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CYCLING

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

Vol. 1.

TORONTO, JUNE 10, 1891.

No. 14.

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.—VIII.

Our next day's experience was a peculiar yet pleasant one. McBride had some friends he wished to see in Moffat, so we did not leave the town until almost noon; but as we were feeling in good riding form and the distance to Carlisle being only about thirty-five miles, we expected to be in England within three or four hours. The road was good and we were spinning merrily along, when, almost within the space of half-an-hour, a storm came up—one of the energetic kind, and we were forced to give up, after riding for a few miles in the rain, hoping that the downpour would cease. After crossing a miniature bridge which spanned a little stream, we came to a house which we noticed contained a few jars of candy in the window, together with some other articles of merchandise, so we concluded we might risk asking for shelter and refreshment. Leaving our wheels under the shelter of a couple of mammoth elms and additionally protected by our waterproof capes, we entered the house and were given seats by the large, open fireplace. Under the influence of the warmth emitted by the pine knots which lay crackling and blazing within the hearth, our clothing soon became dry, and we were made additionally comfortable by an unlimited quantity of milk being placed at our disposal. We very soon decided that we were prisoners for the afternoon, as our new friends assured us we were in for a few hours of thorough Scotch mist. The circumstance of our detention resulted in a gratifying experience as we were treated in such a kindly manner by Mr. and Mrs. Murphie, in whose house we had taken refuge, that our few hours delay at Johnston Bridge was more than a pleasant incident in the journey. We found Mr. Murphie a hale, hearty, old Scotch gentleman, full of anecdotes connected with the country. Remarking on the vigor with which the rain came down, he went on to

tell us of a storm he remembered seeing years ago, before the railroad was built and when all travelling was done by coach over the turnpike roads, how that on one occasion, when the stage was on its way from Moffat to Selkirk, a most terrific snow storm came on with so much force and violence, accompanied by such intense cold, that the two guards, who happened to be the only occupants, were frozen to death, and the coach completely enveloped in snow, the occurrence was only immediately discovered by the mail bags having been hung on the top of the poles placed to mark the road in those days. This story seemed still more strange, as in this part of Scotland very little snow falls at any time.

What a jolly afternoon we did have with our hospitable Scotch friends! An early supper was given us, consisting of marmalade, delicious cream, and tea as it only can be made in Scotland; this we found in honor of our advent was laid in the parlor, and upon entering the room we were pleasantly surprised to see a piano, an instrument not often run across in the rural homes of Great Britain; this discovery was too good an opportunity to miss. So, after we had done ample justice to the appetizing viands spread before us, we mentioned to our hostess that we had an impressario in our midst in the person of Peard, who probably if sufficiently pressed would favor the company with an exhibition of his musical genius. With that ready acquiescence resulting from an unsatisfied craving of several days' duration, our friend of the safety, sat down before the piano and went through his complete repertoire, including one or two encores, the family seeming to appreciate the selections; well, they of course had never heard of his masterly touch before, nor did they enjoy the ripe old friendship that existed between ourselves and the classic airs our friend was familiar with. After our attention had become somewhat diverted from the entertainment of the moment, we realised that the clouds were clearing away, disclosing the sun sinking in a wealth of golden beauty, reminding us that we should again continue our journey, but at our earnest solicitation, before taking our departure, Mr. Murphie and one of his daughters sang for us "The Auld Hause" in true Scotch style. Taking with us many

a good wish expressed for our safe and enjoyable journey, we said good bye to our kind entertainers, feeling as we rode away with their well wishes ringing in our ears that oftentimes the most generous hearted and genuine friends are to be found in the most unlikely places.

Thirty-one miles constituted the distance we had to cover before reaching our hotel at Carlisle; so we made the best of our time after leaving Johnston Bridge at seven o'clock and passed through without any particular incident, but the rapid pace we were making and the muddy state of the roads had the effect of giving us a pretty thorough coating of mud. When we passed through famous Gretna Green we were inclined to remain over until daylight should give us an opportunity of viewing this romantic spot, but not a light was visible in any of the dwellings, and we rode on into what we believed was good old England. The few remaining miles to Carlisle were soon covered, and, although at first we experienced trouble in ascertaining the whereabouts of the Viaduct hotel, with the assistance of a couple of the inhabitants of the town who desired to be very friendly, we located our resting place, and spent a short time before retiring in reading the letters which awaited us here.

(To be continued.)

Nasmith at Cleveland.

On Saturday, May 30th, at Cleveland, Nasmith, of the Torontos, with a handicap of thirteen minutes, won the first position in the Cleveland Wheel Club's First Annual Road Race. There were 34 entries, of whom 23 started. Nasmith's performance in this race was particularly creditable to him, for he labored under the disadvantage of never having seen the route—a rather devious one—before starting in the race. He was successful in overtaking every competitor (sixteen) who started before him, and covered the 23 miles in 1 hr. 50 min. 50 sec. Actual riding time 1 hr. 37 min. 50 sec. As usual, Dave rode his cushion tired Comet Rational, and, with one exception, was the only ordinary rider in the race. The best time in the race was made by William Crane, of Erie, on a pneumatic safety. Crane had 2 minute handicap and covered the distance in 1 hr. 31 min. 40 sec., net riding time.

The first place prize was a \$30 gold medal which now adorns Dave's collection, and the first time prize a \$50 gold medal.

Wanderers' Road Race.

The first in the series of road races was held on Saturday, 30th May, distance being 10 miles.

Twenty riders entered and sixteen started, four being on scratch and the balance given handicaps varying from 30 sec. to 5 min. Harry Nash, one of the scratch men, on his pneumatic-tired safety won handily in 40 minutes, and as it was found afterwards that those appointed to look after the race at the turning point had gone a mile further than the mark, and thereby increasing the distance of the course to 12 miles, the time made was very speedy. Marshall Wells was 2nd, with McQuillan 3rd, Wilson 4th and Hunter 5th, but all close together.

The race was witnessed by a large crowd, some staying at the finishing point and others going down the road in order to see it on the course.

The next in the series takes place on Saturday, 13th, distance being 20 miles.

Talking about racing, we had two nice practices, one on Rosedale grounds last Saturday in connection with the lacrosse match. The Toronto Lacrosse Club having asked for an exhibition of riding to fill the waits between the games, we arranged two one mile handicaps (ordinary and safety), the first being won by S Pearsall with 125 yards, Gerrie being 2nd and Foster (scratch) 3rd. In the second only Nash and Wells started, both being on scratch. Nash winning by a nice spurt in the last lap. As of course none but those who were members of the lacrosse club could ride, the number of entries was not large, but we did not expect to monopolize both races, and might be permitted to ask why some of the Torontos that we see on the track did not ride, even if it were only an exhibition race. They were invited.

PUSH ON.

Any information in regard to the C.W.A. Meet, whether in reference to races or visitors' accommodation, will be cheerfully furnished by Mr. W. J. Holson, Hon. Sec. Hamilton Bicycle Club P.O. box 31, Hamilton.

The *Canadian Wheelman* must have a baneful influence on its correspondents if we may judge from the peculiar names adapted by them. The latest to make his appearance is a correspondent from the Ramblers Bicycle Club of Hamilton, who signs himself RAMBLIAR.

Cycling

A MIRROR OF TORONTO BICYCLE CLUB EVENTS
AND 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.

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Hamilton and the C.W.A.

Accounts from the Ambitious City in regard to the C.W.A. meet are very encouraging, and there is no doubt but that this will be the most successful meet in the history of the Association. The H.B.C. are leaving no stone unturned to insure a brilliant affair, and we can assure visiting wheelmen that their wants will be thoroughly looked after. As to the races themselves we need hardly say anything, for the track is second to none in Canada, and we understand first-class accommodation has been secured for the racers.

Of course, to the Torontos the centre of attraction will be the road race, on July 2nd, and in order to be successful the team will have to put in the next two or three weeks in good solid work. Montreal, Hamilton, London, Kingston and the Wanderers are all sure to have good teams in the field, and an exciting time may be expected. There will be no walk-over for any team, but a good stiff pace from start to finish.

Changes in Racing Rules.

After considering the matter carefully, the Racing Board have decided not to take any action with reference to classifying pneumatic tired wheels.

The following amendments have been made to the Racing Rules:

Paragraph 1, of Clause E, is amended by providing for a three-mile safety championship.

Clause 24 of the Track Rules is struck out, and the following inserted in lieu thereof:

Clause 24. A novices' race is open only to those who, up to date of event, have never won a first prize in a bicycle race at a race meeting, and shall be the first race of a meet.

The term "bicycle race" in this paragraph shall not apply to run and ride, obstacle races, or races without hands, but shall only be deemed to apply to races in which the contestants are to ride their bicycles throughout, and in which the winner is the first contestant to cross the Scratch.

On behalf of the Racing Board,

T. ARTHUR BEAMENT, *Chairman.*

OTTAWA, May 20, 1891.

The Weight of Safeties.

Several of our American exchanges are discussing the question of weight of safety machines, and it seems to be a generally-accepted fact that, for a man weighing from 175 to 225 pounds, a safety can be built which would not weigh over 48 pounds all on, while for a rider weighing 120 or 130 pounds, the wheel should not be heavier than 36 or 37 pounds. The above is the opinion of the leading importing firms, though the American manufacturers think that a good wheel cannot be built of a less weight than 45 or 50 pounds, and accordingly fit all their riders, light or heavy, with the same weight wheel.

Our own opinion is that wheels should be of different weights, and the wheel made to suit the rider in each case; for, given two riders of equal ability, one weighing 120 and the other 200 pounds, the lighter man should certainly not be compelled to take a wheel intended to carry the heavier weight. Of course, it is much cheaper for the manufacturers to build only one weight of machine, and, so long as they are able to sell them readily, there will be little change. The time is not far distant, however, when light riders will demand light wheels, and the makers will have to build accordingly.

A Lantern Parade.

As a very befitting opening to the Torontos' New Club House, we think the members should get up a good lantern parade. It would materially aid in turning aside whatever little prejudice may still lurk in the minds of our new neighbors, and at the same time be a very pleasant entertainment for our friends and the public generally.

The next issue of CYCLING, the last one prior to the C.W.A. Meet, will be published on Wednesday the 24th inst. Correspondents will please note.

Hamilton Notes.

DEAR CYCLING,—What is the matter with Hamilton?

The reason we have not been heard from is because we desire to perform our duty in completing arrangements for the greatest meet of wheelmen ever held in America. Now that we are resting on our handle bars waiting for entries (we have received a large number already) for our races, and securing accommodation for visiting wheelmen, we think it only in order to show that we are still on the move.

Our pamphlet is in the printers' hands, and we hope ere the 15th to have issued to every wheelman in Canada a copy of the finest book ever presented by the Association. Read, mark, learn and inwardly digest its contents and you will perceive what we are preparing for your enjoyment.

Our track is well known throughout America as being the finest of its kind; look out for broken records.

The scenery and drives around Hamilton are the finest in Canada. Arrange for your holidays and spend them with us. You will never regret it.

The road race on July 2 promises to be very exciting. Our team will be chosen from the competitors in the handicap race to-day, and in our usual modest manner we say "they will be in it on July 2."

Racers are requested to send in their entries to R. B. Griffith without delay, and in all cases the fees must accompany the entry. Road teams will please be governed by above.

Clubs desiring good hotel accommodation are requested to send in their applications immediately, as we expect quite a rush. State number coming and what you will require.

HAMILTON.

That "Slow Race."

DEAR EDITOR,—In the last issue of CYCLING I noticed a reference made to the fact that the Comet Cycle Co. were becoming famous for producing racing men, in which, I think, H. C. Pease, of that firm, was done an injustice. In the article referred to mention was made of different parties connected with the firm, who have, at different times, won laurels on the track and road, and then went on to state "that at some time we might hear of H. C. Pease winning a slow race." This, I think, Mr. Editor, is very misleading, and may give those of your readers who are not acquainted with Mr.

Pease's racing abilities an idea that he was not capable of winning anything but a "slow race." The writer of that article evidently was not at Highland Creek a year or so ago when Mr. Pease had the pleasure of occupying one of the seats of honor at a banquet tendered to the winners of a ten mile road-race, on that occasion beating one of the famous ten who are now styled as our "Champion Road Team," and, last of all, CYCLING contained a full account of this gentleman's glorious victory in a race around the park road in the city of Buffalo, a distance of over three miles, winning first place and receiving the only prize awarded on that occasion. This was a surprise to the members of the Buffalo Ramblers Bicycle Club, who had no idea that this unassuming, modest little Canadian was able to take a prize right from under the nose of some of their crack flyers. I have no doubt if Mr. Pease were consulted on the subject he could give us accounts of many other races he has won. If I recollect correctly I was present at Niagara Falls two years ago, when he won an impromptu race from Mr. T. Fane, of the Comet Cycle Co., who we all know is an old champion.

Now, Mr. Editor, in championing the cause of Mr. Pease, I am doing it purely from a love of justice, and probably will receive no thanks from him for my pains, but I think the old saying of "Give every dog his due," is very applicable in this case, and I felt that I could not sit calmly by and see so misleading a statement go uncorrected.

Thanking you for the space occupied in your paper, I am, yours truly, ERBSEN.

In a recent issue of *Bicycling News*, the editor comments upon the fact that the "Ordinary" still holds its own in Montreal, because at a recent run of the Montreal Bicycle Club there were present seven "Ordinarys" and eight "Safetys." We think his opinion would be very much strengthened were he to see a run of the Wanderers or Torontos, in the former of which the "Ordinarys" usually number about four times as many as the "Safetys," and in the latter about twice. There is no doubt of the fact that Canadian riders still cling to the graceful "Ordinary" (Rational pattern), in preference to the dwarf machine.

A company is being organized in Buffalo for the protection of wheels against damage, theft or fire. May they soon start a branch office in Canada, is the prayer of several of the Toronto wheelmen who have lately suffered at the hands of the Bicycle thief.

Toronto Bicycle Club.**Century Run.**

ORGANIZED



1881.

Club House—Cor. Church and Alexander Sts.**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. HURNDALL.
2nd " Safeties	J. B. LAIDLAW.

J. H. Sinclair 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.

RUNS.**SATURDAY, JUNE 13,—Highland Creek.**

Leave Club House, 2.30.

SATURDAY, JUNE 20,—20-mile Road Race.

Leave Club House, 2.30.

SATURDAY, JUNE 27,—Long Branch.

Leave Club House, 2.30.

EVENING RUNS.

Every Tuesday and Thursday.

Leave Club House, 7.15.

The officers particularly request that every member attend the evening runs, and guarantee the runs will be of the pleasantest nature, no scorching being allowed.

CLUB NOTICES.

A Special Meeting of the Toronto Bicycle Club will be held on Monday evening next, the 15th inst, in the Club Rooms, 494 Church St.

As this is the last meeting before the C. W. A. meet, and as there will be some special business to transact, a full attendance of members is desirable.

J. Wood,
Hon.-Sec.

The Treasurer desires to again urge members who have not paid their fees to do so without delay, as the names for the C. W. A. membership must be in at once.

At the last monthly meeting of the club it was decided to have a century on Saturday, May 13th. A few of the members will leave at midnight on Friday to try and make Kingston. Others will leave at 5 a.m. for Trenton. The regular run will take place as scheduled.

For those who are unable to start on the century run at midnight on Friday or early on Saturday morning, another run has been arranged to leave at 1.30 p.m. sharp. The century runs all start from the Don Bridge, and the regular Saturday afternoon run from the club house.

Ho for Hamilton!

Every member of the Toronto Bicycle Club should make it his duty to visit the C.W.A. meet on July 1st at Hamilton. In order to secure the necessary travelling accommodation, the Road Officers have prepared lists and are anxious that all who intend going should signify their intention without delay. For the convenience of those who may not see the Road Officers a list has been left at Mr. Webster's office, 56 Yonge Street, where it may be signed.

At Home.

In the course of a few days the Toronto Bicycle Club will be in possession of their new home on Jarvis Street, when it is their intention to invite their lady friends to inspect the premises and help in formally opening the house. Let every member of the club endeavour to be present and bring his lady friends with him. A first-class committee has the matter in hand. Those who attended the "At Home" last winter in the Academy of Music will only need to be informed that the same committee have this entertainment in charge to insure their presence.

We note that the Ladies' Bicycle Club has had its initial run, and that it has proved a success; though the time consumed for the distance made could probably have been excelled by our present street car system. However, this is only the beginning, and we have no doubt our lady friends will shortly be taking jaunts out on the country roads and enjoying the fresh and vigorous breezes of Lake Ontario and the dust baths of York county.

Lambton Mills.

On Saturday last some thirty-five of the Torontos took a short easy jaunt out to Lambton Mills, accompanied by one of their lady members who proved a very good rider, though she first mounted a wheel but three weeks ago.

The gentlemen enjoyed a very good game of football, which resulted in a victory for the captain's side.

Jack Laidlaw played the hardest game and got considerably excited. He will carry a club during the next match and "lay for" E. W. Trent.

Hurdall had the most tumbles of any player.

Parker followed the ball up and down the field, shouted and made a racket generally, got one or two chances to kick but in his excitement missed the ball, which was quickly carried off by an opponent. He got a great deal of exercise but "nary a kick."

Jimmy Miln took one of his old time headers while endeavoring to ride over a rather large obstruction.

Charley Lowe's anxiety to get over a cattle guard on the R.R. landed him in the bottom of it with his wheel on top of him.

The leaders had a good "scorch" from West Toronto to Lambton, Willie Lee coming in first.

Someone has been making remarks about the Captain not carrying a straight face, but after its decoration by his able First Lieut. at the club house on Saturday evening, we presume there will be no further insinuations.

Did any one find an oil can?

That was rather a mean trick to play on the mounted policeman by all taking to the sidewalk as soon as he had passed.

Jim Stanbury kicked the football so hard he was obliged to take one of his luggage-carrier straps to hold his boot on.

East-End Club.

The want of a bicycle club in the eastern section of the city being felt, Mr. S. Gibbons, together with a few local wheelmen, formed a club in affiliation with the Royal Canadian Athletic Association, which has met with great success; they having already a membership of fifteen, and, by the first of July, expect to have at least twenty five. The club-rooms are situated on the corner of Queen and Grant Streets, are comfortably furnished and well stocked with every kind of training apparatus. Owing to the growth of the Association its present quarters have become too small, and it intends building a house of

its own, costing in the neighbourhood of \$2,000. The bicycle branch have applied for membership in the C.W.A., and by next summer we may expect to hear from its members both on track and road. The following is a list of their officers:—President, David Smith; Vice-President, James Wadham; Secretary and Reporter, J. C. Murray; Captain, S. Gibbons; Lieutenant (ordinaries), F. Greed; Lieutenant (safeties), E. W. McLean; Standard-Bearer, E. Gibbons; Bugler, B. Tansley.

Dr. Rainsford, of St. George's Episcopal Church, is a perfect type of the English parson whom Anthony Trollope loved to depict. Over six feet in height, he shows the practice of athletics in his own erect form, the preaching and practising of which has brought upon him the enmity of that class of churchmen which some who are irreverent are wont to term "moss backs." They intend to try and prove that because a minister rides a bicycle, rows a boat, hunts, fishes, boxes, and fences, that he is incapable of teaching God's word to the world, and so Dr. Rainsford is to have charges preferred against him of being "unorthodox," which seems to be a church term applied to all those who have good, sound common sense. The world is better, wiser, happier, and healthier through the presence in the pulpits of its churches of such men as this minister is, who fear not to teach, and by example prove, that man no longer does his duty to either God or himself when he neglects to improve body as well as mind, when he fails to strengthen the former by proper exercise that it in turn may supply wholesome food for the nourishment of the latter. If the church don't want such men, the world does, and humanity will think not less, but more, of any teacher who in defence of what he and they both know is right, defies the stifling bands of creed and the church, and boldly stands by his colors, unorthodox though they be.—*Truworth, in the Referee.*

Trade Notes.

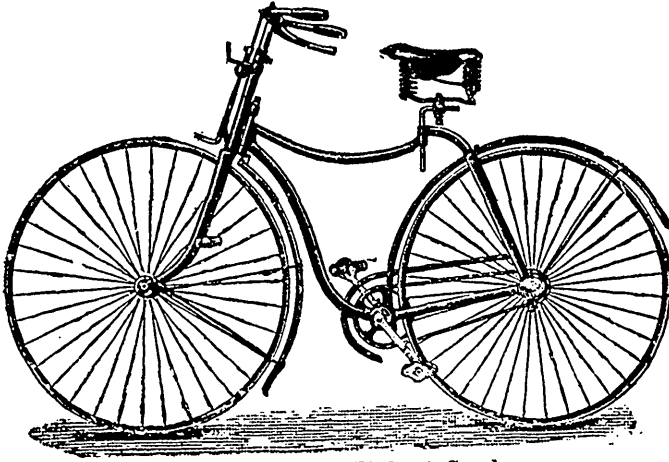
Mr. P. Brunett, the tonsorial artist of Jordan Street, has now one of the finest furnished shops in this line, every attention being paid to customers, and would be pleased to have your patronage.

Messrs. Brooks & McLean have so far been so pushed with orders for their wheels and repair work that they have been compelled to enlarge their establishment and their staff of workmen.

Messrs. J. G. Mitchener & Bro. have just received another shipment of the famous Raglan cycles from England, and it would be to your interest to pay them a visit.

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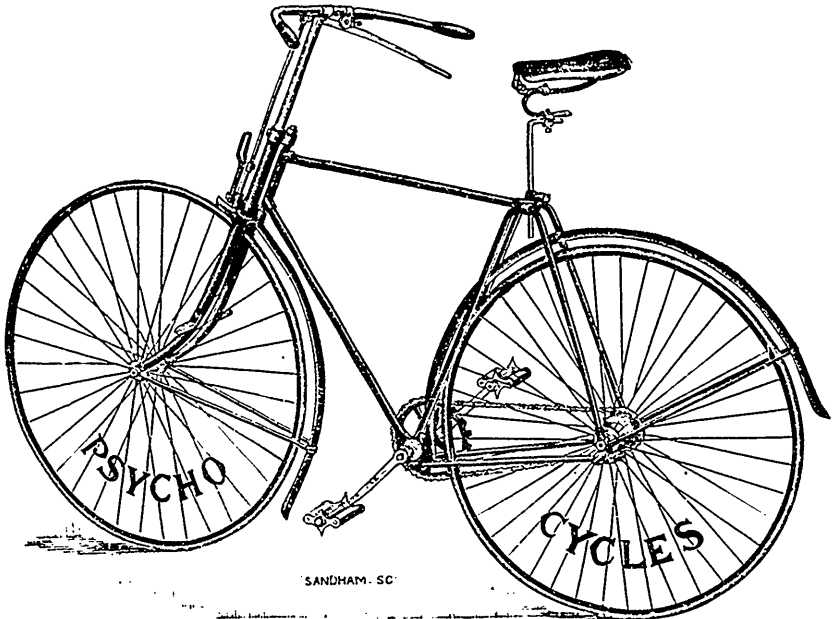
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On Tyres.

During the past few weeks we have noticed many allusions to the tyre question, chiefly made up of comparisons of the relative merits of the cushion and pneumatic. In tyres, as in everything else, every man has his particular fancy, and we don't mind saying that personally we have pinned our faith to the pneumatic; and when we say the pneumatic we mean *the* pneumatic. But we do not, on this account, see any reason why we should endeavor to make it appear that other tyres have no virtue at all, or virtue so infinitesimal as to be unworthy of notice. It has been argued by some riders that the cushion is almost worthless, and in this way it has been sought to create a prejudice against it. Now, we know many riders of experience who have pinned their faith to the cushion; and results of enquiries made by us are that there are plenty of demand for this particular tyre. It has its drawbacks; but so has the pneumatic, and all riders are not, like us, satisfied to risk pneu. with all its shortcomings, and take it for better or worse. The very price of Mr. Dunlop's tyre is in itself sufficient to prevent many cyclists from using it. But why should they be deluded into the belief that it is better for them to stand by the old stick-in-the-mud solid than to try the cushion (for that is what it comes to)? For comfort beyond our fondest dreams we swear by the pneumatic; but we tell those riders who, for one reason or another will not have the Irish invention, that they are fools if they allow themselves to be talked into the belief that the cushion is not an almost incalculable advance on the solid. With the latter out of the running, and the pneumatic as at present, we are convinced that there is a wide field for the cushion, and the replies of several agents that they are doing a big cushion business have not surprised us.—*The Wheelman*.

A Novel Business.

Under the new law no one returning from abroad can bring with him a wheel without paying 45 per cent. duty thereon, unless he can swear that he has owned same for not less than twelve months. As the majority of wheelmen taking European tours make their arrangements to spend a much shorter time abroad than this, the new law has been sworn in under it. To meet the requirements of this case a somewhat peculiar business has grown up in

this city, and it might be aptly termed anti-perjury brokerage. Usually the rider who intends going abroad does not arrive at a determination to do so on the spur of the moment; he considers, plans and saves for it at least one year ahead, and it is upon the knowledge of this fact that the anti-perjury broker bases his calculations.

When the intending tourist makes up his mind to go abroad and selects a date at least twelve months ahead for the termination of his trip, he communicates with the broker, who then proceeds to help him out of his difficulty as follows:—The tourist is sent a blank to fill out which contains a description of himself, the wheel he wants to purchase, the maker he prefers, the length of tour he intends to make, and a lot more of information needed to make the transaction legal and complete. Having filled this out, he encloses a five dollar bill and the whole thing is complete. In the course of a few weeks he will receive from the English maker a bill for the machine he wants, showing that he has purchased same from them upon twelve months' time, having paid a deposit upon it of five dollars. Now, see how nice this works! The tourist when he goes over proceeds to the maker, pays the balance due on the wheel and has it delivered to him to ride, or crated and sent to the steamer in which he sails for home. Arriving there, he calmly awaits the customs inspector, shows his bill of one year back and gets his machine in free of duty. So much for the rider. Now, for the broker; where does he come in? Why, he gets a big commission from the manufacturer for every wheel he sells. Should anything transpire to prevent the tourist from going abroad and completing the bargain, he is out just five dollars and the broker is in just that amount. Pretty neat scheme, isn't it?—*Sporting Life*.

The first man to finish in the Irvington-Milburn twenty-five mile handicap road race on May 30, 1891, was F. C. Graves of the S.B.C., and the winner of the first time prize C. Kluge, of the J.C.A.C. Kluge started from scratch, and his net time for the distance was 1.28.29½. Both men rode cushioned tired wheels.

On Saturday, May 30th, the Fifth Annual Pullman Road Race was won by R. M. Barwise, with a handicap of ten minutes, capturing first place, making the run in 59 min. 43 sec., while N. H. Van Sicklen, scratch man, won the time prize in 50 min. 17 sec. There were 223 entries and the prizes aggregated \$2,200.

Mirage,

'Tis a tale about a tire.

'Tis a ballad to be sung

In the gloaming, by the fire,

By a minstrel who is young :

By a singer who sings better when, perhaps, a trifle
"sprung,"

Who sings infinitely better when considerably
"sprung."

Have you ever had a notion
In your brain, or in your breast—
A sort of wild emotion,

That refused to be suppressed—

That you *could* invent a tire that would smash up all
the rest,

And you *would* invent a tire that would bankrupt all
the rest.

I have felt this proud conviction,

That I'd found the perfect tire,

And although it proved a fiction,

And I proved myself a liar :

For a time I held my head up and I felt 12 inches
higher—

I proudly held my head up, and I felt 12 inches higher.

Theoretically splendid

Was the tire that I made,

And as to getting mended,

No one felt the least afraid ;

So simple, yet effective was the method I displayed,
So singularly simple was the dodge that I displayed.

But when I took my patent

To the Patent Office door,

I found the envy latent

In that genius-spurning corps ;

For they sneeringly assured me that they'd seen the
thing before,

That I'd mixed up other patents, and they'd seen the
thing before.

But I mean to make a tire

And the trade will be supplied

With the thing that they require,

So don't purchase till you've tried

My latest—a pneumatic with the orifice outside,
Instead of in the centre, the hole will be outside!—*Ex.*

SURE TO OCCUR. *Newman*—You are an experienced cyclist, Mr. Beenthare. Now, when is the most probable time for headers? I mean, when is one most likely to lose control of the machine? Is it on rising ground, or—

Beenthare—It is when some young lady, on whom you wish to make a good impression, is looking at you.—*Ex.*

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

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

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

EAST

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.

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.

F. M^CEACHREN

Merchant Tailor

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

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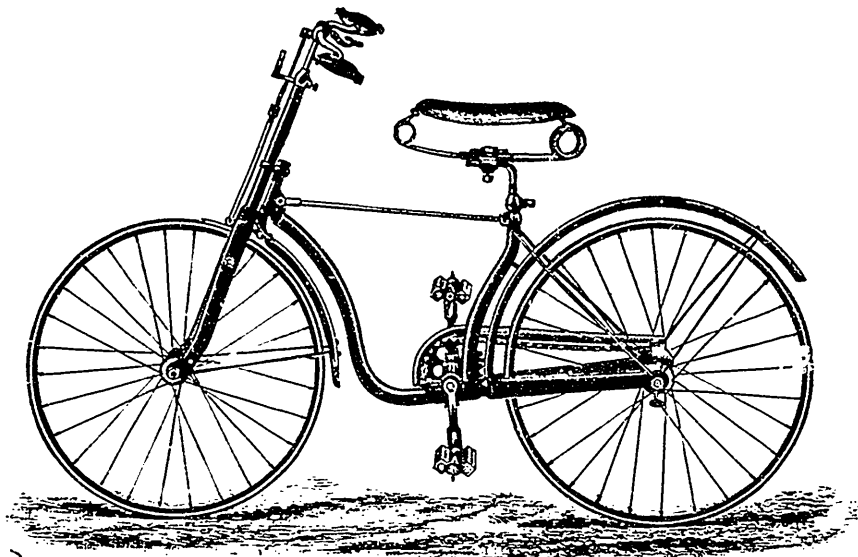
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P. BRUNET,

(Formerly of the Walker House Shaving Parlors).

THE GENDRON MANUFACTURING CO. Limited

MANUFACTURERS OF
HIGH GRADE SAFETY BICYCLES



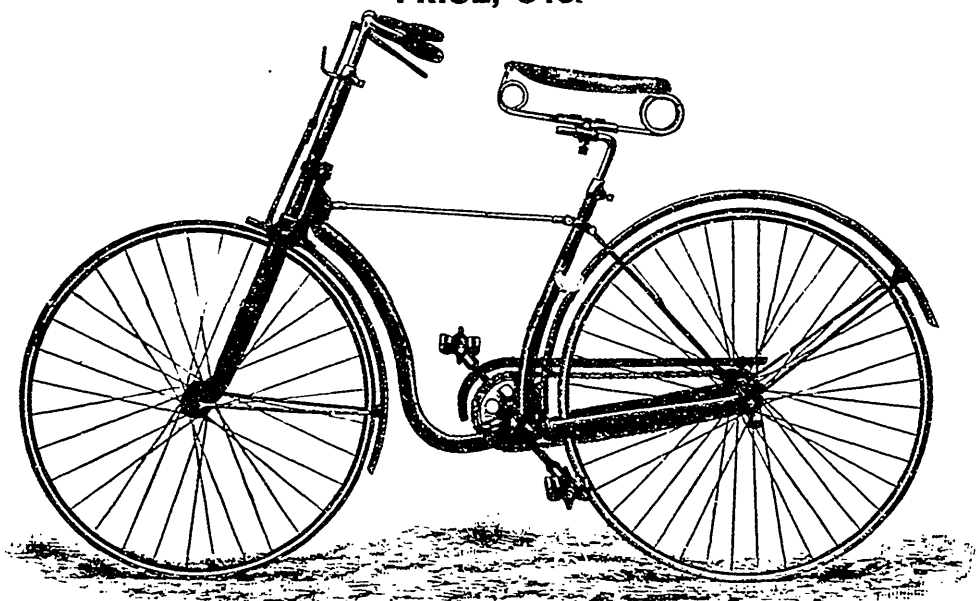
The Gendron No. 1.—For Boys and Girls.

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; ball-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.

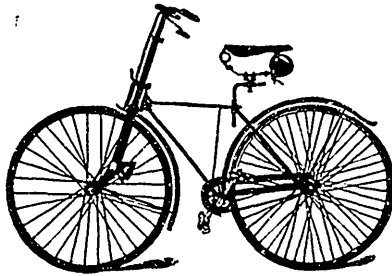


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Write for Catalogue and Prices which are made known on Application.



FACTS TO CONSIDER.

GEO. F. BOSTWICK, ESQ.,

24 WEST FRONT STREET,
TORONTO.

WEST TORONTO JUNCTION,

MAY 9TH, 1891.

DEAR SIR,—As per your request for my opinion of the BRANTFORD BICYCLES, I would say that my Bicycle has given me excellent satisfaction, and is practically as good to-day as when I received it two years ago. The first year I had it I rode it considerably but kept no track of the distance covered; the second year I covered 1,100 miles; this year I expect to cover fully as many miles as last year. Add to this the fact that it has cost me for repairs just ten cents since receiving it, and you need not wonder at my being so well pleased with it. My weight has been about 150 lbs. in the last few years, so that you can see the wheel has stood a very fair strain during this time. Over and above this I have always found it very easy running, although I hear of other wheels that are difficult to keep in easy running order. I can cheerfully recommend the BRANTFORD BICYCLES to anyone desiring to purchase a wheel.

Yours very truly,

PETER MYERS,

ENGINEER.

HEINTZMAN'S PIANO FACTORY.

FOR SALE, WANTS, EXCHANGE.

Two insertions 25 cents.
Four " 40 "

FOR SALE—Eagle Bicycle, 52in, new last August. Write J. S. McBride, Kingston.

50 INCH WARWICK ORDINARY for Sale, in good condition. Apply Russell's Jewelry Store, 9 King St. West.

A BEAUTIFUL imported safety for sale, almost new, all ball bearings. Address 173 Front Street E.

R. A. MCCREADY'S

LIST OF SECOND-HAND WHEELS

54 INCH No. 1 Rudge, all ball bearings, been used 4 months, as good as new, cost \$150, will sell for \$65.

52 INCH Goold Bicycle, almost new, all ball bearings, cost \$125 last fall been ridden 5 months, will take \$6.

RUDGE, No. 2, 50 inch, in good order—a bargain—\$30.

EXPERT COLUMBIA, 50 inch, all ball bearings, all nickle plated, lamp and bell attached, cost \$125—price \$60.

CLUB RACER, 53 inch, nearly new, balls all over—will sell for \$37.

56 INCH, ball bearings both wheels, nearly new, a bargain, \$45.00.

KING AIR RIFLE, latest on the market, \$2.00 each. Try one.

CHICAGO AIR GUN, will kill a sparrow at 30 yds. Reduced to \$1.25.

SINGLE barrel loading shot gun, well made, choke bored, good bush gun 12 bore. Reduced price \$12.00.

R. A. MCCREADY, 378 Queen St. W.,
TORONTO.

Send 5 Cent Stamp for Complete Illustrated Catalog of Sportsmen's Goods.

Items of Interest.

Scheltema Beduin, a Hollander, lowered the record for the flying quarter at the Catford meet. from 31½ to 31¼ seconds.

The right to use the highways in common and under the same restrictions as govern other users cannot be taken away from the wheelmen. The danger lies in the fact that prejudice may be aroused by the improper or forbidden use of the highways for racing purposes to the extent of awakening opposition to the efforts wheelmen are making towards Roads Improvement Legislation. There is the danger, and it must not be ignored or belittled.—*Bi. World.*

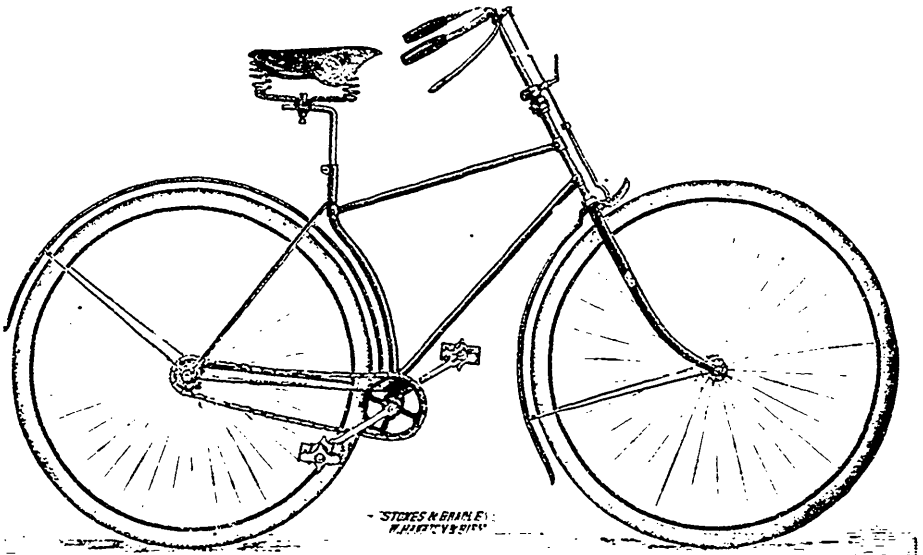
This is the time of the year when the suburban roads abound with the cycling tyro, who is conspicuous by his unstable riding, flushed face and general uncouth appearance. The roads are also frequented with riders in civilian clothes. Nothing looks more out of place than a man on a safety with flapping trousers, vacillating coat tails, a linen collar and stiff hat, especially when beyond the limits of a city or town. A wheelman, except when riding about a city for business purposes, should dress in accordance with the prevailing custom, whereby he will secure comfort, ease and freedom of action.—*Wheel.*



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

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