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# CYCLING

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

Vol. II.

TORONTO, DECEMBER 10, 1891.

No. 2.



FRED FOSTER,  
WANDERERS BICYCLE CLUB.

### Canadian Flyers—8.

FRED FOSTER.

The subject of this sketch, although for the past year or so not appearing much on the racing path, is probably the best known flyer Canada has produced. Starting in 1885, he astonished everyone by coming out at the Bank Sports and defeating Messrs. Lavender and Davies. During the same year he won the Five-mile Championship at Woodstock, as well as some eight or ten first places in all parts of Canada.

In 1886, on the 24th May, he captured the Five-mile Provincial, as well as the Half-mile Dash at Woodstock. On July 1st, 2nd and 3rd, at Montreal, he won six first places, including one Championship and Ten-mile Road Race. In September, in Hartford, Pittsfield, Springfield and Lynn he appeared with all the crack American and English riders, and defeated such men as Crist, Rich, Gaskell, of London, DuBlois and a host of others. During the circuit in handicap and open events he won nine first, two second and two thirds, and was unplaced only once through a fall.

In 1887, on the 20th May, he won the One-mile and Five-mile (open) Races, in the latter defeating Messrs. Crist, Campbell and Davies. On July 1st, at Brantford, he won the Five and Ten-mile Championships. In August he won several races, and at Cleveland won four open races—all on the programme. The mile race was won in 2.42, then very fast time.

In 1888, at Woodstock, he ran almost a dead heat with Windle, and defeated both Kluge and Campbell. In Baltimore, in June, he again ran second by a few feet of Windle, in 2.42. On June 21st, in a handicap race, on the T. L. C. Grounds, he won by half a lap from scratch, defeating Davies and a number of Toronto fast riders. In Belleville, on July 1st, he won three Canadian Championships, namely, the One, Five and Tricycle races.

Besides the above he has won a number of local and outside events.

Upon the road he proved himself a very fast rider, and in the Toronto-Wanderers' Fifty-mile Race, in 1887, he took first place from nineteen other riders.

Personally Mr. Foster is very popular. In his racing days he was looked upon as a sure winner always, and was noted for his excellent "head work" during a race. Lately, increasing weight does not make him look the trim, well-trained flyer of the past, yet,

only last summer, at Hamilton, though out of condition, he rode a mile under 2.42 with champion Carman. During his career he has accumulated an immense collection of medals, plates, and general prizes, and although practically retired from the ring, he may yet be heard from, if it is only to pull down some of his odd 180 pounds.

Since 1883 Foster has been an enthusiastic member of the Wanderers, and always raced under their colors.

WANDER "OR."

The subject of our next article on Canadian Flyers, will be Mr. W. G. McClelland, of the Toronto Bicycle Club.

### My First Mount.

My first machine was a wooden affair,  
An affair, by-the-bye, which I hired;  
A ramshackle thing under which the earth shook,  
And made the stones fly every turn the wheels took—  
Steam rollers were then not required.

But, oh! how I loved that old ricketty mount,  
Though he didn't like me at my best;  
He turned, and he twirled, and he twisted around.  
And never was quiet till he'd run me aground,  
And banged himself down on my chest.

And while yet I strove to master my nag,  
On a friend I just happened to drop—  
A friend whom I'd treated but coldly of yore,  
Still he didn't allude to the fact, for what's more,  
He was only a wooden clothes prop.

I stood the machine up against an old wall,  
And placed myself snugly on top;  
Then gaily shoved off at a swaggering rate,  
Which finished ere long in a wobbling state,  
As I reached my old friend, the clothes prop.

I flung my arms round him and held him so tight.  
While I brought the machine to a stop,  
Wheeled it back to the wall and started again,  
And pedalled away with might and with main,  
Till I found I could part with the prop.

My steed didn't seem to object to me now,  
Though he rattled (the fault of the maker),  
The next thing I found that the pace I could mend,  
And so, by the aid of my old wooden friend,  
I soon learned to ride the boneshaker.

—H. L., in *Bicycling News*.

They are going to have a curious race in France. The distance will be 10 kilometres. After riding for five minutes all the competitors will dismount at the report of a pistol. Back tires will then be punctured, and the riders must then, without any assistance, repair their tires and go on. The man who finishes the distance first, if his tire remains properly inflated, shall be declared the winner.—*E.r.*

# Cycling

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

EDITORS:

F. F. PEARD, - - F. BRYERS.

PUBLISHERS:

WM. H. MILN CHRIS. B. ROBINSON

*All communications intended for publication must be addressed to Fred Bryers, 26 Wellington St. E.*

*Address all communications of a business character to CYCLING, 5 Jordan St., Toronto.*

*CYCLING is issued on the second and last Thursdays of each month.*

*Subscription \$1.00 per annum; single copies 5 cents.*

DECEMBER 10, 1891.

1892.

The possibilities in the direction of improvement in bicycles for next season are great. Competition in this, as in every other line, is growing more keen as each year passes into history. It is safe to say that the spring of next year will see the greatest variety of the silent steed for the would-be purchaser to select from that has ever yet been served up on the bicycle bill-of-fare. While there are numerous novelties on the way having reference to tire construction, there seem to be few changes pending in the style of the reigning monarch, the Safety. For the lover of the Ordinary, there is now on the English market a machine called the "Geared Ordinary," which appears to be something of a cross between the old Ordinary bicycle and the Safety, the makers claiming for it equal speed, with all the other advantages of the dwarf, and the additional comfort incidental to the high wheel of the past. The opportunity of selection in next year's mount will be great, but do not put off your decision too long, for if you do, you will certainly be even more undecided four or five months hence, in consequence of the many new machines that have yet to be heralded, but will surely appear as "the best."

## Not Proud.

In the last issue to hand of the *Irish Wheelman*, "The Scorcher" says:—"But if it be true that after death our spirits pass into other bodies, I hope mine won't get into a human being. I have had enough of that game, or will have had when I am through with my present journey. Human life has

too many ups and downs, especially downs. I think, on the whole, that I would rather be a pig than anything else. I thought of being a well-bred dog; but even admitting that he has a good time, a valuable dog has so much care taken of him that his life must often be a burden to him. He is physicked, and rubbed down, and trained, just like a racing cyclist or a boxing man. A pig has absolutely no worries. Of course I don't mean an out-and-out road hog, but a respectable pig. He hasn't to bother about "copy," or to wash or shave; and influenza and other epidemics are unknown to him. He doesn't want bovril, and, no matter how bad the sanitary arrangements are, he doesn't suffer. You might heap mountains of dirt on him and he would glory in it. He is fattened and sent to the show, and stout men gather round, and all but worship him; and when he does die, he does so quickly, and instead of being stuffed into a hole, he is washed and portioned out, and perhaps in the finish is eaten in sandwiches by some beautiful maidens at a dance supper, a fate that thousands of fellows would give their very eyes for. Yes, if my spirit is to inhabit anything after I go, I hope it shall be a pig-skin."

## Trade Notes.

Mr. Sam Bulley, of the T. B. C., has gone into the bicycle business, with Mr. McLean late of Brooks and McLean, and the firm's title will be McLean & Bulley.

A new cycle company will be opened in a short time on Lombard St. and will manufacture a wheel to be called the "Wanderer." The manager will be Mr. Henry Cutler.

"CYCLING'S" representative was shown through H. P. Davies' factory the other day and was agreeably surprised at the completeness of things. Mr. Davies is building a wheel of his own for next year and claims it will compare favorably with any on the market.

The Comet Cycle Co. state that they have now got their new tire perfected and have fitted it with an improved valve, the invention of Mr. Lavender, which stands the most severe test without leaking. Their new wheel for 1892 fitted with this tire is certainly a very handsome wheel. It is on exhibition at their factory, 24 Adelaide St., and is well worth seeing.

The cycle agents round the city are already pretty busy booking orders for 1892 mounts, to be delivered in March and April.

### A Summer's Cycling Reminiscence.

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

BY ONE OF THE PARTY.—XV.

When we arrived at a state of consciousness the following morning, our steamer, the "Rouen," was just being made fast to the pier at Dieppe. The tide was out, so to get in close proximity with the persons who looked curiously at us from the landing, we were obliged to ascend a series of ladders, after which we were treated to the consoling sight of seeing our bicycles swung out in mid air, and elevated by means of ropes and pulleys to where we were. The presentation of our C. T. C. badge to the customs officials was sufficient to remove the barriers which oftentimes prove so annoying to the traveller. Being rather too early in the morning for the interesting portion of the town to be visited, we made the common error of postponing seeing Dieppe until the return journey, and, as is very often the case, the return journey was too hurriedly made to stop for the purpose.

McLean naturally enough was anxious to converse with a few of the natives in their own tongue, and essayed to procure directions to Arcques where we were to breakfast. We arrived at Arcques in due course, but it has always been a matter of conjecture to the writer to account for the extraordinary expression of countenance worn by McLean, during the dialogue with our first French friends, and why we did not take a more direct course to Arcques. At this village we stopped for a few minutes to partake of our morning refreshment, and to see the ruins of the ancient castle, which once stood on the hill overlooking Arcques. The "sandpapered" roads of France, we found to be all that was claimed for them, and they are certainly hard to beat. You appreciate them so much the more after emerging from any of the villages in which the much detested *pavé* abounds. Three o'clock in the afternoon found us at Rouen, hot, dusty, and tired. This ancient capital of Normandy has much interest for us, and, after partaking of *table d'hôte* at the Hotel D'Angleterre, we spent an hour in the famous Cathedral of Notre Dame, hearing recited by our guide, the legends of Richard Coeur de Lion, Cardinal de Amboise, and Diana of Poitiers. The Placé de la Pucelle contained more interest for us than even the Cathedral; to this place

we soon found our way, standing at the very fountain which now marks the spot whereon Jeanne d'Arc is said to have been burned. Another half hour spent in walking through the quaint thoroughfares of this French city, and we are once more upon our bicycles, following the road which bridges the Seine at this point, out into the open country beyond. Pont del Arche is a village probably eighteen miles from Rouen. When we reached this place, the amount of fatigue we had accumulated during the day prompted us to make our arrangements for the night, and after some little endeavor on the part of our interpreter, we located the Hotel D'Normandie, and found that the good-natured landlord had sufficient accommodation for ourselves and steeds.

(To be continued.)

### "Wanderers' Diary."

DEAR MR. EDITOR,—As I sit down to write these few lines, through the window can be seen a few stray flakes of snow, dropping in a nervous, trembling manner towards the ground, as though somewhat doubtful as to their gracious reception by the citizens of Toronto, and we think they have more particularly in mind the bicyclists who with the commencement of winter are compelled to store away their wheels until the opening of the season in 1892.

But certainly we have had nothing to complain of this year as regards favorable elements, and though loth to lay our wheels aside, feel grateful for a most delightful season.

Our initial "smoker" was held last week, and friends to the number of about 175 gathered at the Club Quarters, where to the best of our ability we presented a programme of varied nature, ranging from a fantasia in E minor on the violin of Barney Ryan to "Drill, Ye Tarriers, Drill," by Will Tinning, the latter selection, by the way, recalling to some of us Capt. Orr's instruction orders to our own Drill Corps.

Talking of Orr, he and Bert Thompson have just returned from a tip down South, having made the complete circuit by way of New York, Florida, New Mexico and New Orleans—but pardon me, "New Orr-lins," they call it. I suppose George imagines there is some connection between himself and the title of that settlement. They propose issuing a volume descriptive of the trip, but I would suggest there be two, as of course literary tastes differ.

Our movements this winter, providing the weather keeps reasonable, shall be by no

means inactive, as in addition to the Snowshoe Branch, a Hockey Club has been formed, with a membership already of over thirty, and admission to the Ontario League having been applied for, we hope to make the other clubs do some hustling, as quite a few of the boys wield the crooked stick in first class style. We take a pride in being the first bicycle club to make a move in this direction.

You are doubtless aware by this time that our annual "At Home" is fixed for January 15th, in the Pavilion, Horticultural Gardens, and is to be on a grander scale than ever. The date is different from that originally decided on, but it was deemed advisable to change, so as not to conflict with that of the M.A.F.I.A. Lodge conversazione, at Nurse's Pavilion, Humber on-the-Lake, and which is to be held about ten days previous to said date, and for which the invitations are already out. Mr. "Short" Thompson has been selected as Master of Ceremonies, and the committee must be congratulated on their judicious choice.

To revert towards wheeling proper, I noticed in your last issue a suggestion from the Chicago correspondent that a Century club should be organized in Canada, on the principle of that on the other side, and which has been so successful. This idea should commend itself to us all, and could doubtless be brought to an issue, even before wheeling commences again, there being a goodly number of riders in the country already eligible for membership, and I can assure you of the hearty support of our Club to such an organization, and furthermore a good quota of candidates for membership. The gentleman's suggestion as to the appointment of a representative of our Club as Chief Centurion, and your endorsement of same in another column is, I assure you, very flattering, not only to the officer mentioned, but to the Club generally; but would it not be well for our Vice-President to prove his eligibility even as a member before aspiring to such an honor. He is at present endeavoring to spread the report that the necessary century has been performed by him, but will have a difficult task in gaining credence for the story.

I must apologize for occupying so much of your valuable space this time, and before closing allow me to refer to Sam White's purported reason for leaving Hamilton, as given by him, viz., the attempted sale of my photos, and can ascribe it to a lack of "push" in Sam, which is an attribute of yours as ever,

PUSH ON.

## Toronto Bicycle Club, Ltd.

ORGANIZED  
1881.



INCORPORATED  
1891.

Club House: 346 Jarvis Street.

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President .....	R. H. McBRIDE.
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H. C. PEASE - Club Reporter.	

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## CLUB NOTICES.

The regular monthly meeting of the Toronto Bicycle Club was held in club house Monday evening, Nov. 7th, '91. Mr. R. H. McBride's motion that the Directors be requested to prohibit card-playing in or upon the premises owned by the Toronto Bicycle Club, Ltd., was carried.

J. Wood,  
*Hon.-Sec.*

Messrs. Pease and Miln, having become possessed of a "mystery box" or "what it is it?" which possesses the peculiar power of producing at their command strange and weird articles, the mystery of which is too deep for their comprehension, have decided to ask the other members of the T. B. C. to assist them to investigate it, and therefore, invite every member and his lady friends to a little social evening at the club-house on Wednesday, the 23rd inst., when they hope that with the assistance of the box and a little good music a pleasant evening may be spent. The lid of the magic box will mysteriously raise at 8.30 sharp.

The new Lord Provost of Edinburgh is a Cyclist, says the "Scottish Cyclist."

### Chicago Letter.

I noticed with pleasure that CYCLING coincides with me on the question of forming a Century Club in Canada. With such a champion I feel certain that at no distant date The Canadian Century Road Club will be a reality. I would offer as a suggestion that in order to become a member of the club that the applicant should qualify by riding a century, as well as pay the necessary dues, which should be made as low as practicable in order to enable the majority to join. Pull together, and don't let petty jealousies and spite keep you from joining the club, is what I would say to the fraternity, but endeavor to place Canada to the front in the cycling world.

So Toronto is to have a track that will be the equal of any thing in the world, and I believe the Toronto Lacrosse Club is responsible for it. Well, it is to be hoped that every rider will give that organization the support it deserves, and that the numerous talent developed during the season just past will give a good account of themselves next year, now that they will have an opportunity to ride on a track that will undoubtedly be fast, and that we will hear as much about the Canadian flyers on this side, as in the days when Fred Foster was king.

What has happened that there are not so many tours in Canada as there were in the eighties. I am endeavoring to interest the riders of both countries in each other, so as to bring about the same interest in touring as when the Big Four, The Clerical Party, The Veterans of N.Y., and the Rochester clubs used to "do" Canada on their wheels. I am sure that the Canadian wheelmen will be just as glad to meet their American cousins now as they were then. The riders who participated in the above tours look back to them with a great deal of pleasure, and it is a well-known fact that they would only be too glad to meet the Canadians on this side. Let us have more of these tours. The American cycling journals are devoting more space to Canadian news than heretofore. I might mention that *The Bearings* have a correspondent on Canadian news, who, by the way, uses my *nom de plume*, and the articles commence this week.

"Birdie" Munger did not go to St. Louis to ride over the De Soto road with Hal Greenwood on account of the weather, and the race is off until next season.

"Senator" Morgan is in Chicago making preparations for the six-day tournament, to be held here during Christmas week. He

will remain here for two years, and will be on the staff of *The Referee*. The "Senator" has many pleasant recollections of a Canadian trip, and hopes to renew acquaintances at some future date.

W. C. Thorne has had his claim to the quarter-mile record allowed by the L.A.W., as stated in a letter recently received by him from Geo. S. Atwater, chairman of the racing board of that organization. Mr. Thorne made this record at Rockford, Ill., on July 4, 1891, riding the distance in 33 seconds, beating the English record of 33½ seconds, so that he now holds the world's record for the quarter mile. It is to be regretted that W. C. cannot give more time to racing, as he could with proper practice undoubtedly prove himself superior to the majority of riders now on the path, if not to all of them. His easy style is universally admired, and he is the prettiest rider on road or path it has ever been my good luck to see. His good natured disposition makes him one of the most popular wheelmen in America.

So Arthur Zimmerman is going abroad to invade the lion's den. He is anxious to meet Osmond, the English crack, and hopes to be able to lower the latter's record of 2.16 for the mile at least three seconds. J. E. Corcoran, his trainer, and his youngest brother, Howard Zimmerman, who is said to be rapidly becoming a speedy rider, will accompany him.

George Orr was in Chicago a few days ago, accompanied by Bert Thompson. They were on their way home after a six weeks' trip through Florida. George has many friends here (and not only here, but everywhere), and it is to be regretted they did not have an opportunity of having a chat with him, on account of his limited time while here. Will Park, another old member of the Wanderers, has been here putting in his honeymoon in this gay and festive city.

The trade is at present quiet, but dealers, jobbers and manufacturers look forward to a large increase in business next year. The all-absorbing topic is the tire question: What will it be, cushion or pneumatic? I am inclined to think that the air-tire will be in the large majority. The leading frame seems to be the diamond, with very long wheel-base, saddle in front of rear wheel and set well down. Then, again, the geared ordinary threatens to usurp the place held by the safety. What with air cycles, water cycles, and "Grip's" patent ice cycle (as submitted to the Wanderers in the last issue of that periodical), is enough to give one the "D. T.'s," and with the tonsorial artist I can only cry: "next!"

The John Wilkinson Co., of this city, importers of the Rover wheels, are giving up the cycle department, and have transferred their stock to the Humber Cycle Importing Co. Mr. Richardson, the energetic manager who looked after the Rover interests for the Wilkinson Co., will still continue to push that wheel.

Mr. C. S. Merrill, the genial travelling representative, who is well known in Toronto, will now look after the Moffatt Safety, which is manufactured in this city.

Tom Roe, an old-timer, lately with Gormully & Jeffery, is now with *The Bearings*. E. C. Bode, who was also connected with that paper, and who developed great speed last summer, is now representing the Speedy Cycle Co. of this city, in which he has an interest.

It is curious to note the number of salesmen who are laid off by the dealers as soon as the dull season comes round. It is not so in other lines. Then why this thyness in the cycle trade? Is not a man, who has made that line a study, worthy of being employed the year round, and not to be turned out as soon as the cold weather sets in?

A TRAMP ABROAD.

CHICAGO, Dec. 5, 1891.

### The Question of Weight.

The question of weight—in roadster machines more particularly—is one of those things which is only imperfectly grasped by the public, and one in which fallacious opinions very easily assert themselves. It needs no great amount of intelligence or mechanical understanding to grasp the fact that a machine weighing 30 lbs. will run lighter than one weighing 40 lbs., or, in other words, that a saving in weight means less labor to the rider. This very apparent fact is eagerly grasped, and has caused a demand for light machines, which is naturally met by the manufacturers, either in the actual weight of their machines, or in statements concerning their weights in their catalogues. The fundamental theory referred to above, however, is not altogether correct, although the difference is, perhaps, scarcely perceptible to the average rush-at-a-theory mind. If to the statement that the lighter the machine the less the labor, we prefix the words, "*all other things being equal*," then we shall be correct, and we shall occupy in reality a totally different position. This, indeed, makes all the difference. The question is—*are* all other things equal? We are afraid that in by far the majority of instances where only lightness

is obtained such is not the case—indeed, in our own experience during the last season we have ridden many light machines which did not give us by any means the amount of increased ease in running that might have been expected from the saving in weight. For instance, the machine which we have been riding chiefly upon the road this season weighs, with  $2\frac{1}{2}$  in. "Clincher" pneumatics, tandem spring hammock saddle, lamp, bell, toolbag, mudguards, and all complete for the road, 58 lbs. This sounds rather heavy, and so it is, and we are conscious of the fact that we should, *all other things being equal*, doubtless appreciate ten or fifteen pounds less. We have, however, ridden, in the course of our machine-testing experiments, many machines varying from five to twenty-five pounds less in weight than our own, and with some of these the labor has decidedly been greater than with our heavier mount. Of course, with a very light machine when actually sprinting for pure speed, or when climbing a really steep hill, the gain by reason of lightness is perceptibly felt, but we have taken many of these lighter machines over a lengthy journey at average touring speed, without any appreciable gain in the speed at which we travelled, in the ease with which we rode, or in our bodily fatigue at the end of the run. Of course, the explanation of this is that all other things were *not* equal to ours in the particular machines tried. A saving in weight, especially when excessive lightness is aimed at, only too frequently introduces a lack of rigidity which is fatal to the easy running of the machine, and again, many firms are able to build passably light machines who have not yet grasped the secret of building an easy-running one. There is more in cycle building than meets the eye, and much has to be learnt by those embarking in the trade before they can arrive at the maximum of efficiency in running qualities which is possessed by the machines of the more experienced houses. Of course, we are not advocating the use of 58 lbs. machines by everyone. As we have just remarked, we should have appreciated a lighter one ourselves, but the fact that a machine of this rather-outside weight, except when sprinting is required, can and does give full satisfaction, and run with far more ease and with no more fatigue to the rider than many a lighter machine, goes to prove that weight is not the *only* matter to be considered. The more particular object of our remarks in the present article is the craze which some riders have for demanding from the trade just an extra pound or two to be taken out of already very light machines. Men will buy racing ma-



chines and use them on the road, and others again will, whilst scorning the idea of doing so inconsistent a thing, yet cut the maker of their light roadster down from 34 or 35 lbs., at which he is able to guarantee satisfaction, to 29 or 30 lbs., placing their orders with that manufacturer who *promises* to give them a machine of that weight. No one knows better than the manufacturers themselves that these extremely light weights are not calculated to bear the strains of average road riding, yet, as the public practically compel them either to promise or to build machines of these weights, they have no other course open to them but to accept the orders, or go without trade. We believe we are right in saying that the machine upon which Holbein has lately made such startling records is not one of those feather-weight mounts, but that its actual weight is nearer 40 than 30 lbs., which in itself is a proof of the correctness of our assertions. Another point in this question of weight is that comparatively few men, unless machines are actually put on the scales, can judge of weight by lifting. They get a machine, which, we will say, weighs 36 lbs.—light enough for all practical purposes as a roadster—but they ask for something lighter. The seller shows one, and tells them it is a “beautiful machine, only weighs 32 lbs.” They lift it, look very wise and—take his word for it, and then tell everybody they are riding a 32 lbs. machine. Naturally, the effect is that all the friends of that rider want a 32 lbs. machine as well, and so the thing goes on. To put the matter in another light—we are of course speaking of the roadster machine for touring purposes—we ask any of our readers whether, if they were going for a walking tour, they would put on racing pumps? We think not. Although it would add several pounds to the weight to be lifted by each leg at every step, they would invest in a strong pair of heavy walking boots. So it is with cycles. Weight is not the *only* thing to be considered, and if our readers, in placing their orders at the Show or subsequently, will consider this question fairly and squarely upon its true lines, and give due consideration to those other things which require to be equal to a given standard before the question of weight is brought into consideration, they will, we are sure, procure machines which will generally give them good satisfaction, and which will much assist to place the trade in this respect on a sound footing.—*The Cyclist*.

Buffalo has recently organized a Wheelman's Protective Association.

### The Geared Ordinary.

The trade at the present time is in deep thought as to the advisability of following out the line struck out by the Crypto Cycle Company—the building of “geared ordinaries.” This type of machine has been loudly praised by every practical rider who has yet come across it. Shorland has done wonders on it. On the North Road in private runs he has shown that the machine is equally as fast as a rear driving, chain-driven safety and there is no question that if the gear can be constructed so hard as to resist wear and so accurately as to resist back lash, there is a great future before it. The chain-driven safety has disadvantages, insomuch that in wet and dusty weather the friction to the chain and chain wheels is enormous. These disadvantages will be overcome on the geared ordinary. Again, the mud thrown over the rider of a pneumatic safety is, as most cyclists know, not pleasant. By using a large front wheel this disadvantage is overcome.

The makers have not yet emerged from the state of deep thought alluded to, and commenced to make machines of this type, but ere another letter from me appears in print I feel sure their thought will have merged into active work. There are numerous gears which can be used. Of patent rights there is no need to fear. Geared ordinaries have been made years ago, but until Mr. Boothroyd placed his machine on the market the tall wheel was adopted. It is the lowering of the wheel and the increased rake which has “caught on” and found to be the thing.—*T. A. Edge, in Referee*.

### Holbein's 24 Hours.

M. A. Holbein, after waiting a considerable time for suitable weather and roads to try the 24-hour record, finally gave up hope and turned to the path. At midnight on Wednesday, Nov. 18th, he started for a 24-hour path record, accomplishing the remarkable distance of 361 miles 1,446 yards. During the first 12 hours the wind and rain handicapped him considerably, but towards the latter part of the run the weather was fairer. Coleman, the official timekeeper of the N.C.U., clocked the event, remaining at his post the whole 24 hours. Holbein's mount was a “Boothroyd”-tired “Swift” fitted with Carter's gear case, and weighing 35 pounds.

## Athenæum Bicycle Club.

## Items of Interest.

### OFFICERS:

J. 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.

DEAR EDITOR,—As many of your readers know, for the past four weeks I have not been able to do much writing for CYCLING, and I am not now in a condition to contribute a very lengthy letter, but as the elections are not very far off I must try and do something or I will lose my position. Matters at the club-house have been fairly lively of late. The billiard table is being well patronized, and we trust early this week to have our refreshment room in good shape, so that all we will need then to make the attractions complete will be the resuscitation of our orchestra, and some of the old players are agitating that now, so that we may expect in the near future to have it in full blast again. But there is one thing particularly noticeable about the club-house, and that is that it is being patronized only by a few; and we think that if the other members would only come around oftener they would enjoy themselves, and at the same time show their interest in the club by their presence.

If our club surgeon were at hand now and I were to tell him how this sprained wrist felt, I fancy he would say, "Young man, you have written enough for the present." So I will close and remain, CLUBUS LIARUS.

### Cyclists Win.

In the recent fencing tournament of the Toronto Fencing Club the winners of the gold medals were H. Bruce Brough, of the Torontos (senior), and L. A. McBrien, of the Wanderers (junior).

The Yankees having got the mile down to 2.15 from a standing start, are now anxious to have all races run from flying starts. We think there would be very little if any difference in the mile in competition for the reason that the riders would loaf round to the three-quarter post any way.

Soon will come the soft winter season when the name of the dirt road will be mud.—*Ex.*

The Rudge Cycle Co. have manufactured a "Triplet" safety capable of carrying three riders.

The Geared Ordinary has "caught on" to public favor, and several English firms have taken up its manufacture.

The temporary decay in the English volunteer movement is attributed to outdoor sports, such as cycling, boating, and lawn tennis.

Buffalo Ramblers hold their elections on the 8th inst. O. H. Sauerwine and F. W. Minton are at the head of the two tickets.

The Relay Club of Cleveland is one of the latest. The club badge represents a hand, bearing a letter.

The Penn wheelmen of Reading, Pa., are forming a stock company and will build a club house.

The subject of our next article on Canadian Flyers will be W. G. McClelland, of the Toronto Bicycle Club.

A London, Eng., burglar, who was captured recently, was in the habit of using a bicycle to locate the scenes of his actions.

Mr. Boothroyd, one of the managers of the new Crypto Co. who are manufacturing the geared ordinary, says that the rear driving safety will be extinct in two years.

A Dublin mechanic has invented a pressure gauge for pneumatics. A tiny whistle signifies when the limit of pressure is reached.

A detachable mudguard weighing six ounces, and which does not rattle, has been invented. May we all have it attached to our 1892 mounts!

Mackintosh's new tire is non-puncturable, being built in such a way that if a nail is forced into the tire and withdrawn the hole closes and permits no air to escape.

A Scotchman has invented an electric lamp for bicycles, weighing only 1½ lbs. The mechanism is concealed beneath the saddle.

At a sale by the Great Northern Railway in London, of odd articles left in their carriages, etc., the only cycling article was a pair of "bicycle treads."

A workman of Munich threw a stick between the wheels of a cycle, and, though no injury resulted, the man was sentenced to six months' imprisonment.

A. A. Billingsley, of Springfield, Ill., who was recently elected Vice-Consul of the Illinois division L. A. W., is a native of Port Hope, Ont.

Last week a cycle thief stole a wheel from a Mr. Gorner, of Buffalo. The police were notified and thirty minutes later the thief was behind the bars and the cycle returned.

The Philadelphia Cycle Show promises to be a success, and New York is awakening to the idea that it would be good to have one in that city too.

London has a new club called the London Pneumatic Club, composed of riders of the inflated wheel living in Western Ontario. J. Windover, of Petrolia, is Secretary.

Two years ago the number of exhibitors at the Stanley, when all the trade was represented, was 230, while this year, with the principal manufacturers unrepresented, there are 310 exhibitors and 1,500 cycles.

One R. W. Lloyd, a member of the Anfield Bicycle Club, has been riding a light pneumatic R. & P. Safety during the past season, and has had no less than thirty-eight collapses.

We have just received from Mr. A. D. Bowlby, of Windsor, his report for the C. W. A. Guide Book, which is very complete—"a thing of beauty and a joy forever," to the road-book committee. Mr. Bowlby, unfortunately, is not a member of the C. W. A., though an ardent cyclist. It is to be hoped the C. W. A. members who have this work in hand, however, will emulate Mr. Bowlby, both in promptness and careful work.

The *Christian Advocate*, an American paper, says that "Eminent physicians have been collecting data since our women took to riding bicycles, and the showing is startling. American families were small enough before the introduction of the 'safety,' now so popular with women riders; but, good heavens! if these scientific men are right, the 'bike' is the arch enemy of womankind, and must go at once. It is all very well to sit at the window and admire our young girls as they go spinning down Fifth Avenue on the asphalt pavement; but our women have a mission to fulfil. Away with these horrid machines! The spinning-wheels of our grandmothers are the proper wheels for women. They don't need to straddle them either, to get excellent results." Now, girls, what do you think of that? You are very likely to take to spinning wheels, aren't you?

The bicycle thief has been paying a visit to Detroit where he has captured half-a-dozen wheels belonging to the Detroit wheel men. Nothing was said until he had the nerve to carry off "Griff's" Centaur from the Art Museum. Now that thief is being looked for with a club.

Pneumatic tires are going to be the proper caper next year. This is the forecast of all the trade, and, although there will be quite a demand for cushions, from the experience of the English trade during the past season it would seem as though the cushion would find itself in a losing minority. In fact, the general drift of opinion in England is to the full air tires. The cushions have been weighed in the balance and found wanting, and we are inclined to believe that the experience of our English friends can be safely taken as a guide to base our estimates and ideas upon.—*Sporting Life*.

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### Tires for '92.

The editor of the *Scottish Cyclist*, who has recently made a trip among the cycle factories in England, and who has consequently had a good opportunity to observe, sums up the situation thus:—

“As for the pneumatic in its several varieties, there are only three which the careful rider will take into consideration—the ‘Dunlop,’ the ‘Clincher,’ and the ‘Boothroyd.’ Others, however good, have yet to win their spurs. Of these three varieties the first-named will probably maintain its supremacy as the fastest for the path, though modifications of either of the others, that would place them at least on an equality in point of speed, are quite probable. (Indeed, as the racing-path may be considered the ‘pattern-shop’ or ‘sample-room’ of the whole pastime, we think it would be well if makers of these tires were to give some attention to racing qualities.) And, as we recently acknowledged, the ‘Dunlop’ tire for road riding, pleasure seeking cyclists, has *now* entered the region of practical politics. It is much simpler and safer in every respect. But in simplicity it is still outdistanced by the others, and this will prove of immense importance with many a rider in coming to a determination. Modified by lightening the walls, either the ‘Clincher’ or ‘Boothroyd’ can be made as fast as the ‘Dunlop,’ but only at the expense of their present superiority in point of stability

“To summarise, we have concluded that the *tried* pneumatic tires, improved for 1892, may be recommended to all riders who are prepared to expend a little care and patience for the return of much additional comfort. In the past the expense of time, patience, and money was too great for the return to permit us to recommend the pneumatic to all and sundry.”

R. J. Hsley writes respecting pneumatic ordinaries:—“I have ridden one all the year up to August, and have just latterly been riding a safety, so can give an opinion. *Puncture*—Most decidedly the ordinary is less liable to puncture than the safety. My machine went right through the season with only one puncture. That occurred on the second day that I had the machine, and was really my fault. I had not then any experience of pneumatics, and I had the tire very flabby, and going over a big sharp stone the inside bladder was nipped on the rim. A friend of mine, P. Rivers Smith, has ridden his pneumatic ordinary all the summer with-

out a puncture of any kind taking place. *Slipping*—Pneumatic ordinaries practically do not slip at all as compared with a safety. They slip *very little* more than a solid-tired machine. *Vibration*—I never realized more forcibly what a comfortable machine the ordinary was than when I raced fifty miles on a safety a little while back; the vibration through the feet was very noticeable. A pneumatic ordinary wants a *lot of knowing*. I find it wants neat ankling, very little push. When under weigh (they are slow at starting) they get a swing on which nice ankling keeps up.”—*Bicycling News*.

Tires are still a mystery. They often puncture without any assignable cause on most undesirable occasions, but sometimes survive repeated crashings through knife-edged flints unharmed.—*Bicycling News*.

A couple of tandem riders, who went to Barnet and back last Saturday, had to walk nearly all the way home because they were ignorant of the dodge of wedging up a wide-mouthed spanner with the humble copper. They tried string, wire, and paper, but of course these were not of the least use.—*Ex*.

*Bearings* and the English *Cycling* have entered into arrangements whereby each publishes the illustrations and is the agent of the other.

Is the cycling woman more robust than her sisters, and is her physical development higher? These are questions which are now being asked by scientific men throughout the country. Common sense and experience answer yes to the first of these questions, but it is difficult to prove the second till at least another generation has come to show. It is, at least, acknowledged pretty generally that cycling tends to strengthen and develop the frame, as it most certainly gives health and tone to the whole body. One word must, however, be said for the importance to women of keeping a rational attitude while riding. Crouching near the handle-bars, riding with the saddle too low or too high, and assuming a round-shouldered position, are mistakes which not only produce a repellent effect on the beholder, but have a far worse consequence to the rider in a destruction of all graceful carriage, and a tendency to malformation and disease. It goes to my heart to see a girl riding awkwardly and badly, because I know how sorry she will be for it some day.—*Irish Wheelman*.

The Crypto Cycle Co. are exhibiting a number of geared ordinaries at the Stanley show.