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CYCLING.

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

Vol. 1.

TORONTO, NOVEMBER 11, 1891.

No. 24.



J. H. NASH,
WANDERERS BICYCLE CLUB, TORONTO

Canadian Flyers—6.

J. H. NASH.

Among the ranks of Canadian flyers there are none who, by virtue of conscientious exploits, deserve more favorable mention than J. H. Nash, of the Wanderers Club, and whose photograph forms the subject of our frontispiece in this issue.

To those brightest gems in a successful career, modesty and unassuming manners, he is possessed with a quality of grit essential in the constitution of a racing man, and which has undoubtedly aided him in his many competitions.

Born at Woodbridge, Ont., in March, 1871, he is now only in his 20th year, and commenced riding in March of last year, joining the Wanderers, from whose ranks have emanated so many speedy riders in the following May, and soon showed his ability as a rider by winning first place in the Club Handicap Road Race a few weeks later. Encouraged by this attempt he entered in the Three-Mile Handicap race, at the Toronto Bicycle Club Meet, on Civic Holiday; winning second place to Palmer, of Hamilton, the present champion. On Oct. 3rd, following, at Dundas, he won first place in the Mile (open), defeating both Palmer and Skerrett, of Hamilton. This was his last appearance in the season, and certainly the record had been most creditable.

Commencing the season of 1891 by winning second place in the Mile (open), at Woodstock, on May 25th, Wells, of the Wanderers, taking first, he followed that up, on July 1st, at the Hamilton Meet of the C. W. A., by riding second, in the One Mile (open), to Palmer, defeating Wells and Skerrett, and the following day made, perhaps, his greatest attempt in the Club Team Road Race.

Although having shown himself to be an exceedingly plucky road rider, it was hardly expected that such men as Nasmith and others should go down before his prowess, and when, 13 seconds after Palmer flew in, Nash crossed the line, taking second place, congratulations were showered on him from all sides.

On September 20, at Newmarket, he added two more victories to his list, winning first place in both the one and three mile events.

His taking fourth place in the Inter-Club Race, Torontos vs. Wanderers, on Rosedale Grounds, was a most creditable showing, in view of the fact that his length of training was confined to the week previous to the race, all the other riders having been in preparation for some time.

Nash commenced on and has clung to the safety machine, and his friends, the Wanderers, have reason to be proud of him, who has not only by his ability as a rider, but further by those gentlemanly qualities displayed at all times, endeared himself in the minds of all who come in contact with him.

The subject of our next article on Canadian Flyers, will be Mr. E. J. P. Smith, of the Toronto Bicycle Club.

Heale's Pneumatic.

The construction of this tire is so simple that in case of puncture, it can be repaired in ten minutes, at the roadside, by any rider, however deficient of mechanical ability.

This tire cannot burst, as the air chamber is enclosed in a stout canvas cover, which is never cut no matter what repair may be necessary. A seam (having $\frac{1}{4}$ inch flaps) is opened by ripping the stitches carefully with a penknife, permitting the rubber air chamber to be pulled through and patched, when the canvas is re-sewn, making the tire as strong as before.

It is built in a 2-inch shallow cushion rim, and the mode of construction may be understood by observing the following description: A flap of rubber and canvas vulcanized together is fixed in the rim by a wire, the outer rubber cover having the points smeared with rubber cement and passed between the flap and the rim, after the canvas tube containing the air chamber is placed in the rim with the seam just below the point of rim. When the tire is inflated the expansion of the air chamber presses the flap against the outer casing which is gripped by the rim, from which it cannot be pushed away.

To repair, deflate the tire, pull the point of outer rubber away from the flap, rip the seam in canvas tube and draw out air chamber. Cement the point, push it down between the flap and rim, inflate, and ride at once.

The valve used (Heale's patent) is absolutely tight, but can be instantly released by pushing a wire down it.

To insert a new spoke deflate the tire and push it away, when the spoke may be passed through the rim.

H. C. Tyler, of Highlandville, the holder of the world's records for the quarter (in 33 $\frac{1}{2}$ sec.) and the half (in 1 min. 6 sec.), is 23 years old, and many predict that he will next season prove himself one of the fastest riders in the world.

Cycling

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

EDITORS:

F. F. PEARD, - - - CHRIS. B. ROBINSON.

PUBLISHERS:

WM. H. MILN CHRIS. B. ROBINSON

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

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

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Looking Backward.

Can it be possible that one year has nearly elapsed since CYCLING first asserted its right to existence? We have little to say in this number as to the past, we do not believe in looking at the days and hours that are gone, beyond, possibly, to pass the mover hurriedly in memory and note the errors we have made for our guidance in the shining hours that are to come. Scanning for a moment our efforts during the year, we feel that we have had somewhat unusual difficulties to overcome, and while our paper has not reached a high point of perfection by any means, still we have passed the most trying period—that of infancy. What we have been able to do to advance and rebuild the sport of cycling is not for us to remark on. Our labor has been purely one of love, but still associated with pleasurable satisfaction.

We thank our friends who have given us a word of encouragement ever and anon. Our thanks are also due to the advertisers who stood by us when the paper was looked upon by many as a hopeless experiment, they shall have their reward.

Which Will You Have?

In the last issue of the *Wheelman*, its editor (Secretary Donly) criticizes Captain Robertson's opinion of road racing as follows:—

"It is interesting. . . . But will it pay? The wheelman has had to fight for the recognition of his right to use the Queen's highway. It was a struggle finally crowned with success, but has he won the right to abuse his privilege?" . . .

A couple of days later, in the *Mail*, appears the following, for which we suppose Editor Gerrie has authority:—

"Secretary Hal. B. Donly, of the Canadian Wheelmen's Association, is delighted with the idea of the Relay Race. He thinks that it will win the wheel a far wider circle of friends. In a letter on the subject he says: 'The Relay ride was from the moment of its proposition so attractive a subject that it does not surprise me to see that you have enlisted so many participants for it as to make it success almost a certainty.'"

Another Road Hog and What Befel Him.

During the last two or three years Mr. Richardson, a member of the Toronto Bicycle Club, living at Weston, has been riding to and from business in the city, and during that time has been several times annoyed by a certain driver who seemed to think it quite a smart trick to make the cyclist dismount. Last week as Mr. Richardson was wheeling along merrily on his own side of the road he met this party, who was on the same side and refused to give way. As a consequence Mr. Richardson was compelled to dismount, after being nearly run over. Of course the "smart aleck" jeered him and drove on, but Mr. Richardson pursued his way and noticing where the driver had started from, went in and ascertained that his name was Powers. Justice Wingfield issued the necessary summons, which was served and Mr. Powers came down, apologized to Mr. Richardson, paid the costs of the court and Mr. Richardson's lawyer, and was released with a warning from the Justice, who said: "You are a young man now, and I give you fair warning, if you ever come before me again for a similar offence I shall fine you to the utmost limit of the law, which is not a small matter either. You thought the bicyclist had no rights to the road, did you? Well, when this court has done with you you will know differently. I suppose you have an idea this young man's life is not worth that of your horse."

Publishers' Notice.

Bound copies of CYCLING (vol. 1) will be ready in a few days. Those desiring copies will please send in their orders at once, as the number is limited. Price \$1.25.

Subscribers who have preserved their copies through the year can have them bound in cloth for 50 cents.

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.—XIV.

Good old London! what pleasant memories come back to us as we think of the many delightful days spent within thy gates! Ten days, full of incident and adventure, were wiled away by us in the great capital before we began to realize that, to see anything of the continent, the thread of our journey would soon have to be resumed. It would be an act of presumption for the writer to endeavor with his feeble pen to picture with any degree of accuracy or true coloring what life in London is. The daily existence of a traveller in London is hard to describe; it has to be practically experienced to be appreciated. For instance, this was the programme carried out during the first twenty-four hours after our arrival in London. McLean had already decided that we should at once embrace the opportunity of hearing Gilbert and Sullivan's last operatic effort, "The Gondoliers," so the evening was spent at the Savoy theatre.

Sunday morning found us stirring bright and early—we can use the word "bright" conscientiously, if not the "early"—and attended morning service at St. Paul's; we could not ascertain who the speaker was, but even the poorest preacher would appear eloquent in grand old St. Paul's Cathedral. In the afternoon we wended our way towards Westminster Abbey, with the indefinite idea of reaching there some time. The journey, however, was much shorter than we anticipated, and we arrived at the Abbey barely in time to gain admittance to the interior so dense was the throng of people, the great majority of them being, like ourselves, strangers. We were confined to one little corner of this vast edifice, and could see but very little of the great congregation which filled almost every available inch of room, but we had one privilege which could not be denied us—that of hearing the strains of the mighty organ, the music of which seemed almost divine to us. Ascertaining the location of Spurgeon's church before leaving our hotel, we climbed upon the top of a Cheapside omnibus, and after various changes from one bus to another we reached the church of the great preacher. We had taken the precaution to secure tickets of admission beforehand, so had no difficulty in getting good seats on

the lower floor. Mr. Spurgeon was in one of his happiest moods and gave us the benefit of an excellent sermon, which we duly appreciated; but the absence of an organ to lead the singing of that immense congregation did seem strange to us, and we could hardly realize that we were in a church when we were prompted to turn and look at the almost unlimited accommodation provided by the immense area this building covers together with its two large galleries.

Day after day the hours were employed in visiting the wonders of London, and its sights may well be called "wonders," for the change is constant; you may live a year in London and see something new every day. Shortly after our arrival in the metropolis it was our pleasure and privilege to meet Mr. G. H. Smith, the active secretary of the Anerley Bicycle Club of London. Mr. Smith is—well, to use a phrase of western slang, "out of sight"; everything that he could do to add pleasure to our sojourn in London was done with a willingness and indication of sincerity that was absolutely refreshing. Without making any additional comment upon our doings in London at this time we will hurry the journey forward. Nearly ten days after our arrival in London we started out one bright Sunday morning, under the guidance of our friend Smith, to ride to Brighton. Taking the coach road to this famous resort, we had a delightful run of six or seven hours' duration over an excellent bit of surface. Brighton is a great place, there is no doubt about that; but the entire absence of social gaiety at the time of our visit caused Langley to openly express his disappointment with reference to the town; we could not even get him to visit the Aquarium, which was certainly a mistake. No one in going to Brighton should miss seeing the Aquarium. Every kind and class of submarine animal is there to be found, disporting in its native element.

With the knowledge that France was so close at hand, we cut short our stay in England's fashionable watering place, and Monday afternoon took the road which skirts the sea beach and quickly covered the few miles between Brighton and Newhaven; as we came rushing down the steep hill, at the bottom of which is the little village of Newhaven, we were gladdened by the sight of McBride, who had come on from London by rail. We found that there were yet about three hours to spare before our steamer started, so we amused ourselves by taking a dip in the ocean, afterwards writing a few necessary letters, and becoming acquainted with a vision of earthly loveliness that claimed

this ancient old inn as her home, a veritable pearl among swine, so McLean averred. The remembrance of this gem of feminine beauty kept the whole party in a state of blissful amiability for many days after the material specimen had faded from our sight. Our bicycles safely stowed away, and, after some little difficulty with the Exchange Clerk, who found trouble in collecting sufficient French currency to take the place of the large quantity of pennies we had on hand for incidental tips, we retired to our couches, hoping that the Captain was a truthful man, in telling us that we were to have a smooth and agreeable run across the channel

(To be continued.)

London Letter.

DEAR CYCLING,—The most important news in club life at present is a financial crisis in the F.C.B.C. At the regular monthly meeting on Monday evening, November 2nd, the financial affairs of the club were found to be in such a condition (in consequence chiefly of the failure to draw a crowd at the races) that it was deemed necessary to call a special meeting of the club for Monday, November 16th, for the purpose of devising means to pay the liabilities and place the club on a sound financial basis. No doubt the decision of that meeting will be such that the old Forest City club will uphold its venerable reputation as a permanent institution.

The London Cycling Club has lost one, if not the chief, of their enthusiastic members in the removal of R. J. M. Webbe, their worthy Secretary-Treasurer, from the London to the Winnipeg branch of the Molson's Bank. This makes three ex-London bicyclists in Winnipeg, Messrs. Fewings and Chisholm of the Merchants Bank there being London boys. We shall look forward to seeing Mr. Webbe uphold his reputation as a speedy rider in the N.-W. next summer.

Riding is practically over here for this season. Of course the more enthusiastic riders will keep it up all winter, but the most of us will prefer to sit at home and listen to the stories of the wonderful rides of the others. We will all watch with interest the outcome of the proposed Relay Race.

No action has yet been taken in the matter of the proposed athletic grounds, though there has been several editorials and letters in the papers on the subject. Too many such schemes have already fallen through here for much faith to be given to the matter until it is an accomplished fact.

Yours truly, W. G. OWENS.

Sarnia Letter.

Sarnia wants the C.W.A. Meet. We have a small town but it is a hustler. We have a third of a mile cinder track, acknowledged by Hyslop, Skerrett and other Canadian flyers, as well as Rands, Morton and other Americans, as the best track they ever rode on. There is a large grand stand on the grounds. There is also a great attraction here in the shape of a tunnel under the St. Clair River. But those that have had the pleasure of being here need not be told what the boys are like and are all anxious to come again. Sarnia is also a central town, and everyone could come, as the railroad connections are of the finest. I will not dwell longer on the subject at present, but you will hear from us again before long.

Look out for the Meet at Sarnia in 1892 if possible to get it. Yours, etc.,

NIBBS.

Nov. 6, 1891.

Editors at Sea.

WHAT MAY BE EXPECTED.

R. M. Jaffray, of the *Referee*; Van Sicklen, of the *Bearings*, and Prial, of the *Wheel*, all left for England on the same boat.

First day out.—Captain to Passenger—"There's another boat coming, bound east. It will be a good race between us."

Passenger—"In that case we must have a referee."

Pale person (from behind a smoke-stack)—*Referee*, sir. Yes, sir. Best advertising medium in the States. Two dollars a year in advance; ten cents a copy. Shall I have the pleasure of sending you"—attack of "oh, mys!")

Second day out.—First officer to second ditto—"Have you taken your bearings to day, sir?"

Spectacled gent from behind another smoke-stack (voice very feeble, however)—*Bearings*, sir. Yes, sir. Two dollars a year; ten cents a copy. Best advertising medium"—(dreadful attack of the "oh, mys!")

Later.—R. M. J. to V. S.—"You are requested not to speak to the man at the *Wheel*"—*Referee*.

Relay Races are all the talk at present. One is proposed between Chicago and Milwaukee, and another from Chicago to New York.

Hartford-New York Relay Race.

From the *American Cyclist*, whose editor was the chief promoter of it, we gather particulars of the great Relay Race of Saturday, 31st October. Twenty riders, members of the L. A. W., had volunteered their services, of whom twelve rode pneumatics and eight cushion tired wheels, nineteen safeties and one ordinary. The distance was 126.8 miles, and the start was made at 7 a.m. from the office of the *American Cyclist* in Hartford.

All along the route a great amount of interest was manifested by the public, and, in the cities, street cars and teams were stopped by the police until the riders had passed. The papers published in the various cities through which the course led devoted from two to five columns to descriptions of the race, and several newspaper men acted as time-keepers at the different points.

The total distance was covered in 8 hrs. 22 mins., the riders being greatly retarded by the traffic in New York city, up to which place they had ridden within schedule time. The average time for 126 miles was 3 min. 52 sec., and for the whole distance 3 min. 57 sec. C. T. Seeley, of the Norwalk Club, rode twenty-one miles in 1 hr. 4 min., the fastest for the distance on a Connecticut country road. C. M. Murphy rode 10½ miles in 30 min., the fastest rate per mile of the entire course.

Not a puncture, leaky valve or burst was recorded, though several of the wheels ridden were pneumatic racers, weighing only twenty-seven pounds, all on. Altogether the event was a great success, and for the arrangement of which Jos. Goodman, of the *American Cyclist*, deserves great praise.

Notes.

The Boothroyd-tired rational does not slip under any provocation whatever.

The Western Wheel Works contemplate manufacturing 30,000 wheels next season.

The *Sporting Review* intend publishing a Christmas number. Their subscription list has increased 2,000 since September.

Adelaide cyclists are forming a South Australian Cyclists' Association, in opposition to the cash racing business, to preserve genuine amateur racing.

The South Australian Postmaster general has substituted bicycles for the horses previously used in conveying telegrams between the G.P.O. at Adelaide and the Exchange, finding a gain in speed as well as economy.

Miss Florence Fincher, a member of the Capital Cycling Club of Denver, has just ridden 113 miles in 10 h. 35 m. She first learned to ride in May last.

Geo. F. Taylor, of Harvard, is credited with being the fastest college rider in the world. His time of 4 min. 48½ sec. for two miles stands as the world's bicycle record for the distance.

A writer in *The Bearings* suggests a grand Cycling Circuit, similar to the trotting circuit. He proposes a circuit including Chicago, Peoria, Cincinnati, Detroit, Buffalo, Cleveland, Rochester, Hartford and Springfield.

Mr. Potter's "Gospel of Good Roads" has made such a favourable impression upon the Missouri State Board of Agriculture that he has been invited to address the various meetings of the Farmers' Institute in the State during the coming winter.

A French lieutenant of *Chassuers à pied* has constructed a quadricycle having two motor and two steering wheels. It is capable of accommodating twenty-eight riders, each of whom assists in propelling it. The normal speed is equal to that of a horse at the trot.

We have received a very pretty card "programme of entertainments to be given by the West End Bicycle Club, of Rochester, during the coming season." The following is the list, and one that promises much enjoyment to the members of that active and energetic club: Oct. 29, Card Party; Nov. 12, 1st series Dance; Nov. 26, Lantern Exhibition; Dec. 3, Smoker; Dec. 10, 2nd series Dance; Dec. 17, Ladies' Night; Dec. 31, Watch Meeting; Jan. 7, 3rd series Dance; Jan. 14, Lantern Exhibition; Jan. 21, Ladies' Night; Jan. 28, 4th series Dance; Feb. 4, Card Party; Feb. 11, Smoker; Feb. 18, 5th series Dance; Feb. 25, Parlor Concert.

Bicycling News of October 24th contains an article which will bring joy to the hearts of all "ordinary" riders. The Crypto Co. and the Facile Co. have amalgamated, and are now devoting their attention to the manufacture of a gear which may be fitted to any type of the ordinary bicycle. This will, if successful, give a new lease of life to the ordinary, which many riders prefer on account of its freedom from mud in the bearings, and from the fact that the rider himself is beyond the reach of that bugbear of the safety rider. The rider of the geared pneumatic ordinary will no doubt have a comparative picnic as far as comfort is concerned but it is hardly possible that he will be able to excel the dwarf in speed.

Toronto Bicycle Club, Ltd.

Items of Interest.

ORGANIZED
1881



INCORPORATED
1891.

Club House: 346 Jarvis Street.

DIRECTORS:

President R. H. MCBRIDE.
Vice-President C. E. LAILEY.
Secretary ED. B. RYCKMAN.
Treasurer J. F. LAWSON.

F. BRYERS, W. H. CHANDLER, W. H. COX, CHAS.
LANGLEY, W. ROBINS, E. A. SCOTT,
A. F. WEBSTER.

OFFICERS

Honorary Secretary JAMES WOOD.
Statistical Secretary G. M. BEGG.

ROAD OFFICERS

Captain W. ROBINS.
1st Lieutenant Ordinaries JAS. MILN.
1st " Safeties F. B. ROBINS.
2nd " Ordinaries C. W. HURNDALL.
2nd " Safeties J. B. LAIDLAW.
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 NOTICES.

The regular monthly meeting of the Toronto Bicycle Club was held in club house on Monday evening the 2nd inst. The following motion has been passed by the Board of Directors: That the Treasurer write every member in arrears for fees, notifying him that, unless such be paid by the 10th inst., his name shall be posted in club house, and if all arrears be not paid by the 20th of November he shall be expelled from the club.

The following notice of motion was given by R. H. McBride: That at the next regular meeting of the club I will move that card playing be disallowed in club house.

J. WOOD,
Hon.-Sec.

The *Sporting Review* says the prevailing tire in the East will be the Pneumatic, while in the West, Cushions will predominate.

The Raleigh Cycle Co., of Nottingham, is about opening a branch supply house in the United States as a preliminary to starting a factory. The Raleigh is the wheel upon which Zimmerman rode during the past season.

In all his races J. H. Nash has ridden the celebrated "Rudge" Pneumatic.

Bartlett, the inventor of the Clincher tire, is an American, born in Massachusetts.—*Referee*.

Cyclists are requested to keep a look-out for New Rapid safety, No. 6321, recently stolen from Mr. Jas. Kernahan of the Toronto Bicycle Club. The rear mud-guard was detached.

Cyclists in the neighborhood of Neder-over-Hembeek, in Belgium, have hard lines. Not a week passes but a battle occurs between them and the peasants. Several riders and their wheels have been thrown into the canal.

A few weeks ago as Hurndall, of the Torontos, was riding down Auburn Hill at full speed on Hyslop's Ecosais, the chain flew off and caught in the pedals, thus "skidding" the back wheel. It is a remarkable fact that the tire, a Boothroyd racer, suffered not the slightest injury from the "brake."

On Friday evening a large number of the T. B. C. members intend taking in "Ben Hur," at the Grand, as several of the T. B. C. members are in the cast: F. Bendelari as Ben Hur (as a boy); W. H. Chandler, companion of Thord—a villainous looking companion, too, though they say he dies beautifully; W. Hyslop and F. Lilly, as Roman soldiers, and H. Bendelari, as a slave boy.

E. J. P. Smith, of the Torontos, claims record from Barrie to Toronto (65 miles), which was accomplished by him on Tuesday the 4th inst., in 4 hrs. 15 min., on a cushion-tired Brantford bicycle. 15.3 miles an hour is pretty good time for that distance, and if he can cover his 38 miles to-morrow at the same pace—and, as the road is better, there is no reason why he should not—he will finish inside of schedule time.

On Saturday last, while acting as pace-maker for the scorchers, who are to take part in the relay race, Mr. H. C. Pease, C.L., took a "header" at the foot of the last hill before reaching Highland Creek, breaking a small bone in his right wrist, and peeling the end of his nose. Although suffering considerable inconvenience and pain, he is around, and Dr. Doolittle, the club surgeon, thinks he will be all right again in a few days. Mr. Pease was setting pace for a locomotive on the G. T. R. at the moment of the accident.

Athenæum Bicycle Club.

T. B. C. Mileage.

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 "

1 J. Stanbury... 767 m.	6 E. Y. Parker. 423 m.
2 G. M. Begg... 755 "	7 J. Miln 415 "
3 W. Robbins.. 623 "	8 W. Hurndall. 379 "
4 W. H. Miln .. 592 "	9 J. Wood 323 "
5 J. Sinclair.... 561 "	10 A. Rankin... 313 "

Possible mileage, 935 miles.

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.

The Time for Training.

As from time to time arduous performances on the road are accomplished by youths, and as every season the school of immature path riders grows larger, the following warning words from Sir Morell Mackenzie may be perused with profit: "When, it may be asked, is it safe for a youth to begin training? When growth is so far complete as to make the body able to bear the extra strain put on its resources by the increased work it has to do under training. Before the eighteenth year the shafts of the limb bones are not fully ossified, and it is not till a somewhat later period that the upper and lower portions of these bones, which develop separately, become firmly soldered to the shaft. Even after that growth still goes on, and the bony framework of the body is not fully consolidated till between the 25th and 30th year. The heart, lungs, and other organs do not attain their full development till about the same period, the greatest progressive growth taking place between the 18th and 25th years. From these data it may be concluded that no severe course of training should ever be undergone before the age of eighteen at least, and no prolonged effort requiring endurance as well as muscular strength should be undertaken before twenty. Even at that age rapid training for an athletic contest of any severity should not be undergone without the warranty of soundness having first been obtained from a medical man.—*Ex.*

From the *Referee* we clip the following which we think is the very latest. The rider escaped to record the event which occurred in Buffalo: "Fowler's mount was a Warwick diamond frame, and, although half a dozen cars passed over it and dragged the machine about two hundred feet, not a thing was broken. The wheel is a curiosity, and appears to be tied up in a double bow knot."

Quite a number of riders of the mud-whirling safety have cleverly adopted the American cheese box idea, and furnished their machines with light, broad, and thoroughly efficient mud-guards, which when coated with Brunswick black appear by no means unsightly. The only pair that have gone wrong yet were subjected to the strain of being driven through two and a half feet of water running strongly across the road. These guards acted as a grand brake, and pulled the rider up in the deepest part.

Mark Tapley was a real good sort; the kind of companion to take about with one on one's daily wanderings, and live next door to, most of one's life. Dickens piled on every adverse circumstance he could think of to throw up his powers of cheerfulness, but there were a few bitter ones he couldn't subject him to, for they weren't invented. If, for instance, Mark had been made to sing the song of the burst pneumatic! If he had been ten miles from the nearest town, on tour, with a fine soaking night setting in, and not a human being in sight, and his flask empty, and his sandwiches all gone, and his tire had selected that particular opportunity to flatten! We may be severe on Mark, but we fancy a test of that sort might have taken some of the lustre from his character.—*Bicycling News.*

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(INSTRUCTOR)

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Rudge
Rider
Rides
Right



to the end of his journey, because the RUDGE BICYCLES are built for use on CANADIAN ROADS. If you want a WHEEL that would do you credit to be seen riding, purchase a RUDGE. Those who buy other machines usually travel on the side thoroughfares for fear of being seen on them.



OUR NEW CATALOGUE will be ready in JANUARY, and will tell you all about the WHEELS.



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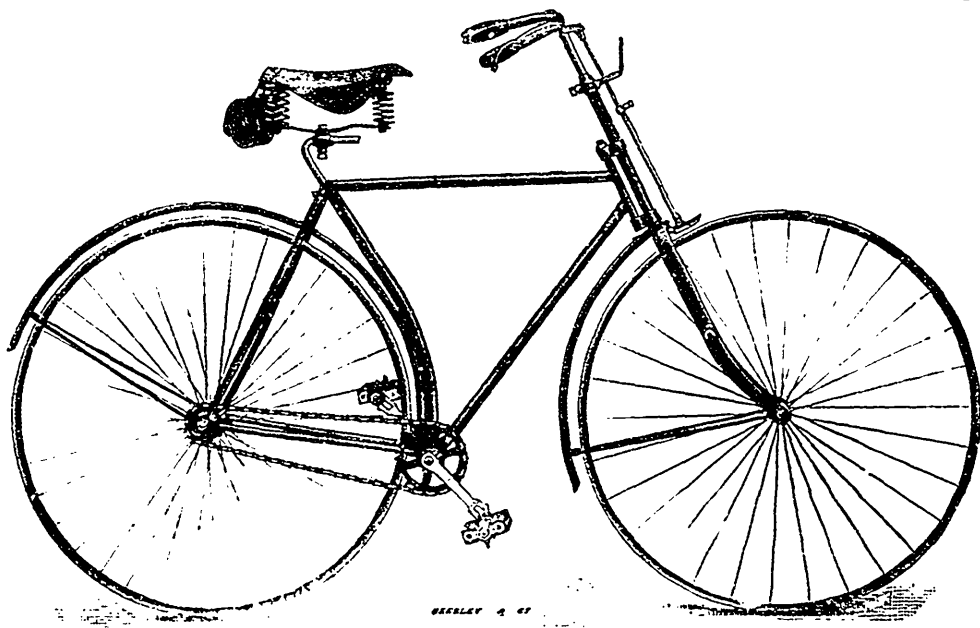
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and 89 King Street East, HAMILTON.

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We do not require to either change the name of the machine or the maker, as we are not ashamed of it, as some Canadian makers change the name of a celebrated English wheel to their own, to win prizes on, and then get beaten by a boy who is riding his first season.



Hamilton, Green Race. Time, 2 mins. 53 2-5 secs. Ordinary heavy cushioned tyred machine.
 Toronto, Half-Mile.—Time, 1 min. 15 2-5 secs. Ordinary road pneumatic, weighing over 40 lbs.
 Sarnia, Mile.—Time, 2 mins. 44 secs.
 Sarnia, Two Miles.—Time, 6 mins. 1-5 sec.

First in the Team Race at London and several other races that day.

These are the strongest, fastest and best everyday roadsters to be found in Canada, and the price most reasonable. Wheelmen, these machines are the acme of perfection.

Also Cushioned Tyre Ladies Ecosais Diamonds.

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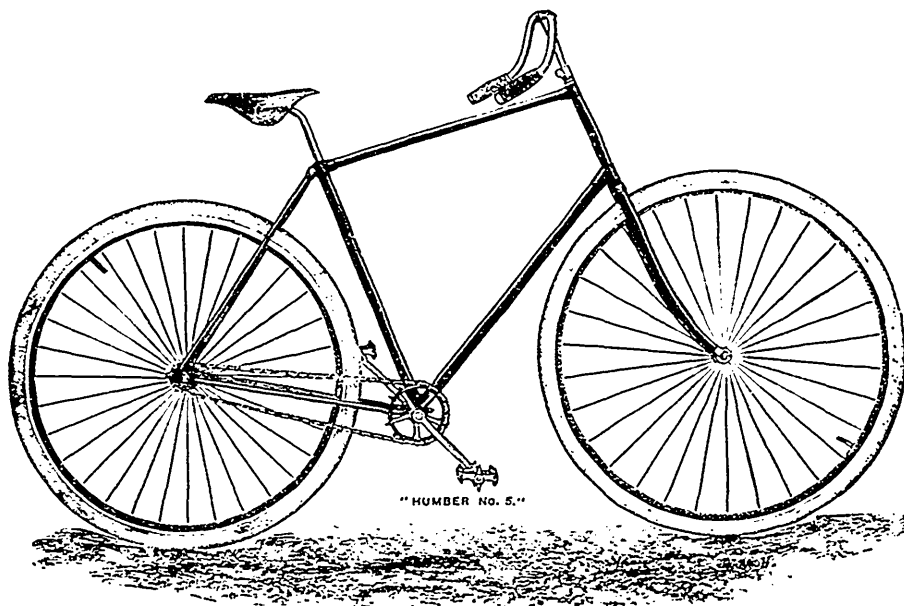
WHOLESALE AGENTS FOR CANADA.

THE GREATEST RACE

* EVER RIDDEN *

The following cablegram tells the story, received at Toronto, 12.40 p.m., Sept. 9, 1891:—

“Great French Road Race, Paris to Brest and back,
750 MILES, Won on the HUMBER.”



This Season THE HUMBER has re-established its reputation by carrying everything before it. Wheelmen are already familiar with it as

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Canadian Agents for Starley Bros., Coventry, “The Psycho;” J. K. Starley & Co., Coventry, “The Rover;” Humber & Co.
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AMUSEMENTS.

Academy of Music.

November 16, 17, 18.—Wolf's Wedding.
 " 19, 20, 21.—Frank Daniels.

Jacobs & Sparrow's Opera House.

Week of November 16.—Dark Secret.
 " " 23.—Pat Rooney.
 " " 30.—Ole Olson.
 " December 7.—Nelie McHenry.

Miss Margaret Kirkwood has made application for membership in the Century Road Club of Chicago, having this year made three runs of that distance.

P. J. Dukelow, of the Ramblers of Rochester, has broken W. Le Messieur's record from Buffalo to Rochester, covering the distance, 74 miles, in 4 hr. 22 min.

At a recent banquet given by the West End Bicycle Club, F. H. Bettys replied to the toast of the L. A. W. setting forth the advantages and privilege of membership in that organization in a very effective speech. Concerning the New York Division in particular he drew attention to the organized efforts now being made to recover stolen bicycles and punish the thieves. This, we think, could be imitated by the C.W.A. with advantage to its members.

FOR SALE, WANTS, EXCHANGE.

Two insertions 25 cents.
 Four " 40 "

FOR SALE—52 inch Comet cushion tyre Rational, almost new. Reasons for selling. H. F. Strickland, 55 Beverley Street.

TWO 52in. Cushion Tired Comet Rationals for sale. Only been ridden a few times. Each a bargain, \$100 and \$95. Apply at office of CYCLING, 5 Jordan St.

A BEAUTIFUL imported safety for sale, almost new, all ball bearings. Address 178 Front Street E.

FOR SALE—48 inch American Star, cost \$80, sell for \$30, 41 inch Special Star, cost \$140, sell for \$80. Both in good condition. W. E. Saunders, London.

FOR SALE—Toronto Bicycle Club Uniform in good condition—will sell cheap—also a cyclometer. Apply to W. H. M., office of CYCLING, 5 Jordan Street.

FOR SALE—52-inch Comet Rational (English manufacture), one-inch solid tire—in first class condition. Apply Geo. Parsons, Willard Tract Dep., Cor. Yonge and Temperance Sts.

FOR SALE—50 inch Referee Rational, new—reversible ball head, spide handles—cost \$130 will sell for \$100. Apply office of CYCLING, 5 Jordan Street.

FOR SALE—A two brand, Automatic Cigar machine, almost new, same as the Hamilton Club have—a paying investment for a club room—a bargain. Address box 558 St. Catharines.

FOR SALE—Union Safety, almost new, with ball bearings throughout. Cost \$125, will sell for \$90, cash. Apply, 39 Wellington St. East.

WHEELMEN'S HEADQUARTERS.

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

WEST

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

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

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

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

EAST

KINGSTON ROAD.—Woodruff's Hotel. Special attention to the wants of Cyclists. \$1.00 per day.

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

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

HIGHLAND CREEK.—Kellar's Hotel. The best place on the Kingston Road for meals. Wheelmen given every attention. \$1.00 per day.

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

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

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

PORT HOPE.—St. Lawrence Hall. Mr. Owen, Prop. This house is noted for its attention to Wheelmen. Special rates to Wheelmen.

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

NORTH

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

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

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