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CYCLING

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

Vol. II.

TORONTO, MARCH 31, 1892.

No 9



BERT BROWN,
WANDERERS BICYCLE CLUB.

Canadian Flyers—14.

W. HERBERT BROWN.

"Bert" Brown, of the Wanderers, although it is now a year or so since he has appeared as a racing man, was at one time one of Canada's fastest bicycle riders. In the year 1877 this rider was the sidewalk champion of Toronto, and the writer can remember some exciting contests on the old bone shaker of those days. Some years later "Bert" blossomed out as a track rider, and commenced to make a name for himself. In 1886 he won many races and also made some creditable records on the road. In 1887 he was again to the front, and at the C.W.A. meet took several prizes, as well as winning the hill-climbing contest. Next year, at Detroit, he won every open event, taking eight first places. At Woodstock he also won several prizes. The St. Catharines hill-climbing contest also was won by him, and there were very few first class races held in Canada in which Bert Brown did not take a prominent place. After resting for a couple of years he came out again in a well known road race, but finding that other younger riders, who had trained themselves "fine," could cut a "pace that kills," he came to the conclusion that bicycle racing was not what it used to be. One of the remarkable features of this rider's racing career was the fact that most of his races were won with absolutely no previous training. He was naturally a fast rider. His apparent training before a race consisted of seeing that his machine was well oiled and all nuts tight.

On the road he proved himself a "scorcher," and even on an easy afternoon jaunt would grind out 60 or 70 miles without any evidence of fatigue.

"Bert" has been a member of the Wanderers for some years, and is very popular with his fellow club mates. An accomplished operator on several musical instruments he is quite an entertainer.

He is still an enthusiastic rider, and, on his pneumatic, may yet be heard of on the road or track, and should he settle down to a course of training there is no doubt that once more a good many fast riders would have an opportunity of reading the number on his back in coming races.

WANDER "OR."

The Century Road Club, of America, will hold its first annual meeting at Washington, during the L. A. W. meet.

Cleaning a Wheel.

Under "Cycling for Women," in the *March Outing*, Mrs. Grace E. Denison essays to instruct her friends how to take apart and clean a wheel. One paragraph of these instructions, to our mind, covers the whole case, and is, we believe, the only practical method. "If you have the chance, capture an experienced wheelman and compel him to sit and watch as you dissect your wheel; ask him the name of every part and look them all carefully over, so that you'll feel acquainted." Another point we would suggest is that the novice try cleaning one of the pedals, before attempting to take apart the remainder of the wheel. We have a lively recollection of the first occasion, some three years ago, we attempted to dissect a bearing, the consequent "scatteration" of balls over the floor and two weary hours spent on hands and knees, searching for "that other ball." The next time we opened a bearing, we took the precaution to have a large-sized wash tub under it.

Light Chain Guards.

The following from *Bicycling News* describes the construction of a chain guard which will probably do duty here until some enterprising wheelman imports a machine fitted with Carter's gear case. "To construct the simple chain guard described in No. 2 of the present volume, procure at any grindery store, where bootmakers' requisites are sold, a yard or so of the stout braid or binding, about 1 in. in width, which is used for the loops for pulling on boots. Stretch the binding round the chain and neatly stitch together the ends. The tension should not be greater than is necessary to ensure the band snugly covering the chain. It will be found on spinning the cranks round, that the endless band will not under any circumstances shift laterally or impede the free running of the chain. Neither will it wear out quickly or cause bother of any kind. These facts have been established beyond all doubt by extended practical tests of the contrivance. Still it is difficult for the reader to believe how complete is the protection afforded, and how long the chain will run without attention or cleaning."

The next issue of CYCLING will contain a photo group of the Road Officers of the Toronto Bicycle Club.

Cycling

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

EDITOR: F. BRYERS.

Publishers:

WM. H. MILN CHRIS. B. ROBINSON

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MARCH 31, 1892.

A Toronto Track.

What has become of the project for a new cycling path in Toronto? The season is now opening, and if a track is to be built the promoters cannot start too soon. A little energy on the part of cyclists would soon produce the necessary funds, as all the city wheelmen are favorable and recognize its necessity. Why not call a joint meeting of the clubs to consider the question? Who will be the mover?

T. B. C. Elections.

On Monday evening, the 14th inst., the annual meeting of the Toronto Bicycle Club was held in their Jarvis Street home. The principal business before the meeting was the election of officers for 1892. The contest for the different offices was keen, and the members are to be congratulated on their wise selections. Those elected were: Hon. Secretary, S. J. Schulte; Stat. Secretary, Jas. Stanbury; Musical Director, Harry English; Pianist, A. F. Burns; Captain, Jas. Miln; 1st Lieut. (ordinary), C. W. Hurdall; 1st Lieut. (safety), E. A. Scott; 2nd Lieut. (ordinary), Jas. Sinclair; 2nd Lieut. (safety), Harry Love; Bugle Major, E. J. P. Smith.

Use And Abuse of The Bicycle.

Bicycle-riding on a good concrete road and apart from all attempts at speed suggests the noiseless, unforced movement of a bird through the air, and has almost the effect of a quiet sail on placid water.

Its influence on the mind is no unimportant part of its usefulness. It is soothing,

with just enough of pleasant exhilaration. In this respect it is superior to walking, since it prevents that absorption in thought which is so apt to defeat the walker's purpose of complete relaxation. What is known as a "constitutional," moreover, is too often a task rather than a pleasure.

"Cycling," on the contrary, is attractive in itself. One comes to it as he used to come to his play. It is equally adapted to gentlemen and ladies—a point very much in its favor, since women are largely shut out from more vigorous sports, while walking for health is specially irksome to them. As for carriage-riding, it is too passive, involves a cramped posture, is too expensive for most persons, and is of little advantage except as extended over miles of road. Horse-back-riding is in many respects superior, but in cities, at least, comparatively few can afford it.

Beneficial as bicycle-riding is, it may nevertheless be abused. The London *Lancet* says:

"The use of the cycle is a form of bodily recreation in itself doubtless wholesome; none the less is it open to the mischievous effects of undue indulgence. Every one finds he can do something with it, and considerations of weather, constitution, age and health are apt to be dismissed with summary imprudence.

"One fruitful source of injury is competition. In this matter not even the strongest rider can afford to ignore his limit of endurance. The record-breaker who sinks exhausted at his journey's end has gone a point beyond this. The septuagenarian, who tries to rival his juniors by doing and repeating his twenty or thirty miles, perhaps against time, is even less wise.

"Lady cyclists, too, may bear in mind that their sex is somewhat the weaker. So, likewise, among men the power of endurance varies greatly, and it is better for some to admit this and be moderate than to labor after the achievements of far more muscular neighbors.

"In short, whenever prostration beyond mere fatigue follows the exercise, or when digestion suffers and weight is markedly lessened, and a pastime becomes an anxious labor, we may be sure that it is being overdone."

Eighteen members of the Ramblers Bicycle Club, Buffalo, wheeled 61,488 miles, or an average of 3,415 miles each. Eighty-three members wheeled 157,425 miles, or an average of 1,896 miles each. The total estimated mileage of 151 members is 258,562 miles.

Wanderers' Blow Out.

Our great annual dinner is over, and, after a most severe struggle with my digestive organs, I have recovered and am returned to my normal condition of health.

It would doubtless be considered by some as presuming were I to say very much in praise of our own banquet, so, confining myself to facts, I will leave the readers to draw their own inference in the matter, merely mentioning that, from my position at the head of the table, everyone seemed to be enjoying himself to the uttermost, and revelry ran high.

Our guests included Sec'y Hal. B. Donly, of the C. W. A.; Vice-Pres. W. H. Chandler, of Toronto B. C.; Messrs. Laidlaw, Pres., and Lloyd, Vice-Pres., of Hamilton Club; Messrs. Cane and Atkinson, of Newmarket; Messrs. Edwards, Pres., and Eddis, Sec'y, of Athenæum Club, in addition to others.

The toast list was not a lengthy one, and, after that of "The Queen"—to which some disloyal subject tried to introduce "She's My Annie," but was immediately ejected—"The C. W. A." followed, being responded to by Mr. Donly, in a very eloquent address. "The Officers" received fitting replies from Vice-Pres. Darby and Capt. Hunter, and "Veterans," from Geo. Orr, Fred. Morphy and Bob McKee, the old-timer from Chicago. "Racing Men" gave Perfect-Form Ross an opportunity to favor us with one of his eloquent after-dinner extravaganzas: this toast being also replied to by Marshall Wells.

The many virtues and excellent qualities of "The Ladies" were presented in their most brilliant coloring by Mr. Lloyd, of Hamilton. "Our Guests" were responded to by Messrs. Chandler, of Torontos, and Edwards and Eddis, of Athenæum, and "Sister Clubs" by Pres. Laidlaw, of Hamilton, and Bert Cane, of Newmarket.

Mr. Chandler, in the course of his remarks, referred to the position of affairs regarding the Toronto Lacrosse Club Track, and Pres. Taylor, in reply, stated that we would be pleased to meet representatives of the city clubs to consider what course would be advisable under the circumstances. It would certainly seem as though something were necessary, for Toronto cannot afford, with the congregation of speeding ability now in our midst, to be so severely handicapped on this vital point.

The question has possibly resolved itself into one of sustaining an independent track, and surely the four city clubs are able to do so, for, with the probable cost for rental of the Toronto Grounds in view, and the lack

of advantages or even requirements in the track itself, we certainly cannot look forward with any degree of satisfaction to our prospects in this direction, and as it is only a matter of time until it shall be found an absolute necessity, why not grasp the opportunity now, and if the Toronto Lacrosse Club cannot be induced to arrange matters satisfactorily (which seems very doubtful), strike out for ourselves, and the energy and ability which has always been associated with the doings of Toronto Clubs will certainly be productive of the required result, and we shall have a track worthy of our men and attractive to the flyers of the continent.

The Baseball Grounds, while perhaps not so suitably located as the present ones, seem to be the most likely in view, and, as Pres. McConnell has expressed his willingness to prepare terms, why not have a meeting to consider the matter, for we can, in any event, be no worse off than now. Immediate action, however, is essential.

I have almost now lost the thread of my discourse as it were on the dinner, but must mention the enjoyable programme rendered by our friends, Messrs. Fairweather, Shaver and Eddis, in vocal selections, and Mr. Ebbells in two of his inimitable recitations and selections by Glionna's Orchestra. Mr. Carlisle played the accompaniments in his usual brilliant style, and Auld Lang Syne brought to a close one of the most enjoyable evenings in our club history.

PUSH-ON.

All the city clubs are receiving numerous applications for membership, and it looks as if they would all enjoy a boom this summer.

Does it ever strike old stagers how much greater individuality the young bloods exhibit than formerly. Not so long ago, in the choice of a machine, the advice of the agent or experienced rider was always resorted to; but so well-informed is the young generation that they can generally think out a better mount than you can yourself. It is difficult to disengage our mind from the archaic impression that weight indicates strength, and that length of days will give staying power and a modicum of speed. Come upon, nowadays, a budding scorcher, fresh from his novitiate, does the youngster look awestruck and seem to be conciliatory? No; down goes his head, and you think afterwards that if he had kept the pace for another twenty yards something would have gone wrong with your machine. Marvel at their precocity, and think sadly of the long apprenticeship to the G.O.O., which has not now to be undergone.—*Scottish Cyclist*.

Correspondence.

DEAR EDITOR, — The great perplexing question for bicyclists to solve just now seems to be the relative merits of the various makes of pneumatic tires. I intend buying a wheel this season, but as I am not so well posted on the subject as some others, I thought I would glean all the information I could before making my selection. With this object in view I started out one day last week to make a tour of the different bicycle stores in the city and see the different makes, but I found that my difficulty increased the farther I went, and really the only thing the dealers seemed to be united on was that to be in the swim, I must ride a pneumatic, but which one, "there's the rub." I had no idea there were so many kinds. They all have the same principle, that of having a rubber tube filled with air, but there is a variety of methods of attaching the tube to the rim, and if I am to believe the different stories I am told, I am to come to one conclusion, and that is, that each and every dealer has the best. Some are held on by cement, some by the peculiar formation of the rim, and still another by endless wires; some look very much neater than others, but if you say a word in favor of a certain make to any one dealer he can at once show some other defect to counter-balance your argument and show wherein his is an improvement.

They all seem to admit that the weak point about a pneumatic is its liability to puncture, but that point seems to be easily gotten over by the simplicity of repair. I was told at one place that the tire used on this wheel could be repaired in ten minutes; at another that their tire only required five minutes, and another dealer, with a smile that was child-like and bland, said he had repaired their tire in two minutes and fifty seconds, and, mind you, at each place I was informed that the time taken by any other tire than the one I was then examining would require hours to repair.

After spending a whole afternoon I went home more perplexed than ever as to which was the wheel for me to buy. Now there is an old saying that "the proof of the pudding is the eating," and I would like to suggest to the different dealers that they prove to the intending purchasers which is the best tire by having a public test. I would propose that a race be held of say ten miles with each contestant mounted on a different make of tire, and at say five miles from the finish have a person stationed with a sharp instrument in his hand with which he is to puncture the tire of each racer as he comes up to

him, and then the rider to dismount and repair his tire and finish the race, the tires to be examined by a competent judge, and the one coming in first with his tire properly repaired to be the winner.

This I think, Mr. Editor, would give us an idea of which tire would really take the least time better than any information we could gain by questioning the individual dealer.

I just thought this out as a suggestion and would like to have their views on the subject.

Yours, etc.,

TORONTO, March 22, 1892.

TIRED.

DEAR SIR,—Having noticed the remarks of President Hill and Secretary Donly in the last issue of the *Wheelman*, I cannot help thinking how true, in my opinion, many of them are in reference to the Century Club, lately organized in this city. I have thought from its earliest inception here that it is an organization which cannot do any particular good within itself, and may result in doing a great deal of harm to the individual clubs throughout the country. If the members of the different clubs devote all their time and energies given up to cycling to their respective clubs it is quite certain that each will prosper to a greater degree than if its members, and particularly its fastest riders, are actively engaged in winning laurels for themselves in another organization.

In my opinion it would have been better had each club awarded a prize or medal to its rider doing a century in the shortest time, and in addition, another to be given to the rider making the greatest number of centuries, and a third to the rider making the best aggregate time, and again, to this, it may be within the power of the C. W. A. to award a prize to the club (numbers considered of course) making the best all around century record during the season. By so doing the different clubs throughout the country could vouch for the correctness of records made by their riders, and it is quite certain that a great deal of rivalry between them would result and at the same time keep well within the ranks of each one that enthusiasm so necessary to their welfare and prosperity.

While I do not wish it understood that the writer is antagonistic to the Century Club, yet, as one who takes an interest in cycling and a member of a bicycle club of this city, I do not think an organization imported from a foreign country and nursed in our midst, probably largely at the expense of our own clubs, a good one.

Yours truly,

TORONTO, March 14, 1892.

F. J. H. H.

DEAR CYCLING,—Very shortly the question will have to be decided as to where the C.W.A. will hold its tenth annual meet. As it is a question of great importance to wheelmen, and as it is very necessary that the best place should be chosen, we feel that a few facts about Sarnia, as an exceptionally suitable place for the meet, would be now in order.

The Sarnia Bicycle Club has unanimously decided to invite the Association to hold its Annual Meet here, this year, believing that a more desirable place could not be selected.

Regarding the situation of Sarnia, little need be said; lying just at the foot of Lake Huron, and on the bank of the River St. Clair, with Port Huron directly opposite, and Detroit but a few hours' sail down the beautiful and picturesque river, it is one of the most delightful places in the Province in which to spend a summer holiday, and is especially adapted for a great influx of wheelmen; being in close touch with the wheeling populace of Canada, while just across the border is the L.A.W.—the Michigan Division alone numbering many hundreds.

The Great St. Clair Tunnel, the largest submarine tunnel in the world, "the link that binds two nations," is in itself an attraction which would fully repay any person for coming a great distance to see.

But the greatest inducements we have to offer our brother wheelmen are our unsurpassed country roads and new track. The former, already well known, are all excellent gravel roads, leading in from all directions; touring parties would fully appreciate these. The track is built in the Bayview Athletic Grounds, costing eight thousand dollars (\$8,000), and is, we are pleased to be able to state, one of the best tracks on the continent, and undoubtedly the fastest in Canada.

The importance of the Association having such a track at its disposal this year is evident to any one familiar with existing Canadian records. We all well know that these should and could certainly be materially lowered the coming season, and in order to accomplish this, the first essential is a first-class modern track.

The railway facilities for reaching this point are all that could be desired, there not being another point in Ontario more accessible, being in the through Western route.

It is now several years since Western Ontario has had the honor of entertaining the C.W.A., and the rapid and steadily increasing growth of wheeling in the Western districts ought certainly to receive the deserved encouragement.

Should the Association Board accept the invitation extended them, we intend leaving no stone unturned to make the Meet of '92 eclipse anything heretofore attempted in Canadian cycling annals, and we feel safe in assuring all wheelmen that they would receive a hearty "Wheelman's" reception at the hands of the Sarnia Club and the citizens of Sarnia. Hoping to meet you in Sarnia in '92 and in Chicago in '93, yours very truly,
SARNIA.

[We have also received a letter from W. G. Owens, of London, strongly urging the claims of Western Ontario to recognition by the C.W.A. and recommending Sarnia for the meet of '92. Lack of space, however, prevents our publishing it in this issue.—
EDITOR.]

Kauffman is reported to have recently offered Hurst £20 to compete with him in trick riding.

Last year it cost \$628 per mile to clean the streets of Brooklyn, while not to clean those of New York cost \$3,288, the difference of \$2,660 per mile finding its way into the pockets of the politicians.

The *American Wheelman*, of Buffalo, objects to the action of the promoters of a new paper in St. Louis, who have pirated its name. CYCLING sympathizes with its Buffalo contemporary. We claim priority over our big English contemporary who first published some two weeks after our initial number was out. But now a new paper has been started in Philadelphia with the same name. Could not our later rival, at least, have prefixed the distinctive name "American" or chosen some other instead. We of course feel gratified a little, but not at all satisfied.

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Ottawa Letter.

Editor CYCLING:

Dear Sir,—It did look considerably like spring here a few weeks ago, but alas! that blooming western blizzard hove in sight last Thursday and “blizzed” for many hours—results, snow enough to last an able-bodied winter for two months.

Notwithstanding the unpromising weather the O. B. C. met on that same night and attended to the annual elections as follows:—Hon. President, Mr. Sheriff Sweetland; President, T. Arthur Beament; Vice-President, D. E. Johnson; Captain, D. F. Blyth; 1st Lieut., W. B. Parr; 2nd Lieut., A. Rosenthal; Secretary, Geo. Gallup; Treasurer, Chas. H. Thorburn; Bugler, Chas. Woodburn; Standard Bearer, Geo. Easdale; Correspondent, Dr. M. G. McElhinney; Executive Committee, S. McClenaghan, Geo. Mason, J. N. Brownlee, D. F. Blyth.

The elections were well contested and interesting while the reports of last year show a satisfactory condition of affairs upon which the club can congratulate itself. We have not quite decided whether to buy Toronto for a summer resort or lease the parliament buildings here for a club house. Some of our members think that Toronto would be the more respectable investment, but there would be more hoodle in the other spec. Personally I think that we had better order a few dozen cases of first quality spring weather and a few miles of asphalt pavement. The President says that spring weather and asphalt is a queer order—nobody in town knows how to mix it, and that he prefers—well, anything you like.

Another brilliant member while examining a pneumatic was seen to ponder something very deeply, so solemn did he become that someone asked him if he felt unwell. “No,” he replied, “I have an idea.” Of course we all stood open-mouthed for ideas are not to be lightly thrown aside in these parts. “What is it?” “Hold him, somebody!” “An idea,” we breathlessly ejaculated. “Well,” he continued in that slow and meditative manner characteristic of a man that has a hand all trumps, “the man that would fill the valuable space within that tire with air deserves to go thirsty for life, truly the fate of Tantalus were too mild a punishment.” Since then the drug stores have sold little else besides small syringes with long nozzles. Anyone feeling constrained to use this idea is respectfully requested to send the writer \$5, which will be equally divided

among the writer, the inventor and the club funds, the extra two cents to be devoted to charity.

By the way, pneumatic is a pure picnic for poets, its range of rhyme is great and if the gods do not pluck me all too soon I intend to realize on the pleasures and possibilities of the word.

Yours fraternally,

DR. MARK G. MCELHINNEY.

OTTAWA, March 19, 1892.

The rider who gets the maximum of enjoyment out of cycling, with the minimum of worry, is he who uses his machine for one season only, selling it and investing in a new one at the present time of year.—*Exchange*.

A new use has been found for the safety bicycle. On the Cam most of the coaching for the Lent Races, for which the boats of the various colleges are now in active training, is done from horseback; but recently several coaches have utilised their steel steeds to follow the boats. Probably a man who is a cyclist feels more at home on his machine, and better able to rate his crew, than as if he were on the back of a gay and festive horse, which might—well, there are a good many possibilities on and from a towing path!—*Bicycling News*.

Where is the wheelman who does not feel his heart beat in joyful anticipation of smooth, clean, asphaltum streets? The many readers of the *World* will therefore no doubt be interested to learn that in the territory of Utah, within a radius of 50 miles of Fort Duchesne, the richest and purest deposits of asphaltism in the world are found. The asphalt is found in true fissure veins from four to twenty feet in width and estimated to be 1000 feet deep. A big field is open for the company controlling the mines, and asphaltum pavements may be much cheapened in price in the near future.—*Bicycling World*.

BICYCLES!!

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

HUMBER, PSYCHO, & ROVER

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

WM. McDOWALL

8 KING ST. EAST, - TORONTO.

Toronto Bicycle Club, Ltd.

London Letter.

ORGANIZED
1881.



INCORPORATED
1891.

Club House: 346 Jarvis Street.

DIRECTORS:

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Vice-President	W. H. CHANDLER.
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H. C. Pease - Club Reporter.	

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

CLUB NOTICE.

The regular monthly meeting of the T.B.C. will be held in their club rooms, on Monday evening, April 4. As business of importance will be brought up, a large attendance is requested.

S. J. SCHULTE,
Hon. Sec.

CLUB RUN.

The first official run of the season will take place on Saturday, 2nd of April. Every member who can is expected to turn out as the captain and road officers would like to start the season with a big parade.

To-night the Torontos will hold a stag party at the club rooms, and an enjoyable time is anticipated.

The Torontos at their last meeting discussed the project of offering a distinctive badge to the club member making the fastest authenticated century during 1892.

Chicago clubs are indulging in Sunday walks during the muddy Sundays of early '92, a practice which has been in vogue among Toronto wheelmen for some years.

DEAR CYCLING,—In order to cheapen the cost of membership and thus increase the club membership, the F. C. B. C. has decided to dispense with Club Rooms during the riding season at least. Prospects for a successful season in London are now bright, and the F. C. B. C. has done a most sensible thing to thus cheapen the cost of membership. Many of the riders in London are members of various social clubs and therefore do not need club rooms, while others, again, either do not appreciate them or do not care to pay for such privileges.

A new club was formed here the other day in connection with the Y. M. C. A. to be called the "Ramblers." I believe they had an organizing meeting the other evening, and from present indications will likely become a strong club both in numbers and otherwise. I understand the London Cycling Club has affiliated with them.

By the way, a couple of things in the last number of CYCLING strike me as peculiar. One is the Comet Co.'s advertisement in which Dave Nasmith is reported as offering \$50 to any one who could make his century run on any other machine, and the Wanderer Cycling Co.'s offer of a return of purchase money to any one breaking the record to Whitby on one of their machines. Now, in my opinion (though I may be wrong), both these offers infringe the spirit if not the letter of the amateur rules. They are both made moreover by persons who should know better. Surely the wheelmen of Canada do not need to be tempted by pecuniary possibilities to induce them to win fame. No doubt there is no danger of either offer being accepted, but at the same time it would be better if such offers were not made.

Your truly,

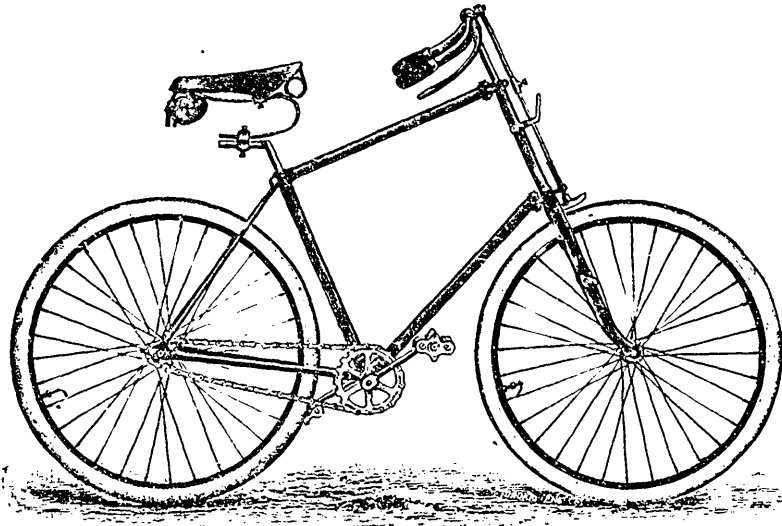
March 12, 1892. W. G. OWENS.

A Good Recipe.

People who require cod liver oil and cannot take it, should try sweet fresh cream—one gill every night and a half hour's ride in the morning on a Greener safety from the Wanderers Cycle Co., Lombard St.

The petty action of the cycling editor of the *Mail*, in garbling its reports of the Hamilton B. C. and Wanderers B. C. dinners in order to show his spite, is contemptible even if laughable.

THE RUDGE



— MADE BY —

THE RUDGE CYCLE CO. OF COVENTRY, ENGLAND

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

Noted for Originality and Progressiveness.

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

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

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

WHEELS SOLD ON THE GRADUAL PAYMENT SYSTEM.

H. P. Davies & Co.

81 YONGE ST., TORONTO.

89 KING ST. EAST, HAMILTON.

Athenæum Bicycle Club.

OFFICERS:

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

OFFICERS OF THE ROAD:

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

The regular monthly meeting of the club will be held at the club rooms, Public Library Building, on the third Thursday of each month at 7:30 p.m. sharp.

Notes.

Some new English racing wheels scale over 30 lbs.

It is rumored that W. W. Windle will sail for England in June.

There are 300 danger-boards scattered over the hilly roads of Great Britain.

The Columbias, of Hartford, have leased a very fine club house, and expect to occupy it by April 1.

Barrel pedals, *i.e.*, those with covered pins, are all the fashion this year," says the *Scottish Cyclist*.

The Limited Cycling Club is the name of a new organization at Grand Rapids, Mich., composed of old riders with a limited membership.

Charon—What's that awful noise in Hades?

Pluto—They are trying to induce a "pure amateur" to ride for a laurel wreath, and he's kicking because they won't throw in Satan's throne as a prize. - *Bearings*.

Sarna wants the C. W. A. meet this year and will work hard to get it; \$1,700 have already been guaranteed, \$1,400 by the citizens and \$300 by the club. Kingston is also getting into shape and will probably have their new track ready.

The Athenæum Club house is complete, and the members are taking possession. The formal opening, invitations for which are out, occurs on April 4th. Last Saturday the new bowling alleys were in full blast all afternoon and evening.

Some important changes have been made in the regulation regarding the Pullman Race: there will be no penalization of tires; entries must be in by April 14; three time prizes are offered. The entry fee remains the same as last year, namely \$1.

Trade Notes.

The Wanderer Cycle Co. announce good business, especially in changing hard tired safeties to pneumatics.

The Laforce tire is having quite a boom, a good number of orders having been placed within the last few days.

McLean & Bulley are under full sway, and report things bright. They also are changing safeties, and doing a general repair business.

The Comet Cycle Co.'s trade this year is far in advance of any other year in their existence and now have a large staff of employees hard at work to meet the demands.

W. McDowall, King St. E., has added to his stock of sporting goods bicycles, and will handle the Humber, Psycho, and Rover. He is prepared to quote low prices to his numerous friends and patrons.

Messrs. Hyslop, Caulfield & Co. have opened their new store on Yonge St., where they have every facility for displaying the large stock they carry. The repairing department is now complete, and repairs will be executed at reasonable figures.

W. Payne, the Canadian representative of the celebrated Singer Cycles, has a remarkably fine wheel this year. The Singer Company have the reputation of always being to the front, so every year sees them with all the improvements, and one of the best machines on the market. Mr. Payne has placed a number of wheels in Toronto, Hamilton and London, and they are giving good satisfaction.

The Charles Stark Co. report a big boom in Psycho bicycles, solid, cushion and pneumatic tires. They have just completed a purchase of 500 solid tire Black Prince Psychos, and when these arrive will sell them at a very reasonable figure. The latter are a high-grade machine in every respect, have ball bearings throughout, including the pedals. They are one of the easiest running, lightest, fastest machines made, and without doubt the biggest bargain ever offered in bicycles. Catalogues will be mailed free to any address. *Send for one.*

H. P. DAVIES & CO.'S NEW FACTORY.

A strong indication of the increased demand for the Eclipse Bicycle is the fact that Messrs. H. P. Davies & Co. have recently had to move their works to more increased premises. Heretofore this company have done their manufacturing on the second floor of their present warerooms, but finding these inadequate to the requirements of their rapidly-advancing business, they have secured a separate factory in the rear of 87 Yonge St. The new premises are more convenient for receiving and despatching repair work, which constitutes a prominent department in every well-established bicycle factory.

The Offer Still Good.

The offer made by the Wanderer Cycle Co. in last issue still holds good. They offer to return the purchase money to anyone breaking the record on our machine from Don Bridge to Whitby, 1 hour 48 minutes. Here is a chance for some of the scorchers.

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

Items of Interest.

An Italian cycle thief confesses to have stolen sixty-six wheels.

The dates for the L. A. W. meet, at Washington, are July 18, 19, 20.

Rumor says the Rudge people intend opening an agency in Winnipeg.

The Master of Balliol says, every man in the college should have a bicycle.

A correspondent of *Bicycling News* reports having taken a header from a safety.

The Coventry Machinists Co. are making a new wheel called the "Holbein Swift."

The Chicago Cycling Club talk of chartering a private car for their racing team this year.

The Cleveland Relay Road Club propose holding a relay ride to Buffalo, 201 miles, on May 21.

Cycling is flourishing in Ceylon, and is possible all the year round. The roads are magnificent.

John Wanamaker, of Philadelphia, has added a cycling department to his already large business.

The Government mail contractor for territory from Nebraska to California is about trying bicycles.

The World's Fair promoters intend holding a locomotive race on a circular track four miles to the lap.

The wheel clubs of New York, Brooklyn, Long Island and Jersey City will form a Metropolitan Association.

The London County Club propose holding, on July 9, a long-distance path race at Herne Hill, pace-makers being allowed.

Windle has invited Hoyland Smith, Arnold and Taxis to train with him this summer, on his private track, at Millbury.

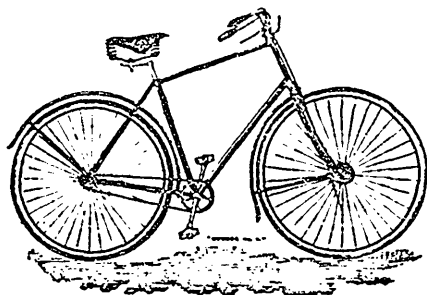
The Illinois Farmers' Institute recently passed a resolution commending the work of the L. A. W. Road Improvement Bureau.

The Cook County Wheelmen, Chicago, remit six months' dues to members who gain five new members, and twelve months' dues for ten members.

"No act could be better calculated to strain a light machine than the pedal mount as we see it performed by some self-sufficients in the public thoroughfares," says the *Scottish Cyclist*.

The Carter Gear Case is simply a tin box completely enclosing the chain and gear-wheels for the protection of those vital parts from all dust and dirt. This, however, is not its only advantage. Within the case is an oil bath, into which the chain in the course of its rotation dips, thus securing constant lubrication. The absence of all grit, and the chain being constantly coated with a film of oil, naturally sweetens the running of the machine, and equally improves the wearing qualities of the chain.

EVERYTHING ON WHEELS



BICYCLES FOR THE MILLION.

One of the greatest attractions to Cyclists to-day is the elegant display in The Charles Stark Co.'s three plate glass windows fronting on Church Street. It is the largest and handsomest display ever exhibited on this Continent. The assortment comprises all the high grades and popular Wheels manufactured in Europe, and their own manufacture. The Company's Stores are constantly thronged with buyers and experts.

Among the assortment is the Sportsman's Wheel, the same as used by the French and German Armies. It has every convenience for shooting and racing. A slight touch of a spring with the foot and the Wheel is brought to a stand and self-supporting. It has clips for carrying the gun or rifle, and a socket for signalling flag. The main feature of the machine is the support above mentioned. By the use of this stand the Wheel is in a firm position, and the rider can take out his rifle and fire without dismounting. The luggage carrier is large enough to take an ordinary knapsack, and therefore will carry all a sportsman requires on a day's hunt. Underneath the cross bar the cartridge case is swung, and it can be used while riding. There are several other little conveniences arranged on the frame of this Wheel which require to be seen to be appreciated. Go and see it, and the other Wheels. The Company is always pleased to give every information to riders, as they wish you to have the best, and we can confidently say that it is only by riding one of their Wheels you can have that.

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

RAGLAN CYCLES

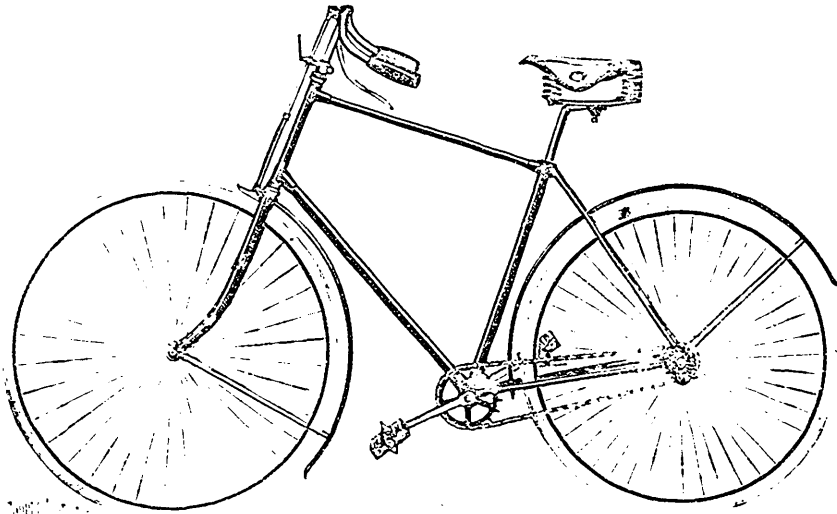
GEO. F. BOSTWICK

CANADIAN REPRESENTATIVE

24 WEST FRONT STREET, - TORONTO, ONT.

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

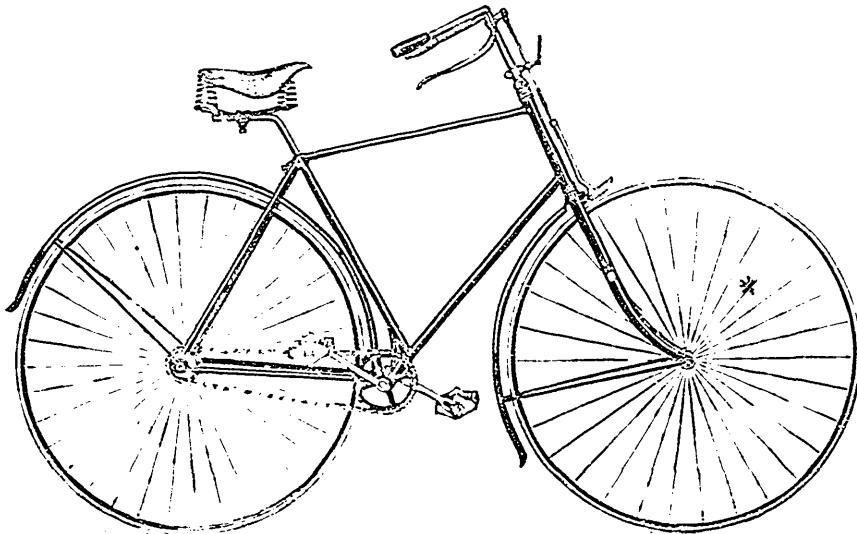
MANUFACTURERS, COVENTRY, ENG.



See our Spring Frame.

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

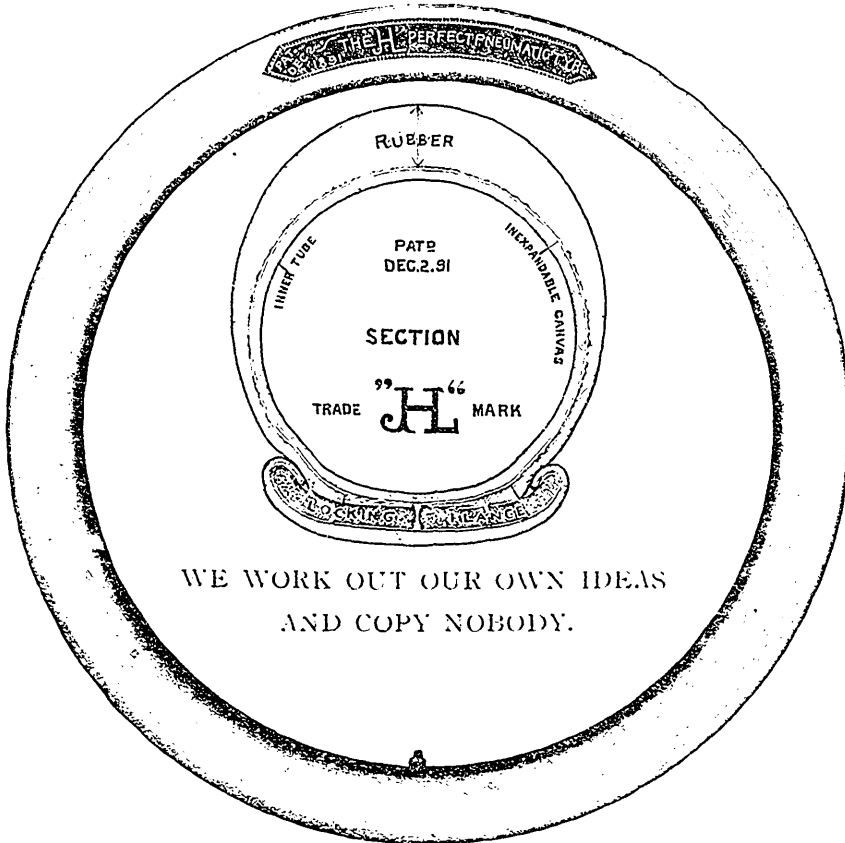
TAYLOR, COOPER & BEDNELL,



See our Ladies Safety.

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

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



WE WORK OUT OUR OWN IDEAS
AND COPY NOBODY.

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

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

BUY THE ONLY PERFECT DETACHABLE PNEUMATIC TIRE YET KNOWN.

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

THE OVERSTONE

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

Trade Supplied in Small and Large Quantities.

H. J. LAFORCE, - CHURCH ST., TORONTO.

Don't Leave Your Wheel Standing in the Street.

G. S. Montgomery, of Rochester, N.Y., left his wheel standing in the gutter of one of the principal streets several months ago. While he was attending to some business an ice wagon was driven so close to the cycle that it was knocked down and run over, injuring it beyond repair. Montgomery immediately brought suit against the ice company. The case was tried recently in the Municipal Court before Judge Warner. A decision was given last week in favor of the defendant. Therefore it is obvious that wheelmen who leave their machines laying about the streets in a similar manner should not look to the courts for redress if injured by someone's carelessness.—*The Wheel*.

Zimmerman has joined the London County Cycling and Athletic Club and will annex their name to that of the N.Y.A.C. while in England.

Bicycling World has started a "Medical Department." Any rider suffering from an accident will please communicate the nature of his injuries, when he will learn from the next issue of the paper the proper treatment to pursue.

The song of the limit man—

They're after me, after me,
To pick me up is everyone's desire,
They're after me, after me,
For I am on a non-collapsing tyre.
—Exchange.

The man who can keep pace with the progress cycling makes each day will find his time entirely occupied and will have but small opportunity to attempt to predict what it will or will not do in the future.—*Bicycling World*.

His wheel upon a sudden freak
Upreared and pitched him in a creek;
When he got out he quickly drank
A pint of whiskey, old and rank,
And all his comrades wondered why
He was so wet and yet so dry.—*Ex.*

The *American Wheelman* says: "If the Canadians desire the attendance of Americans at their tournaments, this year, they must make some provision whereby riders from this side can carry their wheels across the border without experiencing the perplexities and obstacles that have been met with in the past."

The Cortland (N.Y.) Wheel Club held a Hard Time Smoker on March 19. The invitations were printed on a ragged piece of brown paper, and read as follows:

wELE cLUbs hArD times sMoKer sat niTE
THE '19 cum IF U r kNot tWO. StuCk-UP.
no, BILD shirtS.

The cycling trade in New York recently taught one of the largest dailies there a well-merited lesson. The paper in question carries the bulk of the local dealers' advertising, which, at a low estimate, can not be much less than \$15,000 to \$20,000 per annum. While the paper in question was thus reaping a golden harvest from wheelmen, they were devoting to them in return therefor the smallest possible space, and begrudging even that. The word was quietly passed round among the largest advertisers, and one morning the editor awoke to the fact that they were all absent from the paper's advertising columns.

One of our contemporaries across the pond agrees with us that too light machines should not be used because pneumatic tires are fitted. Experience has upset the theory that the vibration-saving qualities of the air tire would allow reduction in weight of the frame. Our contemporary says that it is now pretty generally recognized that the frame must be even stronger for an air-tired wheel than for a solid tire. It is impossible to lay down a hard and fast rule for the weight of machines, but we are of opinion that for ordinary use a pneumatic-tired machine should not scale under 35 pounds for riders under 140 pound, 38 for riders between 140 and 170 pounds, and 40 for heavier men. If absolutely *no* fast work will ever be wanted out of the machine, the weights above may be increased, say 51 pounds all round, without harm. Some men, however, can safely use a machine that others of their weight would do no good with—experience does the trick—but this note is for the inexperienced.—*The Wheel*.

FOR SALE, WANTS, EXCHANGE.

Two insertions 25 cents.
Four " 40 "

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

NO. 1 Rudge Safety, spring forks, spade handles, tangent spokes, only in use short time and good as new. H. English, 52 Front Street East. Evenings, 112 Maitland Street.

NO. 1 Comet Rational, in first class condition, for sale, cheap, cushion tires. Apply CYCLING office, 5 Jordan Street.

FOR SALE.—Rudge Safety, No. 1, Diamond frame, solid tires. Also complete Toronto Bicycle Club uniform. Apply Room 62 Canada Life Building.

BICYCLISTS'
UNIFORMS UNIFORMS

JACKLIN & WARK

Art Tailors and Drapers

171 YONGE STREET 171

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

We also are showing a choice range of

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

THE NEW SHADES ARE EXCEPTIONALLY ATTRACTIVE.

Our Motto:

PERFECT FIT AND SUPERIOR WORKMANSHIP

JACKLIN & WARK

E. J. CASHMORE

GUN MAKER

AND

Bicycle Repairer

21 SCOTT STREET, - TORONTO.

North Toronto Cycle Works

683 YONGE ST.

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

NOTE THE ADDRESS.

\$1.00

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

OUT O' SIGHT

TROUSER-CLIPS.

Address Box 39, "CYCLING," Toronto.

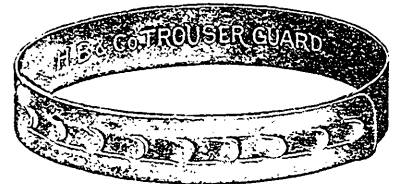
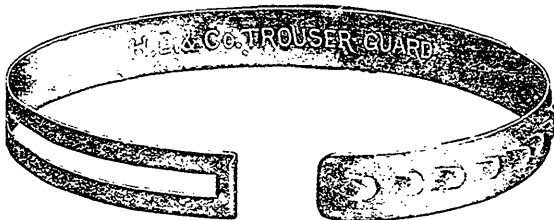
FRANK S. TAGGART & CO.

87 & 89 KING STREET WEST, TORONTO.

SWIFT

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

OUR TROUSER GUARD.



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

PRICE PER PAIR, 25 CENTS.

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

WE ARE ALWAYS AT THE FRONT



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

WE GOT THEM

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

Pneumatic Tire

that has been ridden over

5,000 MILES WITHOUT A PUNCTURE

And can be repaired in 1 Minute and 10 Seconds.

The Brantford's

With this Tire will still lead the Trade for 1892.



MANUFACTURED BY THE

GOOLD BICYCLE CO.,

BRANTFORD, - - - ONT.

SEND FOR CATALOGUE.

WE ARE HEADQUARTERS FOR REPAIRING.

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

DON'T FORGET WE DO THE WORK!

* DEALERS' REPAIRS DONE BY CONTRACT FOR THE SEASON *

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

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

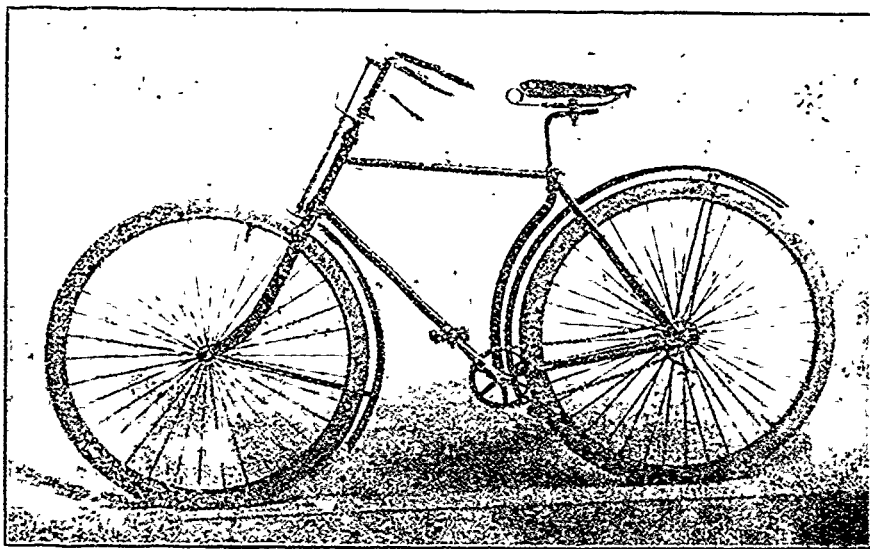
These prices include a thorough overhauling of the machine, respoking of the wheels, alteration of the frame to suit, re-enamelling (nickel plating extra), in fact your machine is equal to new of the most approved kind. This is only if we do it, mind you.

CANADIAN AGENTS "GREENER" SAFETIES

FITTED WITH DUNLOP AND CUSHION TIRES.

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

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



Terms to suit you. Cash or extended payments.

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

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

DUNLOP PNEUMATIC TIRE - - \$145.00
 CUSHION " " - - 130 00

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

H. S. HOWLAND, SONS & CO.

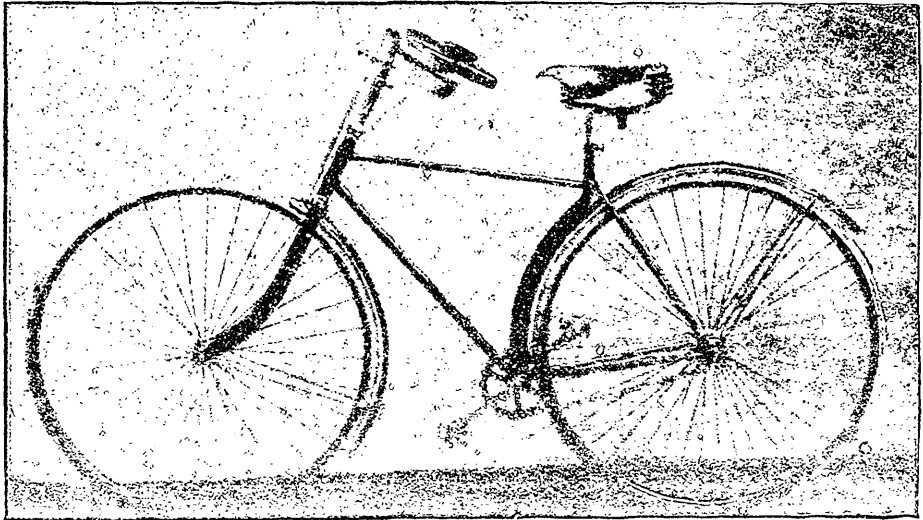
Wholesale Hardware

37 FRONT ST. WEST, - TORONTO

Agents for

LOYD, READ & COMPANY

COVENTRY, ENGLAND



No. 1 DIAMOND FRAME.

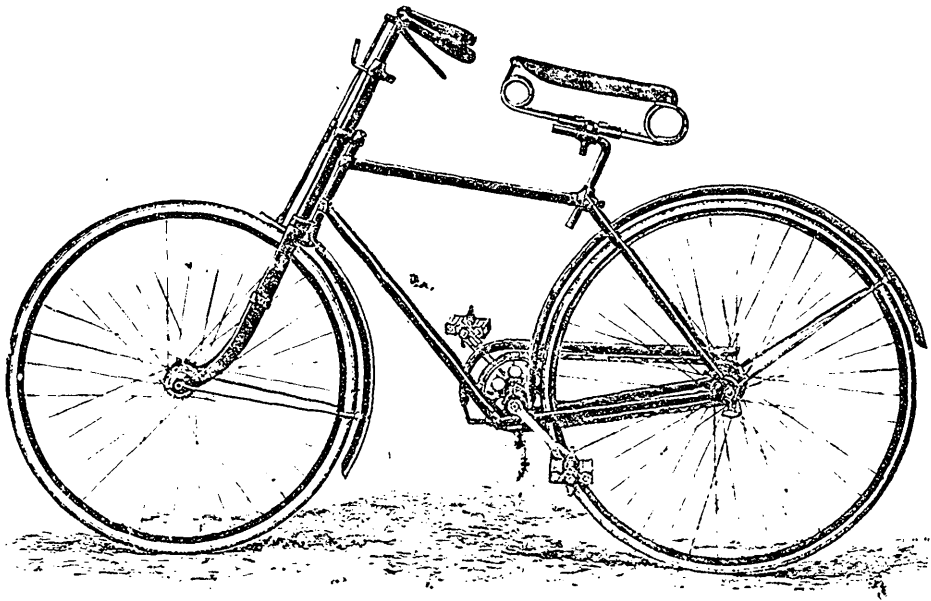
THE OVERSTONE BICYCLES

CALL AND SEE THEM BEFORE PURCHASING YOUR MOUNT FOR 1892.

THE GENDRON MANUFACTURING CO.

LIMITED

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



THE GENDRON No. 7 WITH CUSHION TIRE.

A NEW WHEEL designed on the latest and most improved lines, with long head and well extended wheel base. The crank shaft is brought sufficiently forward to relieve the rear wheel of a fair portion of the weight of the rider, which gives great ease to the steering and prevents side slipping. In it we produce a light yet most rigid frame work. We do not use exceedingly light gauge tubing, nor have we reduced our forgings to a dangerous size for the sake of weight. We believe that a Canadian Road Safety built on the latest approved lines with $1\frac{1}{2}$ inch Long Cushion Tires should weigh, all on, not less than 45 pounds. This machine is built to that weight, but strength is nowhere sacrificed for lightness. While it is equal in every respect to the highest priced Wheel on the market, yet with our facilities to make and market them, we are able to price it at a medium figure, thus making good our promise to furnish the highest grade of work at a medium price of \$115.00.

All lovers of Safety Bicycles are invited to call and inspect our Wheels at our Salesroom, 183 Yonge St., or at the Factory, Cor. Duchess and Ontario Sts., Toronto.

GENDRON MANUFACTURING CO., Ltd.

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