMahan, Kingston B. C.; 3, C. Bews, H. B. C. Time, 5m. 42s.

There were twelve entries for this race and eleven starters. F. Bendelari of the Torontos, who had been looked upon as a favorite for the event, had the misfortune to puncture his wheel at the start, while a collision on the back stretch upset Stephenson, T. B. C., Aikens, H. B. C., and Lehman, of Windsor. Gullett, of the Torontos, set a pretty good pace, but was passed by McMahan, of Kingston, who held the lead until the last lap when he in turn gave way to W. Nichol, H. B. C., who finished in fine shape with a foot or two to spare. Bews third.

No. 2. Half-miledash: 1, A. A. Zimmerman, N. Y. A. C.; 2, W. S. Campbell, M. A. C.; 3, G. M. Wells, Wanderers B. C. Time 1m. 12½s. The other starters in this race were C. H. Callahan, Press C. C., Buffalo, and W. Hyslop, T. B. C.

On the back stretch in the first lap Hyslop was making a fine spurt for place when his wheel buckled and he dropped out of the race. Zimmerman won easily, while Campbell and Wells had a fight for second place, the former finishing a few feet to the good, the time for the race being one second better than Hyslop's Canadian record made at Kingston on Dominion Day.

No. 3. One mile, 2.45 class: 1, D. Nasmith, T. B. C.; 2, R. B. Griffiths, H. B. C. Time, 2.41½.

Other starters were J. G. Gauld, H. B. C., F. B. Gullett, T. B. C.; C. McQuillan and F. Doll, W. B. C.; and S. Hitchcock, Sarnia B. C.

Nasmith lead for the first half, giving place to McQuillan, who was in turn passed by

Griffiths, when Nasmith by a magnificent spurt on the final turn headed him and won by a dozen feet.

No. 4. One mile, (open): 1, A. A. Zimmerman; 2, C. H. Callahan. Time, 2.42½.

Other entries—A. W. Palmer, H.B.C.; G. M. Wells, W.B.C.; W. Hyslop, Jr., T.B.C.; W. S. Campbell, M.A.C.; W. M. Carman, T.B.C.

The first half was a loaf with Palmer leading, but the riders being warned Hyslop shot out from the bunch and was followed by the others who caught and passed him, Zimmerman leading, followed by Callahan, Wells, Carman, Palmer, Hyslop and Campbell, which order continued to the finish, Zimmerman being ten feet in front of Callahan, who was closely pressed by Wells and Carman.

No. 5. Quarter Mile Dash in heats: 1, Zimmerman; 2, Hyslop. Best time, 36 sec., being 3½ seconds better than previous Canadian record.

The other starters were W. S. Campbell, C. H. Callahan and E. O. Sliter. In the first heat Sliter, who had the pole, led, followed by Hyslop, but on the back stretch Zimmerman took the lead, winning easily some ten feet in front of Hyslop, who was followed by Campbell, Callahan and Sliter in that order. Only Zimmerman, Hyslop and Sliter came out for the second heat. Zimmerman led from the start, and won by half a dozen lengths with Hyslop second, and Sliter a couple lengths behind.

No. 6. One Mile (3 min. class): 1, R. B. Griffiths; 2, D. Nasmith. Time, 2.43½.

The other starters were C. Bews, H.B.C.; W. N. Robertson, Stratford; A. McMahon, Kingston; A. M. Lyon, Athenæum; W. Nichol, H.B.C. and S. Hitchcock, Sarnia. This was the most interesting race of the day, Nasmith leading from the start to the home stretch, where he was collared by Griffiths just before reaching the tape, the latter winning by inches, Hitchcock and Nichol close after; Robertson and McMahon being knocked out by a collision.

No. 7. Two Mile Lap Race: In order to prevent loafing, a time limit of 5.30 was placed on the race; but Zimmerman who finished first only making the distance in 5.49, it was declared no race. The other riders were Callahan, who finished second, and Hyslop who failed to score.

No. 8. Three Mile (open): 1, Campbell; 2, Callahan. Time, 8.51. These were the only two who started, and they led alternately until the last lap, when they got on a spurt, Campbell winning, by a few feet.

No. 9. Ten Mile Invitation Race, open to Palmer, Wells and Carman. This race was one of the most interesting of the day, being to decide which of the three Canadian cracks was the best. The riders took turns in pacing until the last quarter, at the commencement of which they were bunched, when Wells by a magnificent spurt gained a lead of sixty feet. Carman and Palmer gradually gained on him, but Wells had too much of a lead, and crossed the line a couple of feet a head of Carman who was closely followed by Palmer.

The distances over five miles are Canadian records, and are as follows:—

Distance.	Leader.	Time.
6 miles.	Wells.	17.55 ⁴ / ₈
7 "	Palmer.	21 07
8 "	Palmer.	23.57 ⁴ / ₈
9 "	Wells.	27 17 ⁴ / ₈
10 "	Wells.	30 11 ³ / ₈

It was a long hard race, and the riders deserve every credit for their riding, particularly Palmer, who was in anything but first-class condition. The prizes were presented to the winners in the evening, and were very elaborate.

Carman paced eight laps, Palmer 14, and Wells 18.

On Monday, July 11, Holbein rode 100 miles in 5 hrs. 54 mins. 44 secs., breaking Edge's record by nearly 15 mins. Holbein was mounted on a Marlboro Club tricycle.

The West End Bicycle Club, of Rochester, N.Y., is to disband and re-organize as a stock company. The amount of the capital stock will probably be from \$3,000 to \$5,000, and the shares will be \$10 each.

Burdock
B
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THE KEY TO
HEALTH,
Unlocks all the
clogged secretions
of the Stomach,
Liver, Bowels
and Blood, carry-
ing off all humors
and impurities from
the entire system, correcting Acidity,
and curing Biliousness, Dyspepsia,
Sick Headache, Constipation,
Rheumatism, Dropsy, Dry Skin,
Dizziness, Jaundice, Heartburn,
Nervous and General Debility,
Salt Rheum, Erysipelas, Scrofula,
Etc. It purifies and eradicates from the
Blood all poisonous humors, from a com-
mon Pimple to the worst Scrofulous
Sore.

Zimmerman in Town.

A. A. Zimmerman came down from Hamilton by boat on Tuesday last, and is stopping at the Queen's until after the Torontos' meet on Saturday and Monday, when he will leave for Sarnia, and will afterwards ride at Montreal on the 27th. It is unfortunate that Osmond's illness has prevented his coming to Canada at this time, otherwise Toronto would likely have had the pleasure of seeing the giants meet.

L. A. W. Championships.

At the L. A. W. meet in Washington the championships were won by the following riders:—

One-half mile, ordinary, J. H. Draper, Philadelphia, time 1m. 18 $\frac{3}{4}$ s.; 1 mile, ordinary, J. H. Draper, Philadelphia, time 5m. 14s.; $\frac{1}{2}$ mile, safety, G. K. Barrett, Chicago, time 37s.; $\frac{1}{2}$ mile, safety, H. C. Wheeler, New York, time 1m. 15 $\frac{3}{4}$ s.; 1 mile, safety, G. T. Taylor, Springfield, time 2m. 40s.; 2 mile, safety, P. J. Berlo, Boston, time 5m, 48 $\frac{1}{2}$ s.; 1 mile, tandem, Dorntge and Penseyres, Buffalo, time 2m. 28 $\frac{1}{4}$ s.

West Association Race.

The West End Association B. C. held its first Annual Handicap Road race, on Saturday, 6th inst., on the Lake Shore Road. The start was made near Port Credit, and the finish was opposite Duck's hotel, the distance being about 9 miles. Not only did the club members turn out in force to witness the race, but many members of the Wanderers, Torontos, and "Y's" also were present. S. J. Logan, of the Toledo Bicycle Club, was an interested spectator. There were twelve starters, and the race was well contested throughout. Following is the order of finish, the handicap, and the time made:—

FINISH.	RIDER.	HANDICAP.	TIME.
1.....	G. Rolson	7 $\frac{1}{2}$ mins.	32.50
2.....	H. McKillar.....	5 $\frac{1}{2}$ "	32.15
3.....	R. Shipe.....	7 $\frac{1}{2}$ "	34.25
4.....	G. Mellish.....	8 $\frac{1}{2}$ "	35.30
5.....	J. Dempster.....	4 $\frac{1}{2}$ "	33.20
6.....	D. Slack.....	3 "	33.30
7.....	G. Essery.....	10 "	40.50
8.....	W. C. Power.....	Scratch.	31.03
9.....	J. Dean.....	8 $\frac{1}{2}$ mins.	37.22
10.....	J. Power.....	5 $\frac{1}{2}$ "	39.10

These times include the handicap times allowed.

D. Bowman, with 5 $\frac{1}{2}$ minutes, arrived late and started, but was unable to overtake the others. W. Simpson, with three minutes, was well up when he punctured his tire, so losing his position. There were seven prizes and a time prize, the latter being won by W. C. Power.

The officers were:—D. Barton, A. Puilan, judges; D. Lochrie, starter and timer; D. Barnett, N. Scott, scorers; J. J. Wood, clerk of course.

Is it possible to have championship races ridden at top speed throughout? There is only one way of ensuring this, and that is by using pacemakers, the last of whom should turn off the track on the inside at the bell. This, and this alone, would insure the victory of the actual best man over the distance, and would necessitate men training for stamina as well as speed.—*Irish Cyclist.*

Report of a record-breaking expedition as we may expect it in the near future: "A very fine performance was accomplished by a Smasher safety last Saturday, when it annexed the 100 mile record in five hours, against a heavy wind for half the journey. The machine to which this fine ride is due is 32lbs. weight; Dunlop racing tyres; Humber pattern frame. It was rather splashed at the end of the journey, but seemed quite fresh, and was able to do justice to a hearty meal of oil and chain-grease on its arrival at Banana Bar. We understand it intends to follow up this feat by an onslaught on the 12 hours, next week. It was steered by Jack Smith." —*Irish Cyclist.*

CYCLISTS, ATTENTION!

THE ROYAL CANADIAN BICYCLE CLUB

ARE HOLDING A

Grand Promenade Concert

AND

Garden Party

WEDNESDAY EVENING, AUGUST 17

AT

Gooderham's Grove

(Queen Street East.)

The Grenadiers' Band will render a good programme, and an A1 Orchestra will furnish music for dancing. A good time guaranteed.

Toronto Bicycle Club, Ltd.

INCORPORATED
1891.



ORGANIZED
1881.

Club House: 346 Jarvis Street.

DIRECTORS:

President	C. E. LAILEY.
Vice-President	W. H. CHANDLER.
Secretary	ED. B. RYCKMAN.
Treasurer	J. F. LAWSON.
W. H. COX, H. BRUCE BROUGH, F. BRYERS, CHAS. LANGLEY, W. ROBINS, E. A. SCOTT, A. RANKIN.	

OFFICERS

Honorary Secretary	S. J. SCHULTE.
Statistical Secretary	J. W. STANBURY.

ROAD OFFICERS

Captain	JAS. MILN.
1st Lieutenant Ordinaries	C. W. HURNDALL.
1st " Safeties	E. A. SCOTT.
2nd " Ordinaries	JAMES SINCLAIR.
2nd " Safeties	H. LOVE.
H. C. Pease - - Club Reporter.	

CLUB RUNS.

Saturday 13.—Bicycle races at Rosedale. Arrangements are now complete for the races, and it is expected that every member of the T.B.C., together with their friends, will be there.

Club runs for the 20th and 27th will be arranged for by the road officers later on.

Club runs every Tuesday and Thursday evenings, leaving club house at 7.30.

The T. B. C. Prize List.

Following is a list of the prizes to be presented to the winners of the various events of the Toronto B. C. meet, on Saturday and Monday next:

Whitworth bicycle, Dunlop pneumatic tire (imported by Toronto Cycle Emporium, Hyslop, Caulfield & Co.). Comet bicycle, Comet pneumatic tire (manufactured by the Comet Cycle Co., Toronto). Rapid bicycle, Dunlop pneumatic tire (imported by The T. Eaton Co., Toronto). Sterling silver ice cream set (slicer and service), in case, 7 pieces. Diamond and sapphire scarf pin (made to order by Ryrie Brothers, Toronto). Group French bronze, 24 inches high. Camera (imported by J. G. Ramsey & Co., photo suppliers, Bay Street, Toronto). Mexican onyx French clock and gilt figure. Case of pearl handle

dessert knives and forks, 24 pieces. Silver and gold trophy (urn). Silver tea service and waiter, 5 pieces. Gold medal. Two gold medals. Bicycle uniform to order (made to order by C. A. Deeks & Bro., bicycle tailors). Gold medal. Meat and game carvers and seel, sterling silver mounts, in case. Timer stop-watch. Silk velvet smoking jacket. Wool dressing gown. Two silver cups. Umbrella, ivory handle, sterling silver mounting. Salad bowl and servers, silver mounting. Gent's dressing case. Gent's travelling bag. George Eliot's works. Cooper's works (leather-stocking edition). Revolver. Pneumatic pump. Gold cuff links. Military brushes.

Should the L. A. W. Championships be Open?

Some of the English papers contend that the L. A. W. should follow the example of the N. C. W. of England, and make its championship events open to the world. Referring to this the *Chicago Tribune* says that as a simple and courteous act of reciprocity it would seem no more than fair that the League should do as the Union desires. An American has gathered in their championships and taken the honor and glory which go with them, and every American wheelman is singularly proud of the fact. Now, what is the matter with the League being as free and easy as the N. C. U.? To be sure, a little legislation will be necessary in order to accommodate the covetous Britains, but as this year is a year when legislation of all sorts is being enacted for the furtherance of the sport, and, come to think of it, the rules of the League are being stretched to admit of international contests during the World's Fair season next year, it would seem as if it would be good policy for the L. A. W. to hearken to the moderate petition of their brothers across the water. The chairman of the Racing Board ought to draw the attention of his confreres to this subject, and ascertain if there is not a way by which this country can do as much for the Englishmen, who would compete honorably with us, as they are willing to do for our representatives who go abroad for honorable competition.—*The Wheel*.

The following is the very latest about pneumatics, and gospel truth:—Fond Mother: "Is that a pneumatic then?" Son (eyeing recent purchase proudly): "Yes." F. M.: "Well, how do you get the air into it?" S.: "Blow it through that valve, of course." F. M. (with deep indignation): "Well, I declare! Fancy riding all over the country and getting yourself out of breath, and then having to get off and sit down to blow into that thing!" She doesn't know, yet that he does it with a pump, poor soul.—*Wheeling*.

Seaforth Bicycle Races.

The Canadian circuit of bicycle races started on Friday last at Seaforth, where most of the open events were captured by the Toronto riders. Hyslop had the misfortune to go through his wheel early in the day, and consequently did not make as good a showing as he otherwise might have done.

Following are the results of the day's racing:—

One mile, green—J. Livingston, Seaforth, 1st; A. Rudolph, Walkerton, 2nd. Time, 3.05½.

Half mile, open, two in three—W. Hyslop, Toronto, 1st; W. M. Carman, Toronto, 2nd. Time, 1.21½.

Two miles, county championship—G. Baldwin, Seaforth, 1st; J. Livingston, Seaforth, 2nd. Time, 6.24½.

Two miles, open—W. M. Carman, Toronto, 1st; D. Nasmith, Toronto, 2nd. Time, 5.58.

One mile, local—J. Livingston, Seaforth, 1st; A. C. Winters, Seaforth, 2nd. Time, 3.06½.

One mile, open—W. M. Carman, Toronto, 1st; W. Hyslop, Toronto, 2nd. Time, 2.53.

Five miles, open—Dr. Robinson, Stratford, 1st; D. Nasmith, Toronto, 2nd. Time, 15½.

One mile, consolation—T. McCarthy, Stratford, 1st; S. H. Gibbons, Toronto, 2nd. Time, 2.55.

The Dunlop People Win.

Some months ago the Pneumatic Tire Co. applied to the Comptroller-General for leave to amend the Specifications of Letters Patent under which they are operating. Several of the other tire manufacturers objected, and the matter was argued recently before the Comptroller-General of Patents, who decided in favor of the Dunlop people.

The Dunlop description of claim will now read as follows:—

"In carrying out my invention, I employ a hollow tube tire of India-rubber, surrounded with cloth, canvas, or other suitable material adapted to withstand the pressure of the air introduced and contained within the tube tire as hereunder mentioned, the canvas or cloth being covered with rubber or other suitable material to protect it from wear on the road. Said hollow tube tire is secured to the wheel felloes, say, by a suitable cement or by other efficient means—and is inflated with air or gas under pressure.

I may use, for the purpose of inflation, any ordinary forcing pump or like device; the air or gas (as the case may be) under pressure being introduced to the interior of the hollow tube tire through a small duct formed in the rim of the wheel and provided with a non-return valve.

"Having now particularly described and ascertained the nature of my said invention, and in what manner the same is to be performed, I would have it known that I make no claim to the construction or use of any tires which are not ['made'] in accordance with the description set forth in the last preceding paragraph of this my specification commencing with the words 'in carrying out my invention' and ending with the words 'with air or gas under pressure,' but subject to this disclaiming note. I declare that what I claim is:—

"'For wheel tires, the employment of a hollow tube or of hollow tubes of India-rubber inflated with air or gas under pressure substantially as therein set forth.'"

The words printed in italics are the disclaimer asked for by the Pneumatic Co., and opposed to the various parties set out, who were represented by Messrs. Aston, Q.C., for the Seddon Co., Carpmael on behalf of the North British Rubber Co., and T. Terrell on behalf of the remaining six opponents, but which has been granted by the Comptroller, with the exception of the word "made" printed in black letters.

In 1869 a race was held, for the first time, round the whole of Paris. The time was 2 hrs. 40 mins. Last week the same route was ridden over (the boulevards parallel with the fortifications), and, in spite of a pouring rain all the way, the time was 1 hr. 19 mins. 15 secs., or less than half the record of 23 years ago. Times change!

SUDDENLY PROSTRATED.

GENTLEMEN,—I was suddenly prostrated while at work by a severe attack of cholera morbus. We sent at once for a doctor, but he seemed unable to help. An evacuation about every forty minutes was fast wearing me out, when we sent for a bottle of Wild Strawberry, which saved my life.

MRS. J. N. VAN NATTER, Mount Brydges, Ont.

25 CTS. For 25 cents in silver or 2c stamps, I will print your name and address, and send it to all the cycling, athletic and sporting journals published in the U.S., Canada and England; also to 100 political and literary newspapers and magazines, and request them to mail you sample copies. You will get more papers, circulars, magazines, etc., than you have received the past five years. This is a bona fide offer, and I will do as I agree.
H. P. RISING,
 L. A. W. 32991. Box 18, Marshall, Missouri.

Athenæum Bicycle Club.



OFFICERS :

J. P. EDWARDS	Honorary President.
W. C. MEREDITH	President.
J. P. LANGLEY	Vice-President.
J. H. EDDIS	Hon. Sec-Treasurer.
A. M. LYON	Stat. Secretary.

OFFICERS OF THE ROAD :

A. BYRON	Captain.
L. D. ROBERTSON	1st Lieutenant.
JAMES E DOANE	2nd "
HAMILTON J. IRWIN	3rd "
FRANK MAW	Bugler.

The regular monthly meeting of the A.B.C. will be held at the club house on the third Tuesday of each month, at 7.30 p.m. sharp.

CLUB RUNS.

Aug. 13 and 15.—Toronto Bicycle Club Rooms. Members are requested to meet at club rooms at 2 p.m., sharp.

Aug. 20.—Half-way house and Victoria Park.

Club runs will be held every Thursday evening, leaving club house at 7.30.

Members are requested to meet at all club runs, as the officers are desirous that the interest shown should be sustained.

The Athenæum Club Races.

Thursday evening, Aug. 11, the club held the second of a series of races on the Woodbine track. By 7 o'clock the boys began to arrive, all eager for the sport, great interest being taken in these races by the club and all are pleased to take part in them.

The first race to be run off was a $\frac{1}{4}$ mile dash, with five starters, and was won by L. D. Robertson, with T. W. Carlyle a close second. The order of finish was: L. D. Robertson, 1st; T. W. Carlyle, 2nd; A. Lyon, 3rd; J. Doane, 4th; A. Byron, 5th. Time 37 seconds.

The second race was a $\frac{1}{4}$ mile dash (closed), those riding in the first barred. This brought out twelve starters and was a good race, all getting well away. McGee and Maw made a hard fight for first, with Gollop a close second. McGee won it. Time 40 seconds. The finish was: W. McGee, 1st; F. Maw,

2nd; J. P. Gollop, 3rd; A. Acheson, 4th; J. Eddis, 5th; Shaw, 6th.

Third race, 1 mile handicap. This race caused a good deal of speculation as to who would be the winner, as it was the first mile race of the series. T. W. Carlyle proved an easy winner. The order of finish was: T. W. Carlyle (25 yds), 1st; A. Byron (25 yds) 2nd; L. D. Robertson, scratch, 3rd; A. Lyon (scratch), 4th; A. Merritt (100 yds), 5th; J. P. Gollop (100 yds), 6th; Acheson (100 yds), 7th; A. Eckley (100 yds), 8th. Time 2.54 4-5.

The club had a very pleasant outing by boat, to St. Catharines, Saturday, Aug. 6, where different runs were made up, some going to Buffalo, others to the Falls, the rest staying over for the run to Hamilton in the morning. The boys are loud in their praise of their treatment in Buffalo; they were entertained by the Press Club of that city—and, to use an expression of the day, it was out of sight. The best that was going was not too good for the Athenæum Club. We hope to see a few of their members in a day or two, when we will try and make up to them the kindness shown to us.

The trip to Hamilton from St. Catharines is a *delightful one, the roads are the best and the scenery beautiful*. The only trouble being you get over too soon.

The Hamilton Club ought to be well pleased at the success of their meet,—it was well patronized, quite a number of wheelmen coming from Toronto and other places. Zimmerman was the great drawing card. I don't think any one would pick him as the best out of a number of riders. The Club held a two mile scratch race at the Woodbine last Tuesday evening for the purpose of picking a team for the team race at the Torontos' races. There were four starters, and the result was L. D. Robertson first, A. M. Lyon second, T. W. Carlyle third, and L. F. Rigg fourth. Time, 6.04.

ATHENÆUM.

Rumor says that several of the American flyers are likely to be suspended from the track.

A good time is guaranteed at the garden party of the Royal Canadians, which will be held on Wednesday evening, August 17th, at Gooderham's Grove, Queen street east. The captains of the different city clubs would give their members a pleasant evening by calling runs to Gooderham's Grove. The Grenadier's Band will furnish music, and a first-class orchestra will play for the dance.

Trade Notes.

Mr. Thomas B. Jeffery, of the firm of Gormully & Jeffery Mfg. Co., Chicago, and who has been sojourning in England, with his wife and son, is now homeward bound, after an absence of two months. The foreign G. & J. Pneumatic Tire business has made it necessary to open a foreign office. This has been placed under the charge of Mr. James Gormully, whose address is "King's Head Chambers, 5 and 6 Hertford St., Coventry."

One of the sensations of the Washington L. A. W. Meet last month was the first appearance of a new "Rambler," with a rigid frame, 44 in. wheel base, both wheels 28 inches in diameter, and built on racing lines. The weight of the machine is 39 lbs. all on, and it will strip to 34½ lbs. It is fitted with the celebrated G. & J. Pneumatic Tires. The wheel has been severely tested by good fast men, and has been pronounced a decided success. The price will be \$150, and it will be known as the "No. 3 Rambler."

At Baltimore, on the 21st July, Dorntge and Penseyres broke the five-mile tandem record, covering the distance in 12m. 14s.

At Herne Hill, on July 11, S. F. Edge, on a geared ordinary, rode 100 miles in 5h. 6m. 51½s., beating the previous safety record by over 23m., and making new records from 64 to 100 miles.

Through a misconception the impression has gone abroad that the Charles Stark Co. were about to go out of business. We are informed on good authority, however, that such is not the case, but that the company will continue as before. As they are somewhat overstocked with bicycles they intend disposing of a large number at cost price, and wheelmen will thus have an opportunity of securing a first-class mount at a very low figure.

There is nothing like consistent street riding for improving a cyclist's nerve. After a few months' navigation of traffic, balancing on slippery pavements, and dodging of suicidally inclined pedestrians, the rider becomes wonderfully quick-eyed and ready. He can see a man on the footpath making up his mind to dart out into the road, before the man is sure about it himself. He can tell by the rattle in a side street whether there is anything coming his way or not, and whether it will come out soon enough to meet him. He knows exactly when to back-pedal, and when to put on a sudden spurt, in getting through a "block" of any sort, and he acquires a marvellously accurate eye for judging rates of speed.—*Exchange.*

Montreal Bicycle Club's

14th
SEASON

M. A. A. G. GROUNDS
August 27th, 1892.

Annual Race Meet

FAST TRACK, 3 LAPS TO MILE. ELECTRIC TIMING. VALUABLE PRIZES. ALL OPEN EVENTS.

PROGRAMME

1. ½ Mile Dash, in heats (open).
2. ¼ Mile (open).
3. 1 Mile (open).
4. 2 Mile (open).
5. 3 Mile Lap Race (open).
6. 2 Mile, Roadster Wheels, 35 pounds or over.
7. 1 Mile (2.50 class).
8. 2 Mile Handicap (open).
9. 1 Mile Ordinary (open).
10. 1 Mile "Green," Roadster Wheels, 35 pounds or over.
11. 1 Mile Boys' (under 16 years).
12. 220 Yards Foot, Handicap.
13. ¼ Mile Foot, Handicap.
14. 1 Mile Foot, Handicap.

- C. W. A. and A. A. C Rules to govern.
Position on track according to order of entry.
50 cents entry fee in each event, and must accompany entry.
Competitors in class or handicap events must send best record with entry.
Unattached competitors must furnish credentials of amateur standing.
"Green" Race open only to riders who have never won a first prize from scratch.
Two bona fide competitors to start in each event, and three for second prize.
Committee reserves right to alter race programme.
Entries close August 24th to the undersigned.
In Boys' Race, cushion tires penalized 40 yards; pneumatic tires penalized 75 yards.

\$50.00 Cup has been donated as extra prize for lowering the One Mile Canadian Record.
For entries and all information, address

DAVID J. WATSON, HON. SECRETARY M. B. C. P.O. Box 958, MONTREAL.

Flying Starts.

George Minturn Warden, writing to the *American Wheelman*, favors the flying start in cycling racing and says:—

The advantages of the flying start are numerous and apparent.

First—It would insure a fairer start than now exists with the standing start. It would eliminate the starter who now pushes off the rider from a given mark. Inasmuch as the force of the starter's arm sends the wheel over a certain distance, no matter if it is only ten feet, no rider can say that he has ridden a full mile by his own exertion. If two riders, equally matched in every other particular, were to be started from a scratch line, the one who had a starter capable of giving him a lead of a certain number of feet at the commencement, would certainly win the race. The flying start would put an end to his third factor—the starter.

Second—The flying start would save the riders from the terrible strain they now undergo in getting under headway from the push off. Any racer of experience knows of this strain. If it is a go from the start the standstill start practically winds a man before he gets to the first quarter.

Third—The flying start would lower the mile record several seconds. Some put the increased speed as high as three seconds to the mile. The standing start keeps the time down for two reasons—it does not permit the rider to come down over the line at full speed and the initial strain tires him out.

INCREASED POPULARITY.

Fourth—Bicycling races would be made more popular the nearer the record could be got to the horse record.

Fifth—The start would be made more interesting. At present the grand stand waits apathetically until the pistol is fired. With the riders all coming down in a line over the string to get the word "go," the interest would necessarily be great.

Sixth—The flying start would do away with the ludicrousness of the hold up start. Any one would admit that to see a lot of athletic young men held upon their machines is not an edifying spectacle.

Seventh—It might do much to correct the evil of loafing, since the swing and rush of the flying start would put the riders on their mettle from the beginning. It won't do to say that they will be loafing before the word "go." That, being immediately under the judge's eye, could be easily fined if attempted. As every racer could be made to score with the pole or inside man, the rest could be easily punished for any loafing tactics.

The flying start would add to the popularity of race meets, as it would put snap and ginger into the races. The public want all got out of a wheel that is in it. The large majority of our amateur racers are in favor of the flying start, as are also the professionals. If the L.A.W. should give one season's trial to the flying start it would never go back to the present stupid manner of starting races.

A street car fitted with ball bearings is in active service at Springfield, Mass. It has been subjected to the severest tests, and examination now shows that not the slightest evidence of wear can be found on either the bearing surfaces or balls. The bearings were oiled with a few drops of oil at first, and have run ever since without being touched.—*Ex.*

HOW TO WIN THE RACE!

STRENGTHEN UP BY TAKING

Johnston's Fluid Beef

REGULARLY

It forms Muscle, Sinew, and gives Powers of Endurance.



MORE RECORDS TO BE BROKEN!



— AT THE —

Kingston Bicycle Club

RACE MEET

Monday, August 29th

COMPLETING THE CANADIAN CIRCUIT

Valuable Prizes! Fastest Track! Able Management!

Programme.

- 1.—1 Mile Novice (35 lb. wheels).
 - 2.— $\frac{1}{2}$ Mile Dash (Open).
 - 3.—2 Mile (Open).
 - 4.—2 Mile Club (6.10 class).
 - 5.—1 Mile (Open).
 - 6.— $\frac{1}{4}$ Mile Dash, 1st heat (Open).
 - 7.— $\frac{1}{4}$ Mile Dash, 2nd heat (Open).
 - 8.—5 Mile (Open).
 - 9.— $\frac{1}{4}$ Mile, final heat (Open).
-

Entries to be made to

C. N. GREAZA, - - 86 PRINCESS STREET

Entry fee for each event, 50 cents. C. W. A. Rules to govern events. Entries to govern position.

Useful Cooking Receipts.

BAKED CYCLIST.—Procure one biped, one cycle, and a few score miles of good rough road; sprinkle in a large handful of hills; stir round with some stones; beat all up together with a strong head wind; and flavor to taste with pacemakers compounded $\frac{3}{10}$ zeal, and $\frac{1}{10}$ discretion. Leave the whole to simmer for several hours in the hottest sun procurable, and add some thick dust from time to time. When the biped and the road have got thoroughly mixed, and the former evinces a desire to take up the whole of the latter, he is done. Add quickly some essence of "chuck," and pick him out with a wooden spoon.—*Roast cyclist*—Follow out the above receipt, and sprinkle in a good handful of contemptuous fellow-cyclists when done.—*Irish Cyclist*.

SWEETNESS AT THE FINISH.—"We're in a pickle now," muttered one of the contestants in the novice race as the field bunched on coming into the stretch.

"Yes; a regular jam," answered his neighbor.

"Heaven preserve us," gasped the fat competitor, who had the pole and was in danger of being crowded into the fence.—*Bearings*.

Items of Interest.

The Scottish time records from one to five miles now stand:

DISTANCE.	TIME.
$\frac{1}{2}$ Mile	1m. 10s.
1 "	2m. 25 $\frac{1}{2}$ s.
2 "	5m. 2s.
3 "	7m. 45s.
4 "	10m. 26 $\frac{1}{2}$ s.
5 "	13m. 6 $\frac{1}{2}$ s.

On August 3rd, at Springfield, Mass., G. F. Taylor, of the Manhattan A. C., made the mile with pace makers as follows: Quarter-mile, 33 3-5; half, 1.05; three-quarters, 1.36 4-5 (world's record); one mile, 2.11 (world's record). One mile in 2 min. 11 secs.; 100 miles in 5 hr. 5 min. 3 2-5 secs.; 413 $\frac{3}{4}$ miles in 24 hours. And in such weather as this! Whew!!!

The device patented for illusory cycle racing on the stage consists of a bicycle mounted so as to have its wheel free from contact with the surface on which it appears to run, its front and rear wheels geared together, and its pedals free to be operated by the rider. The supports of the machine

are secured to and projected up from a carriage adapted to be moved over the stage. The carriage carries suitably arranged duct-making devices, operated by the motion of the bicycle wheels, whereby the illusory effect of the race is rendered more effective.

It is currently reported that the Overman Wheel Co., of Chicopee, Mass., is planning to construct a large road track on the top floor of its main building when the new wing is finished. The building covers three sides of a 200-foot square, so that it will be possible to get a track with less than four laps to the mile. It will be made to furnish all the conditions of outdoor riding. There will be hills that will tax the strongest climbers, corduroy roads that will shake digestive apparatus to pieces, bog holes that will engulf even a pneumatic, and sand that will make walking seem a relief. Its purpose is to test new devices for bicycles in secret.

I have been making a study of the Herne Hill track and its denizens, and confess myself mightily pleased thereat. It would be a liberal education in training and racing, for a provincial or Irish cyclist to pass a week among the London County Clubmen, and make himself familiar with their ways. At Ball's Bridge, as at a great many other tracks, training men's chief idea seems to be to get a few laps' run on the track when it is absolutely unoccupied by anyone else, and to sprint his little spin with the most inviolable secrecy possible; but at Herne Hill the men know the advantage of training in company, and there need be no wonder that Zimmerman, having a sound basis of muscle, speed, and grit to start with, has trained on steadily and consistently, and got among our records as well as winning our loafing championships.—*An Old File, in Irish Cyclist*.

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

SEND 50c FOR CATALOGUE IF HAS A COUPON IN-
CLOSED WHICH YOU MAY RETURN AS SOON AS IT ARRIVES
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≈ THE ≈

HUMBER WINS

The Great 25 Mile Queen City
Road Race.

Also four out of the first five places were secured on HUMBER Bicycles.
They are like the people who ride them,

"THEY NEVER GET LEFT."

While in conversation with a prominent Freight and Forwarding Agent,
we are told that

OUR IMPORTATIONS OF BICYCLES FOR 1892

Are Larger than those of all other Bicycle Dealers Combined. This speaks
volumes for the Lines we are handling.

The Humber
The Psycho
and The Rover
ARE THREE MAKES WHICH CANNOT BE BEATEN.

THE HUMBER pattern of 1891 has been copied by nearly every manufacturer both in England, Canada and the United States, and in fact agents for other makers have been compelled to mount a Humber in order to successfully compete in races. It cannot be beaten.

THE PSYCHO enjoys a reputation for lightness, speed, durability and excellence of workmanship. It is manufactured by one of the oldest and largest bicycle firms in England.

THE ROVER, for pleasure, comfort, easy and graceful position, is right in line, while for speed it is a hard one to compete with. They are made in all weights to suit different riders. The workmanship and finish are the best.

We have Machines new from \$45.00 up to \$175.00. Send for Catalogue.

THE CHARLES STARK COMPANY, Limited

56, 58 and 60 Church Street, Toronto, Ont.

the Oldest and Largest Sporting Goods Dealers in Canada.

WHEELMEN'S HEADQUARTERS.

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

WEST

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

WESTON.—Eagle House. C. R. Dade, Prop. Wheelmen will receive the best of attention. \$1.00 per day.

GEORGETOWN.—Clark House. T. H. Campbell, Prop. \$1.00 to \$1.50 per day. Special rates to wheeling parties.

LONDON.—Tecumseh House. Chas. W. Davis, Prop. Special rates for Wheelmen. Headquarters for Western Ontario.

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

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

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

EAST

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

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

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

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

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

OSHAWA.—Queen's Hotel. J. W. Ray, Prop. Only first class hotel in town. Special rates to Wheelmen.

PORT HOPE.—Queen's Hotel. A. A. Adams, Prop. Leading house in town. Wheelmen receive every attention. Rates to Cyclists, \$1.00 per day.

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

BOWMANVILLE.—Bennett House. R. Bennett & Sons, Props. Every accommodation to Cyclists. Terms, \$1.00 and \$1.50 per day.

PETERBOROUGH.—The Grand Central. D. Lackie, Prop. Every convenience for Wheelmen. \$1.50 per day.

TRENTON.—Grand Central Hotel. A. Parent, Prop. The best \$1.50 to \$2.00 a day house in town. Special rates to visiting Wheelmen.

BELLEVILLE.—Queen's Hotel. Power Bros., Props. The only first class hotel in the city. \$1.50 to \$2.00 per day. Special rates to Wheelmen.

NEWCASTLE.—Royal Hotel. C. Glendinning, Prop. Wheelmen are always welcome. Best house in town. \$1.00 per day.

NAPANEE.—Paisley House. Douglas Bros., Props. \$1.50 per day. Special rates to wheeling parties. Wheelmen always welcome.

KINGSTON.—Hotel Frontenac. E. H. Dunham, Manager. The leading hotel in the city. Every comfort for Wheelmen. Excellent storage for wheels. Special rate of \$2.00 per day.

OTTAWA.—Grand Union Hotel. John Graham, Prop. \$1.50 per day. Special rates to wheeling parties.

MONTREAL.—Balmoral Hotel, Notre Dame St., centrally located. H. W. Randolph, Manager. Rates, \$2 to \$3 per day. Special rates for Wheelmen.

NORTH

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

AURORA.—Lemon's Hotel. Geo. Lemon, Prop. Every attention given to Cyclists. \$1.00 per day.

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

GRAND TRUNK RAILWAY

The Popular Route for Tourists and Sportsmen.

When planning your annual tour, remember that this Company controls over 4,100 miles of railway equipped in the most approved modern style, passing through a magnificent country noted for its unsurpassed facilities for sport.

A FEW OF THE PRINCIPAL RESORTS.

PORTLAND, Me.—For deep sea fishing.
ANDROSCOGGIN LAKES (via Bryant's Pond or Bethel)—Excellent trout fishing and game, large and small of every description.

THE WHITE MOUNTAINS (via Gorham, N.H.)—For trout and varieties of game.

THE SALMON RESORTS of Quebec, New Brunswick and Nova Scotia, reached via Quebec.

LAKE ST. JOHN REGION, via Quebec—For ouananiche, trout, caribou, bear, moose, beaver, otter, etc.

THE RIVER ST. LAWRENCE, in the neighborhood of the line for 400 miles—For mascalonge, pike, bass, whitefish, pickerel, perch.

THE THOUSAND ISLANDS, via Gananoque or Kingston—For pickerel, black bass, muscalonge, pike.

MUSKOKA LAKES—The best place on the continent for fishing, shooting and camping. All varieties of fish and game.

PARRY SOUND AND GEORGIAN BAY, reached via Penetang, Midland, Collingwood, etc., for black bass, pickerel, deer, partridge, bear, otter, etc.

LAKES ONTARIO, ERIE, HURON AND MICHIGAN via stations at all principal ports.

LAKE SUPERIOR, via Collingwood, Wiarton, Sarnia, in connection with steamship lines.

For through fares, tickets and further information apply to the Company's Ticket Agents.

FOR SALE, WANTS, EXCHANGE.

Two insertions 25 cents.
Four " 40 "

FOR SALE.—Safety Bicycle, ball bearings, cushion tires, bought new July 1st. Will take \$50 cash. W. S. Corbin, Prescott.

FOR SALE.—Premier Safety Bicycle in first-class condition, ball bearings; will sell cheap for cash. Apply evenings to H. E. Smith, 90 Wellesley Street.

FOR SALE.—Toronto Bicycle Club uniform. Used for three months only. Very cheap. Best 36 inches. Apply Box 44 Cycling.

HIGHEST AWARD

AT

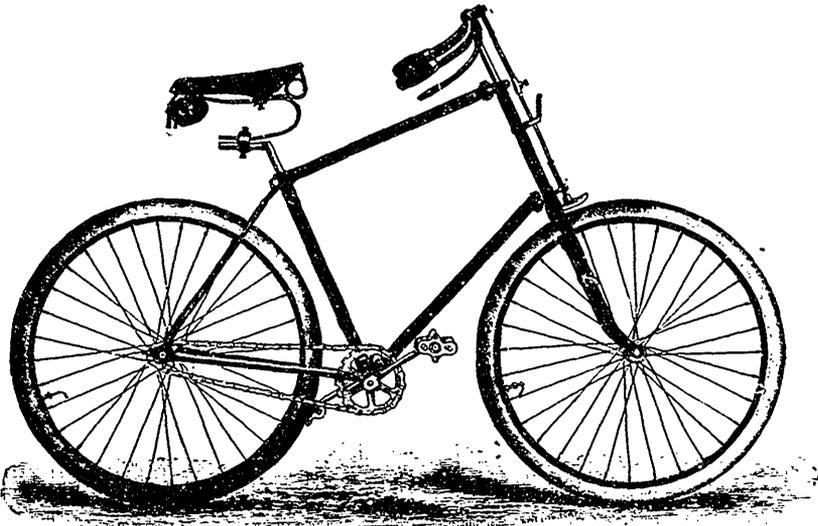
Paris,

London and

Colonial Expositions

TO

RUDGE



POINTS.—Beauty of Design. Excellence of Workmanship. Quality of Material.
Perfection of Bearings.

The Wheel for the Club Man. The Wheel for the Gentry. The Wheel for the Economist.

SOLE CANADIAN AGENTS

H. P. DAVIES & CO., 81 YONGE ST., TORONTO
89 KING ST. E., HAMILTON

— THE —

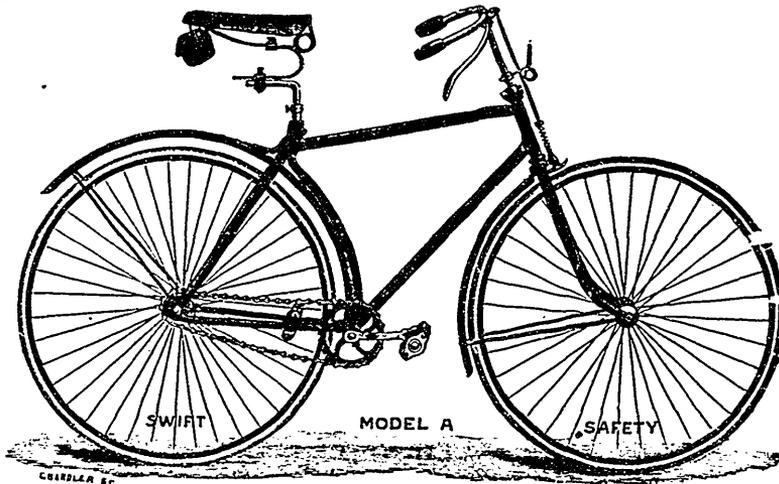
SWIFT

→ Still Holds the 24 Hour Record of the World Against all Competitors ←

WHY NOT BUY A SWIFT?

Our Wheels Excel in all Points.

A large consignment of special road racer Pneumatics just arrived, fitted with Dunlop, LaForce or Boothroyd Tires. See them, and also our New Model D, fitted with Morgan-Wright Pneumatic Tire, and Ball Bearings throughout, including head and pedals, on which we quote a



SPECIAL PRICE THIS MONTH OF \$95.

Here is an opportunity to secure a high grade Bicycle at the price of an ordinary machine, and such an opportunity does not occur every day. Take advantage of it therefore and call at once.

FRANK S. TAGGART & CO.

87 & 89 KING STREET WEST, TORONTO.

WANDERER CYCLE CO.

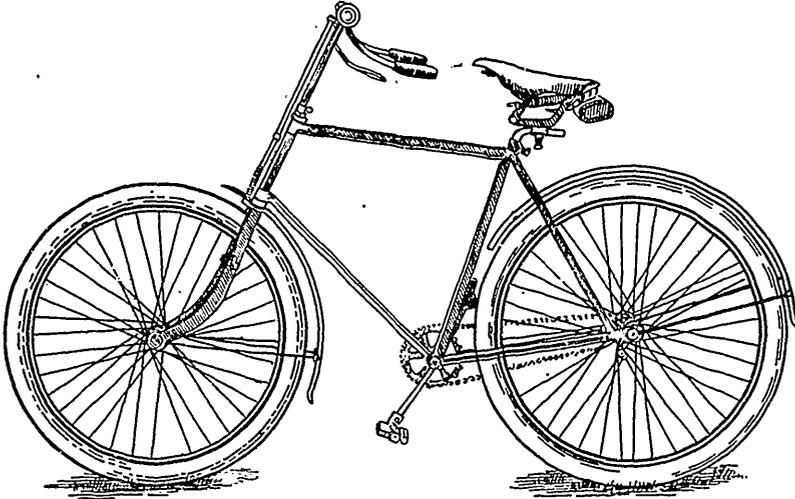
22 AND 24 LOMBARD STREET, TORONTO

MANUFACTURERS AND IMPORTERS OF

HIGH GRADE BICYCLES

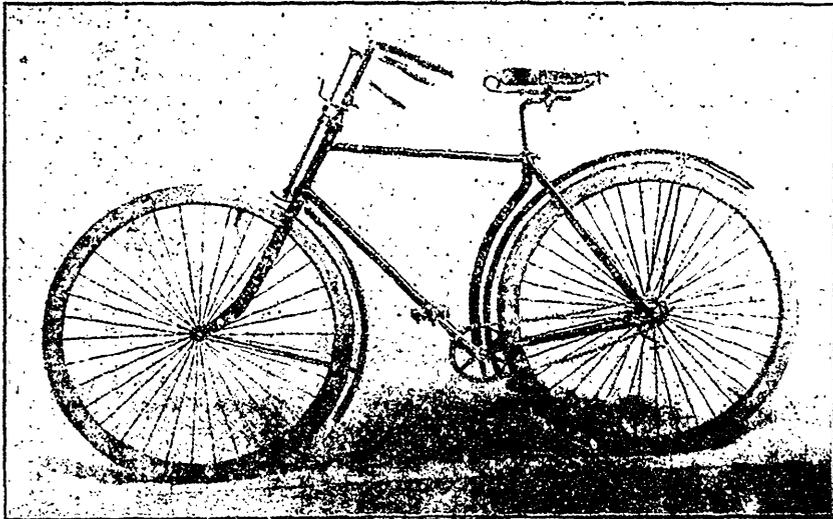
Have you seen our Wanderer? Here is its portrait

It is greatly admired and is second to none.



Purchasers are delighted with it. It advertises itself.

We have also in hand a stock of the "GREENER" SAFETY, a first-class and beautiful wheel, with Dunlop Tires. Call and see them.



Remember that we are headquarters for repairing, and can alter your wheel to Cushion or Pneumatic Tires, making it almost as good as new.

WANDERER CYCLE CO., - - - 22 and 24 Lombard Street, Toronto.

JOHN M. SELLEY

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472 Yonge St., - Toronto.

Printing and Developing done for
Amateurs.

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.

HAVE YOU SEEN
The "OVERSTONE"

FITTED WITH

LAFORCE'S TIRES?

Mr. H. J. LaForce has just received a
shipment of "OVERSTONE" Cycles
from Coventry, England, fitted with his
celebrated tires.

If you are thinking of buying a pneumatic,
see this wheel before purchasing.

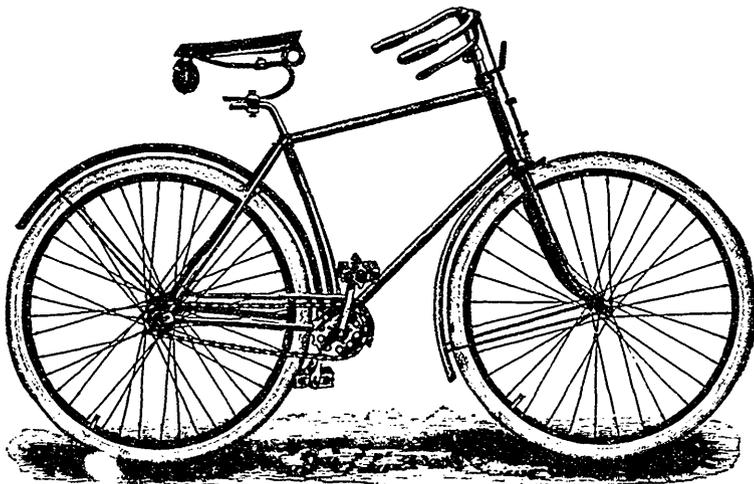
IT IS A DANDY.

H. J. LaFORCE, Church St., Toronto.

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

WANTED: GOOD LIVE AGENTS TO PUSH

"Imperial Wheels"



"MODEL A."

WE CAN MAKE
IT
INTERESTING
FOR YOU.

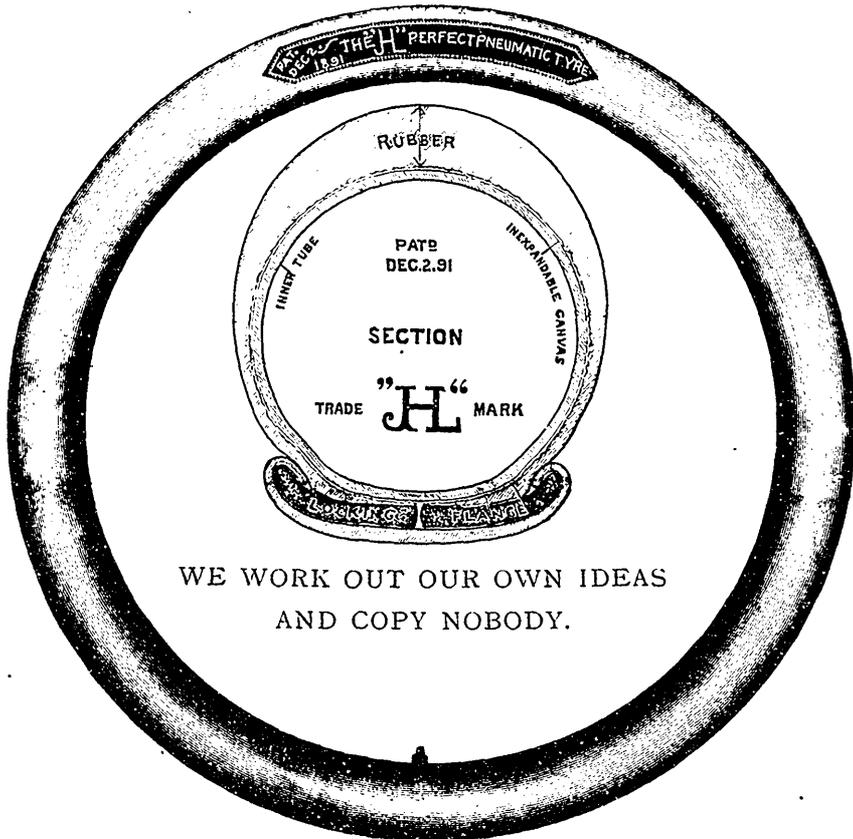


SEND FOR '92 CATALOGUE

Showing all styles and
at all prices.

AMES & FROST COMPANY, MAKERS, 302-4 WABASH AVE., CHICAGO, U.S.A.

THIS CUT REPRESENTS OUR TIRE AS PATENTED



WE WORK OUT OUR OWN IDEAS
AND COPY NOBODY.

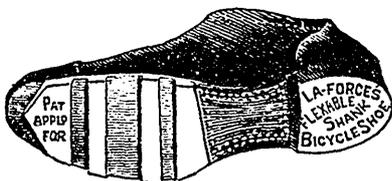
The Purchaser of Our Patent Pneumatic Tire
BUYS THE ONLY PERFECT DETACHABLE PNEUMATIC TIRE YET KNOWN.

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, also allowing a free expansion at the sides, which gives life and speed to the tire not obtained by other detachable tires.

A BOON TO OWNERS OF HARD TIRE WHEELS.

We are changing safeties of any make to Pneumatic Tires, Readjusting and Enameling for \$40.00, making a saving for the owner of from \$60.00 to \$75.00.

Trade Supplied in Small and Large Quantities.



The only Manufacturer of the

LaForce Flexible Shank Bicycle Shoe

Made to order and Trade supplied.

Specialties:—Dunlop Tires Repaired and Lawn Racquets Restrung.

H. J. LAFORCE,

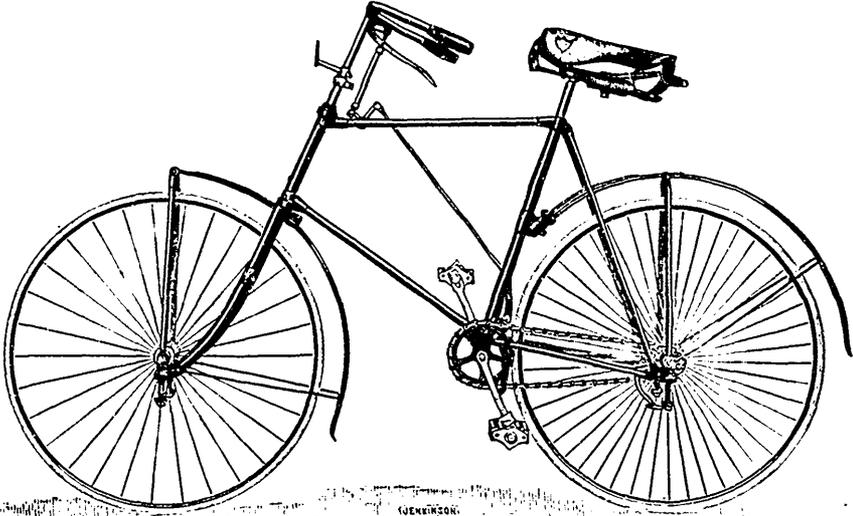
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CHURCH ST., TORONTO.

THE LATEST AND BEST THING YET!

— THE —

“PREMIER” CYCLE CO.’S SPRING SAFETY.
(Thompson Spring System.)



MODEL "H."

It is a remarkable fact that all passenger vehicles, from the heaviest coach to the lightest perambulator, have their frames supported upon their axles through flat and laminated springs, excepting the Bicycle and Tricycle. The present spring system overcomes the difficulty hitherto experienced of supporting a rigid frame upon such springs, and the Bicycle is thus placed upon a par with all other passenger vehicles travelling ordinary roads. Passenger vehicles, excepting the Bicycle and Tricycle, have their springs resting direct upon their axles; this Bicycle has its springs resting upon the tops of two forks, whose legs rest upon their axles; this in practice gives the same result. The principle of the Bicycle Spring arrangement is identical with that of the Locomotive Engine, viz., it has side rods extending from the axles to the springs, working through guides upon its frame.

By referring to the engraving it will be observed that a flat, laminated spring is rigidly attached to the central or seat tube, and also one to the top of the steering fork; the extremities of forks from springs grasp each end of both axles, and extend below the axles, so that they work through glands or guides (each containing a leather packing ring), which form the rear of the frame and extremities of the steering fork.

The springs are stronger than the frame, to withstand lateral strains, and hold the axles by means of the forks always at right angles with the frame, and in consequence the wheels are maintained in perfect plane with the frame of the machine; the axles being so held when rising and falling under their springs, rise and fall parallel to themselves. The steering fork, not having any weight to carry, has only to guide the wheel, and the spring acting as a lever to swing the wheel, gives great steadiness in steering.

The entire frame being perfectly rigid, the relative distances between saddle, pedals, and steering handles remain constant.

The machine, as represented by engraving, has been thoroughly tested by experts, and the system proves to be very perfect in practice.

The advantages of this machine over solid and cushion-tired safeties are so obvious that we need not compare them, but with regard to pneumatic-tired machines, we may say there is an entire absence of the side-slipping so apparent in that type on greasy roads, and also the machine does not pick up such a quantity of mud, and at the same time can be ridden at top speed over all sorts of roads in all sorts of weather with *entire comfort*.

As a hill-climber, this Machine will be found *par excellence*.

BE SURE AND SEE THESE WHEELS AT

THE WANDERERS CYCLE CO., - 22 & 24 Lombard Street, Toronto.

THE ♦ RAGLAN ♦ CYCLES

AT THE

C. W. A. MEET ON JULY 1st & 2nd

SECURED THE FOLLOWING FIRST PRIZES :



$\frac{1}{4}$ Mile (open)	in 37 secs.
3 Mile Championship.....	“ 8.08 3-5.
25 Mile Road Championship.	“ 1.10.06.



The above goes to show that the Raglan Cycles are both Path and Road Cycles, the Road Race being won without the slightest break or mishap.

FAST, LIGHT, ♦ ♦ ♦
 ♦ ♦ STRONG & NEAT

CANADIAN REPRESENTATIVE

GEO. F. BOSTWICK,

24 Front Street West, - Toronto, Ont.

THE GENDRON CYCLE EXCELS

MIDDLEMAN'S PROFITS GIVEN TO THE CUSTOMER

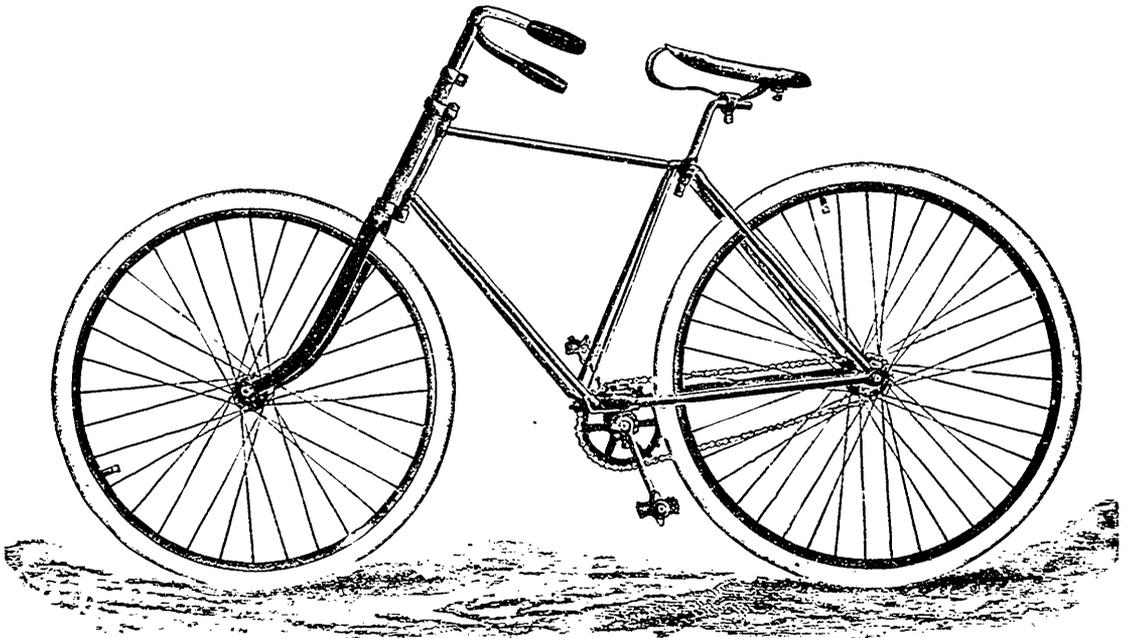
By buying from us you buy from the Manufacturer.

FRAME.—A pure diamond pattern made of the best weldless steel tubing and drop forgings; double lower tubes and double diagonals from seat pillar to crank shaft bracket; hollow front forks with wide drop forged fork crown; eight (8) inch long ball centre steering head; detachable mud guards.

WHEELS.—28-inch steerer and 30-inch driver; having cold rolled deep crescent rim with beaded edge; $1\frac{1}{4}$ inch best cushion tire of long length, compressed into the rim; single tangent butt end spokes, nicked and tied at crossing; bronzed nipples.

BEARINGS.—Gendron ball bearings to both wheels, pedals, crank shaft and steering head.

GEAR.—57 inches; Abingdon-Humber chain with our new adjustment; round detachable cranks, side keyed. Double grip, square, recessed pedal rubbers.



PNEUMATIC TIRE, \$130.

CUSHION TIRE, \$115.

HANDLE BAR.—Of $\frac{1}{2}$ inch weldless steel tubing, bent to the most comfortable shape; with seamless, hollow steel post; vulcanized grips; steel lamp bracket.

BRAKE.—Powerful spoon to the front wheel, fitted to a hollow steel connecting tube; spiral spring and set screw adjustment.

STEPS.—Adjustable steel coasters and corrugated round step on end of rear axle.

SADDLE.—Garford's new roadster saddle, furnished with best quality russet leather telescope tool bag, containing first class oiler, wrench and screwdriver.

FINISH.—Is of three coats of baked black enamel, hand rubbed and polished; usual light parts heavily nicked on copper.

OPTIONS.—Rat-trap pedals; Garford's scorcher saddle. Weight, all on, 45 lbs; strips to 40 lbs.

GENDRON MANUFACTURING CO., Ltd.

Factory, Cor. Duchess & Ontario Sts. Salesroom, 183 Yonge St.,
6 doors North of Queen St.

Do not fail to write for full descriptive Catalogue and Price List.