

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.
- Additional comments:/  
Commentaires supplémentaires:

- 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

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. 1.

TORONTO, AUGUST 26, 1891.

No. 19.



W. M. CARMAN, CHAMPION OF CANADA.

### Canadian Flyers—1.

W. M. CARMAN, whose photo appears in connection with this biographical reference, is the present Ordinary champion of Canada. He is twenty-four years of age and was born in the village of Norwich in the county of Oxford. Mr. Carman commenced riding a bicycle in 1886. His first appearance on the race track was at Woodstock, on the 24th of May of that year, when he won the green race for ordinary roadsters. Having had such good success in this his first race, he decided to follow up bicycle racing with one grand object in view, namely, to become champion of Canada. In this desire for bicycle fame he had many difficulties to contend with. He had such noted flyers as Clarke, Foster, Davies, Rossicoe and others to compete with, which made his chances in this particular direction look rather difficult if not discouraging. But, even with these strong barriers in the way of progress, he was not one of the kind to be discouraged. He had an ambition to gratify and a strong constitution, together with a nerve of iron, to back him up. So that, while his progress was slow and at times almost disheartening, on account of the meagre facilities for training which were at his disposal, yet he never gave up, but stuck to the task like a man, and was rewarded with many a hard-earned race as well as a number of narrow defeats. However, under all his difficulties, which were not few; for he had not only the disadvantage of training on a gravel road, but often felt the need of a more modern machine, both of which were difficulties of a discouraging character; he was always on hand, and one thing that was always a credit to him, was this, that he never allowed fast company to frighten him away from the scratch, and always rode his races to a finish no matter whether he was to the front or not. W. M. Carman's entry in any race was always a guarantee that there would be no loafing, and the good racing and sharp contests that have always characterized Canadian races may in a large degree be attributed to the pluck of our present champion. During the three years subsequent to his debut he trained hard as best he could with the disadvantage of no track, and was always found on hand wherever there were races of any importance, and although he did not succeed in making any great records for himself as a very fast rider, yet he did succeed in making a record for himself as an honorable and straightforward young man in every particular, always endeavoring to do

his best, and thus he earned the good will and respect of all the bicycling fraternity. In the year 1890 Mr. Carman appeared at Woodstock on the 24th of May with his first racing machine, a 56in. Rudge, and it can be said to his credit that although his machine was much too large for him, that he was the means of forcing Windle to reduce the Canadian records, especially that of the five mile, which was lowered to 14.42. Having done so well, and having shown what a wonderful rider he would be if he only had the advantages necessary, he was invited to join the Woodstock Club, and the W.A.A.A., which he did, and in a very short time developed a considerable speed. He kept up a thorough system of training at Woodstock, and on July 1st, at Ottawa, was rewarded with the greatest honor to be achieved by any Canadian rider, that of champion of Canada. At Hamilton in the same year he won four open events—all the races in which he started. At the Meet of the Toronto Bicycle Club in August, he did not do so well on account of a series of unfortunate accidents to his machine, in one of which he took a serious header, which almost incapacitated him for racing during the balance of the season. However he plucked up courage enough to go to the L.A.W. Meet at Niagara Falls, and succeeded in making a very good showing against the fastest American cracks. During the present year he competed at Woodstock on May 25th, at which Meet he won all the open events, and on July 1st at Hamilton won all the open events in which he started—the Canadian Championship included—lowering the one mile record to 2.42, and that against the most formidable rider in Canada—ex-Champion Foster. His next appearance was at the L.A.W. Meet in Detroit, where, considering the fact that he was compelled to ride an old-fashioned solid tired Ordinary against such men as Zimmerman, Githens, Murphy, Taxis, Burnham and many other fast men on Pneumatic machines, we must admit that he did himself and the C.W.A. as well great credit in taking a close third place. With a record such as this we believe that Mr. Carman will yet be heard from, and that before another year rolls round he will honor himself and honor his country with the Championship of America.

Willie Windle writes to the *Referee* that starting with the Rochester races he intends riding the full circuit, finishing at Peoria. He has taken to the pneumatic safety.

# Cycling

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

EDITORS:

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

PUBLISHERS:

WM. H. MILN - - CHRIS. B. ROBINSON

*All communications intended for publication must be addressed to Fred Bryers, 26 Wellington St. E.  
Address all communications of a business character to CYCLING, 5 Jordan St., Toronto.  
CYCLING is issued on the second and last Wednesdays of each month  
Subscription \$1.00 per annum; single copies 5 cents.*

## C. W. A. Guide Book.

President Hill has appointed a committee to take charge of the compilation of the new guide book and map. The committee alone, however, will be unable to accomplish much unless assisted by the membership at large. Secretary Donly has taken the trouble to send blank forms to every club and to the consuls of each district, and members would confer a favor upon the committee by completing these forms and forwarding without delay either to the Chief Consul of the District or direct to the Secretary of the Association.

## The Cyclist and the Public.

As will be seen by reference to another column an expressman has been fined for running down a cyclist and damaging his wheel. Ordinarily in Toronto we have very little difficulty with the regular drivers of vehicles, our troubles usually arising from the ignorance of some unaccustomed driver or the carelessness of a drunken one. Occasionally, however, one meets with a horseman who deliberately attempts either to frighten or injure the cyclist, and this class should really be taken in hand and taught a lesson so severe as to insure their proper behavior for all time to come. The wheelman, however, seems to be peaceably inclined, and so long as he escapes unhurt is satisfied with a little grumbling. It would be well, however, to remember that he himself may not be the only sufferer, and also that the Canadian Wheelmen's Association stands ready to back him in case of any legal expenses incurred in a laudable effort to maintain the general right to the highway.

## 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.—XI.

Our inclinations prompted us to remain several days in Coventry, but we were beginning to realize that the days were passing with considerable rapidity, so, after being delayed several hours waiting for Langley to rejoin us, we bade farewell to the pleasant associations connected with our short sojourn in old Coventry, and started on to Kenilworth. Owing to some unfortunate and unavoidable delays it was about four o'clock in the afternoon when we left Coventry, and shortly after our start rain began to fall, which necessitated a considerable stop at Kenilworth. Our first impression on seeing the famous Castle was one of disappointment, but when we entered the gate in the north wall and had the vision of the full magnificence of these historic ruins before us, we could thoroughly appreciate the feeling of interest which Cæsar's tower and Mervyn's tower creates in the minds of the thousands of people who visit Kenilworth, added to which is the romance connected with Sir Walter Scott's immortalization. We experienced a feeling of regret in not being able to enter Leicester's Gatehouse; this building is a portion of the castle, but is tenanted, consequently visitors are not permitted to enter, which, to us at least, was an intense aggravation. After our inspection of the castle we returned to a little inn just across the way, where we rested our bicycles and had a jolly supper composed of tea, bread and butter and jam; it was on the *ad libitum* plan, and I am sure that one member of our party surprised the good hostess by the quantity of tea that he showed himself capable of drinking, but when we casually mentioned that we were from America, all little peculiarities of this kind were overlooked. I do not know if the good women who were endeavoring to sell little baskets of strawberries in front of the castle are still plying their vocation, but if they are, it will be worth any tourist's time to interrogate these individuals for a few moments. The attributed energy of the Niagara hackmen is not to be compared to the persistence shown by these good English dames in their efforts to dispose of their wares. Not until we had put forward the plea that our funds were exhausted did they

cease their endeavors to load us down with berries at the rate of about six pence each.

The scenery as observed from the highway between Kenilworth and Warwick is something beyond description. This is one of the most popular drives in England, and should be taken by everybody who has the opportunity of passing through this delightful region. The distance from Kenilworth to Warwick is about five miles, and, travelling over a stretch of excellent road-bed it did not take us long to reach the village in which the famous Warwick Castle is situated. We were somewhat fearful, as it was now about six o'clock, that we would be unable to gain admittance to the castle, and this surmise proved to be well grounded, as we were informed by the gate-keeper at the main entrance that no visitors were permitted to enter after five p.m., so that our recollection of this historic edifice is simply the view obtained from the bridge which is crossed by the road leading to Stratford. It will always be a matter of regret to us that time did not permit our remaining over and viewing the interior of Warwick.

When we arrived at Stratford-on-Avon, the same disappointment met us there, as the evening was so far advanced that we could not see the inside of the house in which Shakespeare was born. We made a vigorous effort to be shown through the Shakespeare Memorial Theatre, but this pleasure was also denied. There is one good point about sight-seeing in England and in Europe—you are always sure of finding the churches open at any hour of the day or evening, so we went from the Memorial building to Holy Trinity, feeling assured that we would at least be able to view the tomb wherein lie the earthly remains of the world's greatest dramatist. Holy Trinity is a typical old English church, beautifully situated back from the roadway, surrounded by a grove of towering oaks, and having the Avon flowing within a few feet of its chancel windows. When we visited the church there were extensive alterations being made to its interior, which, while the renovators are endeavoring to retain as much of its old grandeur as possible, will, we think, look too modern to be in keeping with its historical associations. Aside from the interest created in Stratford by its claim to the proud distinction of being made famous by William Shakespeare's genius, it is one of the prettiest towns in England, built up as it is on both sides of the Avon, with excellent carriage drives, natural beauty of scenery, and general desirability of location, I do not know of any inland country town that is

better adapted and situated for a sojourn of pleasure than Stratford-on-Avon. Here we were permitted to meet and talk with a real live lord. We were riding along a road in the vicinity of the river, and overtaking a gentleman walking on the footpath, it occurred to us to ask him some questions in reference to a part of the landscape that was attracting our attention. He gave us the information we desired and which developed into a conversation lasting some few minutes; we left him with a feeling that he was certainly a very pleasant and courteous gentleman. Returning by the same road a few minutes later in company with a newly-made cycling acquaintance, we again met our friend, and, after giving and receiving a friendly nod, our companion of the wheel said, "Why that is Lord So and-so; however did you make his acquaintance?" We hardly knew whether to feel flattered or annoyed at this last remark. We retired that night by candle-light, in one of the quaintest and yet most comfortable little inns which we came across in all our travels in England. We were attracted to it by its proximity to the river and a large size unicorn which reposed above its door heralding the name of the hostelry.

In consequence of our being considerably behind schedule time, we next morning forsook the wheel and made a jump by rail to Kidderminster. This town is the centre of the carpet manufacturing industry, and we employed a very instructive day there going through the extensive works of E. Hughes & Sons. We were shown every detail of carpet manufacture, from the flax in its primitive state, to the luxurious and elegant piece of Wilton, fresh from the loom. After this exhaustive inspection of Messrs. Hughes' warehouse, we spent no further time in Kidderminster, but took to our wheels again, covering a beautiful stretch of fourteen miles to Worcester, and as we desired to reach Bristol that same evening, we again resorted to the railroad, and soon found ourselves in the Talbot Hotel at Bristol. Early the following morning—which was the 27th of June, we started out with the good intention of reaching some point in Devonshire before night fall, but our old associate, the head wind, interfered with our plans, and created such a gale that after covering six miles we were obliged to make for Flaxbourton, the nearest station, and again take to the rail. This being a small station we were obliged to avail ourselves of a local train which only carried us as far as Weston-on-Sea, but before we left this seaside resort, we were

well pleased that circumstances had combined to make us spend two hours at what might be called a somewhat modified edition of Coney Island.

(To be continued.)

### Hamilton Letter.

DEAR EDITOR,—It was rather unfortunate that Toronto's Civic Holiday happened on the same day as the Ambitious City's. For a number of years our club has journeyed to Buffalo on their wheels, always spending Civic Holiday on the American side.

There are few prettier rides in America than the one from Hamilton to Niagara Falls, because the roads are grand, and the scenery through the "Garden of Canada" would make your mouth water in more ways than one. The ride this year eclipsed all previous ones. Everyone enjoyed himself, and those that did not go are kicking themselves.

The boys regret very much that Messrs. Palmer and Skerrett were unable to ride at the Toronto races, but hope to hear from them at Montreal.

Things I would like to know:—If Ald. McAndrew's eloquent address from the bridge "touched" the waters of the raging Niagara? Why the Toronto papers publish misleading reports? The person who furnishes said reports? Why the time keepers at racemeetings are not more accurate? If the C.W.A. rules countenance flying starts? Whose long head suggested timing Hyslop from the scratch? If the sun rises and sets in Toronto? Who "are" "the Canadian Road Champions of 1891"? Where the championship was run in 1890 and what Canadian clubs competed? Why the Hamilton Club team's photo was not printed in the Toronto programme for Civic Holiday as "Champions of 1891"? Where the Torontos won the Canadian Road Championship for 1891? If Hyslop's time from starting in the one-mile safeties was not 2.48½ instead of 2.44? If the same would not apply to the half-mile dash, proportionately? Why certain riders were not rebuked for fouling when it was quite apparent? If ten miles on a cinder track is "a fair test of the riding abilities" of a club? Why the Torontos did not accept the Wanderers' challenge for the race to Highland Creek and then asked for the same course for the Hamilton race? If the report that "Karl" was pulled ti(b)ets at St. Catharines is true? What his opinion is now *re* "hot-house plants" and "giddy heads"?

Aug. 22, 1891.

HOBBY.

### Rochester Letter.

"Our city has been the scene of many notable gatherings in the past years of her history, but among them all there was nothing to compare with the gathering of the bicycle clans within her borders during the present week." So says the Rochester correspondent of the *Utica Globe*, referring to the N. Y. State Division Meet of the L. A. W. For two days the streets were packed with wheels, and the cyclists had full possession of the city. On Wednesday at 10.30 the grand parade took place, and comprised 870 riders, representing over \$100,000 in bicycles.

The races at the Driving Park were a brilliant success and were of particular interest as W. W. Windle made his first appearance on the track this year on a safety and had as a competitor W. F. Murphy. The Mile (open) Safety was the scene of the first conflict, and Windle proved the superior, Beslo second and Murphy third. Time, 2.47½. Their next encounter was in the Five-Mile (open), and again Windle was first, Beslo second, Banker third and Murphy fourth. In this race Windle only had a few inches to the good.

The final struggle between them was in the Two-Mile Safety (open) which was won by Windle, Murphy second, H. Smith third, Beslo fourth and C. M. Murphy fifth. Time 5.48½; last quarter, 30½s., which is the record for the flying quarter.

In the Mile Ordinary (handicap) Taxis (40 yds.) was first, Zimmerman (scratch) second, Arnold (50 yds.) third, and Carman (60 yds.) fourth. Time 2.35¼.

Carman also competed in the Mile Ordinary (open), finishing second to Zimmerman, with Taxis, Arnold, Iven and Fuller behind him.

The minstrel show at the Lyceum was a great success and delighted the visitors.

CRANKSLINGER.

ROCHESTER, Aug. 24, 1891.

At the New York State Meet at Rochester, on Wednesday, Windle won the mile safety, open, in 2.47 2-5, Berlo second, Murphy third. He also took the five miles in 15.20, Berlo again second and Dorntge, of Buffalo third. Brinker and Banker won the tandem race, Zimmerman the quarter mile ordinary and Taxis the mile ordinary handicap. Zimmerman's time in this race was 2.35 3-5.

### The Sarnia Meet.

The Sarnia Bicycle Club's first Race Meet on their new cinder track on the Bayview Athletic Grounds, Wednesday, August 19th, was an unqualified success in every respect.

The track just completed is a three (3) lap track, with very long, perfectly level straights 24 and 16 feet in width, with turns properly banked up, and was universally pronounced as unsurpassed by many of the visiting wheelmen, who had ridden on the fastest tracks in Canada and the States.

Three thousand five hundred (3,500) enthusiastic spectators attended, and throughout the entire programme showed the deepest interest in the various events. A stiff south wind blowing up the home stretch prevented any exceptionally fast time being made. The Sarnia wheelmen are highly elated over the success attending their first effort, and now, being the fortunate possessors of one of the finest tracks on the Continent, intend to exert themselves to the utmost in the promotion of the "king of sports."

Following is a list of the races:—

The officers of the day were as follows:

Referee—Dr. Wm. Logie, Sarnia.

Judges—Rev. J. C. Tibb, Logierait; W. E. Mullins, London; R. T. Geary, Sarnia.

Umpires—T. M. Donnelly, Sarnia; Rev. R. C. Tibb, Toronto; Dr. F. H. Ames, Sarnia.

Announcer—J. W. Smith, Port Huron.

Time-Keepers—C. F. Craig, R. Kerr, W. C. Kerby.

Scorers—E. A. Fitzgerald, R. D. Scott, F. A. Beard, G. A. Stepler.

Starter—W. B. Clark, jr.

Clerk of Course—W. R. Paul.

Assistants—J. Bailie, H. Hall, J. Mackenzie, J. C. Clark, A. E. Sanders.

1. One Mile Ordinary, novice. It was won by W. A. Morton, of Detroit, who led from the start. Time 3.10½. M. Mackenzie was second.

2. One Mile Safety, novice. The starters were S. Hitchcock, W. Symington, R. Geary, of Sarnia; H. Couse, Forest; Frank White, London; F. Holmes, Port Huron, and J. J. Trudell, of Detroit. Trudell was first. Time 3.16. S. Hitchcock, second.

3. One Mile Ordinary, open. W. A. Morton, of Detroit, led on the first lap, fell back to third place on the second, and finished first. Time 3.09½. B. Hulett, of Armada, Michigan, was fourth on the first lap, led on the second and finished second. W. C. Rands, of Detroit, W. G. Owens, London, finished third and fourth, and R. N. Brebner,

of London, dropped out after the second lap.

4. One Mile Safety, open. Hyslop, of Toronto, was fourth on the first lap and Skerrett, of Hamilton, fifth. On the second lap, Skerrett took the lead and Hyslop had crept up to third place. On the last lap Hyslop spurted and finished first, Skerrett being close behind him. Doll, of Toronto, was third and Keenan, of Detroit, fourth. Trudell, of Detroit, dropped out after the first lap. Hyslop and Skerrett rode pneumatic wheels and were penalized seventy-five yards. Time 2.45.

5. Two Mile Championship of County. Corey, of Petrolea, took fourth place for the first two laps. On the third lap he took third place and held it until the sixth lap had been nearly half completed when he passed S. Hitchcock, taking second place. The race was then between him and Mackenzie, who had led from the first lap. While making the turn before coming down the home stretch Corey spurted and passed Mackenzie. Irwin and S. Hitchcock finished third and fourth. H. Watson and F. Hitchcock dropped out after the fifth lap. Time 6.51.

6. Five Mile Ordinary. Hulett started fifth where he remained until the sixth lap when he took fourth. On the eighth lap he took third place and from the ninth to the twelfth second. For the three last laps he held the lead, winning in 17.42½. Rands, of Detroit, who was second, was ahead during the tenth, eleventh and twelfth laps. Robertson, of Stratford, was third, and Lamont, of Chatham, dropped out after the fifth lap and Owens and Morton on the eighth lap.

7. One Third Mile Combination. F. W. Doll, of Toronto, finished first in 1.15. A. E. Sanders second. J. D. Lamont, R. Brebner and W. J. Owens in the order mentioned. Sanders made a good run and mounted his wheel beautifully but Doll's riding was too much for him.

8. Two Mile Safety. Hyslop, Skerrett and Rands rode pneumatic wheels and were penalized 150 yards. The other starters were Doll, of Toronto, and Keenan, of Detroit. The race was between the three pneumatics, who after the first lap alternately took the lead. Hyslop finished first. Time 6.1-5. Skerrett, second, was close behind him. Rands and Keenan finished third and fourth. Doll dropped out after the third lap.

9. Five Mile Club. Irwin, Watson, Symington and Geary were the starters. Geary was allowed fifteen seconds start. This race was full of local interest, being the last of the

series of races held this season for the club championship medals. Irwin held second place up to the fifth lap when he took the lead which he held up to and including the fourteenth lap. W. Symington held fourth, third and second places up to the fourteenth lap. On the fifteenth and last lap Irwin had the lead, Symington put on a spurt, passed him at the last turn and finished well in the lead. He was loudly applauded for his riding. Time 18.07½. Geary and Watson had a collision during the race both men being thrown from their wheels. Although both remounted neither succeeded in finishing the race. Watson's wheel was badly damaged in the collision.

In the time race Symington and Irwin had tied. It was run off on the track Thursday morning and was won by Symington.

**A Novelty From Abroad.**

Edm. Garnier & Co., of Brussels, a firm of Franco-Belgian cycle manufacturers, are greatly absorbed just now in publicly demonstrating the merits of their new system of driving for safeties, patented under the name of "Le Météore." Strolling along a Brussels boulevard the other morning, the writer came upon one of the firm's depôts containing some dozen or so specimens of the novelty, which may be described as follows:—For the usual crank-axle, cranks and bottom bracket, which are entirely absent, is substituted an annular rim-shaped case containing the bearing balls, attached by suitable arms to the frame. Encircling this novel bearing (which is an open circle about ten inches in diameter) is a cogged rim for the usual driving chain, and short arms afford a direct attachment for the pedals in such positions that the rider's power is applied direct to the periphery of his gear-wheel. The machine, which in other respects resembles a modern high-class safety, weighs 50 lbs. as a full roadster, and 24 lbs. as a racer. The gearing is 120 inches—or higher at pleasure—and the rider's feet describe a circle no larger than with a seven-inch crank. The patentee claims much greater ease of propulsion, and consequently higher speed. The inventor has fully tested the machine, and will send a specimen to London shortly.—*Bicycling News.*

The next in the series of Canadian flyers' photos will be A. W. Palmer, Champion Safety rider of Canada,

**Toronto Bicycle Club.**



ORGANIZED

1881.

Club House: 346 Jarvis Street.

**OFFICERS**

- President . . . . . W. H. COX.
- Vice-President . . . . . CHAS. LANGLEY.
- Secretary . . . . . JAMES WOOD.
- Treasurer . . . . . C. J. W. LOWES.

**ROAD OFFICERS**

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

H. 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 House Committee of the T.B.C. beg to notify the members that the club house doors will hereafter be kept locked. A key has been provided which will pass both front and rear doors of club house, and also the stable door. Members may obtain them by applying to either of the following gentlemen, W. Robins, E. A. Scott, F. Bryers, H. C. Pease, W. G. McClelland and Jas. Miln. The price is 25 cents, returnable on severing connection with the club and returning key.

The regular monthly meeting of the Toronto Bicycle Club will be held in the Club House, 346 Jarvis Street, Monday evening, September 7. A full attendance is requested of all members. J. Wood.

**RUNS.**

- August 29.—Cookville and return, or Oakville.
- September 5.—Hamilton Road Race.
- " 12.—Bond Lake, Thornhill ———.
- " 19.—Niagara and Hamilton.
- " 26.—Picnic, Lambton Mills.

The following riders have been entered for the races of the Montreal Bicycle Club on Saturday—Hyslop, Smith and F. B. Robins, for the Safety events, and McClelland, Miln and Lennox, for the Ordinary events.



## The East-End Club.

F. J. O.

The boys of the East are a go-ahead lot,  
With vigor of youth and swiftness of thought  
And the gift of good foresight such as seldom is found,  
They resolved to have a club that would beat all around.

In the spring of this year, March or April, I believe,  
The idea of a Bicycle Club was conceived ;  
A meeting was held and a chairman elected,  
The doors were then locked to avoid being detected.

Brother Smith took the chair ; some suggestions were  
made ;

An excellent idea emanated from Cread.  
Being called to the floor he addressed Mr. Smith,  
Who smiled rather blandly and drew a long breath.

My idea is this, Mr. Cread then went on,  
After flourishing his arm and making a pun,  
That we boys join hands in brotherly love,  
And stick together like wax as a bicycle club.

Mr. Cread, getting winded, essayed to pause  
After saying some words in support of his clause ;  
Several murmured "hear, hear," others cried for  
"encore,"

But Mr. Cread just declined to again take the floor.

Mr. Smith then followed with a nice little speech,  
Which was well calculated his hearers to reach ;  
He expressed himself as favorable to Freddie's idea,  
And concluded by asking the views of McTear.

Mac then took the floor with elegant grace,  
Having first called on a whisperer to please close his  
face ;

He concurred with the subject in every portion,  
And, in conclusion, begged honor to second the motion.

Mr. Cread having moved, the motion was put  
And carried unanimously—without a dispute ;  
Sam Gibbons remarking, as he put up his hand,  
That our little club was the best in the land.

The hour growing late, the next meeting decided,  
The boys all agreeing on the very next Friday ;  
The chairman requesting, ere leaving the chair,  
That not one of the members fail to be there.

When Friday night had come round all the boys were  
there ;

Mr. Smith then being called, opened up with a prayer ;  
He prayed for himself, then he prayed for his love and  
The Royal Canadian Bicycle Club.

Mr. Murray then arose, with a little suggestion,  
The pith of which was "That we have an election" ;  
The officers elected and installed in good form,  
The secretary's report read, representing them strong.

Then here's to the Queen, and to Canada fair,  
The country becoming so famed everywhere,  
And here's to Toronto, the city we love,  
And the Royal Canadian Bicycle Club.

The club is now one of the best that's afloat,  
And has a good wish for success, and the respect of  
the poet.

August 17, 1891.

"CLEM."

Chawley—"I fell from my wheel this morn-  
ing, Miss Jones—took a wegular header."  
Miss J.—"Is that so? I always heard that  
you never tumbled."—*New York Herald*.

At the present moment the one name  
engaging the attention of the vast majority  
of cyclers who follow the movements and  
watch the deeds of derring-do performed by  
path-racing wheelmen is—Frederick J. Os-  
mond. There is no need to recapitulate the  
doings of the finest exponent of racing upon  
the high bicycle. He has achieved a record  
unparalleled in the history of the sport upon  
the old-fashioned wheel, and having only  
recently adapted himself to the bicycle of to-  
day, he has proved that he is beyond doubt  
the Prince of Racers. We saw him for the  
first time on his "Whitworth" at Padding-  
ton on the occasion of the fifty miles bicycle  
championship, and we consider his style  
absolutely faultless. Graceful and easy, he  
seems perfectly suited to his machine, and  
his steering is as straight as a die, with never  
the slightest inclination to swerve, roll, or  
wobble. No racer of the day has done more  
to upset "theory" than Osmond. At one  
blow, in the fifty miles bicycle championship,  
he shattered all the physiological theories  
ever expounded about pacemaking by out-  
running the best men of the day, big and  
small alike, champions as well as record-  
holders. For some time the race path has  
been in a bewildering state of ferment.  
Men on long marks have come back to  
scratch after a few performances, and there  
have been quite a number of racers of equal  
calibre who have perplexed the souls of  
handicappers beyond bearing ; but now we  
think the one scratch man is found, and the  
ninety and nine will have their starts.  
Despite all puny efforts to discount them by  
stating that others can do better, F. J.  
Osmond's recent performances are simply  
marvellous, and we congratulate him on  
them. Time alone will prove what further  
wonders he will do. No greater instance of  
his sportsmanlike nature could we cite than  
his secession from the old-time bicycle to the  
ranks of present-day fliers, where the fight  
wages fiercest, and where he can pit his  
strength and prowess against a far greater  
number of good men than heretofore ; and  
since he has espoused the modern racing  
mount it is safe to assert that his popularity  
has increased by leaps and bounds.—*Cycling*  
(Eng.)

On Hampden Park track, Springfield,  
Mass., on the 19th instant, Zimmerman,  
mounted on a Star, covered the half mile in  
1.10½, slightly lowering Windle's 1.10½ made  
at Peoria last year. His pace-makers were  
C. M. Murphy and A. B. Rich.

**Athenæum Bicycle Club.**

**Items of Interest.**

**OFFICERS:**

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

**OFFICERS OF THE ROAD:**

J. P. LANGLEY ..... Captain.  
 A. BYRON ..... 1st Lieutenant.  
 R. L. WEMYSS ..... and "  
 A. ECKLEY ..... 3rd "

**RUNS.**

August 29.—Whitby, to start at 2 p.m. sharp.  
 The Saturday afternoon runs during September will be arranged on the occasion of the usual Thursday evening runs, due notice of which will appear in the *Empire*, etc.

**Deserves a Medal.**

**PLUCKY RESCUE AT CENTRE ISLAND—HAMILTON BENDELARI SAVES A DROWNING GIRL.**

What might have been another drowning accident on the Island yesterday afternoon was prevented by the pluck and coolness of Hamilton Bendelari, the fourteen-year-old son of Mrs. Bendelari, who, with her family, is living for the season at Centre Island. A housemaid in the family of the Anglican Bishop of Toronto was disporting herself in the lake, and got beyond her depth. Alarmed by the drowning cry of the girl, who was quite unable to swim, young Bendelari, with commendable promptitude, plunged in and succeeded with great difficulty, for the now half drowned woman had made up her mind she had a soft snap when she clutched at the boy, who, however, got a grip on her waist-belt, and succeeded in getting her close to shore, when others went to his assistance, and after a full hour's hard work by Mrs. Arthur Denison, Mrs. Cornell and Miss Watson, the poor girl was brought to, but it was a close call.—*Toronto Telegram*, Aug. 20. Bendelaria is a member of the Junior Division of the T. B. C., and was successful in capturing the gold medal in the half-mile bicycle race for boys fourteen and under, at the Tournament on Civic Holiday.—Ed.

**MEASURE FOR 'MEASURE.**—Jack Ford:—I rode a thousand miles last month—What's the matter; you don't doubt my word, old man. Tom de Witt:—No, I don't doubt your word, only I think you must have bought your cyclometer at a gas-meter factory.—*Ex.*

Detroit wheelmen are about building a \$10,000 club-house.

The Coventry Machinists' Company has introduced a tool bag for carrying a pneumatic outfit as well as the usual tools.

F. J. Osmond has been suffering recently from saddle soreness and a slight sprain. We suggest that he consult Vice-President Langley of the T. B. C.

The San Francisco wheelmen have taken up the matter of road signs, and will place signs at various places pointing out directions to other places, distances and general condition of the roads.

At the recent bicycle races in Sarnia, Hyslop carried off the honors in the mile and two-mile safety events, defeating Skerritt, of Hamilton, and some Detroit riders. Time 2.45 and 6.00½ respectively.

Messrs. Coutes and Wm. Miln, of the Torontos, and Might and Smith, of the Peterboros, have just returned from a trip to Montreal. They cycled as far as Kingston firing the roads good, and took the liner from Kingston to Montreal. They were gone ten days and thoroughly enjoyed themselves.

The success of the Toronto riders at their recent tournament has encouraged them considerably, and as a consequence McClelland, Miln, Lennox, Smith, F. B. Robins and Hyslop have entered for the Montreal races on the 29th. A special car has been chartered to leave the Union Station on Friday night with the riders and their friends.

The Toronto Bicycle Club ought to consider itself and its members pretty well advertised of late, as the *Pictorial Sporting Times* contains an alleged portrait of Dave Nasmith, while the *Sunday World* and *Evening News* have each been decorating their pages with pictures of the Club House and some of the Club members.

**Our Perfection Belle.**

There is a member of our club  
 Who is our pride and joy,  
 A maid as fair as one can be,  
 And just a little coy.

As merrily along the road we go  
 O'er hill and through the dell,  
 Her ringing laugh resoundeth. Oh,  
 She's our perfection belle.

—*Wheelman's Gazette.*

# THE GREAT TRACK RACE

TORONTOS vs. WANDERERS.

TORONTOS WIN.

WELLS FINISHES FIRST.

Last evening at the Rosedale grounds over one thousand people were present to witness the finest bicycle race that has yet been run in Toronto. It was a scorch from start to finish, and every quarter was interesting as the leaders were continually changing places. Wells certainly rode the finest race, using his head to much better advantage than any of the others, finishing first by about twenty yards and in good condition. Hyslop rode a fast race, and a good one. Smith was a surprise, and had he not broken his wheel within a mile of the finish he would probably have had a chance for first position. As it was, however, he beat Nash, who was riding a plucky race for third. McClelland and Nasmith rode from start to finish in about the same position as they finished, though each of them lead for part of a lap. Palin was unfortunate at the start in being upset, by which he lost a lap, but when once caught by the leaders he stayed with them. Hunter was lapped twice, Deeks three times, and McBride five times.

The following is the score as announced :—

	Wanderers.	Toronto.
Wells, G. M.....	10	
Hyslop, W.....		9
Smith, E. J. P.....		8
Nash, H.....	7	
McClelland, W. G.....		6
Nasmith, D.....		5
Hunter, W.....	4	
Palin, J. H.....		3
Deeks, J. T.....	2	
McBride, W. J.....	1	
	24	31

Leaving the Torontos winners by seven points, a victory of which the club is honestly proud. Time for leader 30.58 2-5.

NOTES.

A negro called to see Marshall Wells yesterday. The consequence was his luck changed and he won the race.

Skerrett, Palmer, Laidlaw and several others of the Hamilton Club witnessed the race.

Smith rode a wheel geared to 76 $\frac{3}{4}$ , and one ex-champion predicted that he would not finish the race. He did, however, and in fine condition.

Nasmith rode a wheel that was rather too heavy for him.

McClelland said at the finish that he "felt like he cud ride through a stone wall."

Wells was the only rider who knew when the fortieth round was being run, and stopped riding immediately he passed the tape.

No one appears to have thought of ringing the bell on the final lap, though that ceremony would not have been dispensed with on an everyday half-mile dash.

At the finish of the different laps Wells was first eleven, Hyslop fifteen, Smith ten times and Nash twice.

Wells stood second twenty-two times, Hyslop 13, Smith once, and Nash twice.

Wells finished third five times, Hyslop ten, Smith eleven, Nash twelve.

Wells was fourth twice, Hyslop twice, Smith five and Nash eighteen times.

Wells and Hyslop never finished a lap below fourth place, Smith four at five and one at seven, while Nash had four at five and two at six.

Nasmith and McClelland each took first and third places on one lap. Nasmith took second twice and fourth place six times, while McClelland took one fourth.

Horace Pease was delighted with the result, as Wells took first place and the Toronto team won.

As a result of the betting a few more of the Torontos will probably go to Montreal—Buy return tickets, boys.

The Wanderers were badly handicapped for want of Foster.

## Had He But Known.

"My kingdom for a horse!"  
This was the monarch's cry,  
When on the bloody battlefield  
The enemy drew nigh.

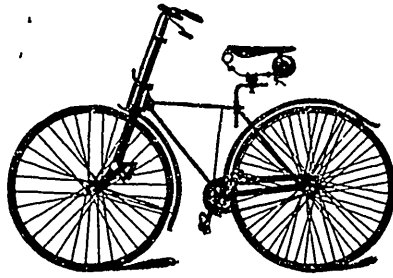
Horses and riders lay  
Encircling him around,  
Oh! that some winged Pegasus  
Had risen from the ground—

Whose trusty tireless feet  
The swiftest would outrun,  
Nor at the fountain pause to drink,  
Nor faint beneath the sun.

A steed whose cherished life  
Would brave the foeman's steel,  
Had he but known! his cry had been,  
"My kingdom for a wheel!"

Chas. McCarthy, in *Bicycling World*.

A writer in the *Cyclist* tells of a rider who has had his machine in use in his business for over sixteen years, during which time the only thing he has had done to it has been the renewal of the rear wheel tire.



# IT WON AT ROSEDALE

In selecting a Wheel, the following points are very essential—Strength and Ease in Running.

At the Races on Civic Holiday here, the Gould Wheel showed lightness in running, as was demonstrated thoroughly by its rider; although riding a heavy Road Wheel, and himself a new rider, other riders were passed with ease whether riding cushion or pneumatic tires. I can cheerfully recommend this make of Wheel to those desirous of purchasing, and will be pleased to have them call at my Warehouse and examine the Wheel thoroughly before making a selection, as this Wheel is built especially for Canadian Roads, and is built heavy, although taking less power to ride it than other makes of Wheels which are even lighter in weight.

**GEO. F. BOSTWICK, 24 WEST FRONT STREET, TORONTO.**

## A Cycling Dress for Ladies.

“With the Society of Cyclists at Northampton were the Misses Tunstall, who rode a tandem and wore an entirely novel kind of cycling skirt which yet *looks* exactly like an ordinary one. The invention was brought about by the fact that with the ordinary skirt of civilization they had so many accidents which were attended with danger that they resolved to abandon cycling. One of the sisters, however, designed her present dress, and since then they have had no trouble whatever, while it is utterly impossible for anyone to tell that there is the least peculiarity in the arrangement of the drapery. And yet the simplicity of the whole thing is touching. The bottom of the dress instead of being open is closed, while at each side there is an opening for the feet, with a short gaiter, which is part and parcel of the dress, and this gaiter is covered by a flounce of about nine or ten inches in depth. The result is that the dress cannot fly up, and cannot by any possibility be distinguished from an ordinary fashionable skirt. The young ladies are anxious that others should benefit by their experience, and would be glad to give further details.”—*Bicycling News*.

## Hamilton vs. Toronto's Road Race.

Arrangements have been made for a forty mile road race to be run over the road between Hamilton and Grimsby, on the 5th September, ten men on each team. This promises to be a race for blood, as the Hamilton team are champions for twenty miles with five men, and the Torontos believe they will be champions for forty miles, with ten men on the teams. Let the best team win.

## 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** 53in. Cushion Tyred 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  
51 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 tyre—in first class condition. Apply Geo. Parsons, Willard Tract Dep., Cor. Yonge and Temperance Sts.

### The Cyclist Scores One.

We clip the following from the Police Court report in the Toronto *Telegram* of Aug. 18:—

#### AN INTERESTING CASE.

At the Police Court this morning, Kenneth McKay was charged with a breach of a city by-law by driving furiously along King street at Jarvis.

Wm. Heffron, a bicycle rider, testified that he was on his wheel and was crossing Jarvis street when the defendant came along at the rate of ten miles an hour. His horse struck the witness on the shoulder, knocked him down and stepped on his wheel, damaging it to the extent of twelve or fifteen dollars.

Constable Armstrong said he saw the defendant driving along at a furious rate and would have stopped him only that he was engaged in another case at the time.

Half a dozen witnesses were examined, all of whom testified that the defendant was driving at from eight to ten miles an hour.

For the defence several witnesses swore that the speed did not exceed a "jog," or at most five or six miles an hour.

James McKay was the next witness. He is a lad of perhaps eight years of age, and as he stepped up and took the oath, then he said he didn't know how fast the horse was going. "Just like he always does," said the boy, and he stepped down. Albert Sawyer, who owned the horse, did not give him a very good reputation for speed. "Your Worship," said he, "that there horse couldn't make no ten miles an hour if you licked him for all you were worth."

The Magistrate—Don't you think a man should be fined for pushing such a horse as that to his full speed.

The case was disposed of by fining the defendant \$11 and costs, \$10 of which is to be paid to the complainant.

## F. McEACHREN

Merchant Tailor

31 KING STREET E., - TORONTO.

BICYCLE UNIFORMS A SPECIALITY.

## W. J. LUGSDIN

PRACTICAL HATTER AND FURRIER

—: IMPORTER OF:—

Hats, Caps and Furs

259 YONGE STREET.

OPPOSITE TRINITY SQUARE.

## 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.

## “THE BANK”

21 JORDAN ST.

The most handsome and comfortable furnished Tonsor Establishment in the City of Toronto, being fitted with all the latest improvements.

—: BATH ROOMS:—

in connection.

P. BRUNET,

(Formerly of the Walker House Shaving Parlors).

---

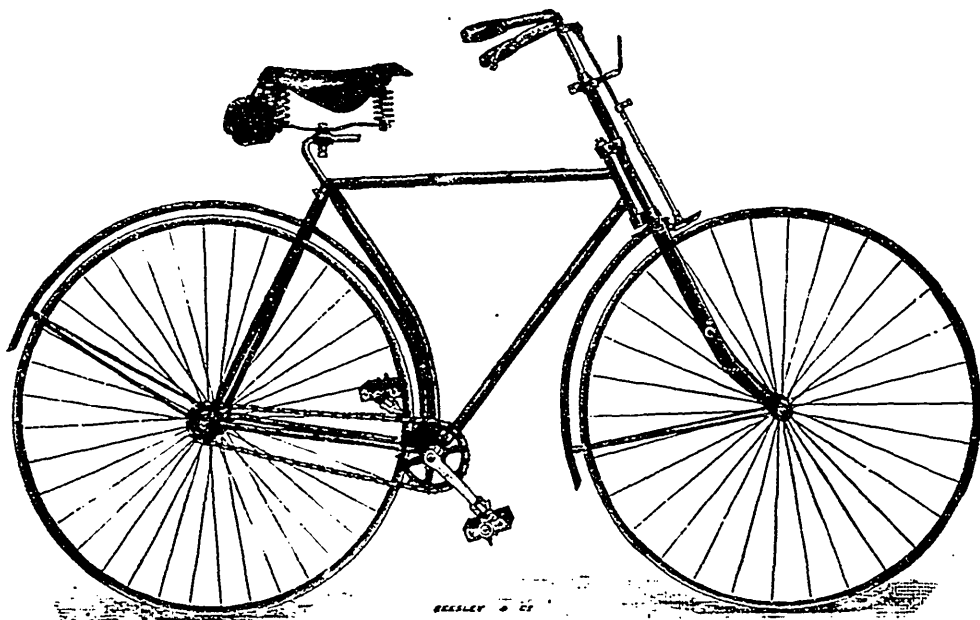
IT WINS AT  
**HAMILTON \* TORONTO \* SARNIA**

---

TOWNSEND'S  
**ECOSSAIS DIAMOND SAFETY**

∴ The Great Scotch Wheel. ∴

---




---

Hamilton, Green Race. Time, 2 mins. 53 2-5 secs.  
 Toronto, Half-Mile.—Time, 1 min. 15 2-5 secs.  
 Sarnia, Mile.—Time, 2 mins. 44 secs.  
 Sarnia, Two Miles.—Time, 6 mins. 1-5 sec.

Common, ordinary machine taken out of stock in the warehouse, and was the only everyday wheel taking **FIRST PRIZE**; other wheels were all racers.

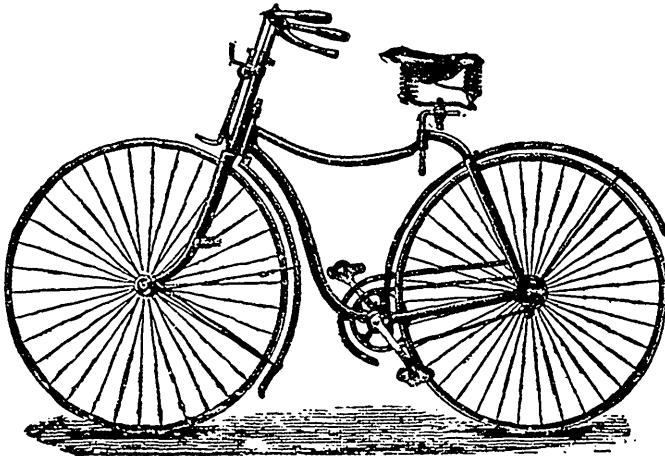
These are the strongest, fastest and best everyday roadsters to be found in Canada, and the price most reasonable. Wheelmen, these machines are the acme of perfection.

Also Cushioned Tyre Ladies Ecosais Diamonds.

**HYSLOP, CAULFEILD & CO.**  
 WHOLESALE AGENTS FOR CANADA.

SEASON 1891

# EVERYTHING ON WHEELS



THE ROVER No. 1. Highest Grade.

Ball Bearings to both wheels, crank, axle and pedals, hollow rims, tangent spokes, Garford saddle, mud guards to both wheels and chain.

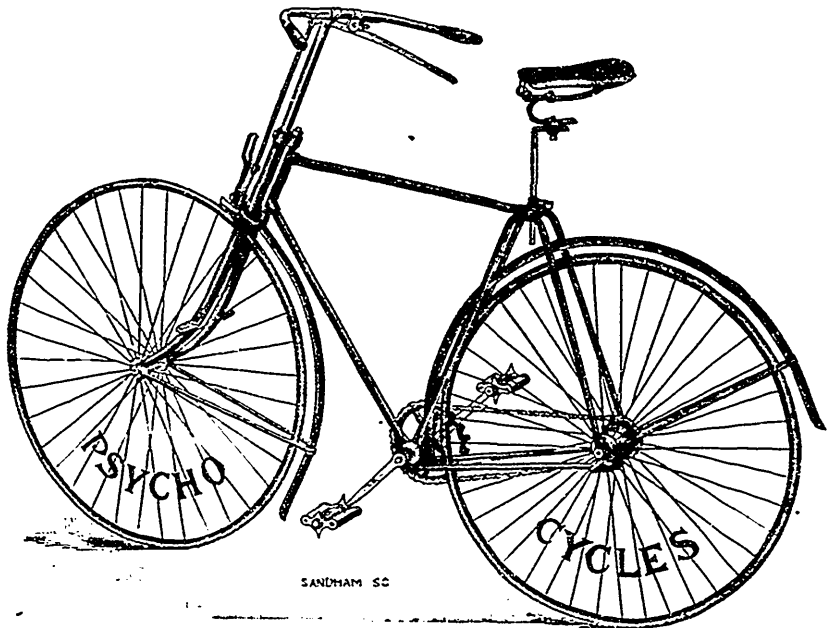
**Price \$125.00**

## ♣ The "Psycho" Safety ♣

### SPECIFICATIONS.

30 inch equal wheels, geared to 54 inch. Best ½ inch moulded tyres. Patent steel tube frame with spring steel backs, adjustable handles and seat pillar. Garford saddle with improved spring. Improved plunger brake. New improved chain and adjustment. Ball pedals.

**Price \$90. Cushion Tyre extra \$15.**



TYPE XIII.—Black Prince. Weight, 43 lbs.

SEND FOR SPECIAL BICYCLE CATALOGUE, THE LARGEST IN AMERICA—FREE  
Canadian Agents for Starley Bros., Coventry, "The Psycho;" J. K. Starley & Co., Coventry, "The Rover;" Humber & Co. Beeston, "The Humber;" Manufacturers of "The Dominion."

Sporting and Athletic Goods of every description for sale at the Right Prices.

**THE CHAS. STARK CO., LIMITED**

Largest Sporting Goods Jobbers in Canada

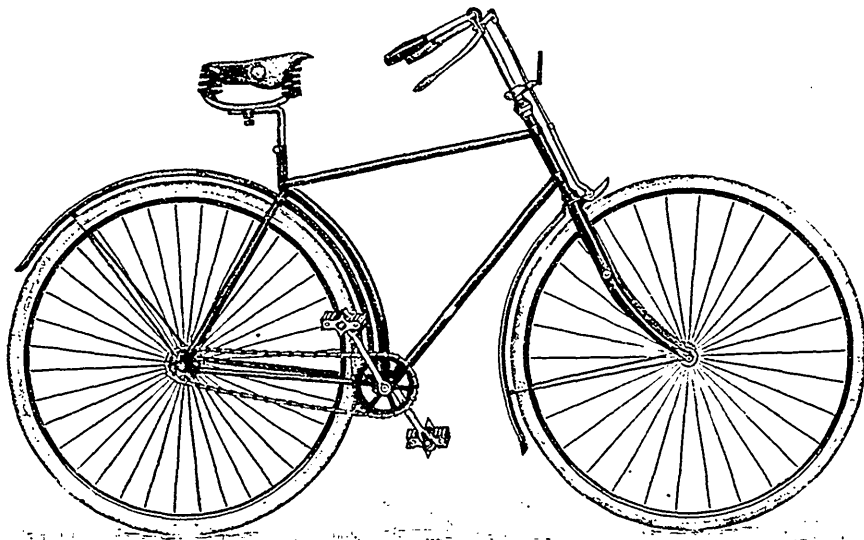
OFFICE AND WAREHOUSE, - 56, 58 & 60 CHURCH STREET, TORONTO, CANADA



THE  
WHEEL  
OF THE  
Season.



**Solid, Cushion, Pneumatic**  
DIAMOND FRAMES, CROSS FRAMES, LADIES' MACHINES.



MODEL "C" CUSHION TYRE.

List Price, \$140.      Our Price, \$115.

Model "A," Solid Tyre, \$115 00	Model "D," Solid Tyre, \$90 00	Model "H," Solid Tyre, \$75 00
" "B,"        "        105 00	" "F,"        "        85 00	1st Quality Cushion Tyre, \$12.00 extra
" "C,"        "        105 00	" "G," Cushion Tyre 95 00	2nd        "        9.00 "

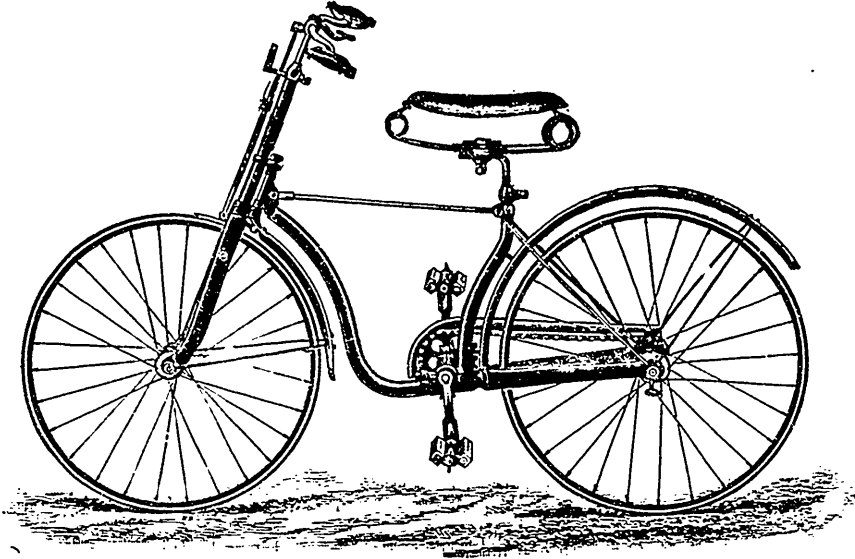
These are without doubt the best and cheapest high grade wheels in the market.  
Come and inspect them at

**J. G. MITCHENER & BRO.**  
Sole Agents for Canada & United States  
**23 SCOTT STREET, - TORONTO.**  
BRANCH OFFICE: 3 KING ST. EAST.



# THE GENDRON MANUFACTURING CO. Limited

MANUFACTURERS OF  
HIGH GRADE SAFETY BICYCLES



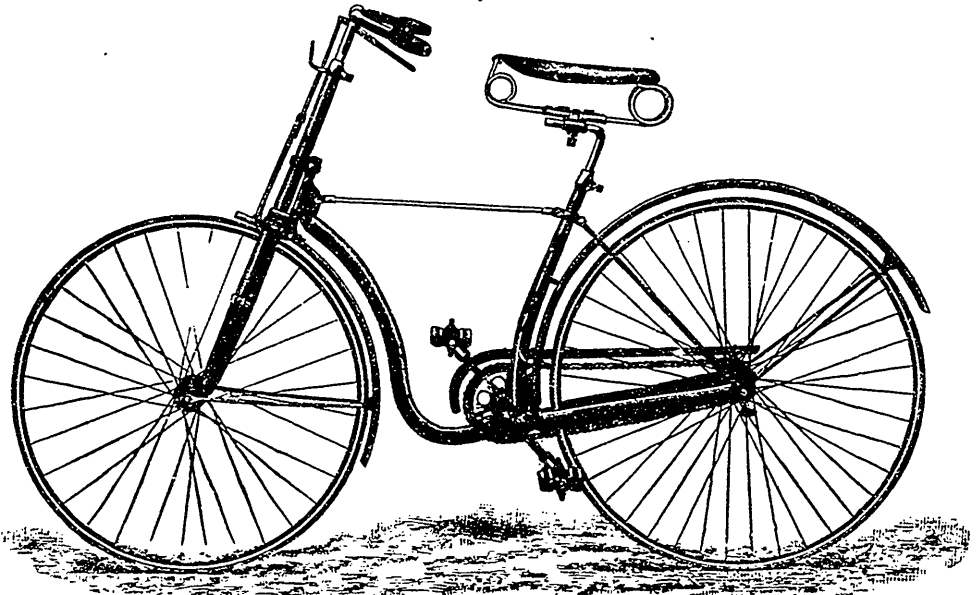
The Gendron No. 1.—For Boys and Girls.

**Wheels**—Both 24 in. x  $\frac{3}{4}$  in. tires, tangent spokes with adjustable nipples; geared to 38 in.

**Frame**—Weldless steel tubing, semi-hollow steel forks, dropped forgings throughout; hall centre head; adjustable cones in wheels, yoke and pedals.

**Finish**—Enameled black, with handle bar, brake fittings, seat rod, braces, cranks pedals and nuts all highly nickle-plated on copper.

**PRICE, \$40.**



Montreal Office and Wareroom:  
1910 NOTRE DAME ST., MONTREAL.  
Balmoral Hotel Bld.

Factory and Home Office:  
7 & 9 WELLINGTON ST. W., TORONTO, ONT.

Write for Catalogue and Prices which are made known on Application.