

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"/>

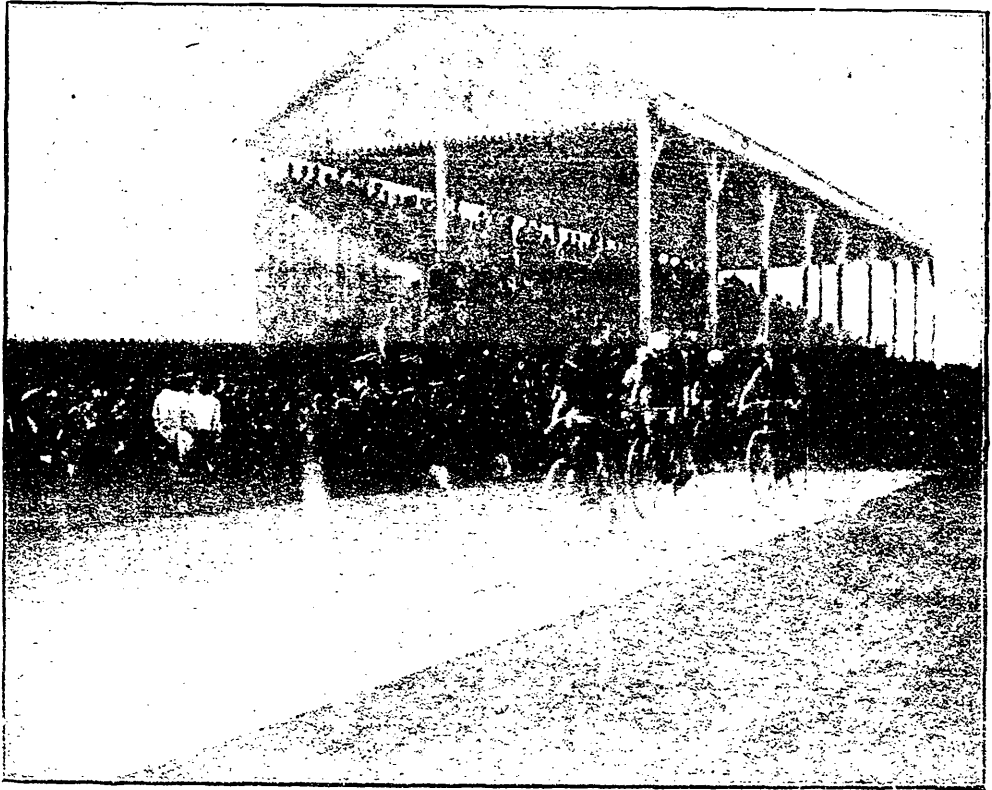
CYCLING

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

Vol. II.

TORONTO, JULY 14, 1892.

No 16.



COMMENCEMENT OF SECOND LAP IN THE HALF MILE.

The C. W. A. Meet.

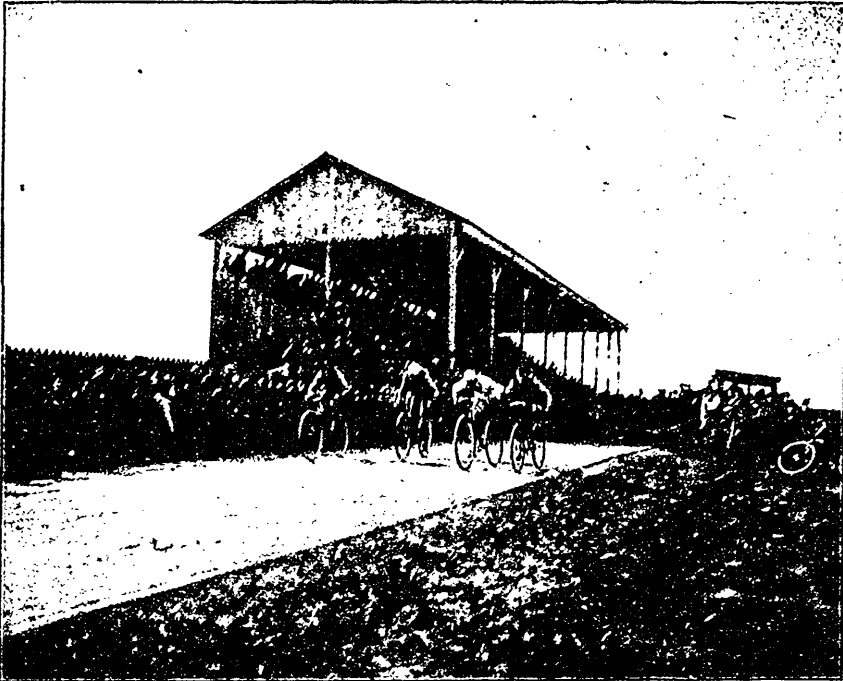
AT THE GROUNDS.

Several days of rain, continuing up to Thursday noon, had a very depressing effect upon the spirits of the members of the Kingston club, but Jupiter Pluvius changed his route and from Thursday noon until Saturday evening the weather was at its finest, and as a result the Kingston people are to be congratulated upon having held the most successful meet in the annals of the C. W. A.

On Friday morning a meeting of representatives from the various clubs was held in

The track is a quarter-mile board track, and, though hardly as wide as it should be, is a first-class track, and with some little alterations in the banking at the corners will, no doubt, be one of the fastest in America. On the west is a covered grand stand capable of seating about five hundred people, while on the opposite side was an open stand which would accommodate about two thousand.

Only two clubs, the Wanderers and Torontos, competed for the representation prize,



START OF QUARTER MILE DASH

the Frontenac parlors, to consider the matter of road racing, when it was decided that the C. W. A. would not recognize that branch of the sport, and the Racing Board were requested to insert a new clause in their rules stating that these rules referred only to path races.

At one o'clock p. m. the clubs began to gather in the city park where the parade was formed, and proceeded along Union Street to the new athletic grounds. About 800 wheelmen were in line, and the parade was a magnificent one.

which the Wanderers secured, the score standing Wanderers 95, Torontos 94. They also secured the percentage prize, although, we understand, they were not competing for it, and did not put in a list of their members present, as was done by other clubs competing.

THE RACES.

One-mile novice—1, E. O. Sliter, Kingston B.C. ; 2, F. Bendelari, T.B.C. ; 3, C. McQuillan, W.B.C. Best time, 2.44 $\frac{2}{3}$. There was such a large field of entries for this race

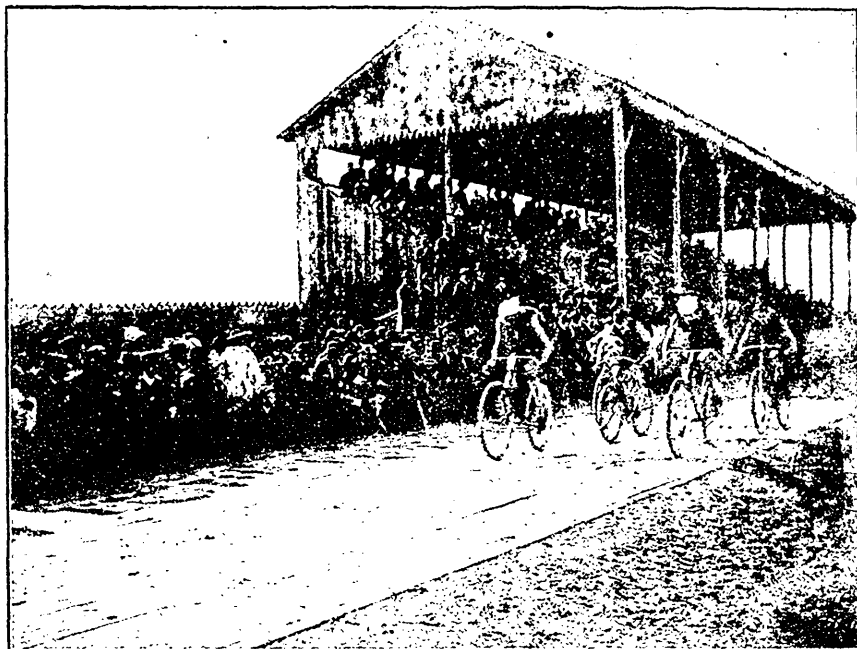
(twenty-four) that six heats were run before the final was called and the competitors had been narrowed down to four, viz.: Sliter, K.B.C., Bendelari, T.B.C., and McQuillan and McGuire, W.B.C.

One-mile championship—1, G. M. Wells. Time (record) 2.32.

The starters in this race were Palmer, H.B.C.; Low and Louson, M.B.C.; Wells, W.B.C.; Smith and Carman, T.B.C. Wells led from the start, closely followed by Palmer and Smith, which order continued until the last quarter, when Smith dropped back,

finished second was given first place, Connolly second, Skerrett third. Smith also won the second heat, Skerrett second and Connolly third. The final heat between Skerrett and Connolly for second place ended in a magnificent spurt, in which the Yankee passed Skerrett a few feet from the finish.

Three-mile championship—1, W. M. Carman, T.B.C.; time (record), 8.08½. The other starters were: Palmer and Griffith, H. B.C.; Low, M.B.C.; Nash, W.B.C.; and Smith, T.B.C. This was a well-contested race, all the men being pretty well bunched,



THIRD LAP IN THE THREE MILE.

Palmer finishing six inches behind Wells and Low third.

Two-mile (6.30 class)—1, F. Doll, W.B.C.; 2, J.G. Gauld, H.B.C.; 3, C. Manville, London Wheelmen. Time 5.50½.

Also started in this race Nugent, of Rochester, and Lyon, of the Athenæums, who dropped out, the others finishing well together.

Quarter-mile (in heats)—1, E. J. P. Smith, T.B.C.; 2, C. J. Connolly, Rochester A. C.; 3, F. H. Skerrett, H.B.C. Best time, 36 seconds, by Hyslop, T.B.C.

In the first heat of this race Hyslop, for crowding, was ruled off, and Smith who

with the exception of Nash and Griffith, who soon dropped out. The second mile (Smith leading) was made in 5.25, breaking the record for that distance. On the last quarter Carman, who was behind, made a magnificent spurt, and crossed the tape a winner by a foot, Smith second, Palmer third. Low broke his saddle in the last lap, but rode to the finish.

One-mile (open)—1, Hyslop, T.B.C.; 2, Smith, T.B.C.; 3, Connolly, R.A.C.; time, 2.33½. Also started, McClelland, T.B.C.; Gibbons, R.C.B.C. Just after the start of this race several of the spectators called "foul," and Hyslop and Smith stopped

riding; but as the referee did not call the men back, Hyslop started out to overtake the others, who had gained a full half lap. He made a splendid race, and finished second to S. H. Gibbons; time, 2.43. A time limit of 2.41 had been set, and the race was run over again. Smith set the pace most of the way, but Hyslop passed him on the last turn, and won nicely.

Half mile championship—1, W. Hyslop, T.B.C.; time (record), 1.13 $\frac{3}{4}$. The other starters were: Carman Palmer, Low, Smith and Skerrett. This was the closest race of the day, Hyslop making a fine finish, followed closely by Low and Palmer.

One-mile high wheel—1, Louson, M.B.C.; 2, Robertson, A.B.C.; time, 2.51. Robertson, who rode a geared ordinary, made the pace until the last lap, when Louson passed him, and won easily.

Five-mile championship—1, G. M. Wells; time (record), 13.58 $\frac{3}{4}$. Carman, Smith, Nasmith and McClelland also started, but the latter dropped out after the first mile. Smith and Carman paced most of the way, until the last quarter, when Wells took the lead, making a fine finish, Carman, Smith and Nasmith following close up in the order named.

The times for the intermediate miles were: first, 2.47; second, 5.32; third, 8.25; fourth (record), 11.15.

The officers of the day were: Referee, T. A. Beamont, Ottawa; judges, F. Bryers, Toronto, W. B. Clarke, jr., Sarnia, Gordon Kingan, Montreal; starter, James Minnes, Kingston; clerks of the course, H. W. Richardson and W. Renton, Kingston; Scorers, H. B. Donly, Simcoe, W. A. Hunter, Toronto, A. H. Stratton, Peterboro', H. C. Pease, Toronto; time-keepers, G. H. Orr, Toronto, Dr. Doolittle, Toronto, W. H. Sproule, Ottawa, J. Laidlaw, Hamilton, W. F. Nichol, Kingston.

On Friday evening, at the rink, the successful competitors received their prizes. The wheelmen enjoyed themselves to an unlimited extent in dancing and marching round the rink. By some chance a list of the prize winners had not been furnished the chairman of the meeting, so he explained to the wheelmen his predicament, and invited all who had won prizes to come forward and receive them. The unanimity with which the six hundred wheelmen present made a rush for the platform must have been a great surprise to him, and he will no doubt be a little careful in extending such unlimited invitations to cyclists.

THE ROAD RACE.

Saturday, July 2, dawned bright and clear, and the breeze was just sufficient to cool the atmosphere without in any way interfering with the progress of the riders. The course was from Kingston to Odessa and return (about twenty-four miles), and the surface of the road one of the finest in Canada, with here and there a little elevation to relieve the monotony. As ten o'clock approached, Princess Street became crowded with rigs and cyclists on their way to the starting point, where at 10.50 the following riders lined up:—

Torontos—Carman, Smith, Nasmith, Hyslop, McClelland.

Wanderers—Wells, Nash, Doll, McQuillan and Jaffray.

Hamilton—Palmer, Skerrett, Griffith, Gauld and Bews.

Kingston—Sliter, Robertson, Nicholson, Nichol and Newlands.

Starter Minnes gave the signal at 10.56.24 and immediately the mass of riders moved off, Wells and Hyslop leading side by side down the centre of the road, and in a moment or two nothing was to be seen but a huge column of dust slowly moving across the fields with the wind.

Many of the members of the various clubs had long before ridden down the road to various points of vantage, and as the racers passed cheered them on. At the toll gate, five miles out, the order of the leaders was Hyslop, Smith, Wells, Palmer, Carman and Nasmith some distance ahead of the others. Shortly after passing this point Skerrett's wheel broke down, but for some reason he would not accept the loan of another wheel and was driven back to town by a farmer.

Thirty-five and one-half minutes from the start the leaders turned at Odessa in the following order, Hyslop, Palmer, Smith, Carman and Nasmith, with Wells a short distance behind on account of a disabled machine. He lost several minutes repairing it at Odessa.

On the return journey the order of the leaders at the toll gate was Palmer, Carman, Hyslop, Nasmith and Smith, with Doll some distance behind riding in splendid style. About three miles from the finish Hyslop, who was leading, was thrown, thus putting himself beyond any chance of finishing first. Coming up the grade into Cataraqui, Carman, followed by Palmer, gradually drew away from the bunch and rode to the finish at Frontenac Street in fine condition at 12.6.30, making the distance in 1 hr. 10 m. 6 s.

Following is the order of the finish with the times as taken:—

	POINTS.			TIME.
	Tor	Wan.	Ham.	King.
Carman.....	20	..	..	..
Palmer.....	..	..	19	..
Smith.....	18	..	..	..
Nasmith.....	17	..	..	..
Hyslop.....	16	..	..	..
Doll.....	..	15	..	..
Wells.....	..	14	..	..
McQuillan.....	..	13	..	..
Nash.....	..	12	..	..
Jaffray.....	..	11	..	..
McClelland.....	10	..	..	..
Gauld.....	..	..	9	..
Sliter.....	..	..	..	8
Bews.....	..	..	7	..
Griffith.....	..	..	6	..
Nichol.....	..	..	..	5
Robertson.....	..	..	..	4
	81	65	41	17

Skerrett, Nicholson and Newlands did not finish.

Carman's win was a surprise to every one except one or two, as Palmer, Wells, Hyslop, Nasmith and Smith were looked upon as more likely, from their longer road experience.

McClelland seems to have suffered most from mishaps, for in crossing the railway track he smashed his wheel, and shortly afterwards borrowed Lennox's, finishing on Stephenson's.

Palmer was said to have punctured one of his tires about five miles from the finish. Such was not the case, however, his wheels being both inflated when he crossed the tape.

The team race trophy—a valuable marble clock—now adorns the T.B.C. club rooms.

The T.B.C. received from Buffalo a fine brass lamp, the second prize, won by Hyslop, Smith and Carman in the team race there.

One of the Hamilton papers complains that in the mile championship Palmer was pocketed between Smith and Carman, thus giving Wells an opportunity to win. Such, however, was not the case, and Wells won the race solely on his own merits as a fast rider. We have no doubt Palmer would corroborate our views of the matter, if his opinion were asked.

C. W. A. Meet Photos.

Record breaking was the rule at the races at Kingston this year, and in this regard the T.B.C. scored another hit, in that Mr. English, the well-known amateur photographer of that club, succeeded in taking several good photos of the events, some of which we have pleasure in reproducing in this issue. We have arranged with Mr. English for the use

of the negatives, and any members of the C. W. A. wishing copies of the photos can secure them by addressing office of CYCLING. The pictures include a very fine view of Kingston from Fort Henry, and instantaneous views of the three-mile, half-mile, quarter-mile races, each 6½ by 8½ inches; and several smaller pictures, 4 by 5, of the grounds and races. The complete set, \$2.00, six pictures. Single large, 50c. each; small, 20c. each, by mail.

Fredericton, N. B.

From the Fredericton *Gleaner* we learn that bicycle races were held on July 1 in the Trotting Park, the first being a half-mile in heats for pneumatics, with three entries.

First heat—1, D. Crowe; 2, W. B. Lamond; 3, A. A. Shute. Time, 1.32½.

At first the race appeared to be between Shute and Lamond, who made a hot fight from the start, but within a short distance of the finish Crowe got on a magnificent spurt, and won easily.

The second heat was a repetition of the first, and was run in 1.39¼.

Half-mile (in heats) for solid tires—1, R. Craig; 2, F. Hatt. Time, 1.45½ and 1.59¼.

There were four entries, but the race was between Craig and Hatt, the former winning both heats.

Century No. 72 of the C.R.C.C. was made by F. H. J. Ruel, of St. John, N.B., and is the first recorded from the far East. Mr. Ruel rode from Westfield to Harnstead, thence to St. John, and out to the head of Loch Lamond, and finished at St. John, having ridden 102 miles in 15 hrs. 40 mins. Mr. R. has only been riding a safety for a month, but came through without accident or mishap. His machine was a "Model de Luxe" Singer with Dunlop tires.

Coming Race Meets.

- Seaforth, August 5.
- Hamilton, August 8.
- Toronto, August 13 and 15.
- Sarnia, August 17.
- Buffalo, August 20.
- Newmarket, August 24.
- Montreal, August 27.

Kingston proposes getting up another race meeting if the City Council will change the date of their Civic Holiday from August 8.

In a trial against time on July 4, at Hartford, P. J. Berlo made the quarter in 28½, establishing a new world's record.

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 ad-
dressed 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.

JULY 14, 1892.

H. B. C. Meet.

A reference to our advertisement columns will show a list of events to be run at the H.B.C. Meet on August 8. The reputation earned by the Hamilton Bicycle Club as race meet promoters, their fine track, and last, but not least, their Alderman Stewart as starter, need only be mentioned to ensure a good field of entries, and an excellent time for all who attend. Try and arrange your holidays so as to take in the event, as all the Canadian flyers will be there, as well as several of the Yankees.

The T. B. C. Race Meet.

At a meeting of the Racing Board of the Torontos, held last Saturday, the following committees were appointed to take charge of the two days meet to be held on August 13 and 15: Printing and advertising, H. B. Brough (Chairman), A. F. Webster, J. F. Lawson, H. C. Pease, J. Schulte, W. Robins, A. Rankin, J. Wright; Track and Grounds, C. Langley (Chairman), W. H. Cox, C. W. Hurndall, C. F. Lavender; Prizes, F. Bryers (Chairman), J. F. Lawson, E. A. Scott; Reception, E. B. Ryckman (Chairman), W. H. Cox, Jas. Miln, Jas. Wright, W. Robins, H. C. Pease; Transportation and Customs, A. F. Webster, E. B. Ryckman.

A Road Record Association.

It was casually mentioned at Kingston that Mr Robertson of the H. B. C. had a scheme in his mind for the formation of a road record association for Canada. Now is the time for such an association to be formed, and if Mr. Robertson will lay a fea-

ible plan before the members of his own and other clubs we have no doubt but that he will meet with every success.

A Tramp Abroad.

Michigan offers to the cycling tourist inducements in the way of scenery, good roads, pretty towns, hospitable people, and a good time generally, that few people have any idea of.

Cycling is having a great increase in its ranks, which is steadily growing day by day.

The wet weather, which has seemingly deluged the whole continent, has been rather reluctant to leave pretty Miss Michigan. Nevertheless, the roads have been good, and I have enjoyed many a good spin over them.

After leaving Port Huron, I took my way to Detroit, arriving there on the night of May 23rd, and was surprised to find the city invaded by "red coats" who had slipped over from the Grenadiers encampment at Windsor, across the river.

The following day, "Queen's Birthday," I met many old acquaintances. Some who were members of the "Wanderers" of Toronto in the early eighties, when your correspondent was "the kid of the club." Others who formed the invading parties at the annual 24th May and C. W. A. meets when big good-natured Tom Fane and "Papa" Strange used to circle around the old Rose-dale track, endeavoring to grasp the "laurel wreath" and Beattie Cup from the hands of the youngsters who had succeeded in holding it for the previous years.

Detroit has been called a pretty city; it is more, it is a beautiful city. The city fathers are using their utmost endeavors to have nearly all the streets paved with asphalt, and then Detroit will be like a dream to the weary cyclist as he arrives within her gates.

I had the pleasure of a "whirl" over some of the principal streets, viz., Cass, Jefferson and Woodward avenues. The two former are paved with asphalt, while the latter is part macadam and part cedar block. My companion was Mr. Jos. M. Bresler, Chief Consul Michigan Division L. A. W., to whom I owe the pleasure of my visit to Detroit. After riding over Jefferson avenue for some three miles we arrived at "Belle Isle Park," situated on the charming little island called "Belle Isle." I have seen a great many pretty parks and drives, but I have yet to come across one that compels "Belle Isle" to take a seat in the gods. The road circling the island is very fine, and is just miles in length.

First you are spinning along the river bank; directly opposite lies "Fair Canada," looking her best in the reflection of a sunset of a June day. Then you whirl along through shady nooks, and pretty little "lovers walks," and as you ride over the long handsome bridge before returning to town, look back and you will see as pretty a sight as you would wish to look upon, and it is with a sincere feeling of regret that you turn away.

In writing of Detroit I must not forget to mention the Detroit wheelmen, or their hospitality to me and the pleasant evening spent at their cosy club house, which will long remain amongst my cycling memories.

Who does not know Joe Foster, the big brother of "our Fred"? When I discovered his whereabouts I immediately set out to call on him. He looked at me for a few moments as I entered his office, then he jumped up and caught my hand, with the exclamation, "Ross, how in the d— did you get here?" and with that he proceeded to dislocate my shoulder. We had many little rides together. What? Didn't you know Joe rode a wheel? Why he had been riding two weeks when I saw him; you ought to see him pedal that pneumatic of his. I will let you into a secret, Mr. Editor. Fred had better keep his eyes wide open, as Canada is going to have another champion whose name will be Foster, but not Fred—Joe.

Ann Arbor is about forty miles west of Detroit, and is a pretty little town. The University buildings are very fine, as is also the Court House. Ann Arbor is a lively place when the students are there, but, when they return to their homes, it is awfully dead.

I may be hard on Ann Arbor, but I have reasons for not having pleasant recollections of it, and if I could have caught the mean beggarly student who "jabbed" my rear tire with a knife, there would have been a bigger row than that which the students made over "Prince Mike" on the same evening.

Adrian is not a very large town, but what it lacks in size is made up by its enthusiastic wheelmen, as is evidenced by the fact that ten of them made a thirty mile ride in mud up to the axles of their wheels. Mr. Harry De Foe, L. A. W. Local Consul, kindly took me in hand during my stay there, and I would advise all visiting cyclists to call on "Curley" when in that neighborhood.

Kalamazoo is a place anyone would be proud to claim as his native town. The streets are good and there are some awfully pretty riders in the neighborhood. There is a bicycle club of thirty-five members there, and cycling is going steadily ahead.

It was in Kalamazoo that my attention was first called to the very unwise manner in which certain manufacturers appoint their agents. A great many small manufacturers appoint their agents by correspondence, and as a result are represented by mere boys, not having any responsibility, business ability or principle, to whom a dollar or two is a large sum of money, and they sell wheels at nearly cost, thereby cutting the trade all to pieces. It's a shame.

There is not any necessity for it, but, at the present state of affairs, it is impossible to get a business house to handle wheels, as they cannot compete with these so-called "sidewalk agencies," having to pay for help, light, heat and rent, to say nothing of advertising. Dealers are complaining bitterly of this system, and a number have avowed to me that as soon as they sell their present stock they intend to abandon the bicycle business altogether. You cannot blame them. I would advise that manufacturers use a little discretion in appointing their agents. There are plenty of good live business houses who would only be too glad to handle wheels, provided that the present system of "sidewalk agencies" is done away with entirely.

The change would pay, because this cutting of prices not only hurts the reputation of the wheel but decreases its sale.

There is an opportunity for a good discussion on this subject, and I would like to have some one take it up. I have plenty of facts to prove every assertion I may make in regard to same. Come, you manufacturers and dealers, give us your views on this subject.

J. JAY ROSS.

Jackson, Mich., July 3, 1892.

Century Ride.

On Saturday, July 23, if the weather is at all fit, a century party will start from the Gerrard Street bridge and wheel through to Trenton. The pace will be easy, and any rider, whether a club member or not, is invited to accompany the party. The start will be made at 5 o'clock sharp.

Tonawanda.

At the joint meet of the Buffalo Ramblers and Tonawanda Clubs on the Tonawanda track last Saturday, Hyslop scored second to Dorntge in the three-mile lap race, with C. J. Connolly, E. C. Baid, and W. S. Campbell behind him.

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. HURNDALL.
1st " Safeties	E. A. SCOTT.
2nd " Ordinaries	JAMES SINCLAIR.
2nd " Safeties	H. LOVE.
H. C. PEASE - Club Reporter.	

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

CLUB RUNS.

July 16.—Thornhill.

July 23.—20 mile Road Race on Kingston Road.

July 30.—Highland Creek and return, or Whitby.

Club runs every Tuesday and Thursday evenings, leaving club house at 7.15.

One of the most attractive features of the Meet was the Wanderers Bugle Band.

Following are the records made at Kingston on July 1:

	TIME.
Half mile, W. Hyslop	1.13½
Three-quarter mile, G. M. Wells	1.54
One mile, G. M. Wells	2.32
Two mile, E. J. P. Smith	5.25
Three mile, W. M. Carman	8.08½
Four mile, G. M. Wells	11.15
Five mile, G. M. Wells	13.58½

The Wanderers secured the prize for largest representation and also the one for largest percentage of members present.

Montreal Bicycle Club.

On Friday evening next, there will be an open handicap race meeting on the M.A.A.A. grounds, the events being run off by electric light. In addition to several foot races we will have a one and a three-mile bicycle race, for which two prizes are offered in each event, viz., a gold and a silver medal.

On Saturday there will be games on the Shamrock grounds, one of the events being a two-mile bicycle race.

We have very bright prospects for our annual meet on the 27th August, and any wheelmen who make us a visit at that time may expect a good reception. Our track is in fine condition and will be kept so; the prizes will be handsome and worth the winning.

Mr. Alfred A. Simpson, 2nd Lieut. of the M.B.C., has made the first century in this part of the country run under the C.R.C.C. rules. Last Friday, at 6.30 a.m., he left Montreal by the Lower Lachine Road, proceeding to St. Anne's, twenty-five miles distant. This course he covered twice each way, finishing at 8.05 p.m.—actual riding time 10 hrs. 55 min. When about eighteen miles from the finish a heavy thunderstorm came on and the road became unridable in places. Two bad slips occurred, and as a consequence he finished with torn clothes and a bent crank. He expects to repeat his century this week but will take a longer course, preferring a straight 100 miles, and will, probably, be accompanied by other members of the M.B.C.

Mr. D. S. Louison has left on a holiday trip to Portland, Me.

"WINGED WHEEL."

Montreal, July 11, 1892.

Same Distance but Different Riders.

At Manhattan field, New York, on Saturday, P. J. Berlo won the ten-mile championship of America in 30.40½. L. D. Munger was second.

The Brixton, Eng., Club's fifty guinea challenge cup race on Saturday, ten miles, was won by Osmond (scratch) in 28 min. 40 sec. Zimmerman was present, but declined to enter, on the plea that he was feeling too stale. The belief was generally expressed that he did not care to risk a test with Osmond.

Palmer has come to Toronto and will train at Rosedale.

Notes of the Meet.

Rewards are out for voices lost at Kingston.

The Wanderers kept the town pretty lively Thursday night with their calithumpian procession and the bugle band.

The Forest City boys seemed to have a particularly good time. Owing to the lightness of their garments they had to keep themselves warm inside. It was well on to morning before they felt comfortable.

Griffith made a good showing in the road race, but we think would have done better had he been doused with a pail of water two or three times. He appreciated the little he did get.

The Toronto clubs are pretty well supplied with championships. James Murray, of the Royal Canadians, recently won the Five-mile Quebec Championship, in 16.35, and the half-mile dash, in 1.38.

It is Harry Harwood's opinion that Carman would not have won the road race had he not followed his advice. "It was like this: I gave Carman two texts of four words each before starting--'Trail Smith to turn'; 'lead last five miles,' and he won!" Good boy, Harwood!

Latest Centurions.

58, B. S. Cane, Newmarket; 59, G. S. Karr, Toronto; 60, G. M. Begg, 61 C. F. Lavender, 62, W. Robins, 63, Miss Florence Creed, 64, T. Fane, 65, C. R. Dent, 66, P. Leadley, 67, W. F. Turnbull, 68, H. C. Boulter, 69, Dr. P. E. Doolittle, 70, J. Stanbury, 71, R. Robinson, 72, F. H. J. Ruel, St. John; 73, J. Smith, 74, D. McCall, 75, J. H. Nash, 76, D. Nasmith, 77, F. J. Whatmough, 78, D. Nasmith, 79, F. J. Whatmough, 80, A. S. Rogers, 81, A. Robertson, 82, D. Nasmith, 83 F. J. Whatmough, 84, H. T. Smith, 85, A. A. Simpson, Montreal, 86, C. T. Cootes. Century 76 made by Nasmith, from Kingston to Belleville and return, was ridden in 6 hrs. 45 min., and is the record time.

10 CENTS. For 10 cents in silver, I will print your name and address, and send it to all the cycling, athletic and sporting journals published in the U.S., Canada and England; also to 100 political and literary newspapers and magazines, and request them to mail you sample copies. You will get more papers, circulars, magazines, etc., than you have received the past five years. Send to-day.
H. P. RISING, Box 18, Marshall, Missouri, U.S.A.

Hamilton Annual Race Meet

August 8th, 1892.

Valuable Prizes, Fast and Safe Track, All Open Races.

RACE PROGRAMME.

1. Two Mile Novice.
2. Half Mile Dash (open).
3. One Mile (2.45 class).
4. One Mile (open).
5. Quarter Mile Dash, in heats (1st heat).
" " " (2nd heat).
6. One Mile (3 minute class).
7. Two Mile Lap Race (open).
Quarter Mile Dash (final heat).
8. Three Mile (open).
9. One Mile (consolation).

Races under official sanction of C.W.A.
Entries to F. H. Skerrett, P.O. Box 133.
No entries received after August 3rd.
Position on track according to order of entry.
FEES MUST ACCOMPANY ENTRY, 50 CENTS IN EACH EVENT.
Committee reserves right to alter race programme.
Three to finish for second prize.
All races for "safety" wheels.

**ADMISSION TO GROUNDS
25 CENTS.**

For Entry Blanks and all information, address,

F. H. SKERRETT, Hamilton. - - P. O. Box 133.

Athenæum Bicycle 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.B.C. will be held at the club house on the third Tuesday of each month, at 7.30 p.m. sharp.

Club runs will be held every Thursday evening, leaving club house at 7.30.

The Wanderers.

Pullman cars, cheap tickets, no sleep, a lively town, the usual parade, the largest turn-out, a smart bugle band, good races, a promenade concert, a cook's parade, guaranteed pretty ladies, a night's rest, a road race, sail on the river, a wet night and the Union Station next morning with a sore throat, and the Kingston trip is described. Every one of the ninety-five Wanderers could enlarge considerably on the above, but, when boiled down, there you have the trip.

From the above I'll endeavor to give the views of one of the ninety-five. When you take a Pullman along with ninety-four others, who look upon it as a free and easy concert hall, you can make up your mind, if you have left your ether or chloroform at home, there will be no sleep. At North Toronto we were joined by a contingent of people dressed as Indians, with scalp-locks attached to their belts. They lent the aid of a score of powerful throats and lungs. They proved to be the famous Forest City fanandagoes, filled with good nature, and nature's product. Chief Joe de Jo, with tears in his eyes, prayed to get started. Three days after, he had not got started, and, if he ever does, Heaven help the place he starts in.

Kingston is a lively place to look at. One rider took a long look from the car window and sat back to wait until the car returned to Toronto. The town would fool you, how-

ever, and there are lots of worse places to be found. The hotels are just so so, and so are the prices, but then some of us are poor judges. It was a tapestry carpet, not Brussels, in my room at any rate. I had secured a room, and coming back late found three customers in the bed. I can swear to the quality of the carpet, and the pattern, which I carried an impression of on my hide for some days after.

Good old parades; how we love them. Around and around we go mile after mile, gazed on by one or two people widely separated. The largest parade, the percentage prize, One and Five Champs. and the 6.30 is all we won at the races. There is no doubt that if the Torontos or the Wanderers had gathered in all their riders each parade would have numbered over 100. Take the Aths. and the R.C.'s, with other city clubs, and there must have been 300 city riders of the 600 in line.

As far as comparison goes, the Kingston promenade concert would put to shame any attempt on the part of the annual conversats of Osgoode Hall or the University. The cook's parade, headed by Buglers Baker and Robinson, was a very funny thing. Mrs. Threeballski, the second-hand dealer, is advertising for a new stock. One of the features of a C.W.A. Meet is the guarantee given before the day that the place will be stocked with pretty ladies. Every place, previously, had a stone wall or glass case around them. Kingston had the nicest kind of kind ladies, and no fences or glass cases kept you away from them.

A road race is always filled with hope, surprise and disappointment. It is a poor game to speculate on. However, it was no trick to guess the winning team. There are two gents who were in a hack who can certify to this. Wells was the hope, Carman and Nasmith the surprise and Sliter the disappointment. to the people of Kingston.

The sail on the river was excellent. It would have been better if they had had a larger boat, and cheaper sandwiches, with a smaller crowd; but what can you expect as a holder of a C.W.A. ticket? The excursion was right in line. Everybody from Toronto whom I have met says it was a good trip; and so it was. Distance don't seem to keep Toronto riders from turning out in large numbers, and when the C.W.A. Meet is held in British Columbia the two clubs from Toronto will still, undoubtedly, be there contesting for the largest parade. At any rate, never mind where the place is, the largest and best developed clubs in Canada are very apparent.

WANDER "OR."

The Orange Handicap.

On Tuesday, one of the events at the Orange games in the Exhibition grounds was a ten-mile handicap race under C.W.A. rules. The track was pretty rough and the time was, probably, not so good as it otherwise would have been. Following were the starters, with their handicaps and the order of finish :—

	Handicap.	Time.	
R. Jaffray	3-30	32.10	W.B.C.
C. McQuillan	2-45	32 21	W.B.C.
H. Syms	4-30	33.00	T.B.C.
W. G. McClelland	3.00		T.B.C.
Percy Brown	5.00		W.B.C.
S. H. Gibbons	2 15		R.C.B.C.
D. Nasmith	1.00		T.B.C.
W. J. McBride	4-30		W.B.C.
W. Hyslop	Scratch	35-50	T.B.C.

Hyslop's net time was 30.50.

The Forest City B.C. tour this year will be to Detroit and Sarnia, leaving London on August 13.

The exhibition of the "Skidmore Guards" by the Wanderers at Kingston was "out of sight," and would give the public some idea of what a "Hard Times Smoker" is like.

**Burdock
B
BLOOD
BITTERS**

THE KEY TO
HEALTH,

Unlocks all the clogged secretions of the Stomach, Liver, Bowels and Blood, carrying off all humors and impurities from the entire system, correcting Acidity, and curing Billiousness, Dyspepsia, Sick Headache, Constipation, Rheumatism, Dropsy, Dry Skin, Dizziness, Jaundice, Heartburn, Nervous and General Debility, Salt Rheum, Erysipelas, Scrofula, Etc. It purifies and eradicates from the Blood all poisonous humors, from a common Pimple to the worst Scrofulous Sore.

North Toronto Cycle Works

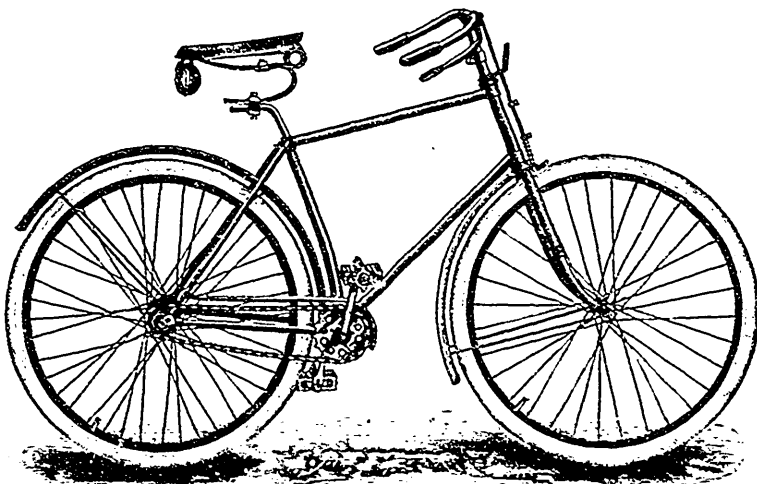
683 YONGE ST.

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

NOTE THE ADDRESS.

WANTED: GOOD LIVE AGENTS TO PUSH

"Imperial Wheels"



"MODEL A."

WE CAN MAKE
IT
INTERESTING
FOR YOU.

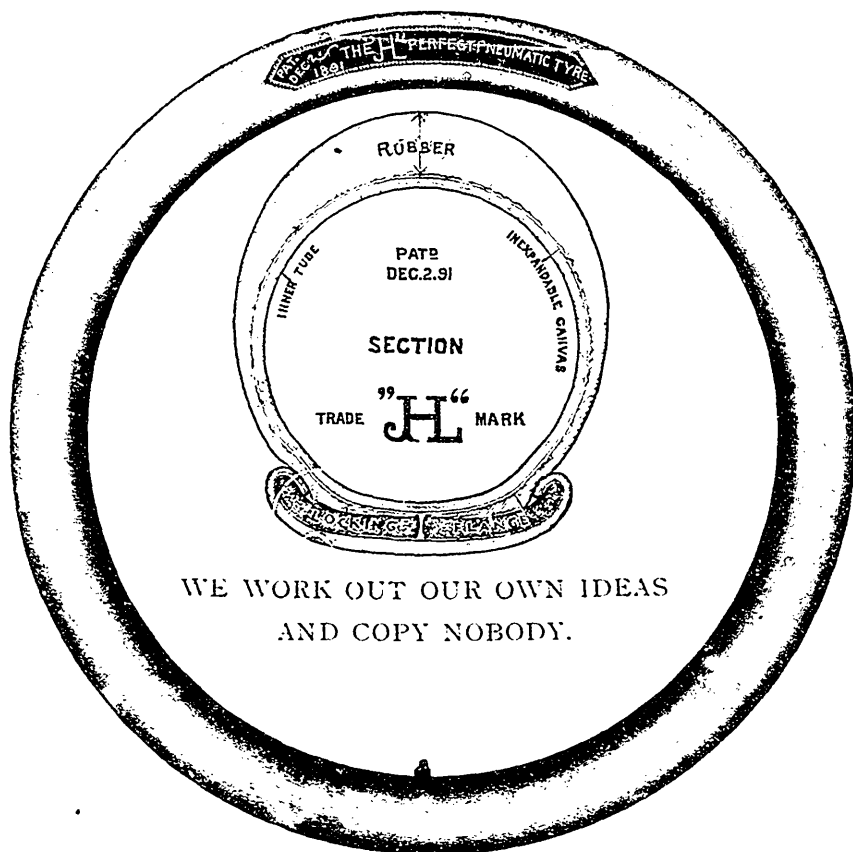


SEND FOR '92 CATALOGUE

Showing all styles and
at all prices.

AMES & FROST COMPANY, MAKERS, 302-4 WABASH AVE., CHICAGO, U.S.A.

THIS CUT REPRESENTS OUR TIRE AS PATENTED



The Purchaser of Our Patent Pneumatic Tire
BUYS THE ONLY PERFECT DETACHABLE PNEUMATIC TYRE 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 TYRE WHEELS.

We are changing safeties of any make to Pneumatic Tyres, 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 Tyres Repaired and Lawn Racquets Restrung.

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

H. P. Davies & Co., 81 Yonge St., Toronto,
 WHOLESALE AGENTS FOR THIS TYRE IN TORONTO.

The Tyre will be put on THE "RUDGE" WHEEL
 after 1st July.

The Sutton Interteam Road Race.

The much talked of road race between the Barrie, Orillia, Aurora and Newmarket Bicycle Clubs was ridden on July 6th.

Mr. Bert Deville, of Aurora, won the medal, covering the sixteen miles in fifty-five minutes. D. Cashman, of Orillia, was fancied for first place by many, and came in second.

The chances of A. Binns, of Newmarket, and Stewart, of Orillia, were also thought to be good, but the former finished fourth while the latter broke his wheel and came in fourteenth. The race officials were: Referee, J. H. Gerrie, Toronto; Starter, F. Brimer, Toronto; Time Keepers, W. H. Sproule, Barrie, L. Atkinson, Newmarket; Judge at Turn, J. E. Hughes, Newmarket.

The road was from Sutton to Keswick and return; it is all hills and grades, but was in excellent condition. About two thousand people from the surrounding district witnessed the race.

The start was made about 4.15 p.m., and the men got off in good shape. They came in as follows:—

1 B. Deville, Aurora	55.36
2 D. Cashman, Orillia	57.00
3 M. Lloyd, Aurora	57.12
4 G. A. Binns, Newmarket.....	57.30
5 S. King, Barrie.....	59.00
6 E. King, Barrie	60.40
7 R. Vick, Orillia	61.45
8 J. Low, Newmarket.....	
9 A. Ashton, Aurora	
10 W. Roadhouse, Newmarket.....	
11 A. Beammer, Newmarket.....	
12 G. Carley, Barrie	
13 R. Beadfield, Aurora	
14 F. Stewart, Orillia	
15 W. Caverly	
16 B. Cane, Newmarket.....	
17 Dr. McClaren, Barrie	
18 E. Lyon, Barrie	
W. Ramsey, Orillia	} Did not } finish.
F. Mahers, Aurora.....	

The scores for the cup were as follows: Aurora 58; Newmarket 56; Barrie 47; Orillia 46.

Very few accidents occurred on the road. Mr. F. Stewart, of the Orillia team, smashed his wheel and had to ride in on a cushion tire.

Mr. F. Mahers, of the Aurora Club, took a header and dropped out.

Mr. Bert Cane, of the Newmarket team, while training on the track a few nights before the race, ran into a man and was badly used up. He took sick in the race and got delayed.

Mr. Ashton, of Aurora, ran into a pig and took a header.

The farmers turned out all along the road with milk and water for all who wanted drinks.

A large crowd attended at Keswick to see the turn.

The farmers doused the boys with buckets of cold water as they went by.

The race was so successful that it will likely be a yearly event

Trade Notes.

The Gormully & Jeffery Mfg. Co. have just put on the market a Tourist Bag, made in diamond shape, to fit the Rambler diamond frame. It is a very handy bag for the tourist. They have also gotten up a special bracket, by the use of which their celebrated lamps can be used by physicians for a buggy lamp. The idea was suggested to them by the large number of orders received from physicians for lamps to be used for this purpose.

The Wanderers' Cycle Co. have received a shipment from the Premier Cycle Co. of Thompson's Spring Frame Safeties. This wheel is taking well in England and is the finest wheel of its kind on the market, comparing favorably with the pneumatic in riding qualities and removing all fear of punctures. Solid tires are used on this wheel, as the springs take off all vibration. They are worth examining and should be seen by every wheelman.

OH, MY HEAD!

That splitting headache, aching brow and irritable feeling can be immediately relieved and permanently cured by Burdock Blood Bitters, the best remedy for headache, constipation and all disorders of the stomach, liver, bowels and blood.

HAVE YOU SEEN The "OVERSTONE" FITTED WITH LAFORCE'S TIRES?

Mr. H. J. LaForce has just received a shipment of "OVERSTONE" Cycles, from Coventry, England, fitted with his celebrated tires.

If you are thinking of buying a pneumatic, see this wheel before purchasing.

IT IS A DANDY.

H. J. LaFORCE, Church St., Toronto.

HIGHEST AWARD

AT

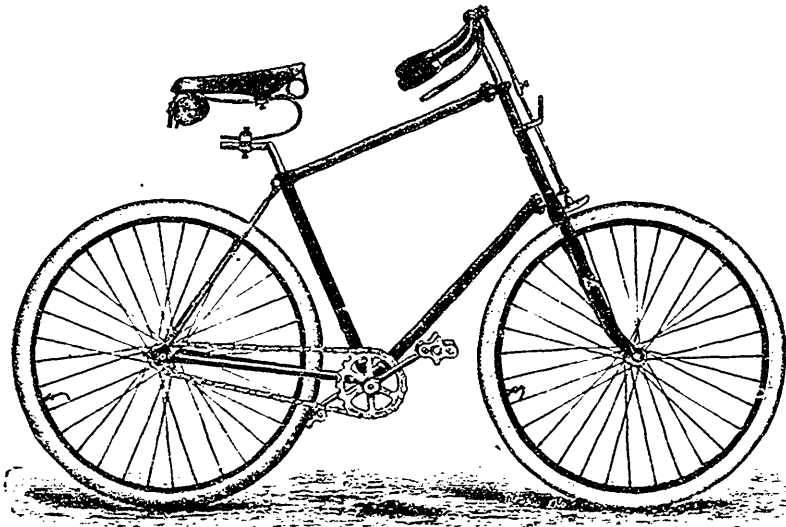
Paris,

London and

Colonial Expositions

TO

RUDGE



POINTS.-- Beauty of Design. Excellence of Workmanship. Quality of Material.
Perfection of Bearings.

The Wheel for the Club Man. The Wheel for the
Gentry. The Wheel for the Economist.

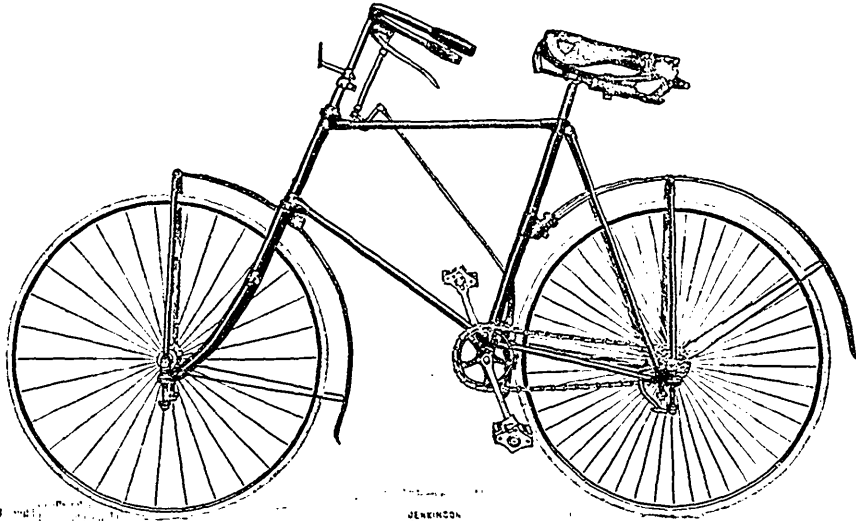
SOLE CANADIAN AGENTS

H. P. DAVIES & CO., 81 YONGE ST., TORONTO
89 KING ST. E., HAMILTON

THE LATEST AND BEST THING YET!

— THE —

“PREMIER” CYCLE CO.’S SPRING SAFETY.
(Thompson Spring System.)



MODEL "H."

It is a remarkable fact that all passenger vehicles, from the heaviest coach to the lightest perambulator have their frames supported upon their axles through flat and laminated springs, excepting the Bicycle and Tricycle. The present spring system overcomes the difficulty hitherto experienced of supporting a rigid frame upon such springs, and the Bicycle is thus placed upon a par with all other passenger vehicles travelling ordinary roads. Passenger vehicles, excepting the Bicycle and Tricycle, have their springs resting direct upon their axles; this Bicycle has its springs resting upon the tops of two forks, whose legs rest upon their axles; this in practice gives the same result. The principle of the Bicycle Spring arrangement is identical with that of the Locomotive Engine, viz., it has side rods extending from the axles to the springs, working through guides upon its frame.

By referring to the engraving it will be observed that a flat, laminated spring is rigidly attached to the central or seat tube, and also one to the top of the steering fork. The extremities of forks from springs grasp each end of both axles, and extend below the axles, so that they work through glands or guides (each containing a leather packing ring), which form the rear of the frame and extremities of the steering fork.

The springs are stronger than the frame, to withstand lateral strains, and hold the axles by means of the forks always at right angles with the frame, and in consequence the wheels are maintained in perfect plane with the frame of the machine; the axles being so held when rising and falling under their springs, rise and fall parallel to themselves. The steering fork, not having any weight to carry, has only to guide the wheel, and the spring acting as a lever to swing the wheel, gives great steadiness in steering.

The entire frame being perfectly rigid, the relative distances between saddle, pedals, and steering handles remain constant.

The machine, as represented by engraving, has been thoroughly tested by experts, and the system proves to be very perfect in practice.

The advantages of this machine over solid and cushion-tired safeties are so obvious that we need not compare them, but with regard to pneumatic-tired machines, we may say there is an entire absence of the side-slipping so apparent in that type on greasy roads, and also the machine does not pick up such a quantity of mud, and at the same time can be ridden at top speed over all sorts of roads in all sorts of weather with *entire comfort*.

As a hill-climber, this Machine will be found *par excellence*.

BE SURE AND SEE THESE WHEELS AT

THE WANDERERS CYCLE CO., - 22 & 24 Lombard Street, Toronto.

THE ♦ RAGLAN ♦ CYCLES

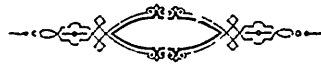
AT THE

C. W. A. MEET ON JULY 1st & 2nd

SECURED THE FOLLOWING FIRST PRIZES :



$\frac{1}{4}$ Mile (open)	in 37 secs.
3 Mile Championship.....	“ 8.08 3-5.
25 Mile Road Championship.	“ 1.10.06.



The above goes to show that the Raglan Cycles are both Path and Road Cycles, the Road Race being won without the slightest break or mishap.

FAST, LIGHT, ♦ ♦ ♦
 ♦ ♦ STRONG & NEAT

CANADIAN REPRESENTATIVE

GEO. F. BOSTWICK,

24 Front Street West, - Toronto, Ont.

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.

— THE —

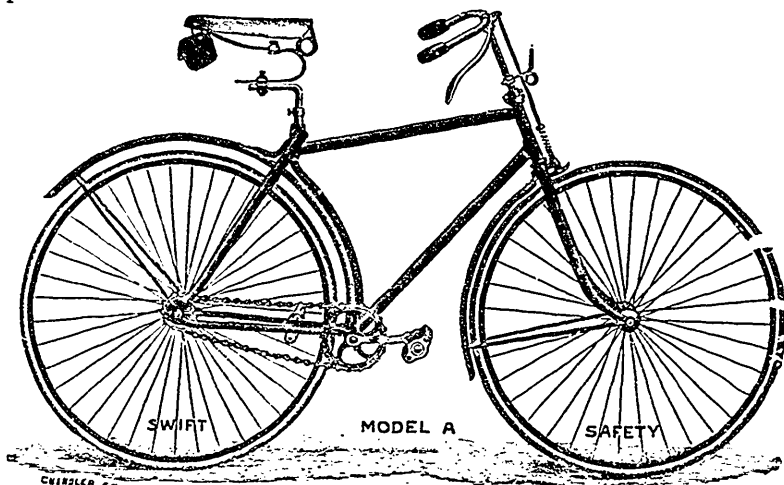
SWIFT

— 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.

WANDERER CYCLE CO.

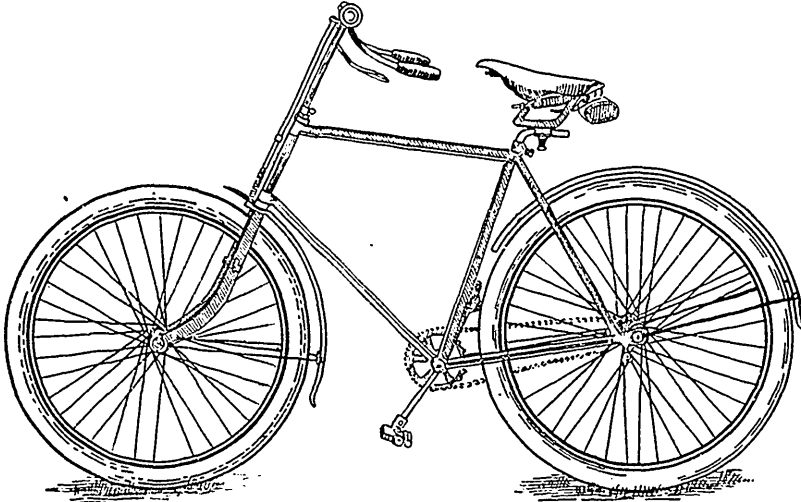
22 AND 24 LOMBARD STREET, TORONTO

MANUFACTURERS AND IMPORTERS OF

HIGH GRADE BICYCLES

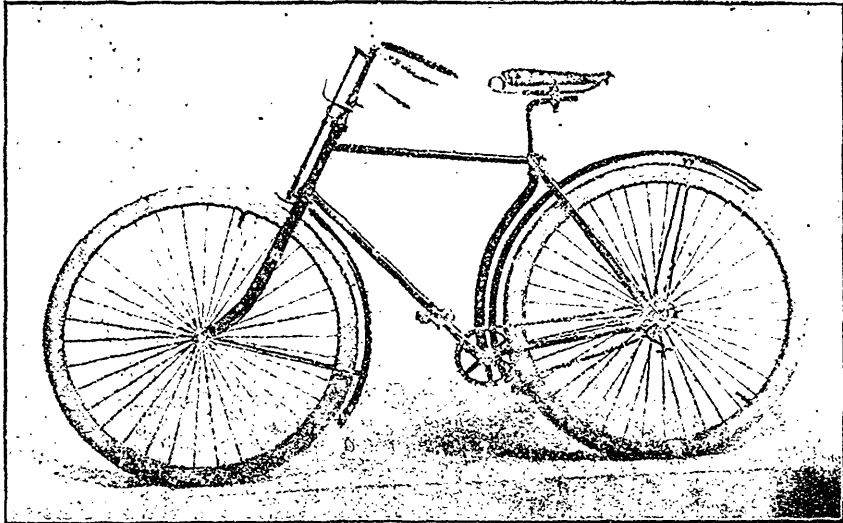
Have you seen our Wanderer? Here is its portrait

It is greatly admired and is second to none.



Purchasers are delighted with it. It advertises itself.

We have also in hand a stock of the "GREENER" SAFETY, a first-class and beautiful wheel, with Dunlop Tires. Call and see them.



Remember that we are headquarters for repairing, and can alter your wheel to Cushion or Pneumatic Tires, making it almost as good as new.

WANDERER CYCLE CO., - - - 22 and 24 Lombard Street, Toronto.

THE GENDRON CYCLE EXCELS

MIDDLEMAN'S PROFITS GIVEN TO THE CUSTOMER

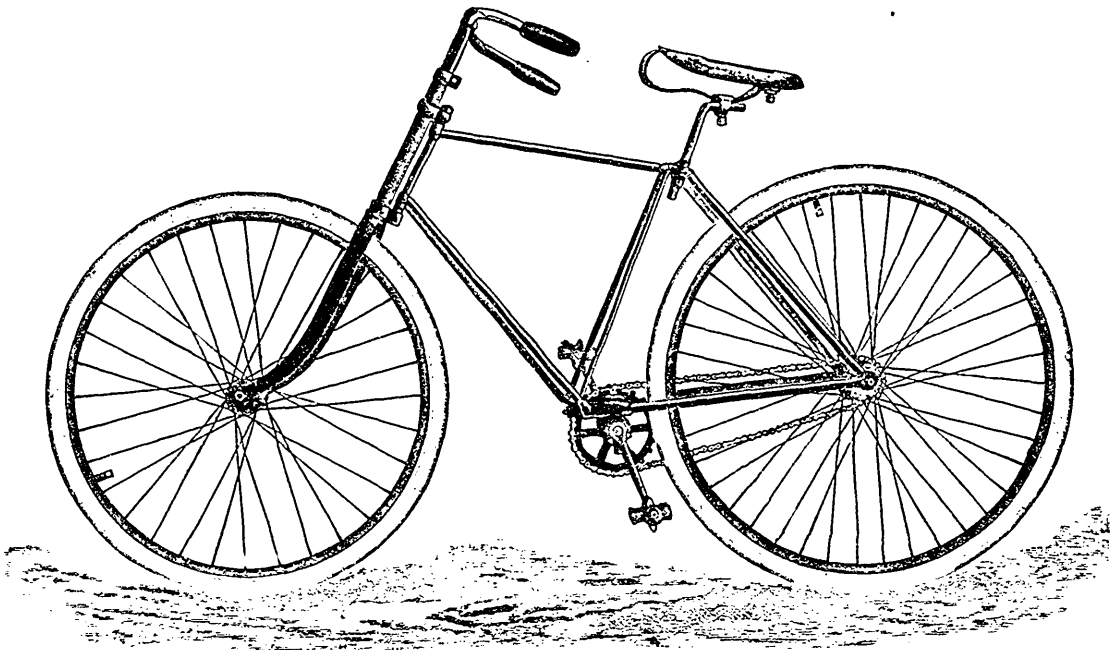
By buying from us you buy from the Manufacturer.

FRAME.—A pure diamond pattern made of the best weldless steel tubing and drop forgings; double lower tubes and double diagonals from seat pillar to crank shaft bracket; hollow front forks with wide drop forged fork crown; eight (8) inch long ball centre steering head; detachable mud guards.

WHEELS.—28-inch steerer and 30-inch driver; having cold rolled deep crescent rim with beaded edge; $1\frac{1}{4}$ inch best cushion tire of long length, compressed into the rim; single tangent butt end spokes, nicked and tied at crossing; bronzed nipples.

BEARINGS.—Gendron ball bearings to both wheels, pedals, crank shaft and steering head.

GEAR.—57 inches; Abingdon-Humber chain with our new adjustment; round detachable cranks, side keyed. Double grip, square, recessed pedal rubbers.



PNEUMATIC TIRE, \$130.

CUSHION TIRE, \$115.

HANDLE BAR.—Of $\frac{3}{8}$ inch weldless steel tubing, bent to the most comfortable shape; with seamless, hollow steel post; vulcanized grips; steel lamp bracket.

BRAKE.—Powerful spoon to the front wheel, fitted to a hollow steel connecting tube; spiral spring and set screw adjustment.

STEPS.—Adjustable steel coasters and corrugated round step on end of rear axle.

SADDLE.—Garford's new roadster saddle, furnished with best quality russet leather telescope tool bag, containing first class oiler, wrench and screwdriver.

FINISH.—Is of three coats of baked black enamel, hand rubbed and polished; usual light parts heavily nicked on copper.

OPTIONS.—Rat-trap pedals; Garford's scorcher saddle. Weight, all on, 45 lbs; strips to 40 lbs.

GENDRON MANUFACTURING CO., Ltd.

Factory, Cor. Duchess & Ontario Sts. Salesroom, 183 Yonge St.,
6 doors North of Queen St.

Do not fail to write for full descriptive Catalogue and Price List.