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CYCLING

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

Vol. II.

TORONTO, MARCH 10, 1892.

No. 8.



DAVE NASMITH,
TORONTO BICYCLE CLUB.

Dave Nasmith,

T. B. C. AND C. C. R. C.

Some time ago we presented a portrait of this rider, but as it was hardly so good a one as he deserves, we have all along intended to publish another, which, we trust, will be more like the original Dave. His success in securing the first two bars of the new Century Road Club of Canada seems, therefore, to present an appropriate occasion to carry out our design, and we have much pleasure in presenting to our readers the portrait on the first page of this issue of CYCLING.

His Second Century.

Dave Nasmith, of the Torontos, claims the second Century Bar from the new C.R. C.C., he having ridden to Port Perry and back on Thursday last. He left the city at 8.20 a.m., reaching Port Perry at 12.50. After dinner and a rest he rode back to Whitby for tea, and thence to the city, where he arrived at 9.25. He reports the roads as being very bad—in some places almost impassable.

One of our American contemporaries is laboring under the impression that Dave's ride on the 6th ult. was the first century ride undertaken in Canada. Such, however, is not the case, as it has been the custom for some years of several Canadian clubs—notably the Wanderers and Torontos—to hold annual century runs, which are participated in by from fifteen to twenty members of the club on each occasion. The century run of the 6th ult. was merely the first under the auspices of the new Century Road Club of Canada.

A Fairy Tale from Oregon.

Many are the queer undertakings and peculiar feats that have been performed through the medium of the wheel, and for that reason it is hard to believe anything impossible; but the following paragraph from a Portland, Oregon, paper would cause suspicion to creep into the mind of even the most credulous: "Mrs. Mary Robeson, of Hubbard, Clackamas County, intends to start on a bicycle tour across the continent as soon as the weather will permit. She will start from Portland, and New York will be her destination. She will carry a flag which will be dipped in the Pacific and Atlantic oceans, and will then be sent to the World's Fair and put on exhibition. A \$6,000 fund is

being raised to defray her expenses. Mrs. Robeson is somewhat of a bicycle rider, and says she is confident that she will beat the record. She has not decided whether she will ride astride or not. She is fifty-six years old, and has eight children living in Clackamas County. The oldest is a daughter of thirty-six years and the youngest a girl of sixteen." The statement that she has not decided whether she will ride astride or not is good, and proves the story to be a fairy tale.—*The Wheel*.

A New Idea in Bicycle Railways.

A. H. Hotchkiss has invented a novel bicycle railway, which he intends to put in operation between Mount Holly and Smithville, N.J. The road bed is a framework resembling an ordinary board fence, on top of which is a steel T rail, on which the grooved wheel of the bicycle runs. A brace run extends down on either side of the fence, on the end of which is a wheel that runs along the bottom board of the fence and prevents the machine from overturning.

Each bicycle will carry one or two persons, and the machines are easily propelled as there is but little friction. The trip between the two places can be made in seven minutes; and as there is considerable travel each way daily it is the general belief that the road will be profitable.—*The Wheel*.

About Gearing.

"Why, oh, why will makers adopt such a combination as 28-inch driving wheels and a standard gear of 56 inches?" asks Mecredy. "This brings the strain at each revolution on the same spokes and in time wrecks the hind wheel, unless it is a particularly good one. The wear on the chain also and teeth of the smaller cog-wheel is also irregular. In the case of the larger cog wheel this is always the case, but being so much larger it does not do much harm. By frequently altering the position of the chain the difficulty can be partly got over, but the combination is entirely wrong and should be avoided. About 56-inch is the best all-round gear for pneumatics, and that being so the driving wheels should be made some other size. A 27-inch wheel could be geared to 57 $\frac{3}{4}$ inches, or a 29-inch wheel to 54 $\frac{3}{4}$ inches, or a 30-inch wheel to 56 $\frac{1}{2}$."

The subject of our next article on Canadian Flyers will be Bert Brown, of the Wanderers Bicycle Club.

Cycling

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

EDITOR: F. BRYERS.

Publishers:

WM. H. MILN CHRIS. B. ROBINSON

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MARCH 10, 1892.

Sunday Riding.

At the General Meeting of the Century Club on Friday evening last it was decided not to allow Bars for any century runs started later than 4 p.m. on Saturday. This, while being a step in the right direction, is, we think, only a partially satisfactory dealing with the question of Sunday riding; for it practically permits it, because the great majority of our riders will require over eight hours to ride the distance, while they have the privilege of finishing at any time up to 8 a.m. on Sunday. It is, perhaps, none of our business, still we think the Century Club should give no rewards for runs, any part of which are ridden between midnight on Saturday and midnight on Sunday.

A Suggestion to Club Secretaries.

Each year a number of new clubs are organized throughout the country which are energetic for a short time but gradually fade away and are soon forgotten. It seems to us that this matter could easily be remedied by a little attention on the part of Secretaries. Let the Secretary of each club regularly report any events of interest which may occur to the cycling papers and thus keep the names of their clubs before the wheeling public. In this way interest will be maintained by the members of the clubs, and outsiders will also know, at least by hearsay, something of the club and its members, so that when any of them may go a-touring they will be better received than if they appear as total strangers, members of an unknown club.

Century Road Club Meeting.

Chief Centurion Brimer was in the chair at the general meeting of the Century Road Club of Canada last Friday. The Sunday riding question was discussed at length, and the feeling of the meeting was decidedly against recognizing centuries made on that day. A motion was unanimously carried that the club would not recognize centuries which commenced between the hours of 4 p.m. Saturday and midnight on Sunday. It was decided that no applicant for membership would be considered an active member until he had completed his first century. The present applicants have until July 1st to qualify as active members. Applicants after July 1st will be required to qualify within thirty days. The club will be open to all amateur wheelman, whether members of the C. W. A. or not. The constitution and by-laws were read and approved of.

Wanderers Annual Meeting.

The annual general meeting of the Wanderers Bicycle Club was held in the club rooms, Yonge and Alexander streets, on Thursday last, when it was found from the reports of the Secretary and Treasurer that the Club was in a very flourishing condition, both as regards membership and finances, the roll numbering 129, of whom 35 joined in 1891. The election of officers resulted as follows: Hon. President, F. H. McCausland; President, A. P. Taylor; Vice-President, W. J. Darby; Secretary, T. C. Thompson; Treasurer, H. S. Scott; Captain, W. A. Hunter; 1st Lieut., J. Johnston; 2nd Lieut., J. H. Nash; 3rd Lieut., Chas. Thompson; Standard Bearer, W. E. Dunn; Bugle Major, Bruce Robinson; House Committee, F. J. Brimer, Victor Lee, F. J. Morphy, T. C. Thompson, H. S. Scott; Racing Committee, J. H. Nash, F. J. Brimer, F. Foster, G. M. Wells, H. T. Wilson; Auditors, G. P. Sharkey, J. M. Sinclair. H. S. Scott, T. C. Thompson and P. L. Bailey were appointed a special committee to look after the second annual club dinner on the 24th inst.

Mr. A. H. Griffiths has entered the journalistic arena as editor of *Art Words*, a new monthly published in the interest of art, music and kindred topics, by the Detroit Museum and Art School.

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.—XVIII.

(Conclusion.)

Glasgow looked just the same, on this our second visit to the city, as it did on that memorable evening in June when we alighted from the train which had carried us from the landing place at Greenock. We even had the rain coming down in torrents; so that our second impression of the slow yet solid Scotch city would not exhibit any startling change from that first formed. We had yet a few days before our steamer sailed, and availed ourselves of the chance to visit one of the most hospitable of Northern England homes in the vicinity of Newcastle-on-Tyne, where two days were most pleasantly spent. We cut short a more extended visit in this region, with its special delights of going down into coal mines, etc., etc., for the prospective tour through the Trossachs. When we got up bright and early on the morning of our last Monday in Scotland to take the train for Edinburgh, where we were to join the other members of the party, we were disappointed to see threatening clouds overhead, which portended rain, and thorough Scotch rain at that. Before we came in sight of Arthur's Seat the mist was penetrating the atmosphere with that sincerity of purpose that left no doubt in our minds that a start for the Lake district that day was out of the range of possibilities. Many, many times during that and the succeeding two days, during which time we saw nothing but a continuous fall of rain, did we wish ourselves back in Ryton-on-Tyne. Wednesday morning, as we took our train for Glasgow, old Sol did show himself, but his smiling presence came too late for us, we had to sail the next day and the final preparations had yet to be made. We had throughout our journey, when possible, made headquarters at the Waverley temperance hotels, and upon going to our quarters in Glasgow found many of the passengers who had experienced the honor of crossing with us on the *Indiana*. We heard various rumors as to the number of people that were to return on the *State of Nebraska*, and many rumors as to difficulties experienced in securing desirable accommodation on the boat, so that we were more than ever better pleased that we had booked

our state-rooms in June. We are on the tender, and have said a last "good-bye" to the friends who are rapidly fading from view on the dock; and when, in our minds, we look back over the days that have been spent on our little cycling jaunt, now that the wheeling portion is really over, what a decidedly good time we have had. We drive away the gloom, or passing sorrow that comes to us, when we think of the friends we are leaving behind, in the self-assurance that this is but a beginning—we will have, surely, one more at least such experience, and to this we will look forward. The first thing we do the next morning is to open our port, which is permissible by a sea as calm as glass, and good old Ireland greets our vision. There are the hills just beyond Moville, and the ruin of Green Castle on the right, making altogether a very pretty picture.

While waiting for the passengers from Belfast a few of us took advantage of the opportunity to make the somewhat ungraceful, if not perilous, descent of a rope ladder to a sailboat belonging to one of the pilots, and went on shore to take a look at Green Castle, and have a last ride in a jaunting-car. We got some excellent pictures with our kodaks of the castle and its surroundings, and had a delightful bath in the sea. As the day wore on the wind had increased, so that when we got aboard our craft again to reach the steamer there was considerable sea running. We eventually reached the deck of the *Nebraska*, but we were a pretty damp lot. The Toronto contingent was even stronger on the return voyage than it was when crossing over, and certainly much more agreeable, in consequence of a number of decidedly interesting Toronto young ladies with whom McBride and one or two others got on very good terms at an early stage of the trip. The daily routine on shipboard was much the same as our former experience—we simply had a thoroughly good time and did nothing. We had the good fortune of enjoying the most pleasant voyage the *Nebraska* had made during the whole of the summer, so that when we landed in New York on a hot afternoon, during one of the last days of August, we felt satisfied that we had been given everything that we deserved. Whether in August or December, it matters not which, New York is a charming place, and before the conclusion of the journey we spent a few days there, as a fitting conclusion to our holidays.

We have come to the end of our little story. There is nothing more to say, but to thank our kind and indulgent friends who have followed us through the medium of

these papers, and to add the hope that they may have found something to interest and instruct in the pages devoted to "A Summer's Cycling Reminiscence."

Hamilton Letter.

HAMILTON BICYCLE CLUB ANNUAL ELECTIONS AND DINNER.

James A. Laidlaw, president; G. R. Lloyd, vice-president; W. J. Hobson, secretary (re-elected); J. G. Gauld, treasurer; John Hunter, captain; F. H. Skerritt and F. L. Thurston, first lieutenants; B. Arnedt and W. G. McAndrew, second lieutenants; W. G. McAndrew, bugle major; D. Muir, standard bearer; W. Salvini Hemphill, musical director.

The above are the officers elected at our tenth annual meeting. All the officers, except the first and second lieutenants and captain, were elected by acclamation at the last meeting. There was a keen contest for the office of captain between R. B. Griffith and John Hunter, which resulted in the latter being elected after an exciting contest.

The club has selected most efficient officers, and there is no doubt that we will prosper in the future as we have in the past.

Wednesday, March 2nd, will long be remembered by members of the H. B. C., for on the aforesaid evening what may very properly be termed a "family reunion" took place, and it was pleasing to see "the lion and the lamb lie down together." Never in our history have we had the pleasure of being honored by such able and eloquent representatives as were present from the Torontos and Wanderers, and it is gratifying to know that the kindly feelings expressed by these representatives to our club are heartily reciprocated.

Among the able representatives present to respond for sister clubs were noticed: A. P. Taylor, president, and T. C. Thompson, secretary, of the Toronto Wanderers; W. H. Chandler, vice president, and Secretary Ryckman, of the Torontos; A. Perry, Ramblers; D. J. O'Brien and W. E. Kraft as guests.

After the toast of The Queen had been honored, the chairman proposed The Hamilton Bicycle Club, and A. D. Stewart responded. He made a splendid speech, referring to the honors won by A. W. Palmer, F. H. Skerritt and the champion road team, and the success of Salvini Hemphill's opera. He also referred to the death of W. E. Rutherford.

Mr. Ryckman, in responding to the toast of the C. W. A., made the finest speech of the evening. His remarks were listened to with rapt attention, and he received an ovation on taking his seat.

Messrs. Philp, Robertson, Griffith and James spoke for the officers retiring.

A. W. Palmer and F. H. Skerritt replied for The Racing Men, and promised to excel their brilliant performances of last year.

The other toasts were responded to as follows: Officers-Elect—J. A. Laidlaw, G. R. Lloyd, J. G. Gauld, John Hunter, F. L. Thurston and W. J. Hobson. Old Members—F. R. Close, R. R. Simpson and C. W. Tirling. The Ladies—J. W. Bowman and T. C. Thompson, of the Wanderers. New Members—J. W. Morton. Guests—W. E. Kraft. Sister Clubs—Messrs. W. H. Chandler and A. P. Taylor had the pleasure of expressing the good wishes of their respective clubs, and they did so in most eloquent addresses. A. Perry, secretary of the Ramblers, also replied to this toast. Across the Sea—W. Salvini Hemphill, D. J. O'Brien. Our Patroness—The Countess of Aberdeen. This toast was received in grand style; cheer after cheer was given for our worthy Patroness, who always enquires after "her boys."

At the close of "the feast" three cheers and a "tiger" were given for each of the Toronto clubs, and the most enjoyable annual dinner of the H. B. C. was over, and I am quite certain a great many regretted parting with their Toronto brethren. *Hobby.*

Did you ever run across one of those real, deep-dyed, unadulterated bicycle cranks, one of the kind who spends most of his time around a cycle store or in his cycle suit, and talks of nothing but wheels and wheelmen and things appertaining thereto? You will find 'em in every city. If you go into a store to purchase an oil-can he'll advise you which brand to buy and then button-hole you and talk like an automaton. He knows the merits and demerits of every wheel, can tell you why so-and-so didn't win his last race and why the other fellow did. He can expatiate learnedly on how a wheel should be geared, the best position to ride in, the faults of every rider in town and instruct you so minutely about any particular route that you ask about that your brain grows dizzy. He's an oily-tongued mortal and in his own opinion a sage, but he who harkens and gives heed to his wisdom generally wishes in the end that he hadn't.—*The Wheel.*

The Aurora Bicycle Club's At Home.



SAY that the Aurora Bicycle Club's At Home, held Tuesday evening, the 1st inst., was a most enjoyable and successful event is indeed using very mild terms, for the writer with three brothers of the T. B. C. had the pleasure of being present from Toronto, and it was their unanimous opinion that the evening spent in Aurora was one continuous round of pleasure. If pretty girls, good dancers, good music and the floor in first-class condition go to make a successful dance, Aurora can bestow these wants, being ably assisted by their cousins from Stouffville and Newmarket.

At 9 o'clock sharp over 200 persons were present, and the committee, which was a very proficient one, were busy making everyone acquainted, and a few minutes later the guests were tripping gaily to the strains of music from Gulina's orchestra.

The guests were composed of the elite of Aurora, Newmarket, Stouffville, Barrie and Toronto, and when they filled the beautifully decorated hall the scene was extremely pretty, comparing favorably with the best balls given in Toronto. Just here we would state that in our opinion the honor of "Belle of the Ball" was fairly divided between Miss Nanie Wells and Miss Robinson, both of Aurora.

Refreshments were served at 2 o'clock, after which the second part of the programme was proceeded with, and kept up until a very late hour.

Aluminum Useless for Cycle Construction.

Although the fact as set forth in the above heading has been repeatedly confirmed in these columns, the following extract from a lecture by A. S. Hunt before the Society of Arts at Boston may prove of interest. The pure metal, he said, is softer and weaker than the commercial variety containing three to four per cent. of impurity, and the tendency of the metal to become coated with a thin film of oxide on exposure to air gives it a dull appearance and renders it unsuitable for table ware. It loses its tensile strength and

much of its rigidity at 400 to 500 degrees F., becomes pasty at 1,000, and melts at 1,300; it does not roll or cast well, and its conductivity for heat and electricity is only about half that of copper, its tensile strength is not greater than that of common cast iron and only about one-third that of structural steel, while its strength in compression is only about one-sixth that of cast iron. Further, a bar of aluminum one inch square and four feet six inches between its supports deflects two inches with a load of 250 pounds, while a similar bar of cast iron requires double the load to give an equal deflection; the modulus of electricity in the case of cast aluminum is about 11,000,000, or only about one-half that of cast iron and one-third that of steel. Its presence in iron is stated to be deleterious, and it is said not to lower the melting point of steel, statements to the contrary notwithstanding. Softness in aluminum, however, is said to be overcome by alloying it slightly with hardening metal or hammering.—*The Wheel*.

The late Duke of Clarence was a cyclist.

The badge of the Century Road Club of America has been copyrighted.

The message of Gov. Ladd of Rhode Island, presented in January to the General Assembly, contained a recommendation that a legislative commission be appointed to examine the condition of the roads of the State, with a view to improved methods and a uniform road law. In his able message he states that the principal trouble is lack of method in road working.

The "fiery wheels" which the prophet claimed to have seen may yet become a possibility in cycling, if the progress claimed for the manufacturer of luminous paints and enamels be true. Recent experiments by German chemists have demonstrated that luminous finishes may be applied to any surface, in almost any color. Thirty-four different colors have been produced which at night exhibit the luminous properties of phosphorus. The idea of wheels finished in such a manner as to make them luminous at night thus becomes not altogether a chimerical one, and we may, perhaps, in the future find ourselves mounted upon machines which will form light-giving surfaces and do away with any need of a lamp, thus ridding night-riding of one of its greatest dangers and inconveniences. 'Tis a great age in which we live, and nothing seems impossible of accomplishment in it, especially so simple a problem as this one is.—*Bicycling World*.

A Wanderer's Return.

DEAR CYCLING,—What wheel are you going to ride this year?

Please excuse the abruptness, and perhaps seeming impertinence, on my part in this query; but, as it seems to be almost as essential these days in opening conversation among bicyclists as remarks on the weather are to more ordinary citizens, I trust you will pardon me.

I have been bewildered for the past few weeks by the multitude of explanations as to why each pneumatic wheel is superior to all the others, and have, as a result, often gone home with my brain in a whirl, and even on one occasion dreamed that I myself was a pneumatic tire, being blown up by a certain representative, till, when just about to burst, wakened to find that it was only my head swelling on account of having been one of the invited guests at the Hamilton Club dinner. But as this was the morning after, I was simply a remnant of departed glory, and a long pull at the water jug did much to remind me of the stern reality of affairs.

The Hamilton boys certainly gave us a royal time, as, of course, might be expected. The *menu* all that could be desired, good musical selections by members and an orchestra, and the toast list, although somewhat lengthy, productive of oratorical efforts on the part of those who responded, which would be hard to excel. The most eloquent perhaps were Mr. Ryckman, of the Torontos, and A. D. Stewart, of Hamilton, the latter of whom seems to with equal ease and grace start a bicycle race, respond to a toast to the honor of Lady Aberdeen or officiate as master of ceremonies to the Mitchell-Slavin Manly Art Combination. Verily a wide range of accomplishments. It also did my heart good to witness "Hobby" and Chandler, of the Torontos, burying the hatchet of newspaper controversy, and each stating officially that all was now forgotten and peace reigned in the realm. Our genial Secretary, Bert Thompson, was called on to respond in behalf of the ladies, and, doubtless, as a champion of the excellent qualities, influence and charms of the fair sex, he is without rival.

The H.B.C. is, like ours, in its tenth year, the election of officers held only one night previous to ours, and, last but not least, the captains of each answer to the name of Hunter; and all I can say is that if they are as well satisfied with their selection as we are, they have reason to congratulate themselves. Our elections were productive of more new blood into the officers' ranks than

for some time past, but the material is of the best, and our prospects for the coming season very promising. It is, however, in any case impossible for an Executive or Road Officer to maintain the standing of a club without the sympathy and support of the private members, and hence it was indeed encouraging to hear the assurances of these essentials on all sides, and a Wanderer never breaks his word.

Ever since the "Hard Times Smoker," at which I was a decided failure from an artistic point of view, my brain has been exerting itself to discover just what I would be a success at, and at last the idea has struck me that perhaps I might go in for tandem-racing, as there is possibly more scope for avoiding labor in it than single-riding, and, knowing your own reputation as a racing man, would suggest that we join, so that in addition to teams from Rudge, Comet, Raglan, Humber, etc., the insurance business might be represented as having in some of its branches a relationship to bicycling and riders. Think it over, please, and advise.

Yours as ever, PUSH-ON.

[We have carefully considered "Push-On's" proposition, and feel just a little afraid that the race would have to be a slow race, as each would be waiting for the other to push the pedals, and in the meantime both fall into the ditch.—EDITOR.]

A Request.

Editor CYCLING:

Dear Sir,—I have been very much interested in articles which have appeared in different newspapers from time to time regarding the New Century Club, and the doings of the Board of Control. I am, unfortunately, not a member of any of the city clubs, but will certainly join this one.

Seeing that your paper has been running a series of pictures of late, would it not be a good idea to publish the "photos" of the Board of Control, and let us outsiders see who they are and what they are like?

CONSTANT READER.

TORONTO, Feb. 29, 1892.

An international exhibition, including every manufacture connected with athletics and out-door sports is to be held in Holland, continuing from June 1 to September 1, 1892.

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

Toronto Bicycle Club, Ltd.

ORGANIZED
1881.



INCORPORATED
1891.

Club House: 346 Jarvis Street.

DIRECTORS:

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

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Statistical Secretary	G. M. BEGG.

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1st Lieutenant Ordinaries ..	JAS. MILN.
1st " Safeties	F. B. ROBINS.
2nd " Ordinaries	C. W. HURNDALL.
2nd " Safeties	J. B. LAIDLAW.
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 regular monthly meeting of the Toronto Bicycle Club was held Monday evening, the 7th inst., at which the nominations of officers for the coming year took place. The election of same will be held Monday evening next, March 14th, when every member is requested to be present. A printed list of the candidates for offices will be sent to each member of the Club.

J. WOOD,
Hon.-Sec.

T. B. C. Nominations.

At the monthly meeting of the Toronto Bicycle Club, held Monday evening, the 7th inst., the following nominations were made:—*Secretary*: S. J. Rutherford, S. J. Shulte, G. M. Begg. *Statistical Secretary*: G. M. Begg, F. M. Gullett, H. Syms, J. Stanbury, W. H. Lee. *Captain*: James Miln, F. B. Robins. *1st Lieut. Ordinary*: C. W. Hurndall, Jas. Sinclair, W. H. Miln. *1st Lieut. Safety*: W. G. McClelland, J. B. Laidlaw, E. J. P. Smith, E. A. Scott, E. Y. Parker, J. Stanbury. *2nd Lieut. Ordinary*: Jas. Sinclair, W. H. Cox. *2nd Lieut. Safety*: H. Syms, H. Harwood, H. Love, E. Y. Parker, C. P.

Lennox. *Bugler*: C. W. Hurndall, E. J. P. Smith. *Reporter*: H. C. Pease (accl.). *Surgeon*: Dr. Doolittle (accl.). *Musical Director*: H. English (accl.). *Pianist*: A. F. Burns (accl.). *House Committee*: H. C. Pease, James Miln, S. J. Rutherford, J. Wright, F. J. H. Hazard, G. M. Begg, C. W. Hurndall, S. J. Shulte, J. B. Laidlaw, C. T. Coots, Jas. Sinclair, E. Y. Parker.

Election takes place Monday evening, March 14, 1892.

Mr. E. J. O'Reilly, of the *Irish Wheelman*, and an old friend of the late Mr. McCandlish, has been selected as co-editor of *Wheeling*, to fill the gap caused by the death of Mr. McCandlish. The *Wheelman* loses an excellent editor while the Irish Cyclists Association loses its official handicapper.

In dreams he hears the bugle's call,
It sets his heart's blood leaping,
He takes his cycle from its stall
And its long winter sleeping;
And its long winter sleeping;
He makes the pedals fairly fly,
Along with a few chosen,
He wakes to find the clothes kicked off
And himself nearly frozen.

—Exchange.

HIS IDEA OF A GOOD TIME.—We clip the following from the editorial page of *The Bearings*: "For some months past, things have dragged in the Chicago Cycling Club. The writer, who is a member, sought relief recently by visiting the Lincolns. He was met at the door by Herrick himself and inside of five minutes was blowing a papier mache bass horn as though his life depended on it. See the contrast of the two systems."

The relay race appears to have caught the popular fancy with a vengeance, and from the present outlook we will have relay races aplenty during the coming season. But while there is so much talk about the wheel's superiority over the horse for courier purposes, why does not some one promote a race of this kind in direct competition with the "noblest animal of them all"? A contest between several relay of cyclists and horses would be a novelty and interesting, and attract attention everywhere. Of course the relays should be made short, so that the cyclists would not wind or "do up" the horses too badly, and perhaps, too, on such an occasion it would be well to debar pneumatics. But at all events we should be pleased to hear of the promotion of a contest of this kind, and with good representatives of the equine race and short distance relays, we are somewhat uncertain as to how we should bet.—*The Wheel*.

Items of Interest.

The Century Road Club of America has over five hundred members.

Another Paris to Bordeaux race is being arranged. It will be held on June 11.

A cycling journal has just been started in Russia, having for its headquarters Moscow.

Ex-Senator Ingalls has written an article for the next issue of *Good Roads*, for which he has refused to accept remuneration.

The next issue of *Bearings* will contain the description of the Wanderers' "Hard Times Smoker," illustrated with cuts.

The Press Cyclers of Buffalo, with whom the Zigzag Club has joined, have affiliated with the L. A. W.

The *Chronic Kicker* is coming to the front again. It thinks 1892 mileage records should not count because there are 366 days in this year.—*Ex.*

"Choose a machine by its chain," says a foreign contemporary, arguing that a maker won't put a very expensive chain on a poor machine.

The clergymen of Pueblo, Cal., have formed a bicycle club, and the editor of a paper published in a nearby town is unkind enough to remark that it takes modern appliances to fight the devil in Pueblo.

Bicycling World, the oldest American wheel paper, and the official organ of the L. A. W., will be the first American wheel paper to put in a plant for its own exclusive use. More power to its elbow.

Danish women are beating the record now in cycling. The principal club has about thirty lady members, and the craze is spreading to the provinces, where peasant women ride to market town.—*Ladies Home Journal*.

Buffalo is to have a big road race on Decoration Day—distance thirty miles. The prizes will be wheels, and some of the cracks are expected to take part. What is the matter with a few of our Canadian riders taking a hand in?

Mr. Blotterwick (looking up from his paper):—I see they are going to use bicycles in the next war in Europe.

Mrs. Blotterwick:—A war with bicycles? How odd!

Master Blotterwick (gloomily):—I don't think so. There's been war in this house ever since I asked for money to buy a bicycle.—*Exchange*.

Mr. F. H. Bettys, of the West End Bicycle Club, Rochester, General Manager of the Western New York Bicycle Exposition, which took place at Washington Rink, Rochester, Feb. 29 to March 5, remembered us by sending an exhibitor's ticket to CYCLING.

From our American exchanges we learn that Neil Campbell, of Banker & Campbell, was arrested on the charge of obtaining wheels on credit and selling them for cash, without making returns. Mr. Campbell denies any dishonesty in his transactions.

Captain Hunter, of the Wanderers, intends to encourage slow riders on club runs this summer. If it takes six hours to reach Whitby they will all arrive together. Members will be invited to bring along their cameras and go out for enjoyment instead of "scorching."

It is said that Actor Thomas Keene, at a recent performance of "Richard III." in a Western city, knowing that there were a number of wheelmen in the house, made the famous lines, "A horse," etc., read "A wheel! a wheel! a kingdom for a bicycle?"—*Sport, Music and Drama*.

We were favored with an invitation to attend a smoking concert on the 9th inst. at the Newmarket Bicycle Club Rooms. We are sorry that we could not be present as a good smoke is something we particularly enjoy, and we would certainly have had a good one with the N. B. C. members.

Sterling Elliott's "Dark Secret," at Philadelphia, was one of the most ingenious things we have seen. In one corner a space was completely enclosed in such manner as to make it perfectly dark. The spectator walked down an aisle and came in full view of a skeleton mounted on a hickory wheel, quietly pedaling around the room. The phenomenon, despite the dense blackness was plainly visible, and the experts are now figuring out the whys and wherefores.—*Referee*.

The Ramblers Cycle Club, of Halifax, N.S., held their annual meeting and dinner at the Lakeside Hotel, St. Margaret's Bay, on February 17th. At the meeting much important business was transacted, and it was decided to purchase a pneumatic machine for the use of all racing members. The election of officers resulted as follows: G. T. Beamish, Captain; W. H. Schwartz, First Lieutenant; W. E. Crowe, Second Lieutenant; P. T. Pender, Secretary-Treasurer; Executive Committee, the officers, with W. R. McCurdy and A. M. Hoare. There are now forty-two members on the roll.

Athenæum Bicycle Club.

OFFICERS :

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

OFFICERS OF THE ROAD :

J. P. LANGLEY	Captain.
A. BYRON	1st Lieutenant.
A. ECKLEY	2nd "
L. ROBERTSON	3rd "

The regular monthly meeting of the club will be held at the club rooms, Public Library Building, on the third Thursday of each month at 7.30 p m. sharp.

Notes.

Johanna Jorgensen, the Danish lady champion bicyclist, is a young and very pleasant-looking girl.

"Running expenses"—the ones the big athletic clubs pay racing men for running under their colors.

The Century Cycling Club, of Syracuse, accepted twenty-four applications for membership at its February meeting.

"That remains to be seen," as the rider said after he had spent an hour in putting a great, big patch on the outside of his pneumatic tire.—*The Bearings*.

The *Week's Sport* has developed into a very finely illustrated twenty-eight page paper under the title of *Sport, Music and Drama*, and devotes a page to "The Cycle World."

Edge and Bates, the English riders, are doing great work on the new geared ordinary. While equal to their companions on the rear-driven safety they are able to run away from them on the new mount.

Philadelphia wheelmen to the number of 16,000 are going to use their votes in the municipal election, and woe to the candidate who will not support road reform. Stick to it, gentlemen; we all wish you success.

Moriarity: Faix, you're a foine bicycler, Dennis; I saw you pitch over your wheel this morning. Flaherty: Whist, you poor fool; that was a flying start I was practising.—*Exchange*.

A bill has been passed by the Ohio Legislature providing \$100,000 for road improvement of the roads in Van Wert County. Gov. McKinley thinks that this is a matter of great importance, and one that should be pushed as far as possible.

One of the questions of the year will be: What has become of the solid tired machines? the thousands of which were on the road a couple of years ago, says an English contemporary. The thin solid has died the death, and everybody will ride the thick tire, and the majority inflated ones. Never was there so speedy a revolution in the cycling mind as in regard to the air tire.

Trade Notes.

Mr. L. J. Laforce has received rims from England to which he will attach his tire, and is prepared to alter safeties of any make and apply his pneumatic.

The Comet Cycle Co'y have just extended their factory and taken in another flat; the business has increased to such an extent that they were forced to make a move.

The Comet Cycle Co'y are now working over time endeavoring to keep pace with their orders, which are coming in faster than they ever experienced at this season of the year. Their traveller, Mr. H. C. Pease, has just returned from a short trip west, and reports trade good.

The Coventry Machinists' Co'y, the oldest established bicycle manufacturers in the world, have at present on exhibition in their show-rooms, at Chicago, a bicycle that is viewed with interest by the many wheelmen of that busy city, it being no less than the Swift Roadster on which M. A. Holbein rode his phenomenal race, breaking every record from one hundred to four hundred miles, an account of which was telegraphed and published all over the world last November, it being the most remarkable feat ever accomplished in the history of fast cycling. The wheel ridden on this occasion was a Model A Swift Roadster, with Harrison Carter's patent gear case attached. This case weighs 5 lbs., and increased the weight of the machine to 45 lbs., a circumstance to which the Coventry Co'y point with particular pride, as it is unquestionably the best testimony they could possibly produce in support of the claim to the Swift's easy-running qualities. The manufacturers of the Swift have decided to give the inhabitants of this continent some idea of the magnitude of their works, and, with this end in view, have secured twenty-five thousand square feet of floor in the World's Exposition Building at Chicago, and there intend giving an exhibition of bicycles manufactured solely by themselves, such as has never before been equalled in the history of the cycling world. (From *Toronto Globe*, March 2, 1892). Frank S. Taggart & Co. are the Canadian Agents of the Coventry Machinists' Co'y, and have a full line of Swift Bicycles at their warerooms, 89 King St. West.

The Offer Still Good.

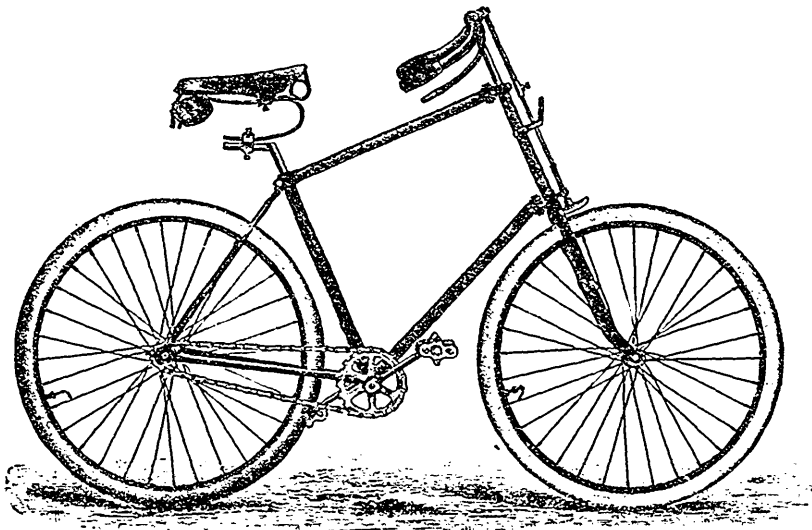
The offer made by the Wanderer Cycle Co. in last issue still holds good. They offer to return the purchase money to anyone breaking the record on our machine from Don Bridge to Whitby, 1 hour 48 minutes. Here is a chance for some of the scorchers.

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

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RULES THE FASHION FOR 1892



The Rudge Pneumatic Safety
The Rudge Cushion Safety
The Rudge Ladies Wheel

Already pronounced "Marvels of Beauty," "Likely Goers," "Perfect Design,"
"Right Weight," "The Only Wheel."

Send Address Early for Catalogue.

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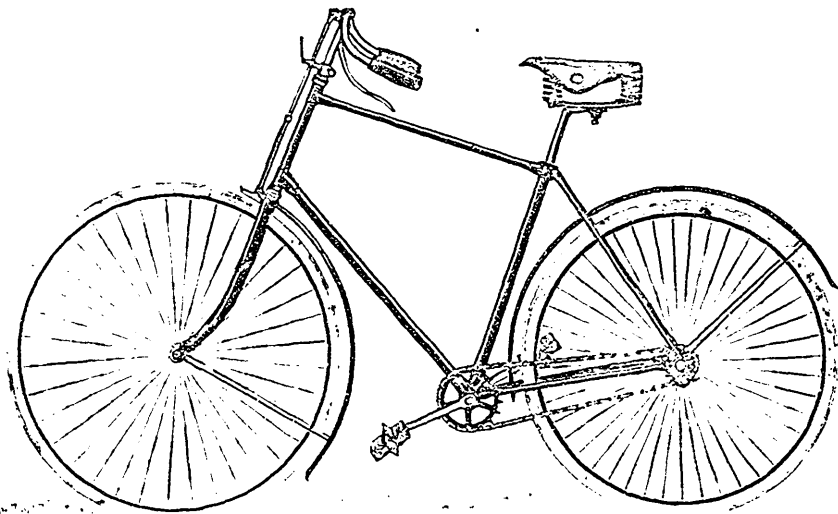
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CANADIAN REPRESENTATIVE

24 WEST FRONT STREET, - TORONTO, ONT.

Seeing is believing. Do not buy until you have seen the RAGLAN. For Style, Quality, Durability and Price it has no equal. See our ROAD RACER, weight 33 lbs. A beauty.

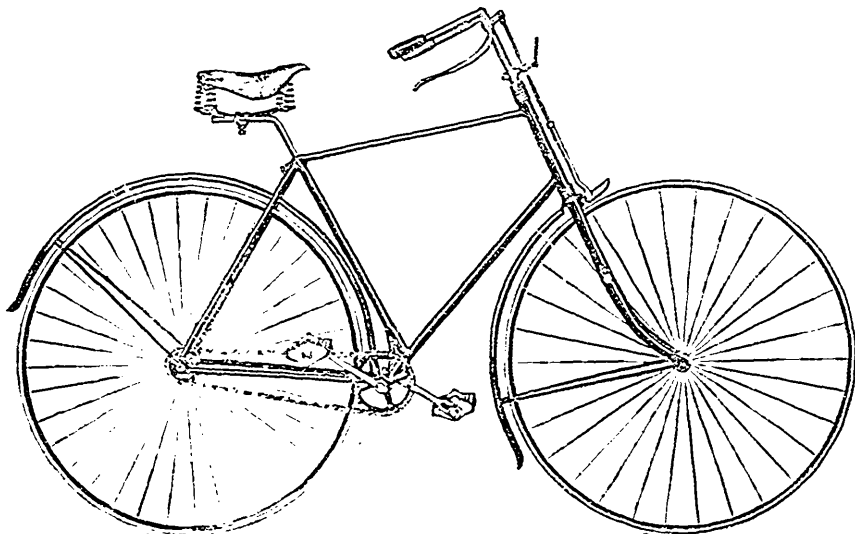
MANUFACTURERS, COVENTRY, ENG.



See our Spring Frame.

RAGLAN LEADER SAFETY—Cushion and Pneumatic Tires, 30 inch Front and 28 inch Rear Wheels, Extended Wheel Base, Ball Bearings throughout, built for Canadian Roads and general road use, being very light. Warranted. Price, Cushion Tire, \$140.00. Pneumatic, \$160.00, including Garford Saddle, Dunlop, Heale's or McIntosh Pneumatic Tires.

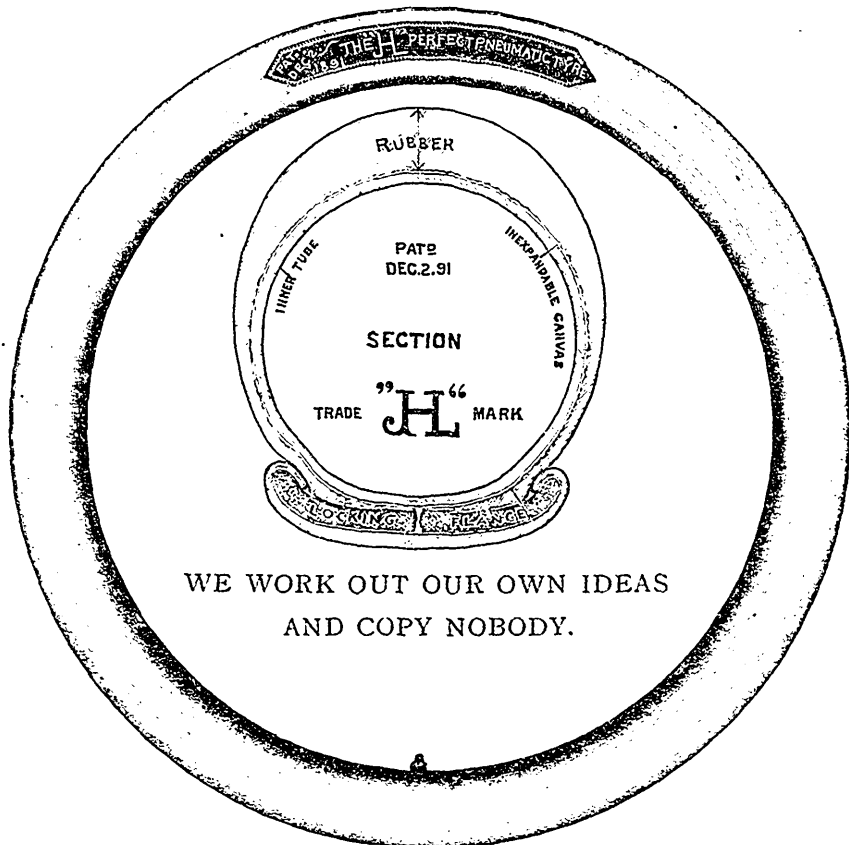
TAYLOR, COOPER & BEDNELL,



See our Ladies Safety.

THE POPULAR RAGLAN SAFETY, built especially for Canadian Trade. The finest Wheel for the price, and guaranteed for a year. Frame of Weldless Steel Tubing and Steel Stampings, Ball Bearings throughout, Ball Socket Head, Cushion Tire, Garford Saddle. Price, \$85.00. Special.

THIS CUT REPRESENTS OUR TIRE AS PATENTED AND NOT AN INFRINGEMENT.



WE WORK OUT OUR OWN IDEAS
AND COPY NOBODY.

✻ The Purchaser of Our Patent Pneumatic Tire ✻ BUYS NO RISK

Of having his Machine seized under him, as any Tire working after this system is a direct infringement and will be prosecuted.

BUY THE ONLY PERFECT DETACHABLE PNEUMATIC TYRE YET KNOWN.

As will be seen by above cut, all the Air Chamber is above the Metal Rim, and has a soft bed between it and the inner tube to protect it from being bruised. We expect our united Perfection Bicycle,

THE OVERSTONE

with our Pneumatic Tire, here on or before the 25th inst. ; until then we will change any Safety, Readjust and Enamel for \$40.00, making a saving for the owner of from \$60.00 to \$75.00

Trade Supplied in Small and Large Quantities.

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

If you buy a Machine before you see the WHITWORTH you will be sorry. A mile an hour faster than any other Machine. Wheels are now in New York, and will be here on, or before, next Tuesday, the 15th inst.

HYSLOP, CAULFEILD & CO.

SWIFT

Before purchasing your Wheel, be sure and see the new models, and get our prices for SWIFT Bicycles, fitted with Dunlop or Boothroyd Pneumatic Tires.

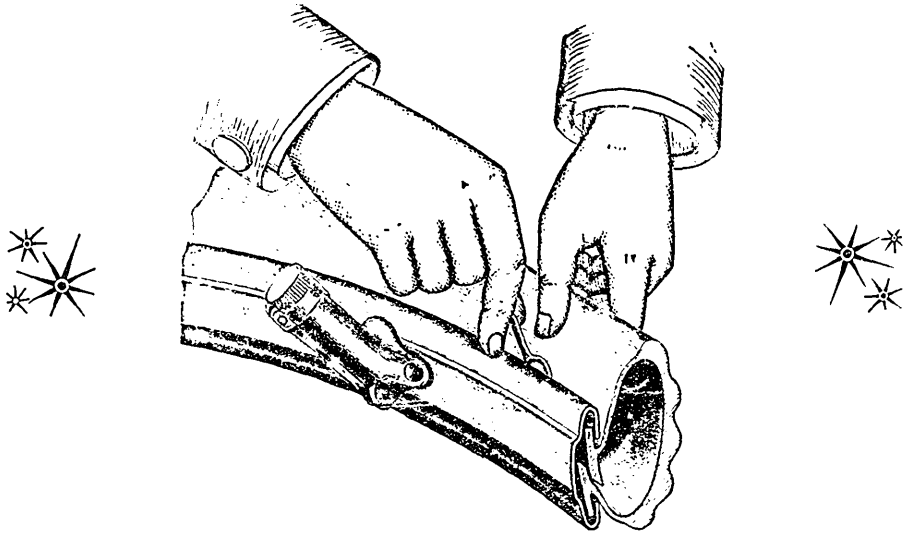
OUR TROUSER GUARD.



We herewith present cuts of our new adjustable Trouser Guard. It takes but a glance to take in its manifold advantages over any guard yet presented. The mere fact of being able to adjust it to different sizes, and the simple method of doing so, places it beyond competition. Another special feature is the fact of its extending completely around the trousers, thus preventing a possibility of the Guard slipping or becoming lost. The Guard is made of the best spring steel, and finely enamelled.

PRICE PER PAIR, 25 CENTS.

WHEN YOU BUY A PNEUMATIC, BUY A PNEUMATIC.



There are a number of so-called pneumatics, hence this admonition is not as queer as may seem at first blush. But in a true pneumatic there are certain inviolable principles, which simply must be allowed, to wit:

It must be flexible and yielding; to be speedy it must be resilient; the tire must be compact and light; it must be simple and capable of easy and rapid repair; it must be attached to the rim in a simple and effective manner; it will be so constructed as to minimize the liability to dangerous side slips; the sides must be thin and flexible, even the tread portion must be rather thin than otherwise; it must sit in a flat or nearly flat rim, so that the whole tire will be available for cushioning purposes.

We ask you to note the construction of the G. D. C. Pneumatic.

We ask you to note how well the principles are followed. We ask you to weigh a wheel of a pneumatic BRANTFORD with that of any other pneumatic tired wheel made, and note the lightness of the former. We ask you to note the construction of the rim, to note the simple and effective manner in which the tire is attached to this rim, and to note how much of the tire is available for cushioning purposes. We ask you to note the corrugated surface for preventing side slipping.

We ask you to note the sublime simplicity of the tire—the entire absence of rag flaps, and strings, and wire, and hooks, etc., and to note that in consequence, facility for repair is a chief characteristic.

We ask you if you have seen anything in the world to equal it, and we tell you that unless you have G. B. C. Pneumatics on your wheel (whether or not it be a Brantford) this year it simply cannot be the best, in all that is implied by that term, and something "AWAY UP."

If you are in need of a pneumatic that will fill the bill and give every satisfaction, send your machine and have one put on or buy THE BRANTFORD.

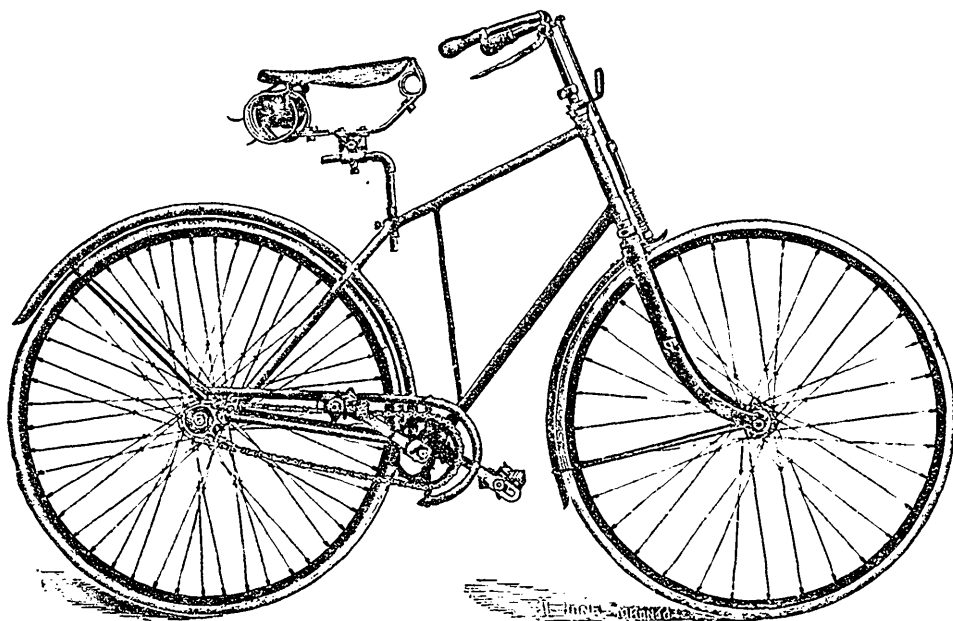
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MANUFACTURERS OF THE

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HAVE YOU SEEN THE
NEW BRANTFORD?

If not it is time you had. They have all the good points of other Wheels with many more of their own. One special feature is our

NEW PNEUMATIC

which every rider should see before buying their mount, or you will be apt to regret it if you don't. Every Brantford has our FULL GUARANTEE as to Workmanship and Material.

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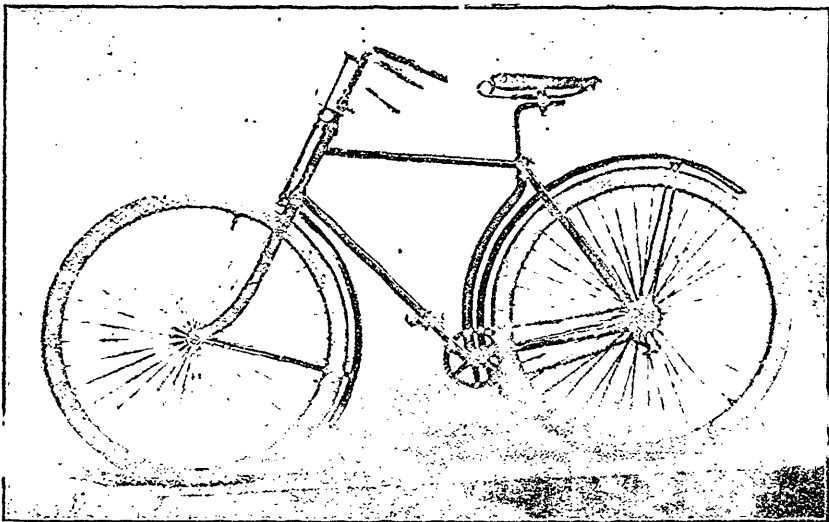
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Luxurious Riding - - Easy and Fast on Rough Roads - - Every Known Improvement.

DUNLOP PNEUMATIC TIRE	-	-	\$145.00
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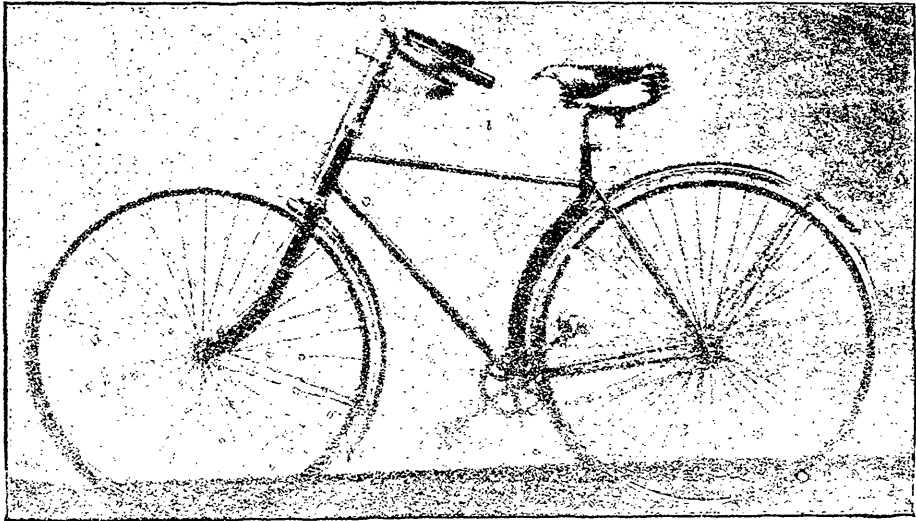
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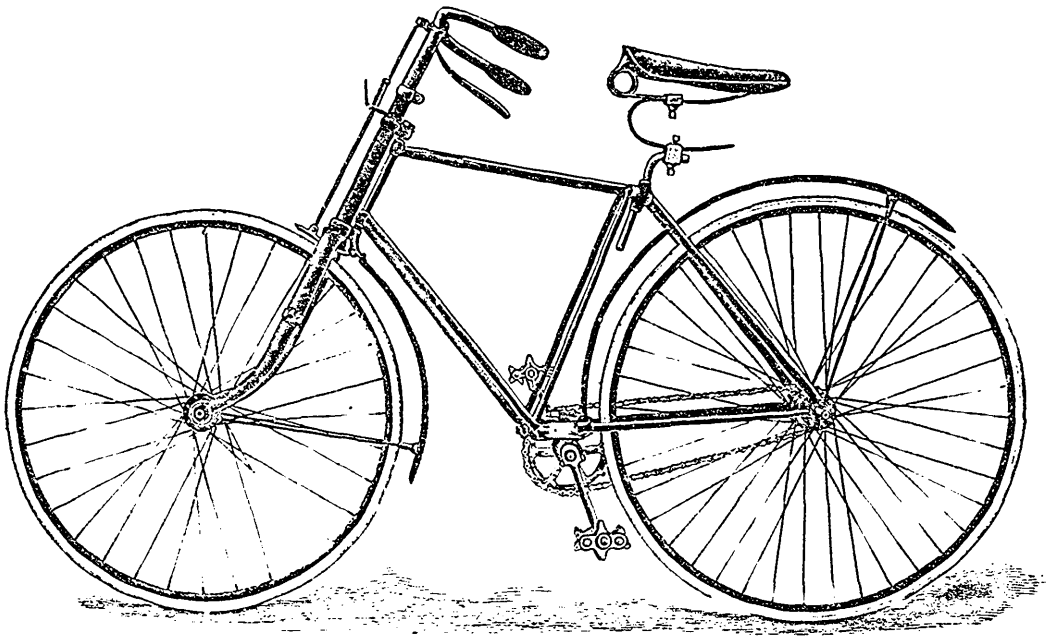
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WE invite bicycle critics to read the following about our No. 7 Cushion Tire Bicycle. Will also say that our new Pneumatic Tire Safety will be out in about ten or fifteen days, which wheel will defy competition. Would also mention that we have not forgotten the little Boys, and that we have a No. 1 Safety Bicycle, Cushion Tire, Ball Bearings throughout, highly Nickel Plate, etc., for \$45.00.



THE GENDRON No. 7 WITH CUSHION TIRE.

A NEW WHEEL designed on the latest and most improved lines, with long head and well extended wheel base. The crank shaft is brought sufficiently forward to relieve the rear wheel of a fair portion of the weight of the rider, which gives great ease to the steering and prevents side slipping. In it we produce a light yet most rigid frame work. We do not use exceedingly light gauge tubing, nor have we reduced our forgings to a dangerous size for the sake of weight. We believe that a Canadian Road Safety built on the latest approved lines with $1\frac{1}{4}$ inch Long Cushion Tires should weigh, all on, not less than 45 pounds. This machine is built to that weight, but strength is nowhere sacrificed for lightness. While it is equal in every respect to the highest priced Wheel on the market, yet with our facilities to make and market them, we are able to price it at a medium figure thus making good our promise to furnish the highest grade of work at a medium price of \$115.00.

All lovers of Safety Bicycles are invited to call and inspect our Wheels at our Salesroom, 183 Yonge St., or at the Factory, Cor. Duchess and Ontario Sts., Toronto.

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