

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/  
Couverture de couleur
- Covers damaged/  
Couverture endommagée
- Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée
- Cover title missing/  
Le titre de couverture manque
- Coloured maps/  
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur
- Bound with other material/  
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/  
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure
- Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

- Coloured pages/  
Pages de couleur
- Pages damaged/  
Pages endommagées
- Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées
- Pages detached/  
Pages détachées
- Showthrough/  
Transparence
- Quality of print varies/  
Qualité inégale de l'impression
- Continuous pagination/  
Pagination continue
- Includes index(es)/  
Comprend un (des) index

Title on header taken from:/  
Le titre de l'en-tête provient:

- Title page of issue/  
Page de titre de la livraison
- Caption of issue/  
Titre de départ de la livraison
- Masthead/  
Générique (périodiques) de la livraison

Additional comments:/  
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

# CYCLING

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

Vol. II.

TORONTO, NOVEMBER 10, 1892.

No 24.



CHARLES BEWS,  
HAMILTON BICYCLE CLUB.

### Mr. Charles Bews.

The cut on the foregoing page presents to our readers a fine photo of Mr. Charles Bews, of the Hamilton Bicycle Club, who has won for himself the honor of holding the record for the fastest one-mile novice race ever run in Canada, if not in America. This was at the Toronto Bicycle Club races in August, when he covered the mile in the remarkably fast time of 2.39; and when it is considered that last year's championship was won in 2.42 1-5, it will show Mr. Bews to be a speedy rider, and we feel sure there is not one of the champions of to-day can show any such time for their novice race.

Mr. Bews' first appearance as a racing man was at Kingston on 1st July, where he made some close finishes but did not get placed, and as he is now out of all class races, we may expect to see him try for the championship next year. He is a popular member of the Hamilton Bicycle Club, and they felt especially proud of Charlie when he made his remarkable novice.

### The Pneumatic Tire is the Missing Link.

The pneumatic tire has not only brought vehicle and bicycle manufacturers into close commercial relations in catering to the great demand for the bicycle sulky, but the succession of record-breaking speed trials by horse-men with the new vehicle, and also by bicycle-riders, has created a feeling of comradeship between the votaries of the two sports.

The smashing of trotting and pacing records that the pneumatic tired, ball-bearing bicycle sulky has enabled Nancy Hanks and Mascot to accomplish in the past few days, wonderful as it was, has been outdone by the bicycle rider. The horsemen are compelled to admit that the performance of the horses were made possible by the adoption of a cycling device, and also to honestly admire the bicycle riders who have outstripped the fleetest steeds. Heretofore there has been no sympathy between horsemen and bicycle riders. The pneumatic tire has now made a bond of fellowship between them.

For five months noted wheelmen have been breaking bicycle records and rivalling those of the speediest race-horses. When Harry C. Tyler's great 2.08! burst from a standing start at Springfield, September 16th, was followed by Zimmerman's 2.09!, it was deemed

a wonderful feat, and the assertion was made that with a flying-start the bicycle would overtake the horse. Four days later, however, at the Independence kite-shaped track, John S. Johnson surpassed all previous records of bicycle and horse, by making a mile in 2.04 $\frac{3}{4}$  from a standing start, and the following day, availing himself of the race-horse's advantage of the flying-start, he left the world of racers, both horses and men, behind him in the almost incredible time of 1.56 3-5. This is a fast age, but the pneumatic tire has made it faster.

The bicycle sulkies at first used have been of hasty construction and the new vehicle is being improved every day through the combined ingenuity of manufacturers of bicycles and sulkies. The horse will make greater records with the perfected racing machine than he has yet scored. There will also, no doubt, be joint trials of speed between race horses and bicycle riders on the same track, that will awaken a great degree of interest in sporting circles. There have been such contests, but not between famous horses and famous bicyclists. The fact that it is enthusiastically proposed by both horsemen and wheelmen is more than a recognition of rivalry. It is the evidence of a fellowship that has been established between them in the world of sports. The pneumatic tire has supplied the missing link; there is no question now about the relationship of the sulky and cycle, and the latter has been admitted to full membership in the vehicle family.—*The Carriage Monthly*.

The *Referee* of October 14th presents an illustration of the *Mail's* skit on record breaking, with a trolley on the "belt line" as pacer.

Down in Orange, N.J., they have a couple of wheels at each police station for use of the force. The wheels are painted a bright red, and a heavy penalty will be inflicted for interference with them by any unauthorized person.

Frank Shorland, the twenty-four-hour man, is just turned twenty-one, and has recently been accepted as a first-class risk by a life insurance company. Shorland is a nephew of Jerome K. Jerome, author of "Three Men in a Boat (to say Nothing of the Dog)."

The practice of the L.A.W. in publishing names of candidates for membership is to omit the addresses. The Lincoln C.C., of Chicago, taking advantage of this, put up for membership in the League their mascot, L. M. Snaix, who is no other than a bull dog.

# Cycling

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

EDITOR: F. BRYERS.

PUBLISHER: - - WM. H. MILN.

*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.*

NOVEMBER 10, 1892.

We have this week published CYCLING a day earlier on account of Thanksgiving Day coming on our publishing day.

## The Council and the Cyclist.

It is now a couple of weeks since the City Council have put on foot a movement for restricting the wheelmen, and while certain of the prominent members of the city clubs have taken the matter in hand, yet no combined effort has been made. Questions of universal interest to wheelmen come up every little while when all see the necessity for an association of the city clubs, but no one seems to feel it his duty to call a combined meeting of the clubs for organization, so that for want of a leader in the matter this important subject is allowed to stand still.

## Keep them off the Track.

Since the most of the streets are asphalted from kerb to kerb, there are no longer interests either of speed or convenience to be served by giving bicyclists the run of the street railway's track allowance.

For their own sake the wheelmen must be kept off the track of the trolley. Theoretically, they have the right to throw away their lives. Practically, they have not the right. Carelessness like theirs is but an indirect way of committing suicide.

Pass a by-law keeping the bicyclists off the track. The risks they take every day prove that many of them are not fit and proper guardians of their own safety. It is the city's duty to stand between fools and the consequences of their own folly.—*Evening Telegram.*

It would almost seem to the ordinary reader of the *Telegram* as if the bicyclist were a red rag and the editor a bull, for every time he sees a cyclist he needs must write some rot. Last week he was urging the necessity of a by-law to keep wheelmen off the sidewalk and compel them to carry lamps and bells, and now he wants another by-law to prevent them riding in the middle of the road. We can see no objection to, and in fact would welcome, a by-law making it compulsory to carry a bell and to keep off the sidewalk, but we see no reason for carrying a lamp in a city where the streets are so well lighted as in Toronto; or for restricting the wheelmen to the sides of the street, so that any over-officious policeman might have an excuse for arresting every rider who might cross the street.

For the information of the *Telegram* we may say that the courts have frequently decided that a bicycle is subject to the same restrictions and enjoys the same privileges as the ordinary vehicle, so that any restrictions placed on one would of necessity have to be placed on all.

## Bicycles and Baby Carriages.

THEY ARE BOTH "VEHICLES" SO THE POLICE  
MAGISTRATE CONTENTS.

"I only administer the law as I find it," said Police Magistrate Denison recently, "and as I have decided that a bicycle is a vehicle, it would be difficult to prove that a baby carriage is not also a vehicle."

Mr. Baxter holds that, under the ruling of the P.M., a baby carriage is certainly a vehicle, and cannot therefore any longer be tolerated to occupy the sidewalks.

Hugh Miller, J.P., also inclines to the same belief.

With these judicial minds opposed to the baby carriage, it looks as if the days of that useful "vehicle" are numbered.

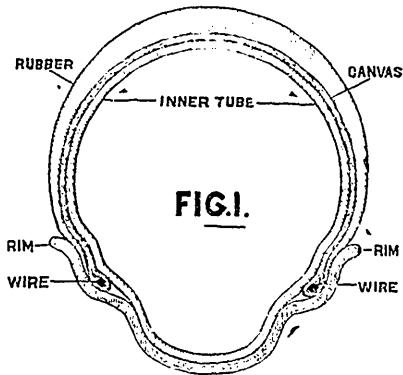
Legal minds, however, place a different construction upon the clause in question, and interpret the words "and other vehicles" to mean only vehicles drawn by horses. It is understood that the challenge thrown down by the Kurnel will be accepted by one of the local bicycle clubs, and that a recent conviction recorded against a bicyclist will be appealed in order to have the law tested.—*Telegram.*

[Not much fear of the cyclists objecting to their mounts being classed as vehicles so long as they get the latter's privileges as well as their penalties.—*Ed.*]

### The Comet Pneumatic Tire.

#### RESULTS OF A YEAR'S ACTUAL USE OF THE TIRE.

Our English and American exchanges lately to hand are filled with descriptions of the "Dunlop for 1893," and all wonder at its simplicity and completeness and why some inventive genius had not thought of it before. One contemporary gives the results of a few weeks' trial of the new tire. We in Canada have been more fortunate, for during the past year the "Comet" tire, which is exactly the same as the Dunlop, with the single exception of the value, has been in general use in Canada, and we, therefore, think the description and criticism which we append will be of interest not only to our Canadian readers, but also in view of the similarity of the tires, to the general wheeling public. Briefly, the tire may be described as follows: The rim, as will be observed, is of a peculiar shape, which materially adds to its strength. The tire is composed of the inner tube, or air chamber,



and an outer covering, the latter being made of a graduated rubber exterior, backed with very strong canvas. This canvas is looped at the edges, and through the loops run endless circular wires. These wires are made of the very best steel and are tested to stand an enormous strain, and when the tire is in its place and inflated they rest in slight recesses half way up the rim, and, as the wires form a smaller circumference than the outer edge of the rim, it therefore follows, that as long as the inner tube is inflated it is impossible to remove the outer covering. As soon as the tube is deflated, one of the wires can be pushed into the bed of the rim, commencing at the opposite side of the wheel from the valve; the wire will then project above the rim, just over the valve, and the

finger can be slipped under it and slid around the wheel, which releases one side of the covering. The inner tube may now be entirely removed from the wheel, repaired, and replaced, when the outer covering can be put in its place again by the same method as when removed; then, by inflating the inner tube, the edges of the outer covering containing the wires are automatically forced into the recesses in the rim, and the tire is as perfect as before.

We shall now deal with the tire under various headings.

#### EASE OF REPAIR.

During the past season a number of riders have had occasion to repair their tires, so that we have been able to get a number of experiences in that respect. Some say it can be done in as short a time as two minutes. We are informed by one rider, that he only spent seven minutes, and the puncture was so small that he was obliged to immerse the inner tube in water to locate it. This he was enabled to do without removing the tube from the wheel entirely. He simply turned it around in a basin of water until the hole was found. At all events it is only a matter of a very few minutes to repair under the most unfavorable circumstances.

#### LIABILITY TO PUNCTURE.

It is found by experience that nothing but a pin, tack, sharp piece of glass, or something of that kind, will puncture it. Stones or rough roads do not affect it in the least, from the fact that the shape of the rim is such that a small stone would be swallowed up without coming in contact with the metal; and if the stone is larger, so that it would press the tire down on the edge of the rim, the chance of a puncture is very remote, for the edge of the rim is turned outward, and between it and the stone there is the thickness of the outer covering, three thicknesses of canvas and two of the air tube, the latter being in the centre, so that it is entirely protected from puncture; in fact, we are informed by the company that, from the whole season's out-put, they have never heard of the slightest difficulty from that source.

#### WEARING QUALITIES.

This is a strong point in this tire, for there seems to be no wear out to it. The curve of the rim follows the curve of the tire, and they fit so nicely into one another that there is really no chance for wear, and it is found that there is not the least particle of creep in any of the many now in use. Upon examin-

ing a tire that has been used some time, it will be found that in taking off the outer covering, it will adhere slightly to the rim, showing plainly that it had never moved from the day the tire was put on. Another point affecting the longevity of the tire, as compared with other wired tires, is, that no wet can get in. The rubber and canvas-covered wires are forced so tightly against the rim by the air pressure inside that they form an absolutely air-tight joint. This was thoroughly tested in a wheel which was ridden on one continuous trip of over 100 miles last winter through wet, snow and slush. This wheel has been in constant use ever since and is still perfectly dry.

Mr. D. Nasmith, the long-distance road-rider of Canada, has ridden one pair of these tires over 5,000 miles, and they show but little signs of wear.

#### SPEED.

It is much faster than other tires, because of its lightness and thinness. It has been ridden in most of the race-meets in Canada and the United States during the past season, and has usually taken first or second place. G. M. Wells was mounted on this tire when he defeated Zimmerman in the quarter-mile dash.

#### RELIABILITY.

There is simply nothing about it to go wrong. The tires cannot come off of themselves even should they become punctured; in fact, one rider states that, on one occasion having punctured his tire eight miles from home, and having forgotten his repairing outfit, he rode home the whole distance without doing it any injury. Such a thing as a wire breaking is entirely unknown, as they are put through a most severe test before they leave the factory—and the strain on them is so regular when on the wheel that they are not in anywise affected by the roughness of the road.

#### Words in Season.

Half a dozen years ago the appearance of a lady cyclist on our streets caused quite a little flutter of excitement. Her own sex regarded her boldness as unbecoming, and even immodest. But the modern tendency for ladies to engage in masculine pursuits and pastimes was not to stop short at cycling, and with wheelwomen now in almost every town, and Ellen Terry and other notabilities setting the fashion, the barrier may be said

to be completely broken down. This is by no means to be regretted, as the athletic exercises open to the gentler sex are comparatively limited, and the opportunities of taking advantage of the majority of them even more so in the case of the middle classes. But, given the possession of a few pounds to purchase a machine, and opportunities for cycling are present to all. The exercise is tempting, and ought to be encouraged, as its general adoption by our young women could scarcely fail to have a salutary influence on their own physique and that of their children. They are, however, warned by medical and cycling experts that to obtain benefit and real pleasure from the exercise they must, while engaging in it, "loosen their laces." No use, they are advised, to attempt cycling in tightened up bodice and stays. Ladies will no doubt take the hint. But while we must now regard cycling as an institution which has made good its claims to public recognition and approval, it is necessary that it should not be permitted to encroach upon the comforts of the public at large. While the danger to the cyclist has become less through the improvement in the construction of the machines, the danger to the pedestrian has become greater because of their multiplicity. A dozen years ago the pedestrian might permit an occasional cyclist to spin past him on a country footpath, with a growl at being startled or having to step for a moment on to the roadway; but he could scarcely be expected to retain his equanimity if he were subjected to the same interruption perhaps fifty times during an hour's walk. The cyclist must now be content to overcome the discomforts of rough roads by inventions of the pneumatic tire description, and leave the footpath to its legitimate possessors. While we are willing to welcome the cycle as a useful feature of our everyday life, it must be made to conform to conditions which will prevent its becoming in any sense a social nuisance.—*Glasgow Evening Times*.

Novice (on a tour)—How far is it from here to our destination? Pace maker—Two hours' ride. Novice—For you or me?—*Wheelman's Gazette*.

Wheelmen have every reason to feel gratified with the progress of the sport in Canada, particularly when one of the great dailies can devote as much space to it as did the *Globe* last Saturday in its illustrated edition. The number was a credit alike to the newspaper and to the sport.

## Toronto Bicycle Club, Ltd.

INCORPORATED  
1891.



ORGANIZED  
1881.

Club House: 346 Jarvis Street.

### DIRECTORS:

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

### OFFICERS

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

### ROAD OFFICERS

Captain .....	JAS. MILN.
1st Lieutenant Ordinaries .....	C. W. HURDALL.
1st " Safeties .....	E. A. SCOTT.
2nd " Ordinaries .....	JAMES SINCLAIR.
2nd " Safeties .....	H. LOVE.

H. C. Pease - Club Reporter.

## CLUB RUNS.

The run for Thanksgiving Day will leave club house at 10.30 a.m. for Weston, where a friendly game of football will be played with the Wanderers. The Captain expects a big turn-out to this run, as a good day's fun is assured. The game promises to be worth witnessing, so don't fail to take in the run and shout for our side.

The Torontos and Wanderers are to wind up the season's runs by a combined run to Weston to-morrow (Thursday) where a football match will be played between members representing the two clubs.

After the football match a big dinner and then a chance to learn roller skating. Those who play football will probably be glad they did not attempt the skating, while those who skate will hardly try football. He will be a courageous one who tries both.

The members of the T. B. C. spent a pleasant time on Hallowe'en at their club-house, the principle feature of the evening being a fine exhibition of stereoptican views by Mr. H. English, among which were reproduc-

tions of photos taken by this clever gentleman at the different race meets during the summer, which were received with much applause. The balance of the time was spent in a characteristic manner, consisting of ducking for apples and various other Hallowe'en fun, all of which caused great merriment.

## The Weight of Machines.

In these days when the craze seems to be for light machines for ordinary road use, it might pay the ordinary rider to pause and go carefully into the matter, as the editor of the *Cyclist* has done in a recent issue of that paper. A wheelman purchases a mount which looks neat and light, and it runs smoothly. The salesman informs him that it weighs 31 lbs., and the rider at once goes forth to proclaim on the housetops that he has "a wheel weighing only 31 lbs. stripped and it goes like a bird." He never weighs the machine, nor do his friends, who also send in orders for 31 lb. wheels. Finally some rider puts his wheel on the scales and finds that it weighs 38 lbs. or 39 lbs. "stripped," and he immediately becomes dissatisfied and finds all manner of fault with the wheel which before it was weighed was perfectly satisfactory. For the benefit of these and other riders Mr. Sturnuy has gone carefully into the subject of weight, with the following results:—

To begin with, we see "racers" spoken of as weighing 21 and 22 lbs. In order to get the weight down to these figures, not only is every part of the machine made of the smallest possible measurements, but the machine being built for a particular rider, adjustment is sacrificed so that the weight of adjusting lugs and nuts is saved. Ball bearings to the steering also have to go, a few ounces being saved at each end of the steering by the abolition of the fittings for carrying the balls. The saddle weighs a few ounces, and everything is of the lightest possible construction. The average weight of a racer, however, may, we think, be very fairly taken at 26 lbs. Now, it would be manifestly unfair to expect a frame and wheels built purely for racing purposes to carry an ordinary heavy rider safely over all classes of roads, but just for the sake of argument we will see how a few additions to fit the machine for road work would affect even a racer frame. We will take it that the rider is exceedingly moderate in his requirements, and really wants the machine for road scorching on the best of roads. The result will be as follows:—

Weight of racing wheel.....	26 lbs.
Add. light roadster tire to back wheel.....	1 "
" " " saddle (extra).....	1 "
" rubber pedals (extra).....	1 "
" lamp, bell, oil-can, spanner, pump.....	2 "
Total .....	31 "

Considering, however, that a rider takes the starting point to be a light roadster machine, scaling, equipped for scorching, 32lbs., he makes the following additions and alterations to suit it for its requirements:—

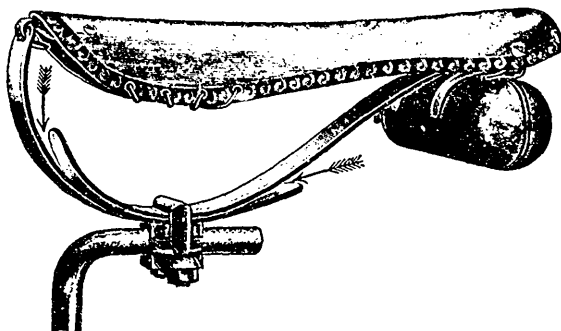
	lbs.	oz.
Roadster tires and rims .....	2	0
Brooks' B go saddle.....	1	4
Mud-guards and stays.....	1	12
Brake fittings.....	1	3
Rubber pedals.....	1	1
Tool bag.....	0	7
Two spanners .....	0	12
Pneumatic pump .....	0	7
Oil-can, filled.....	0	2
Single note bell.....	0	6
Bell Rock lamp, filled .....	1	1

Here we have a trifle over 10 lbs. addition to the weight of the machine for what all admit are necessities to the average road-rider. His machine, although a light 32 lb. article, now turns the scale at 42 lbs., or, if weighed during the course of a tour, perhaps 43 lbs., allowing for the adhering dirt. But so far as the machine itself is concerned, the rider of the naked mount at 32 lbs. and the rider of the equipped roadster at 42 lbs. are practically bestriding identical constructions. If the average light roadster of the beginning of the present season, weighing fully equipped for the road 43 lbs. actual weight, be taken, and the rider substitutes a larger saddle and adds the ordinary tools and equipments of valise, lamp, bell, pump, spanner and oil-can to the weight, he will find his machine come out when fitted for running at 49 or 50 lbs.; whilst should he elect to have, *as we do*, a really powerful bell and a saddle of a larger and heavier type, such as the "Release" or the "King of Hammocks," a further couple of pounds will be added, and a few ounces more—perhaps another pound—if a lamp other than the lightest possible is utilised. From this we think we have shown that the weight of a machine depends as much upon what is added to it as upon what is taken out of it, and that when riders have added those items which are necessary for their full equipment and comfort in touring, even a feather-weight mount is brought up to what seems comparatively heavy. In short, one cannot have one's cake and eat it too any more in cycles than in anything else, and riders must be content to sacrifice either comfort and safety or lightness. They cannot have them

both. If an extremely light machine is wanted, all the attachments which go to comfort must be abolished, whereas if they fit out their machine with a view to their perfect satisfaction with it as a machine for comfortable road riding and touring they cannot have excessive lightness.

### "Saladee" Saddles.

Herewith we give a cut of this new roadster saddle. It is one of the neatest and lightest saddles in the market, and is intended for the use of either ladies or gentlemen. The arrow points in the cut indicate the open spaces between the plates of the spring in front and rear of the clasp, which are closed as the weight increases on the seat, reinforcing the spring as it is depressed, and thereby affording an AUTOMATIC ADJUSTMENT to a *light* or *heavy* rider, something, the makers



claim, never before attempted in cycle saddle-ry. The weight of this saddle is only 2 lbs. 3 ozs., a fact which will commend it to the attention of all road riders. For the use of those who wish a "scorcher" saddle there is yet another pattern, the weight of which is only 1 lb. 14 ozs. Messrs. H. P. Davies & Co. are certainly to be congratulated on their enterprise in securing the Canadian patent for these saddles, for a good saddle is the "connecting link" between the rider and his wheel.

### WORSE AND WEAKER.

GENTLEMEN,—I suffered for three days very severely from summer complaint and could not get relief, but kept getting worse and worse till the pain was almost unbearable and I became very weak. Some friends advised Dr. Fowler's Extract of Wild Strawberry, and after I had taken the first dose I found much relief, and it did not fail to cure me. I do not intend to be without this valuable medicine if I can help it. WM. T. GLYNN, Wilfred, Ont.



## Athenæum Cycling Club.

### OFFICERS :

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

### OFFICERS OF THE ROAD :

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

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

### CLUB NOTICE.

Our monthly meeting is on Tuesday evening, Nov. 15th, at eight o'clock. Members are requested to make an effort to attend this meeting. Final arrangements will be made for our Club Night of the 17th inst.

Unattached riders desirous of attending the Athenæum Cycling Club "Initial" Smoker, Nov. 17th, will receive an invitation by leaving their name and address with Secretary Gould, at the Club.

The officers of the Club wish to draw the attention of the members to the fact that, though we have discontinued our Thursday evening runs, we will meet on that night, making it our "Club Night" through the winter. We think that many pleasant Thursday evenings may be spent together. We hope it will be the means of making us better acquainted one with the other, and especially with new members.

### Keep Off the Track.

It seems a great pity that cyclists in general are not more careful in regard to riding through the streets of the city. So many complaints are made about fast and careless riding that the authorities are apt to take the matter in hand in dead earnest and make it very uncomfortable for all. The new by-law which they are about to spring on us, viz., the carrying of bells and lanterns, is the first move in the direction of getting the upper hand of the cyclist. The next move will be to compel all bicycles to have brakes; the ringing of bells at corners; must not ride faster than a walk. Then if they find this does not work they will try and keep us from using the streets at all. Why should we

make ourselves objectionable to the general public. They have their rights and we have ours. I think we abuse our rights when we rush round a corner, making everyone get out the way or be run down, or riding on the sidewalk and giving a yell at some poor unoffending pedestrian to get out of our way. Put ourselves in the position of the pedestrian, with a bike coming noiselessly behind us, and we hear a yell to "Look out!" For a second we don't know what to do or which way to move; it might be a "trolley" off the track or a mad dog running "amuck." A cold perspiration comes out on us, and when we see what it is we are as mad as a hatter and get ready to pitch them both into the street, but alas, before we have time to think the bike and its rider are out of sight, perhaps yelling at some other fellow.

One of our daily papers had a leading article which will be interesting to some and perhaps benefit others to read and at the same time giving some idea of the feeling towards us. It was headed, "Keep them off the track": "Since most of the streets are asphalted from kerb to kerb there are no longer interests, either of speed or convenience to be served by giving bicyclists the run of the street railway track allowance. For their own sake the wheelmen must be kept off the track of the trolley. Theoretically, they have the right to throw away their lives; practically they have not the right. Carelessness like theirs is but an indirect way of committing suicide. Pass a by-law keeping the bicyclists off the track. The risks they take every day, prove, that many of them are not fit and proper guardians of their own safety. It is the city's duty to stand between fools and the consequence of their own folly." PAT ROONEY.

Athenæum Club, Nov. 7, 1892.

AFTER THE RACE.—"Did you take the handicap?" "No; I got the handy mug."—*Ex.*

Attraction of gravitation may be all right in its way, but gravitation has no attraction to the beginner.

### MANY LIKE HIM.

He thought he could ride,  
But he couldn't.  
Friends told him to stop,  
And he wouldn't.  
He entered a race,  
And met with disgrace,  
For trying those things  
That he shouldn't.—*Ex.*

### A Tramp Abroad.

Circumstances, over which I have had no control, prevented me from writing of my trip through Michigan after my letter in the July issue of CYCLING. There are a great many towns and cities of which a description would no doubt prove interesting to many Canadian wheelmen, and I hope in the near future to be able to describe them in a better manner than I could do at present.

I will, however, say that in every place I visited while in that State, I was treated with the greatest courtesy and hospitality, not only by the wheelmen, but the citizens in general, and will always look back with pleasure to my trip through Michigan.

The city of Jackson has a warm spot in my heart, and to the cyclists of that busy place I owe my heartfelt thanks for the many pleasant occasions enjoyed while there. The city has a population of twenty thousand inhabitants, and is as enthusiastic over cycling as it well could be. The Crescent Cycling Club has a good membership, and among them may be found some of Michigan's fastest riders who have no need to be afraid to compete with their better known brethren of the racing wheel. The men who have won a name for themselves and their city are: Lee Stanton, Harry Marvin, Harry Pierce and F. J. Thompson. The past season has been their first, and judging from the performances made by them it is safe to say that they will be heard from on the path next year.

A number of race meets have been held in Jackson, and every effort is being put forth by the cyclists of the town to increase the use of the wheel.

The streets are well paved and lined on either side by handsome residences. The roads in the neighborhood are good, and the wheelman can enjoy himself by taking a spin out to Vandercook's Lake, a pretty little spot about three miles from town, or to Michigan Centre, and not weary himself covering the five or six miles necessary to reach it.

The L. A. W. Consul, Mr. Will Sheldon, together with Mr. B. J. Kingston, the President of the C. C. C., have done a great deal to further the interests of their favorite sport, and are popular with all. They are both old timers and hard road riders, and many are the stories they can tell of tours taken on their wheels.

Grand Rapids is the second largest city in the State, and has a population of seventy-five thousand inhabitants. From a business standpoint it is doubtful if it has a rival. It is as busy a place as one would wish to see,

and has some splendid stores, excellent streets, and wheeling is certainly a pleasure there.

One of the finest trotting tracks I have ever seen is to be found about four miles north of the city, close to the popular and pretty resort of North Park. The road leading to it is in splendid condition and the scenery very pretty. Nearly every evening out at the track will be found a number of riders getting into trim for racing, and they are all promising dark horses. Events that have occurred since my visit there have fully proved the good things predicted of them, for have not the names of Troop and Frank Richmond, Fred Hyman and E. J. Curtis become familiar to the racing world?

There are two flourishing clubs in the city, the Grand Rapids Bicycle Club and "The Owls," the former being the oldest and largest club. It was organized in March, 1878, and has now a membership of one hundred and thirty. The officers for the present year are: John H. Taylor, President and Captain; Dr. C. H. Holt, Vice-President; F. N. Hyman, Secretary; and F. B. Parkins, Treasurer. Every member takes an active interest in club affairs, and it is a pleasure to peep into their club-rooms which consist of a large and well-arranged gymnasium and a cosy and handsomely furnished parlor and reception room.

The prospects of the club are certainly good, and one who hopes that the club's future will be all that the citizens of Grand Rapids could desire is

J. JAY ROSS.

Mr. H. J. Emerson, of the T. B. C., has been elected Secretary of the new chartered Stenographic Reporters' Association.

Mr. Wm. Payne, of London, who has for so many years represented the Singer Company, reports the past season as the best he has yet experienced since he opened up business, thirteen years ago. Mr. Payne claims to be the pioneer of the Canadian Cycle trade, having sold his first machine to James Hay, of Woodstock, in December, 1879. The following year he placed the first wheel in Toronto, his customer being none other than that excellent friend of cycling, R. H. McBride, who, if we are not mistaken, has steadily adhered to the Singer Cycles. Mr. Payne is now improving and enlarging his repairing department and fitting up a neat and tasty office. In addition to the Singer, Mr. Payne will handle two or three other wheels next season, and expects to defy competition in prices.

London Letter.

EDITOR CYCLING,—In reading your report of the result of the T. B. C. handicap races I notice that you state, that dissatisfaction is expressed in some quarters because of the method adopted in making up the scores. I also notice you state the method proposed by some of the dissidents. Now, in my humble opinion, both these methods of computing points are wrong, and the proper way to score is to award the winner and other competitors in each race the same number of points for position in each race, no matter how many or few the competitors are. For instance, let the winner in each race have the same number of points as there are riders in the most numerous contested race, or else adopt some fixed number, as say 100 as the value of the winner's position, and deduct say one point for each subsequent position. Following out the first method, and the result would be:—

	RACES.			Total.
	1.	2.	3.	
1. G. F. Stephenson .....	21	22	18	61
2. J. Miln.....	13	20	17	50
3. E. Y. Parker.....	17	18	13	48
4. W. Robins.....	15	17	14	46
5. C. C. Harbottle.....	0	21	20	41
6. E. J. P. Smith .....	23	0	15	38
7. W. Hyslop .....	20	0	16	36
8. E. Moyer.....	16	0	19	35
9. A. Stuttaford .....	8	0	16	24
10. H. Logan.....	0	23	0	23

Adopting 100 as the winner's figure, then the result is the same, Stephenson obtaining 291; Miln, 280, and so on. I think a moment's reflection will shew this to be the best plan of scoring. Fortunately all three methods agree in placing Stephenson at the top of the list. One advantage of the above method is, that every person is accorded a score in accordance with his position, and is not prevented from securing points because he is unfortunate in one race. Under the "First Ten" system, Stuttaford would be excluded altogether from a position earned by hard work in two races. Again, under the Racing Board's method, Gullett and McClelland, who only rode in one race each, obtain positions, just as Syms and Gullett do under the "First Ten" system. Under the method above set out, only one man, Logan, succeeds in getting a position by riding in one race only, and he only does so by taking first place. So this method has the effect both of making a man, who desires a position, ride in each race, and of awarding position according to merit. As the races

are all handicap there is no reason to be surprised at good riders, such as McClelland, Gullett, Bulley and others not obtaining positions.

Yours truly,  
W. G. OWENS.

Mr. H. P. Davies and Mr. Golden, of the New Howe Co., have been in Muskoka for the last two weeks on a shooting excursion.

Messrs. Eaton & Co. have a sample 1893 machine. It is a New Rapid, No. 6, and fitted with the new Witch tire, commonly known as the 1893 Dunlop.

Mr. Hector Clemes, of the Wanderers, has just returned from New York, where he was on a business trip. He is looking well, and he says he left the forementioned city in good shape.

T. W. Eck is the only man now living who saw the mile made for the first time on a bicycle in less than three minutes, and who also saw it made in less than two minutes. The former event occurred in Boston, April 5, 1882, when R. P. Ahl rode an ordinary in 2 min. 58 5-8 secs., while the latter was Johnson's 1.56 2-5 at Independence.

THIS SPACE RESERVED

FOR OUR

# Special Waterproof Bicycle Suits.

Cut will appear Next Issue

MADE IN ALL PATTERNS OF MACK-INTOSH CLOTHS

REGULAR GARMENTS MADE WITH RUBBER SURFACE

The Gutta Percha & Rubber Mfg. Co.

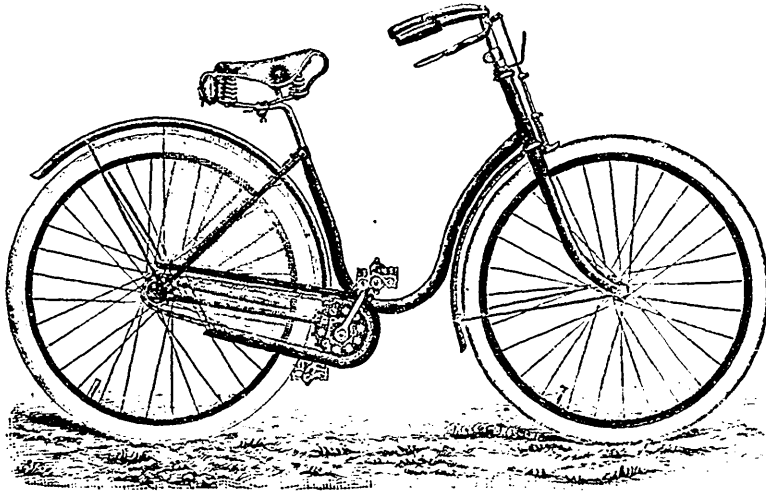
OF TORONTO, Limited

61 & 63 FRONT ST. WEST  
Toronto, Canada

SAMPLES MAY BE SEEN AT THIS OFFICE.

WANTED: GOOD AGENTS IN CANADA TO HANDLE

# "Imperial Wheels"



"MODEL B."

The Finest Cycles  
in the World!

STRICTLY HIGH GRADE.



We Can Make it  
Interesting for  
You.

Send for Our Catalogue

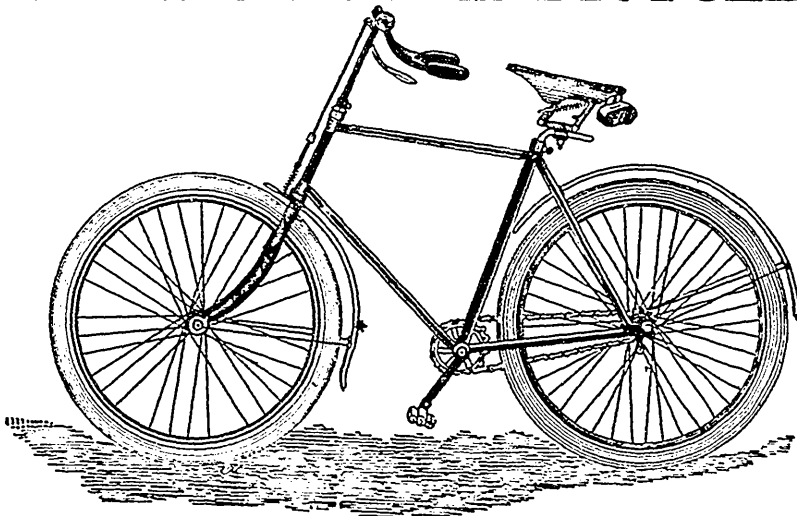
Containing details of  
Construction,  
also  
Prices.

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

WANDERER CYCLE CO.

MANUFACTURERS OF

THE WANDERER BICYCLES



The WANDERER as a road machine has no equal, and is especially adapted to Canadian roads. Repairing and altering to Cushion and Pneumatic Tires a specialty.

22 and 24 LOMBARD STREET, - - TORONTO

### London Wheelmen's Meet.

Last year the London cyclists held a race meet in October which did not prove a great success in point of numbers, and this year they repeated the experiment but waited a week later, until Saturday, October 15. There is no good reason why the London wheelmen should not hold just as successful a meet as their neighbors, and we venture to predict that if they will only stir themselves next August or September (or earlier) they will easily be able to draw a big crowd. Following is a summary of the events run off on the Queen's Park track in the presence of the two or three hundred spectators who defied the rain:—

Two mile city championship—Clay Manville 1, J. F. White 2, C. H. White 3, J. Lamb 4. Time, 5:54 1-5; last mile, 2:47.

Mile novice—Fred Beltz 1, W. Mann 2, Dave. Rougvie 3. Time, 3:01 4-5.

100 yards slow race—J. Bennet won, W. Mann 2nd.

Half-mile open—J. F. White won, Dr. W. N. Robertson, Stratford, 2nd. Time, 1:19.

Boys, half-mile (15 years and under)—F. Ware won, H. Pavey 2nd, Ernest Yates, 3rd. Time, 1:30.

Three mile (handicap)—Dr. Robertson, Stratford, won, C. H. White 2nd. The prize was a gold watch. C. Manville, London, and E. A. Crett, of Sarnia, were also contestants, but collided with the fence and discontinued racing. Time, 9:05 3-5.

Half-mile (pneumatics barred)—W. Mann won, D. Rougvie 2nd. Time, 1:45.

One mile handicap—J. F. White had a veritable walkover, as his opponents were not in it with him. Time, 3:14 3-5.

Two mile lap race—C. Manville, 14 points, won; J. F. White, 12 points, 2nd; Dr. Robertson, 11 points, 3rd. Time, 5:49 1-5.

### The High Cost of Bicycles.

The question why the high grade bicycle costs so much—a sum beyond the means of an ordinary wage-earner—is often asked. The *Iron Age* gives some interesting information in answer. In the first place, the bicycle must be made on the interchangeable principle, so that a missing or broken part can be supplied by the factory at once. All of such parts undergo a rigid system of inspection, being submitted to the severe strains which they must stand while the machine is in use. Main parts, like the sprocket wheel, hubs, etc., are gauged, the allowance for variation being one-quarter of a thousandth. A variation in excess of this throws the piece out. The method of stringing the wheel is thus described. The outer ends of the spokes are threaded in order to enter the hardened brass nipple, the cap of which is, of course, on the outer side of the rim. The

boy who strings the wheel up merely tightens the nipples sufficiently to hold the parts together. After this the wheel goes to an expert workman, who tightens the spokes, bringing them all under the desired tension. The wheel is then mounted on an axle and turned, a piece of chalk held near the rim serving to indicate any irregularity. To correct such defects and make the wheel perfectly true the nipples are tightened or loosened. This is a simple matter and yet one requiring great judgment.

The brazing of the joints and the making of the felloe or iron to receive the rubber tire are also operations requiring the greatest precision and delicacy of handling. In short, there is no part of the modern bicycle that can be turned out without the minutest attention to detail. The day has not come when it can be made factory fashion.

### The Social Side of Cycling.

Under the above heading *Wheeling* has some very interesting words to say in behalf of club life, from which we make the following extract: "It is the fashion of 'young bloods' of the pen and racing monomaniacs to pooh-pooh the social side, but take any cycling club in London, and what do we find? Why, that unless a club exists by reason of some special function which takes the form of what we may, perhaps, describe as 'commercial sport,' the purely road clubs go to the wall, the purely racing clubs go to the wall, and, for that matter, the purely social clubs go to the wall. The club which—apart from the question of commercial sport—holds together year in and year out is the one which cycles in the summer and socializes in the winter, and we speak on no theoretical lines; we speak as a cyclist and a journalist who has had exceptional opportunities both as to length of time and number of times of seeing cycling clubs in every phase of their existence, and so speaking, we say, and say fearlessly, without chance of contradiction, that the club which does not possess a strong social vein will never stand the test of time."

"The best thing for a man to take before a race is a little cold tea with an egg beaten in it." "Well yes; but just after a race, with a little man beaten in it, what should he take?"—*E.r.*

≈ THE ≈

# HUMBER WINS

The Great 25 Mile Queen City  
Road Race.

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

“THEY NEVER GET LEFT.”

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

## OUR IMPORTATIONS OF BICYCLES FOR 1892

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

The Humber  
The Psycho  
and The Rover

ARE THREE MAKES WHICH CANNOT BE BEATEN.

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

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

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

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

## THE CHARLES STARK COMPANY, Limited

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

The Oldest and Largest Sporting Goods Dealers in Canada.

### Cyclists' Waterproof Suits.

The Gutta Percha & Rubber Co., of Toronto, have recently put a really ingenious waterproof suit, for the use of cyclists, on the market, which can be put up in very small space, and easily carried during touring. The suit comprises of cap, cape and leggings, and when worn will encase the wearer so thoroughly that it is impossible for the rain to penetrate at any point of the body. The leggings reach considerably over the knees, and the cape, being made long and roomy, will droop over the handle bars, thus also protecting the nickled parts of the wheel. The cap is drawn over the head, completely covering the back of the head and neck, and in the front leaving an open space for the eyes. Every cyclist should carry one of these suits on his wheel, and then the rain would not give him much concern. They are sold at a very reasonable price.

Chicago will have a track next year in the centre of the city, probably on the baseball grounds.

Zimmerman has personally confirmed the report that he will go in for broad jumping at indoor games this winter.

The Leyland Rubber Co., of Leyland, Eng., have patented a nonvibrating pedal, which will be on view at the Stanley show.

The proposed Zimmerman-Sanger race, which was discussed so freely in the daily press, turns out to have been without foundation in fact, the Chicago Associated Press reporter probably being short of copy.

The National League of Good Roads was formed in Chicago on Thursday, Oct. 20, with headquarters at Chicago next year and Washington thereafter. An executive committee will control its affairs.

The number of wheelmen in the New York parade seems to be a variable quantity, so far as the cycling press is concerned. At first the number was given as 5,000, then a week later as 3,000, and last week 1,500. We may say, however, the last figures are from a Chicago contemporary.

At the meeting of the L.A.W. racing board in Chicago, Windle's records were passed as follows: One mile, standing start, 2.05 3-5; half mile, flying start, .574 5; one mile against time, 2.02 3-5; two miles against time, 4.28 3-5; three miles against time, 7.04 3 5; four miles against time, 9.26 3-5; five miles against time, 11.41. Johnson's records were referred back for correction, the names of officials having been printed in typewriter instead of signed. J. P. Bliss and Roy Keator were suspended.

In a recent issue of the *Atlantic Monthly* Prof. Shaler, of Harvard, declares that "in its social importance the bicycle deserves to rank next to the railway and the telegraph among the inventions of our waning century. Every cyclist becomes a critic of the highway he traverses;" and since the bicycles in use are now, as Prof. Shaler says, "probably to be reckoned by the million," he ascribes the recent remarkable growth of interest in the movement of highways to their introduction.

## Charles H. Riches

### Solicitor of Patents

57 KING STREET W., TORONTO

Patents procured in Canada and Foreign Countries.

Bicycle Matters a Specialty.

# STRENGTH

IS WHAT

## Johnston's Fluid Beef

IMPARTS

Forms Sinew and Muscle, and gives Soundness to the Constitution.



---

# ANOTHER TREAT!

---



OUR

Latest Introduction

IS THE

Superbly Made

---

---

“NEW HOWE”

---

---

Taking with surprising rapidity among the English  
“Flyers”

Advance Samples now displayed at our Toronto  
Warehouse.

---

H. P. Davies & Co.

81 YONGE STREET, TORONTO

SOLE CANADIAN AGENTS FOR

“Rudge” and “New Howe.”

---



— THE —

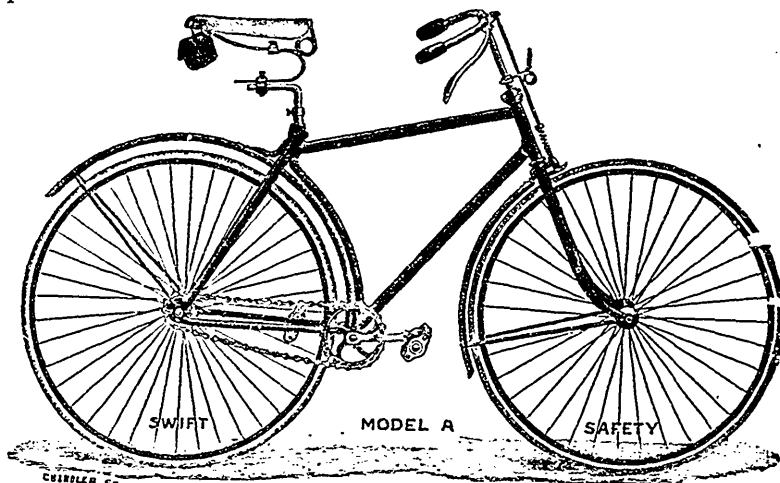
# SWIFT

— Still Holds the 24 Hour Record of the World Against all Competitors —

## WHY NOT BUY A SWIFT?

Our Wheels Excel in all Points.

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



**SPECIAL PRICE THIS MONTH OF \$95.**

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

# FRANK S. TAGGART & CO.

87 & 89 KING STREET WEST, TORONTO.

---

# TORONTO CYCLE EMPORIUM

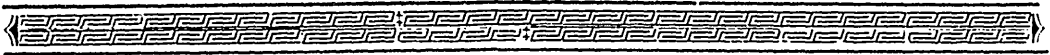
---



REMOVED TO  
17 FRONT STREET W., TORONTO.

CITY AGENTS FOR THE CELEBRATED

Whitworth, Belsize,  
Coventry Cross  
*and* Rival Safeties.



BARGAINS IN BICYCLES.



**B**EING determined to close out all the Machines we have in stock, we are offering the balance of our stock of first-class Wheels at second-hand prices.



TORONTO CYCLE EMPORIUM.

## WHEELMEN'S HEADQUARTERS.

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

### WEST

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

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

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

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

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

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

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

### EAST

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

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

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

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

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

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

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

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

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

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

**BRIGHTON.**—Central Hotel. Great Scott, Prop. The best of attention given Cyclists. \$1.00 and \$1.50 per day.

**COLBORNE.**—Brunswick House. Hicks & Co., Props. \$1.50 per day. Every accommodation to Wheelmen and travellers.

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

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

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

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

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

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

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

### NORTH

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

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

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

## A Smoking Volcano

is an eruptive evidence of trouble underneath the surface. Boils, Pimples, Blotches, Sores, Eruptions, and Itching Rashes are good evidence of Bad Blood and poisonous humors beneath the skin,

## In the Body

These require the purifying action of Burdock Blood Bitters for their removal and in no case where it has been fairly tried has B. B. B. failed. Thousands of cases have been

## Cured by B. B. B.

### FOR SALE, WANTS, EXCHANGE.

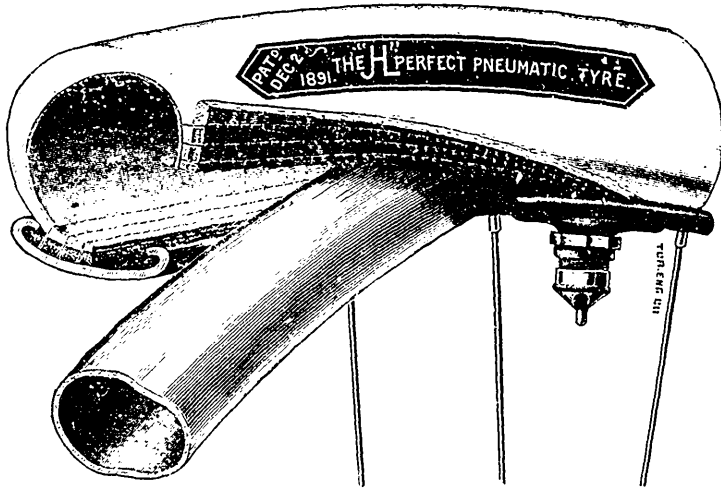
Two insertions..... 25 cents.  
Four " ..... 40 "

**B**EST Knitted Bicycle Suits in the Dominion, only a few left, will sell at cost if sold at once. 89 Perth Ave., four doors North of Bloor St.

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

**F**OR SALE.—Toronto Bicycle Club uniform. Used for three months only. Very cheap Chest 36 inches. Apply Box 44 Cycling.

# THIS CUT REPRESENTS OUR TIRE AS PATENTED



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

As will be seen by above cut, all the Air Chamber is above the Metal Rim, and has a soft bed between it and the inner tube to protect it from being bruised, also allowing a free expansion at the sides, which gives life and speed to the tire not obtained by other detachable tires.

## A BOON TO OWNERS OF HARD TIRE WHEELS.

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

TRADE SUPPLIED IN SMALL AND LARGE QUANTITIES.

SPECIALTIES: DUNLOP TIRES REPAIRED.

**H. J. LaForce, 50 Wellington St. West, Toronto**

JUST PUBLISHED IN BOOK FORM!



A Summer's

Cycling ❖ Reminiscence

OR

A THREE MONTHS' TOUR THROUGH  
EUROPE.

This book consists of 125 pages, and also 3 very fine half-tone photo engravings of Messrs. Peard, Langley and McBride. The book will prove of great interest to cyclists who know anything of Europe or who anticipate a like trip.

HANDSOMELY BOUND IN CLOTH. - PRICE, 35 CENTS.

Only a limited number printed. Send in your order at once, and secure one, to

CYCLING, 5 JORDAN ST., TORONTO.

TORONTO STEAM LAUNDRY

106 York Street (NEAR KING)

GENTS' WASHING A SPECIALTY  
MENDING DONE FREE OF  
CHARGE.

Telephone 1805. G. P. SHARPE.

FURS! FURS!

Everything in Furs for Lady,  
Gentleman or Child.

LADIES' FUR AND SEALETTE MANILES A SPECIALTY

Hammond the Furrier

129 YONGE STREET

(First Door South of Arcade).

PARK BROS.

Photographers

328 Yonge St., - Toronto.

A large number of the cuts of racing men that have appeared in CYCLING are reproductions from our Photos.

E. J. CASHMORE

GUN MAKER

AND

Bicycle Repairer

21 SCOTT STREET, - TORONTO.



*Fine Printing*

*Book, Newspaper  
and Job*

:: C. Blackett Robinson ::

*5 Jordan Street*

*Toronto*

*Telephone 630.*

A. F. WEBSTER

Railway and Steamship  
Ticket Agent

North-East Corner KING & YONGE.