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# CYCLING

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

Vol. II.

TORONTO, JUNE 23, 1892.

No 15.



ROBERT JAFFRAY,  
WINNER OF THE QUEEN CITY ROAD RACE.

### The Winner of the Queen City Road Race.

Robert Jaffray, a fine photo of whom appears on the preceding page, was the first man to cross the line in the Queen City Road Race, held in Toronto, Saturday, 11th inst. Mr. Jaffray is a member of the Wanderers Bicycle Club, and has only ridden a wheel a few months; he was therefore not looked upon by his friends as a likely winner, but Bob, who is a quiet, modest young man, had for a week previous to the race done some good training and was in fair condition. Mounted as he was on a Humber, and with thirteen minutes' start, his chances were good. From the minute the pistol was fired, Bob led all the other men who started with him, and in a short time left some of them far behind. When he arrived at the turn he had only four men to catch, passing them before the Half-way House was reached. His arrival on the track was greeted by a great shout from the large number of spectators, which seemed to put new life into the plucky rider. He had fully a half mile lead before the second man put in an appearance, maintaining it to the finish.

The Wanderers have a good man in Jaffray, and we will be disappointed if he does not keep on improving as the season advances. His actual time for the twenty-five miles was 1.28.15—an excellent performance for so young a rider.

### L. A. W. Circuit Races, Rochester.

The third of the Circuit Series was held at Rochester, on the 15th inst., and was of interest to Canadians from the fact that E. J. P. Smith, of the Torontos, rode and was placed in two of the races. Following is a summary of the events:—

One-mile Safety, novice—Won by H. L. Connolly; J. A. Newhouse, 2nd; L. M. Mills, 3rd. Time, 2.47.

Half-mile Safety, open—Won by P. J. Berlo; H. C. Tyler, 2nd; G. A. Banker, 3rd. Time, 1.08½.

One mile Safety, 3.10 class—Won by A. F. Crooks; E. J. P. Smith, 2nd; F. C. Fuhrman, 3rd. Time, 2.30. Smith led at the half-mile, which he did in 1.19½, but on the stretch Crooks put on a spurt and finished easily in first place, Smith taking second by a foot or two.

Two-mile Safety, handicap—Won by E. A. McDuffee (30 yards); L. D. Munger (30 yards), 2nd; J. R. Hazelton (100 yards), 3rd.

Time, 4.58. Smith also rode in this race, but failed to secure a place; Dorntge, when near the finish, fell and was run over by several of the riders, but no one was seriously hurt. McDuffee made the full two miles in 4.59½.

Five-mile Safety, Monroe County championship—Won by W. M. Connolly. Time, 15.42½.

One mile Safety, open—Won by P. J. Berlo; G. F. Taylor, 2nd; H. G. Tyler, 3rd. Time, 2.39½.

Quarter-mile Safety, L.A.W. State championship—Won by G. A. Banker; A. B. Rich, 2nd; F. Brinker, 3rd. Time, 0.35½.

One-mile Safety, 2.50 class—Won by T. Relph; A. F. Crooks, 2nd; E. J. P. Smith, 3rd. Time, 2.35½. Relph succeeded in capturing this race, beating out Crooks and Smith, who gave him a hard pull at the finish. The last stretch was covered in fine style by the three leaders.

One-mile Tandem—Won by F. Brinker and E. B. Bald, A. P. Crooks and J. Pensyres, 2nd. Time, 2.59.

Three-mile Lap Team race. Six riders represented each of the two cities of Buffalo and Rochester. The order in which the riders finished each mile was noted, and a certain number of points was given each city in proportion as her men crossed the tape first or last. Buffalo, 131 points; Rochester, 104.

### Hamilton Bicycle Club Meet.

The Hamilton Bicycle Club have decided to hold their annual meet on the Civic Holiday, August 8.

The programme is as follows: Two-mile, green; one-mile, open; half-mile dash, open; quarter-mile in heats, flying start; two-mile lap; one-mile, 2.45 class; three-mile, open; one-mile, 3.00 class; one-mile consolation.

Entry fee to each event except consolation (which is free) fifty cents. Entry fees must be paid before the entry is accepted.

F. H. SKERRETT,  
Hon. Sec. H.B.C.

We hear that Palmer is likely to take up his residence in Toronto, and will consequently do his practice work on the Rosedale track.

Charles Horner, of Philadelphia, invented a flying-machine. He tested it from the roof of a building forty feet high, with the usual result. He had his left leg broken and his right arm sprained.

# Cycling

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

EDITOR: F. BRYERS.

PUBLISHER: - - WM. H. MILN.

All communications intended for publication must be addressed to Fred Bryers, 26 Wellington St. E.  
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Subscription \$1.00 per annum; single copies 5 cents.

JUNE 23, 1892.

## Transportation to Kingston.

Since our issue of June 9th a change has been made in the railway arrangements. The Toronto Bicycle Club has selected the Grand Trunk Railway as the official route. They will leave here on Thursday night, June 30th, on the new fast express at 9-30 p. m. They will have three Pullman sleepers which they will occupy during the whole trip. Returning they will leave Kingston on Saturday night. A baggage car will be provided for the wheels. All those going should notify Mr. A. F. Webster, Yonge St. Toronto, as soon as possible, as space in the Pullmans will be allotted in the order in which they are received. Wheelmen joining this party will have the opportunity of leaving the train at Port Hope and riding to Kingston and making their century on one of the finest pieces of road in Canada.

## Sidewalk Riders, Beware.

In a recent issue of CYCLING we called attention to the fact that the constables of York township and North Toronto are enforcing by-laws of each of these municipalities, and are arresting and having fined all wheelmen caught so infringing. We might also add that these constables have learned by experience that it is not an easy matter to catch a wheelman and are therefore "coming the sneak act," as the boys say, and collaring the unwary. We do not in any way uphold sidewalk-riding and expect to be fined when caught, but we certainly do not intend to be caught in the Northern and North-Western suburbs for the simple reason that we will then "keep off the grass," and we would advise our fellow wheelmen (and wheelwomen) to follow our example.

## Road Racing.

The idea set forth in the *Wheelman*, of taking some steps to place road racing upon a proper basis, or defining its present status with regard to the Association, is one which will bear a good deal of careful attention. While not advising any hasty move in the matter, we still hope the question will be decided at the meeting of the Board of Officers at Kingston on July 1, either by forming a separate organization, as in England, or taking special knowledge of it under the present rules of the C. W. A.

We think one mistake was made in connection with the finish of the recent road race, and that was in having the riders complete the circle of the Woodbine course four times. Once would have been better for all concerned—public, scorers and contestants—as several riders are reported to have made the circle five times, and unless one were familiar with a contestant it was a difficult matter to keep a correct score.

## The C. W. A. and Road-Racing.

A writer in the *Wheelman* inquires "Since when did the C. W. A. recognize road-racing?" We would just point out to our friend that to the *Mail* and editor Gerrie belong the distinction of having projected and successfully completed the first *open* road competition ever held in Canada. All previous road races have been either club or inter-club events, and these clubs members of the C. W. A., who could not legally hold races otherwise than under the laws and rules of the C. W. A. The Association claims exclusive jurisdiction in all cycling matters in Canada, and the Queen City race was, we think, something of a cycling matter and therefore the Association must necessarily claim jurisdiction over it.

The *Canadian Wheelman* of June 20 seems to have been devoted particularly to the Toronto Bicycle Club, if one may judge by the fact that most of the editorials and correspondence make reference to the recent action of that club in declining to enter its members for the recent Queen City Road Race.

The Racing Board of the Club and the racing men were, we understand, backed by the Club generally in their action, so that we must presume they had reasons satisfactory to themselves for the course pursued. Such being the case, we think it is a matter for

others to deal with. It may be said, however, that the record of the Toronto Bicycle Club in the past is a sufficient guarantee that in the present instance the members acted to the best of their knowledge, both for the interest of the sport and that of the Association.

### *A Visit to Coventry.*

EDITOR CYCLING,—I have very much pleasure indeed in complying with your request to write a few lines for CYCLING, which may possibly be of interest to some of our Canadian wheelmen :

Landing in Liverpool from S. S. Teutonic on the 22nd March, I immediately started for the centre of the bicycle industry, Coventry, to place further orders for our machines. One great difficulty, however, seemed to stand in the way of completing these orders and that was to get Dunlop tires, so great was the demand for them. A visit to the Pneumatic Tire Co.'s factory was suggested in the hope that a personal interview might have some influence with the genial manager. Needless to say I was only too pleased to have an opportunity of visiting their establishment to witness for myself the progress of the new industry.

The first impression one gains from a distant view of the premises, is that of a gentleman's private residence with its pretty front garden and lawns. Coming nearer, however, this impression is removed; every foot of ground to the left and rear of the main building being occupied by huge temporary shops, while the lawn was a mass of wheels, sent to be tired. Mr. Sinclair, a French gentleman hailing from Tipperary or somewhere in that neighborhood—judging from his musical brogue—kindly showed me through the factory. Some 500 hands in all were at work, and every place was crowded. The Company claim to have a capacity for attaching 3,000 tires per week, but this could only be done by working considerably overtime and probably 2,000 would be near the average turned out. I was informed that they had orders for some 47,000 tires and with everyone clamoring for them on account of the approaching Easter holidays.

It was amusing to see the efforts of the different makers, endeavoring "by hook or crook" to secure the completion of their orders before those of others. Some coaxed, others scolded, and still others did both by turns. Mr. Sinclair, however, was able to handle them all, and that without losing his head. To give some idea of what a gold-

mine the Company has, I may say that I learned they paid last year a dividend of £8 on shares which originally cost £1, and will this year doubtless pay £25 per share, and this in addition to the royalty to Mr. Dunlop. The Company now have factories at Dublin, Coventry, London and Birmingham, besides granting permits to some of the larger manufacturers to make their own tires. It is claimed that ninety per cent. of the pneumatic tires in use are Dunlop's, notwithstanding the fact that scores of other makes are claimed to be "the only perfect tire on the market." I have a vivid recollection of some of these "tire fiends" (as they are called), and often wished I could have taken some of them by the throat and strangled them. However, after spending some ten days investigating the merits of the various tires, I am thankful to have escaped with my life, though still sometimes haunted in my dreams by some more than usually vociferous "fiend," chasing me with an enormous tire, which he inflates by means of an electric engine.

While in Coventry, Mr. Hazlewood (of the firm of Warmon & Hazlewood) with his good wife very kindly drove me to Kenilworth, Warwick and Stratford-on-Avon, on which occasion I enjoyed some of the most beautiful scenery in England. The drive from Coventry to Kenilworth is locally described as being only equalled by that from Kenilworth to Coventry. Mrs. Hazlewood takes a very great interest in the antiquities of the places, and is a mine of pleasant information in regard to them.

On our drive we passed a public house having a great reputation for home-brewed ale. A gentleman from Yorkshire visiting one of his fox-hunting friends hearing of this celebrated hostelry mounted his horse early one morning and rode over to the place. Stopping in front of the door, he called out the landlady and told her what he had heard, and to bring him a quart. This drank off, hardly taking his lips from the pewter, looked at the measure a second and asked her to bring him another, which he also gulped down, smacked his lips and pronounced it very good. He then asked her to call the hostler so that he could dismount and go in and have some.

Coventry was until recent years the centre of a thriving ribbon business, but the Continent has almost killed the English trade. Fortunately the cycling industry sprang up and many of the buildings formerly occupied for the weaving of ribbons have been turned into bicycle factories. One is struck by the difference in appearance of the employees

of the two industries—the ribbon weaver with his spotless apron and tidy, almost effeminate appearance, as compared with the smoke-begrimed and stalwart bicycle mechanic with his leathern apron.

Nearly all the best cycle manufacturers, such as Humber of Beeston and Hazlewood are men who began life as blacksmiths—handy men at making and repairing the velocipedes of former days—who by intelligence and industry have grown up with the trade and are practically familiar with every branch of it. They are a class of men one delights to become acquainted with, strong, reliant, self-made, and hospitable in the extreme.

The general impression in Britain seems to be that the bicycle industry is comparatively in its infancy, and that the demand each year will steadily increase. All the best makers are working to their fullest capacity, and several have increased their premises and are still unable to keep up with the demand.

One thing I was particularly struck with and that was that comparing the number of riders in England and in Canada we seem to have a better average of well-mounted riders. This, I suppose, is due in a great measure to

their having so much better roads, that almost any kind of a wheel is good enough to ride, while here the cyclist must have pneumatics to successfully navigate our roads. I can readily understand the pleasure that Messrs. Peard, McBride and Langley derived from their wheel through Britain, as described in their "reminiscences," and would cordially recommend any young man who has the opportunity to follow their example. I know of no holiday which will afford as much enjoyment and instruction.

From the Ottumwa, Iowa, *Courier*, we learn that Messrs. J. Pallister, F. B. Thrall, G. A. Jones and F. Dings are going to take a Canadian cycling tour. They will train to Detroit, where they stop July 4th, and on the following day they will cross at Windsor, taking the Talbot Road to St. Thomas and London, thence to Toronto, and, *via* Kingston Road, to Kingston, where they will take the St. Lawrence steamer to Montreal and Quebec, thence, by cycle, to River du Loup and down to St. John, N. B. We can assure them a hearty reception from their Canadian brethren in all the towns along their route.

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### Track Surfaces.

*Cycling*, our English contemporary, is advocating corrugated surfaces for racing tracks, and a correspondent to that paper has the following to say of the idea:—

“Now that Cycle Racing has become so popular, and clubs which have a reputation for arranging an attractive programme are able to command good ‘gates,’ some better method of track construction should be adopted than has been generally used in the past.

“Slight, indeed, has been the improvement of cycle tracks on the old cinder running paths in comparison with the improvements made in the construction of cycles. The object of most of the latest notions in machines is to accelerate the speed of the cycle, the manufacturers scoring very heavily against the track constructors in that respect, and I think a debt of thanks is due to you from racing men, for giving them the opportunity of expressing their views as to which is the best surface.

“Although not a racing man myself, I take a keen interest in racing, and beg to be allowed to give my ideas on what would be the best surface for a cycle racing track.

“Your article in the issue of May 21st last puts forward a theory in which I cordially agree, but in advising the corrugation of the surface you do not mention the size of the corrugation and which direction it should take.

“Some propound the theory that one can ride faster on granite cubes than on a smooth or wood-paving surface, and consequently the corrugations for a racing track would be equally as large. I think this would be a mistake, for the speed that would be obtained would not be enough compensation for the fatigue that would accrue by the incessant bumps when passing over such a surface. The corrugations should be small, for all that is necessary is to have sufficient air space under the tire to prevent the suction that is caused by such a broad and close-fitting surface that is ever present in a pneumatic tire, when passing over a smooth track; and, although the suction or drag would be slight, there is enough to provide for it being minimised.

“When corrugating a surface there should be no sharp arrises to the corrugation, as, in the event of a fall, the arrises would lacerate the rider very much, whereas by rounding the corrugations I do not think it would cut the flesh at all.

“On cement or smooth surface tracks the direction of the corrugations is rather an

important point, for on it depends the safety of the rider in ‘taking the corners.’ To my mind the direction should be longitudinal, so that the tire would grip the corrugations; and it is here that my contention as to the smallness of the corrugations would hold good, for large corrugations running longitudinally would make the steering a risky matter.

“If there is anything in the argument that on a track with the corrugations running transversely, speed is accelerated by a certain amount of leverage being created by the machine being incessantly forced from the apex of one corrugation to another, then the corrugations should take both longitudinal and traverse directions.

“To economically obtain this corrugation and still have a surface that would be fast and durable, I think the following materials would be the best:—

“Providing the foundation is firm the surface should be made by mixing Portland cement and granite (crushed so as to go through a sieve with a  $\frac{1}{8}$  inch mesh), spread on the usual crete sub-surface, the proportion of Portland cement to crushed granite would be known to any experienced plasterer or cement pavement layer. Whilst the composition was in a plastic state and after it had been levelled off, a gun-metal die in the form of a hand roller, cut to the desired section of corrugation, should be run over the surface, exerting just enough force to indent the surface to the required depth; then dust over lightly the still plastic surface with neat dry cement. Cover over the finished work with tarpaulins, or such like covering, until set, to keep off the action of the sun or rain, as on this depends, to a great extent, the prevention of the cracking of the cement.

“The day is not far distant when we shall see tracks with a surface similar to what I have described, enclosed by covered-in seating, *à la* Coliseum, with roofing wider than the track itself, to protect it from the rain, and at a height that will not obscure the view from any part of the stand.

“I feel sure that if such a track was opened near London or any large provincial town, in an accessible position, race promoters, cyclers, running men, and the public would give it their hearty support.”

It is a peculiar fact that Van Sicklen’s lowest official record for the mile is  $2.55\frac{1}{4}$ , made at St. Louis in 1885, though no one, we think, for a moment doubts his ability to make the distance in much less time.

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# HIGHEST AWARD

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AT

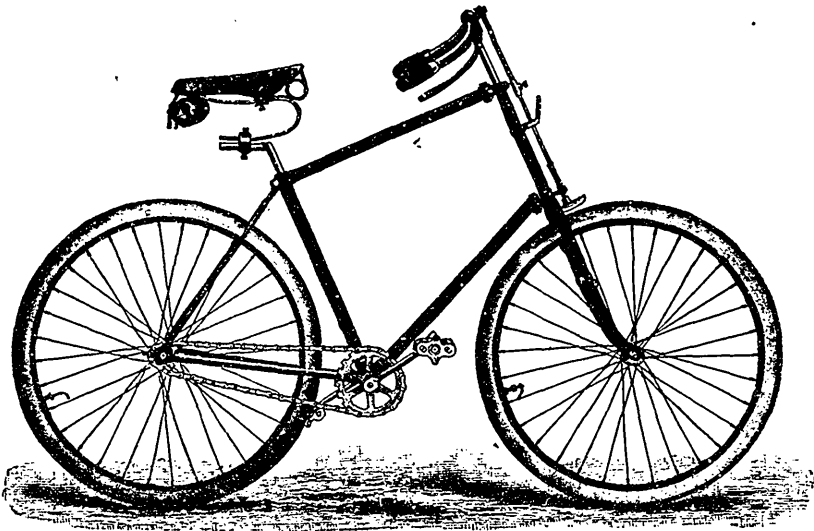
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## Toronto Bicycle Club, Ltd.

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1881.



INCORPORATED  
1891.

Club House: 346 Jarvis Street.

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Vice-President .....	W. H. CHANDLER.
Secretary .....	ED. B. RYCKMAN.
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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 NOTICES.

The Captain requests that every member going to Kingston will provide himself with club colors, as it is necessary that they should be worn on that occasion. They can be obtained from the House Committee. Caps can be had from W. J. Hammond, 129 Yonge Street, at a cost of \$1 each. Tickets for the round trip \$1.65, for sale from any of the road officers. Get them early and avoid the rush.

A special meeting of the Club will be held in the Club House, Jarvis Street, on Monday evening, the 27th inst., at eight o'clock, to make final arrangements for the C. W. A. meet.

The regular monthly meeting of the Toronto Bicycle Club will be held in the Club House on Monday evening, July 4, at eight o'clock. As business of special importance will be discussed at this meeting a large attendance of members is requested.

S. J. SCHULTE,  
Hon. Sec.

## CLUB RUNS.

July 1, 2.—Kingston, C.W.A. Meet.  
July 9.—Lambton Mills.

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

### T. B. C. Handicap Road Race.

The first of these events for this season will be run over the usual Kingston Road course on Saturday afternoon, the 25th inst., starting from the top of Norway Hill at four o'clock sharp. The distance will be only ten miles, so as not to interfere with the training of the track riders, who are getting into shape for July 1. Forty entries have already been received, so that there will be good competition. Other club members wishing to compete should send in their names before noon to-morrow. It is not unlikely that the representatives for the C.W.A. team will be chosen from these successful competitors.

### Toronto Bicycle Club Races.

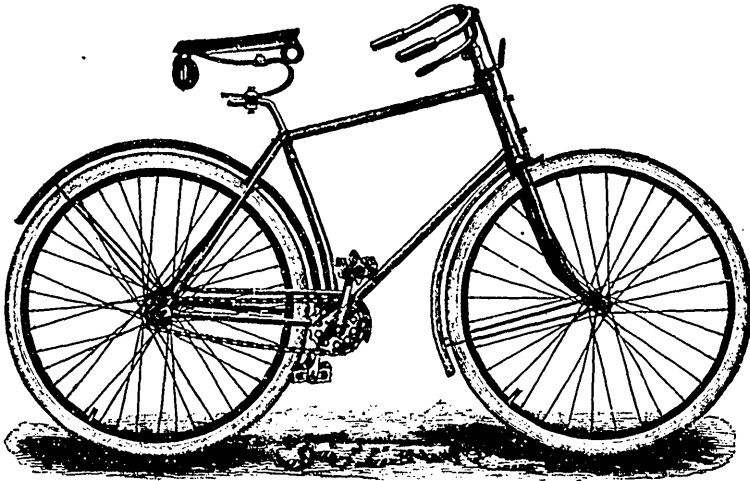
The Toronto Bicycle Club will hold its annual race meet on the new Rosedale track on Monday, August 15. The track is a three lap track built of clay, cinders and brick-dust, and should prove one of the fastest in the country. Already a number of the American flyers have signified their intention of riding in Toronto. The programme has not yet been decided upon, but will no doubt be a good one.

The Hamilton Bicycle Club team for July 2 will probably be chosen from the following: Palmer, Skeirett, Griffith, Gauld, Bews and Cootes.

This is from Dundee—it could come from no other place. They were discussing lamps, and lamenting the degeneracy of these necessary and useful articles. Said one: "The best lamp I ever had was an old tricycle lamp—great big affair, gleaming like a light-house. I was riding to Forfar one very dark night, when the lamp was in its very best form, lighting up the road all round. On nearing Forfar I was surprised to hear a tremendous clatter of horses' hoofs, and what do you think was the cause? Why, it was the fire brigade—engines, hose and everything—coming out to extinguish an imaginary fire."—*Scottish Cyclist*,

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## Athenæum Bicycle Club.



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

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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.

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

## Canadian Records.

Following is a list of the present Canadian records :—

$\frac{1}{2}$ mile, safety .....	P. J. Berlo,	1 16 $\frac{1}{2}$
1 " " .....	A. W. Palmer,	2.45 $\frac{1}{2}$
3 " " .....	" "	8.58
$\frac{1}{2}$ " ordinary .....	W. W. Windle,	34 $\frac{1}{2}$
$\frac{1}{2}$ " " .....	" "	1.16 $\frac{1}{2}$
1 " " .....	W. M. Carman,	2.42
2 " " .....	W. W. Windle,	5.44 $\frac{1}{2}$
3 " " .....	" "	8.47
4 " " .....	" "	11.46 $\frac{1}{2}$
5 " " .....	" "	14.40 $\frac{1}{2}$
6 " " .....	H. P. Davies,	20.29 $\frac{1}{2}$
7 " " .....	" "	23 50
7 " " .....	" "	27.12 $\frac{1}{2}$
8 " " .....	" "	30.35
9 " " .....	" "	33.43 $\frac{1}{2}$
20 " " .....	" "	1.11.53
50 " " .....	H. W. Clarke,	3.7.22

On May 24th, at Woodstock, W. Hyslop lowered the half-mile safety to 1.15 $\frac{1}{2}$ , and Carman the mile to 2.41 $\frac{1}{2}$  and five-mile to 14.16. If the Torontos wish to secure credit to their riders for these feats, the club will need to move pretty lively, as they will no doubt be lowered again on July 1 at Kingston.

The Bordeaux-Paris 358 miles race was won by W. Stephanie in twenty-five hours. There were fifty-two starters.

## The Queen City Handicap.

Saturday, the 11th, was a beautiful day, and crowds of people went down the Kingston Road to see the start and finish of the Queen City Handicap Race. The road was in pretty fair condition, but rather dusty for good work, though some pretty lively time was made and quite a number of surprises were witnessed. No accidents of any moment occurred to riders, though several tumbled and one or two had punctured tires. We believe we have more than once complimented A. D. Stewart, of Hamilton, on his capabilities as a starter, but he certainly excelled his previous record on this occasion, as his pistol shot never varied a second, which is saying a good deal when one considers that he started seventeen batches of riders in as many minutes.

Sixty men had entered, and of these the following did not ride: G. M. Wells, F. J. Brimer, W. J. McBride and A. Knowlton, of the Wanderers; D. Nasmith, E. J. P. Smith, G. F. Stephenson, C. W. F. Lennox and A. W. Smith, of the Torontos; F. H. Skerrett, R. B. Griffith, C. W. Powis, C. Bews and J. Gifford, of the Hamiltons; C. A. Binns, Newmarket; S. Hitchcock, Sarnia; and E. G. Downey, Bowmanville. Only two high wheels started in the race and neither finished, though they were limit men.

Following is a list of the starters with their numbers and handicaps :—

60. W. Rigby, unattached, Toronto (high wheel), 20 minutes.
59. John Smith, unattached, Toronto (high wheel), 20 minutes.
57. Percy Brown, R.B.C. (junior rider), Toronto, 20 minutes.
55. F. Baird, W.B.C., Toronto, 20 minutes.
54. J. Gifford, H.B.C., Hamilton, 16 minutes.
53. S. Slack, unattached, Toronto, 16 minutes.
52. G. R. Lloyd, H.B.C., Hamilton, 16 minutes.
51. S. Aikins, H.B.C., Hamilton, 16 minutes.
50. James Brown, unattached, Toronto, 16 minutes.
49. H. W. Love, R.C.B.C., Toronto, 16 minutes.
48. A. M. Lyon, A.B.C., Toronto, 16 minutes.
47. A. B. Doherty, W.B.C., Toronto, 16 minutes.
46. A. Rudolph, unattached, Walkerton, 15 minutes.
45. J. F. Deeks, W.B.C., Toronto, 15 minutes.
44. D. F. McCall, W.B.C., Toronto, 14 minutes.
43. Bruce L. Robinson, W.B.C., Toronto, 13 minutes.
42. R. Jaffray, W.B.C., Toronto, 13 minutes.
40. W. F. Dineen, W.B.C., Toronto, 11 minutes.
39. W. C. Power, W.B.C., Toronto, 11 minutes.
38. L. F. Riggs, A.B.C., Toronto, 10 minutes.
37. George Baldwin, unattached, Seaforth, 10 minutes.
36. W. M. Campbell, unattached, Toronto, 10 minutes.
35. C. H. Riches, W.B.C., Toronto, 10 minutes.
34. S. L. Dunn, N.B.C., Newmarket, 9 minutes.
33. W. N. Robertson, M.D., S.B.C., Stratford, 9 minutes.
31. W. J. Moody, W.B.C., Toronto, 8 minutes.
30. F. Creed, R.C.B.C., Toronto, 7 minutes.
29. W. J. Darby, W.B.C., Toronto, 7 minutes.

28. A. L. Lyon, W.B.C., Toronto, 7 minutes.
23. J. W. Johnston, W.B.C., Toronto, 5 minutes.
21. Bert Brown, W.B.C., Toronto, 5 minutes
20. D. F. Maguire, W.B.C., Weston, 5 minutes.
17. C. McQuillan, W.B.C., Toronto, 4 minutes.
15. Thos. Harvey, O.B.C., Hull, Que., 4 minutes.
14. W. B. Parr, O.B.C., Ottawa, 4 minutes.
13. L. D. Robertson, A.B.C., Toronto, 4 minutes.
12. F. W. Doll, W.B.C., Toronto, 3 minutes.
11. G. S. Karr, unattached, Toronto, 3 minutes.
10. J. G. Gauld, H.B.C., Hamilton, 3 minutes.
9. S. H. Gibbons, R.C.B.C., Toronto, 3 minutes.
8. J. H. Nash, W.B.C., Toronto, 2 minutes.
5. G. S. Lowe, M.B.C., Montreal, 1 minute.
1. A. W. Palmer, H.B.C., Hamilton, scratch.

The competitors finished in the following order (the numbers correspond with those in the list above):—

Nos.	Start.		Finish.		Total Time.
	H. M.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
42	4 07	5 35 15	5 35 15	1 28 15	1 28 15
17	4 16	5 36 20	5 36 20	1 20 20	1 20 20
12	4 17	5 37 15	5 37 15	1 20 15	1 20 15
45	4 05	5 37 45	5 37 45	1 32 45	1 32 45
14	4 16	5 38 20	5 38 20	1 22 20	1 22 20
46	4 05	5 39 10	5 39 10	1 34 10	1 34 10
1	4 20	5 40 05	5 40 05	1 20 05	1 20 05
13	4 16	5 41 40	5 41 40	1 25 40	1 25 40
51	4 04	5 41 45	5 41 45	1 37 45	1 37 45
34	4 11	5 41 50	5 41 50	1 30 50	1 30 50
52	4 04	5 42	5 42	1 38	1 38
49	4 04	5 42 30	5 42 30	1 38 30	1 38 30
38	4 10	5 42 45	5 42 45	1 22 45	1 22 45
15	4 16	5 43	5 43	1 27	1 27
9	4 17	5 43 05	5 43 05	1 26 05	1 26 05
48	4 04	5 43 08	5 43 08	1 39 08	1 39 08
57	4	5 44 15	5 44 15	1 44 15	1 44 15
33	4 11	5 45	5 45	1 34	1 34
39	4 09	5 46 15	5 46 15	1 37 15	1 37 15
43	4 07	4 47	4 47	1 40	1 40
47	4 04	5 47 30	5 47 30	1 43 30	1 43 30
37	4 10	5 58	5 58	1 38	1 38
55	4	5 48 10	5 48 10	1 48 10	1 48 10
36	4 10	5 48 30	5 48 30	1 38 30	1 38 30
5	4 19	4 48 35	4 48 35	1 29 35	1 29 35
11	4 17	5 50	5 50	1 33	1 33
20	4 15	5 52	5 52	1 37	1 37
21	4 15	5 51 20	5 51 20	1 36 20	1 36 20
31	4 12	5 51 30	5 51 30	1 39 30	1 39 30
40	4 09	5 52 55	5 52 55	1 43 55	1 43 55
30	4 13	5 54	5 54	1 41	1 41
35	4 10	5 56	5 56	1 46	1 46
53	4 04	6 00	6 00	1 56	1 56

The time prizes were won by A. W. Palmer, Hamilton B. C., 1h. 20m. 5s.; F. W. Doll, Wanderers B. C., 1h. 20m. 15s.

Palmer carried off the gold watch and a box of collars and cuffs, while Bruce Robinson captured "The Dark Secret." We wonder if he has found out yet what it is?

F. W. Doll is going to dabble in amateur photography.

Lieut. Robertson of the A. B. C. says he does not smoke much, but will try and learn now.

With Wells; Nash, Doll, Deeks, McQuillan, and Jaffray to choose from, the Wanderers ought to have a pretty strong team to represent them at the Kingston road race.

### The C.W.A. Meet at Kingston.

The Association meet this year promises to surpass all previous events, and the championship events will be hotly contested. Carman, Palmer, Skerrett, Hyslop, Smith and Wells will all be there, together with several new riders who will give good account of themselves. The team road race will be a hotly contested event, particularly between the Hamiltons, Torontos and Wanderers, who will each have excellent teams in the field. One noticeable feature of the programme is the fact that there are no handicap events.

### Montreal Bicycle Club Meet.

The regular annual meet of the Montreal Bicycle Club will be held on August 27th. Particulars and programmes will be published later.

Frank Waller, of the Acme Bicycle Club, of Oakland, Cal., is reported to have made 363 miles 1590 yards in 24 hours, breaking Holbin's record of 361 miles 1446 yards, made last November.

The Annual Newark-Philadelphia Century ride was completed on the 11th inst., over 300 riders finishing. A great many accidents happened, but more through collisions and carelessness of riders than through defects in pneumatics.

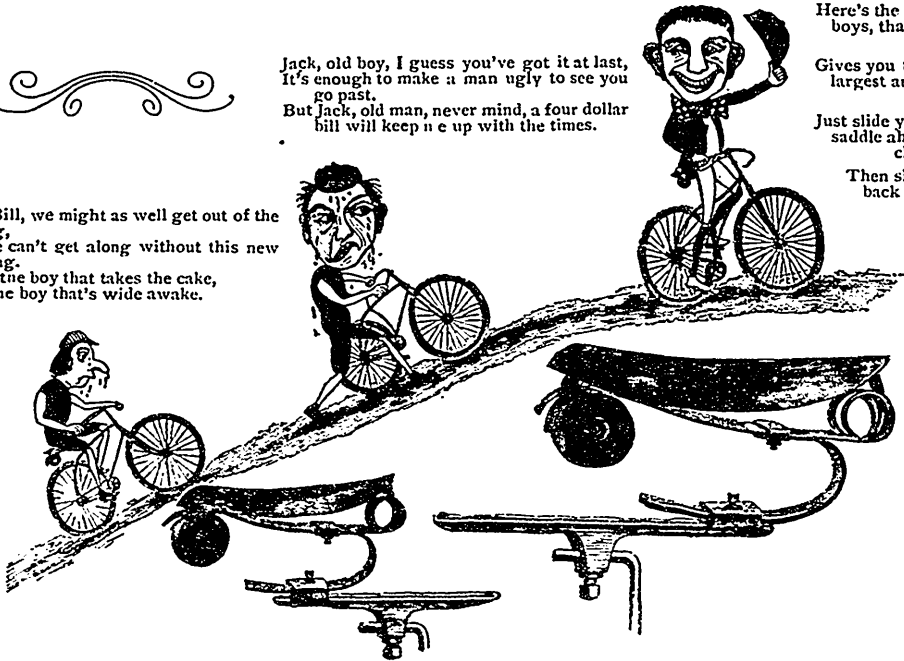
The Tonawanda Bicycle Club and the Buffalo Ramblers hold a combined race meet on July 9, at Tonawanda, when the following events will be contested: One-mile, novice; one-mile, Tonawanda championship; one-mile, 3-minute class; one-mile, open; one-mile, open to Buffalo wheelmen; one-mile tandem; three-mile lay-race; one-mile, handicap; five-mile, handicap; two-mile Ramblers Bicycle Club championship. Over \$1,000 is offered in prizes. Entries close July 2 with C. H. Christ, Secretary Tonawanda Bicycle Club, Tonawanda, N.Y.

# H. H. CHASE'S SELF-ADJUSTING SADDLE SLIDE



Jack, old boy, I guess you've got it at last,  
It's enough to make a man ugly to see you  
go past.  
But Jack, old man, never mind, a four dollar  
bill will keep it up with the times.

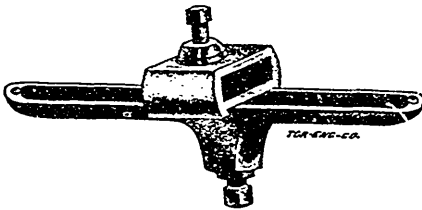
Well, Bill, we might as well get out of the  
ring,  
For we can't get along without this new  
thing.  
Jack is the boy that takes the cake,  
He is the boy that's wide awake.



This cut shows the Saddle back  
for scorching.

This cut shows the Saddle ahead  
for hill-climbing.

## DESCRIPTION.



The invention consists of a horizontal bar upon which a clamp attached to the saddle will move backward or forward at the will of the rider, but at the same time it cannot be moved without a knowledge of how it works.

There are no springs to get out of order, and the saddle will hold its position at any point on the slide through the weight of the rider upon it.

Nothing of the kind has as yet been introduced to the effect of moving the saddle, on account of complicated levers or springs, but this Self-Adjusting Saddle Slide is simplicity itself, and its weight is only a trifle more than the original post and clamp.

The rider can move ahead by dropping his weight on the rear of his saddle and pulling himself forward by aid of the handle-bars; he will then find himself in a position to ride larger and longer hills, go through more sandy roads, or rest his body after riding a long distance with his saddle back. To move the saddle backward, simply press lightly on the peak of the saddle and push back from the handle-bars.

The Self-Adjusting Saddle Slide is pronounced by those who have tried it as the only perfect adjusting saddle, and an absolute necessity to all wheelmen who wish for ease and comfort on long runs in climbing hills.

BE SURE AND SEE THIS USEFUL ARTICLE.

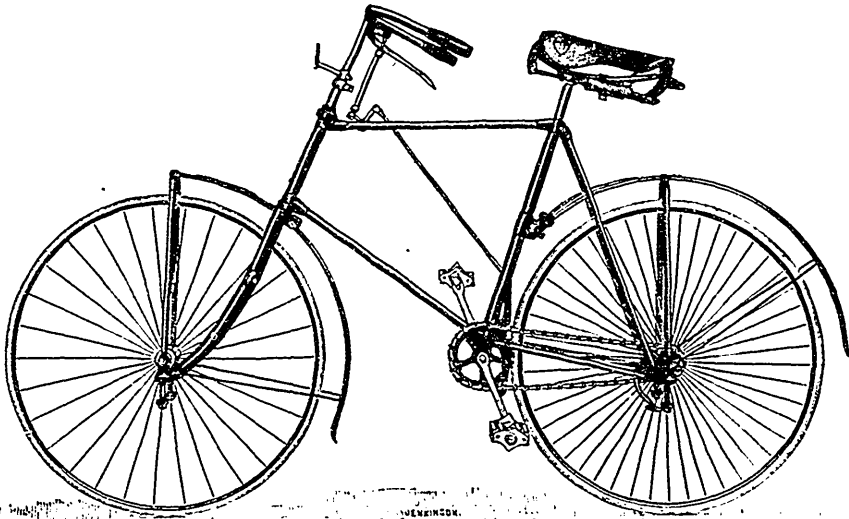
— AGENTS —

# BULLEY & MCLEAN, BERTI STREET, TORONTO

# THE LATEST AND BEST THING YET!

## — THE — “PREMIER” SPRING SAFETY.

(Thompson Spring System. Mr. T. J. Thompson, M.I.C.E., Patentee.)



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.

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♣ **THE RAGLAN** ♣  
 IS A  
**RECORD BREAKER**

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Wins 4 Firsts and 2 Seconds on  
 24th of May.

---

**AT WOODSTOCK—**

Wins 1 mile in 2.41 1-5, lowering the Canadian Record  
 “ 5 “ “ 14.16, “ “ “ “

**AT ST. THOMAS—**

Wins 2 mile - - - - - Open  
 “ 3 “ - - - - - “

On 25th of May wins the 12 mile Road Race at  
 Woodstock by 1 1-2 miles.

Once more lowers Century record Toronto to Trenton ;  
 time 8.08. Lowered by 57 minutes.

The above goes to prove that the RAGLAN CYCLES  
 lead all others.

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**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

## 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.



**L. A. W. Divisional Meet at Buffalo.**

The tenth annual meet of the N. Y. Division L. A. W., was held in Buffalo Driving Park on Friday and Saturday last. Carman, Smith and Hyslop were present, the two latter scoring a second each and the team riding second in the team lap race.

On Saturday in the five-mile handicap G. F. Taylor, of the Manhattan A. C., broke the world's five-mile competition record, reducing the time to 13.40.

In the three-mile lap race at Buffalo on Friday, Hyslop of the Torontos scored second to Berlo, with Dorntge, Rich, Taxis, Bode and Fuhrman behind him. The Buffalo *Courier* in describing the race says that Hyslop immediately lighted out, and before his fellow competitors realized it had obtained a big lead. He finished first in three laps, when he was overtaken by Berlo, who finished first in the next three, winning the race only because the last lap counted one point more than either of the others. The score stood:—

1. P. J. Berlo, M. A. C., 14 points.
  2. W. Hyslop, jr., T. B. C., 13 points.
  3. C. W. Dorntge, B. A. C., 6 points.
- Time, 8.43½.

On Saturday in the two-mile safety race Smith rode in excellent shape and made the highest individual score, but owing to Carman's fall in a previous race he was not in as good condition as usual, while Hyslop from having ridden in so many events previous was rather stale. Following is the score and the positions on each lap:—

1. A. T. Crooks, C. W. Dorntge, W. H. Penseyres, Buffalo A. C., 76 points.
2. E. J. P. Smith, W. Hyslop, W. M. Carman, Toronto B. C., 73 points
3. F. C. Fuhrman, W. J. Fisher, E. F. Weinig, Ramblers B. C., 31 points.

	<i>First.</i>	<i>Second.</i>	<i>Third.</i>	<i>Fourth.</i>
1.	Crooks.	Smith.	Smith.	Crooks.
2.	Hyslop.	Penseyres.	Penseyres.	Dorntge.
3.	Smith.	Dorntge.	Dorntge.	Smith.
4.	Dorntge.	Carman.	Carman.	Carman.
5.	Penseyres.	Hyslop.	Fuhrman.	Penseyres.
6.	Weinig.	Fuhrman.	Hyslop.	Hyslop.
7.	Fisher.	Fisher.	Fisher.	Fuhrman.
8.	Carman.	Crooks.	Crooks.	Weinig.
9.	Fuhrman.	Weinig.	Weinig.	Fisher.

The men scored points as follows: Buffalo A. C.—Dorntge, 28; Penseyres, 26; Crooks, 22; total, 76 points. Toronto B. C.—Smith, 32; Hyslop, 21; Carman, 20; total 73. Ramblers B. C.—Fuhrman, 13; Fisher, 10; Weinig, 8; total, 31.

Smith was also successful in securing second place in the one-mile three minute class, the score standing: One-mile safety, three-minute class—1, A. T. Crooks; 2, E. J. P. Smith, Toronto; 3, W. H. Penseyres; 4, F. C. Fuhrman; 5, W. A. Grimmell. Winner's time, 2 min. 38 2-5 sec.; Sixteen starters.

**Latest Centurions.**

- 55, Rev. R. N. Burns, T. B. C.; 56, W. E. Pangburn, R. C. B. C.; 57, W. H. Macfarlane.

**The C. W. A. Programme.**

July 1. Morning—Military review; afternoon—parade and races; evening—band concert and presentation of prizes. July 2. Morning—team road race; afternoon—complimentary excursion among the Thousand Islands.

**RACE PROGRAMME.**

- One-mile novice.
- One-mile championship.
- Two mile 6.30 class (safety).
- Quarter-mile in heats (safety).
- Three-mile championship.
- One-mile open (safety).
- Half-mile championship.
- One-mile ordinary.
- Five-mile championship.
- Twenty-five-mile road race.

**FACTS ABOUT DYSPEPSIA. :**

Wrong action of the stomach and liver occasions dyspepsia. Dyspepsia in turn gives rise to bad blood. Both these complaints are curable by B. B. B., which acts on the stomach, liver, bowels and blood, and tones and strengthens the entire system, thus positively curing dyspepsia, constipation, bad blood and similar troubles.

**FOR SALE, WANTS, EXCHANGE.**

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

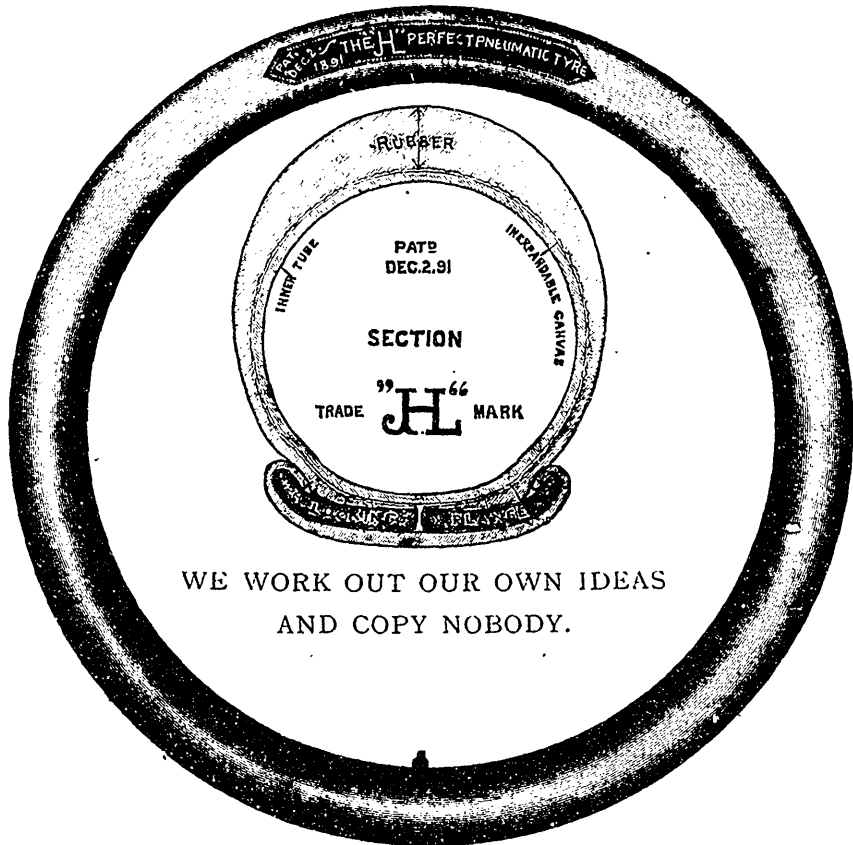
**N**O. 1 Rudge Safety, spring forks, spade handles, tangent spokes, only in use short time and good as new. H. English, 32 Front Street East. Evenings, 112 Maitland Street.

**N**O. 1 Comet Rational, in first class condition, for sale, cheap, cushion tires. Apply CYCLING office, 5 Jordan Street.

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

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

# THIS CUT REPRESENTS OUR TIRE AS PATENTED



WE WORK OUT OUR OWN IDEAS  
AND COPY NOBODY.

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

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

### A BOON TO OWNERS OF HARD TIRE WHEELS.

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

Trade Supplied in Small and Large Quantities.

Specialties:—Dunlop Tires Repaired and Lawn Racquets Restrunged.

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

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

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

## London Letter.

EDITOR CYCLING.—At the last regular meeting of the London wheelmen quite a discussion took place as to the advisability of holding a meet here this summer. In view of the financial failure of the Forest City meet last year and the impossibility of securing the track on the Civic Holiday, some of the members took the view that the idea should be dropped for this year. Finally a committee was appointed to look into the matter of holding a meet or some other form of entertainment to aid the club finances.

The London wheelmen's crack young road rider, Manville, rode in the Cleveland Road Race on Decoration Day and succeeded in making the fourth fastest time, though he did not obtain a prize. The handicapping was very poor indeed, Manville who is a new rider being only allowed 3 minutes' start with such cracks as Rands of Detroit and Merrill of Chicago on scratch, in a race of 24 miles. But almost all the Cleveland men were allowed from 20 to 23 minutes, which practically gave them the race, a 20 minute man walking off with first place. Both Rands and Merrill refused to start in the face of such handicaps.

The Forest City club is, I believe, again in good financial condition and promises to be in Kingston in full force, providing suitable railway arrangements can be made. Both clubs are working together in this matter and expect to succeed in obtaining a very good rate. It is altogether probable that the largest deputation from the West that ever attended an Eastern meet will be found in Kingston on the 1st of July. If everything else fails it is probable arrangements can be made with the Police Magistrate at London for free transportation.

Sarnia is going to have a grand meet in August, and all who can should attend, as from our experience last year and the general reputation of the Sarnia boys as royal entertainers a good day's sport and a nice time for everybody may be expected. At the time of writing I do not know the date, but watch for it boys, watch for it. W. G. OWENS.

London, June 16, 1892.

The Hamilton Bicycle Club has made a sensible move in charging admission and grand stand fees to all wheelmen not contestants in the events. They rightly maintain that a bicycle race is of more interest to cyclists than to the general public, and see no good reason for not charging an admission fee to those who get the most enjoyment.

## Trade Notes.

On June 10th the Gormully & Jeffery Mfg. Co. shipped a Diamond Rambler, No. 1, to Japan on a cash order. This is the second Rambler shipped to that country recently. Heretofore, nothing but English wheels were used in Japan. This firm has also received during the past two weeks an order for G. & J. Pneumatic Tires from Russia. This tire is becoming well known in almost every country of Europe.

In the Newark-Philadelphia Century race, on June 11th, Mr. Theo. M. Jones took second place, being beaten by seven minutes. His mount was a pneumatic Rambler. The Ramblers in this race made a splendid record. The G. & J. pneumatic tires all came through without a scratch, while about forty other makes of tires were disabled, some bursting the outer case so that it was impossible to repair them. The Rambler is not built as a racing wheel, but has taken a number of good prizes.

## What the "Humber" did.

In the Queen City Road Race the Humber won first prize.

In the Queen City Road Race the Humber won four out of the first five places.

In the Queen City Road Race the Humber won eight prizes out of twenty.

The Humber is acknowledged by all fast riders and dealers in bicycles throughout the world to be the best machine manufactured, and has won more prizes and secured more records than any other three makes combined. The Humber Company offer no premiums, large or small, for fast men to ride their machines. The Humber is sold entirely on its merits. It is a well-known fact that agents and representatives of other bicycles use Humber's in preference to their own machines in racing events.

The Charles Stark Company should feel very proud of the excellent machines they are handling. They are sole Canadian agents for the Humber, Psycho, Rover and Quinton cycles, four of the largest houses in the cycle trade.

W. F. Murphy has the only Rudge triplet in America.

The "Y's" had a pleasant little jaunt last Saturday to Victoria Park.

The Kingston Board Track is completed, and local riders report it as very fast.

F. G. Lenz, of New York, who is making the trip round the world, was in town yesterday, and was the guest of the city wheelmen.

What is the matter with our century riders? Very few have scored during the past month, but we presume there will be a change in a few days and large numbers will earn their badges about the last of the month.

The attention of the C. W. A. riders is called to the fact that the Aurora Bicycle Club intend holding races on July 1st. As this is contrary to the rules of the C. W. A., riders who compete in such events will probably be suspended from C. W. A. tracks.

There is Nothing to Touch it, let alone Beat it

— IT HAS —

NO RAGS, NO GLUE, NO WIRES,  
NO HOOKS, ♦ NO STRINGS,  
NO BOLTS, NO SLIPS.



Your Machine will never  
be complete without  
it.

☀ THE G. B. C. PNEUMATIC TIRES  
TAKES THE CAKE!

It is a Triumph  
of  
Genius.

They cost  
more than other  
Tires, but nothing  
but the Best of every-  
thing is Good Enough for

THE BRANTFORDS

MANUFACTURED BY

THE GOULD BICYCLE CO.  
LIMITED

Brantford, - Ont.



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.



IF YOU LIKE  
A HIGH  
WHEEL  
WE CAN SUPPLY  
YOU WITH A  
"SWIFT"  
ALSO LOW WHEELS  
AND SPORTING GOODS AT  
WHOLESALE PRICES

SEND 50¢ FOR CATALOGUE IF HAS COUPON IN-  
CLOSED WHICH YOU MAY RETURN AS SOON AS POSSIBLE THROUGH  
FRANK S. TAGGART & CO. \* \* \*

89 KING ST. WEST TORONTO

## A Smoking Volcano

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

## In the Body

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

Cured by B. B. B.

If you have a second-hand wheel for sale, advertise in CYCLING. It will only cost you 25 cents for one month.

## WHEELMEN'S HEADQUARTERS.

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

### WEST

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

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

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

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

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

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

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

### EAST

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

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

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

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

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

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

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

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

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

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

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

### NORTH

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

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

— THE —

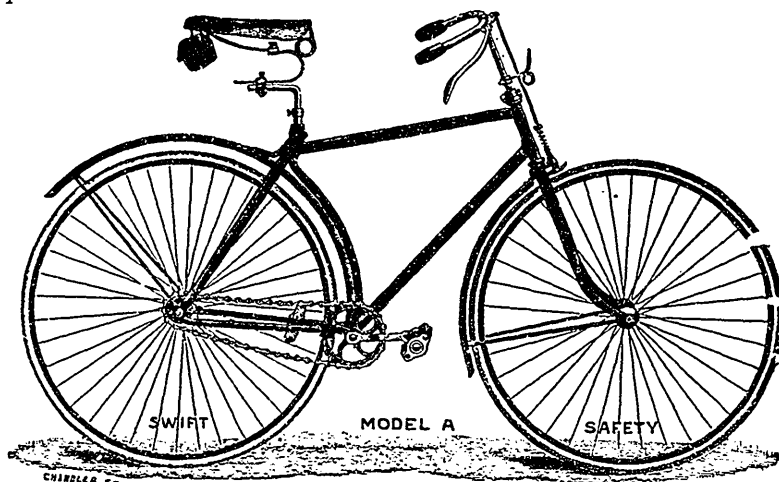
# SWIFT

— 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.

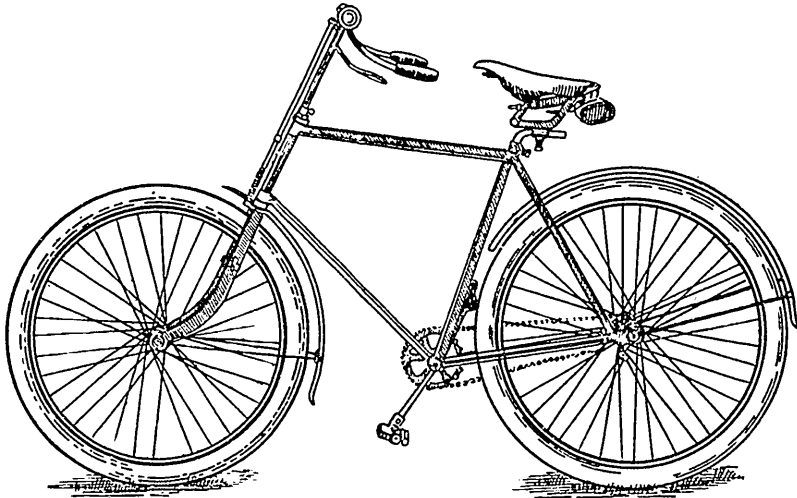
22 AND 24 LOMBARD STREET, TORONTO

MANUFACTURERS AND IMPORTERS OF

## HIGH GRADE BICYCLES

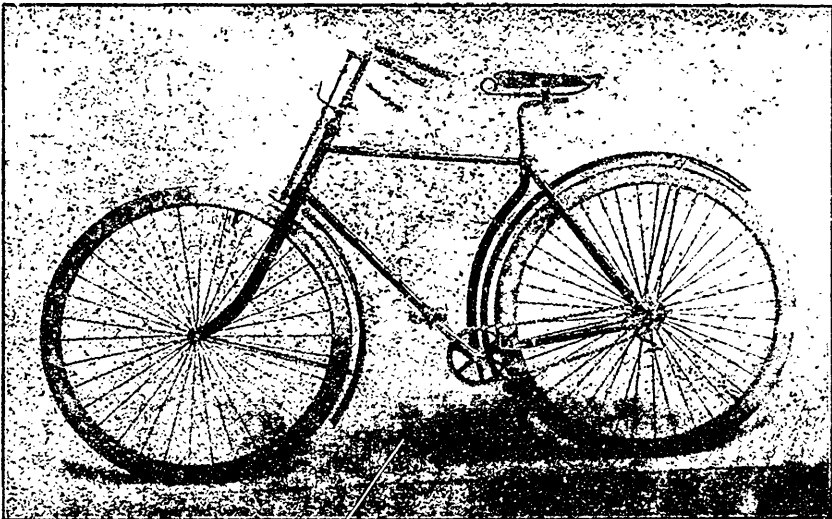
Have you seen our Wanderer? Here is its portrait

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.

# H. S. HOWLAND, SONS & CO.

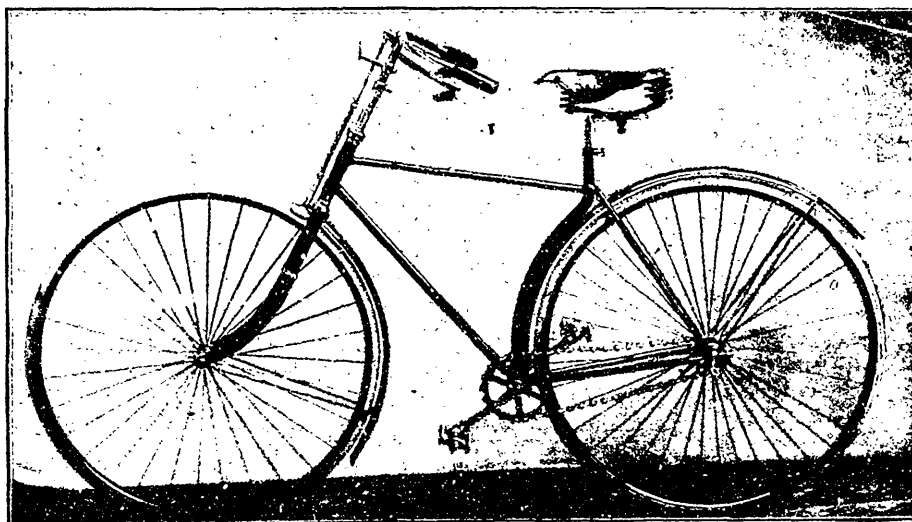
## Wholesale Hardware

37 FRONT ST. WEST, - TORONTO

Agents for

# LOYD, READ & COMPANY

COVENTRY, ENGLAND



No. 1 DIAMOND FRAME CUSHION.

Overstone	Diamond	Safety
“	London	“
“	Semi-Diamond	“
“	Ladies’	“
“	Popular	“
“	Cross Frame	“

Narrow or Wide Heads; Solid, Cushion, and Dunlop, Boothroyd or MacIntosh  
Pneumatic Tires.



# THE GENDRON CYCLE EXCELS

MIDDLEMAN'S PROFITS GIVEN TO THE CUSTOMER

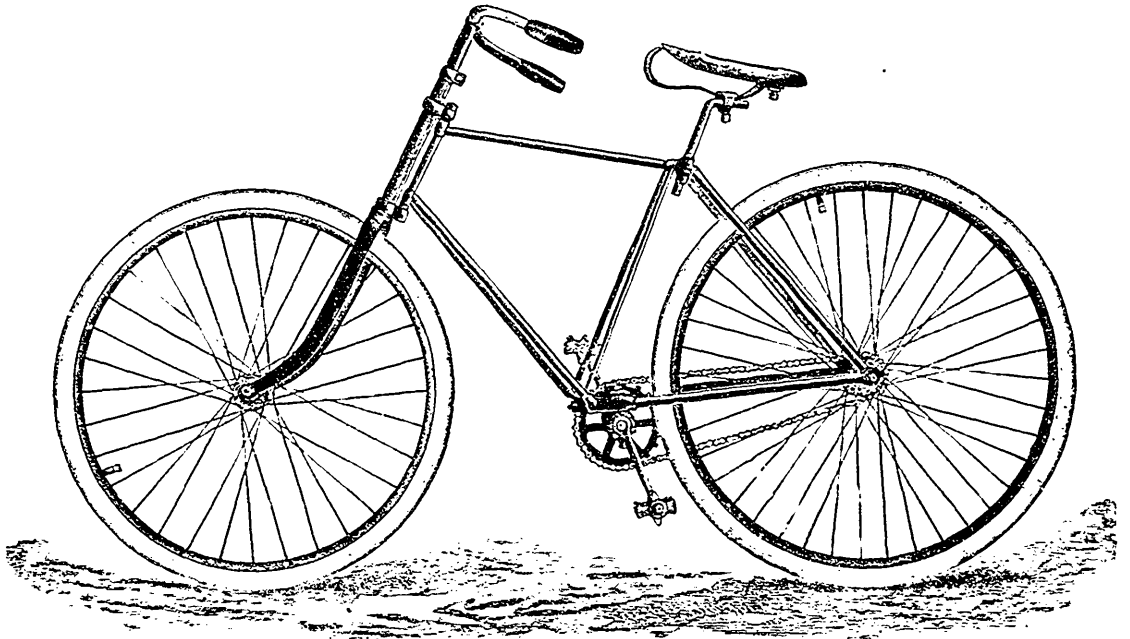
By buying from us you buy from the Manufacturer.

**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  $\frac{1}{2}$  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.