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CYCLING

A Mirror of Toronto Bicycle Club Events and Devoted to the Interests of Cyclists in General.

Vol. 1.

TORONTO, MARCH 25, 1891.

No. 9.

My First Experience as an Editor.

By GRIP.

A few days ago the editor of this paper decided to take a holiday, so without any warning whatever he came down to the basement, and said to me, "Grip, I'm a little run down, and will take a month's holiday. I have left plenty of copy and you will be able to get out the next issue without my assistance." Naturally I felt that considerable responsibility was being placed on my shoulders, and would have been only too glad to evade it, but when I looked round to reply he had gone, and I was left to make the best of it.

I had never been in a "sanctum," having always held the editor in great veneration—moreover, he carried the key. I managed, however, to suppress my curiosity to see its interior until next morning, when I was sure he had left the city. After lighting a cigar (which I thought would add to my dignity), cocking my hat on one side of my head, and assuming an air of the utmost importance, I slowly climbed the stair to the garret, and, with some trepidation, turned the key, when I beheld for the first time that "holy of holies" in newspaperdom—the sanctum sanctorum. Its appearance was indeed striking, and I am sure a description will be of interest to the many who have never seen one.

The room was about 7 by 9, and the ceiling sloped with the roof. The walls were papered with lithographs in flaming colors, representing various cycling events, from the finish at a race meet to the erratic gyrations of a novice learning to ride.

The "Editor's open window" I soon understood. This one was so begrimed with dust and spiderwebs, so patched with strawboard and newspapers, that it had to be opened to admit any light or allow one to see through it.

I had often pictured in my imagination the "Editor's easy chair." The reality peculiar to this office, I think, was a 57-inch "ordinary," strapped to a desk so high that I could not see what was on it.

The "waste basket," so often mentioned,

was of such generous dimensions as very seldom to need emptying. It consisted of half a 32-inch safety wheel, the spokes on one end of the hub having all been extracted and those on the other bent in such a manner as to lift the rim, which formed the top of the basket, about a foot from the floor.

I gazed in silent wonder round this strange habitation of our chief, and would, no doubt, have remained some time cogitating had not the screech of a cycle horn and the sharp whirr of a bell startled me. On looking for the cause of this strange salutation I discovered what, at first I took for a cyclometer, but which turned out to be a clock in the act of striking (or rather screeching) the hour of ten.

I perceived that I had been wasting valuable time, so looked around for some more comfortable seat than the 57in. on which to rest while collecting my thoughts and raking together some wise observations for the editorial columns. Nothing better offering, I prepared to mount the "ordinary." (Let me premise that I am short—could probably reach a 48in., and had never ridden anything but a safety.) I placed my foot on the step, grasped the handle bars, gave one mighty jump, and landed—head first in the waste basket, with the little wheel dancing a jig on the small of my back. That little wheel had not been fastened down like the large one, but was allowed to play around loosely, in order, I suppose, to give the editor an idea that he was actually riding on the Queen's highway, and the better enable him to write those breezy articles for which he is so justly famed. Fortunately, the waste basket was more than half filled with manuscript on which was marked that depressing word, "Declined." Having ascertained that I had done no further damage than to almost scare the life out of half-a-dozen mice who had there set up housekeeping, smashed my "Christy" into an unrecognizable shape, and nearly set the place on fire with my cigar, I picked myself up, righted the bicycle and fastened down that "pesky" back wheel, after which I was able to mount "the beast," when I found on the top of the desk a file made from a broken spoke, which contained "copy" for the present issue of CYCLING.

Next Season.

Adapted and sung by James Miln at an "At-Home"
given by the Toronto Bicycle Club, April, 1890.

There are some things we must have changed
Next Season ;
Some rules we must have re-arranged
Next Season, Next Season ;
There are some boys I know of now,
Who constantly kick up a row,
And make life simply tough ; I vow
We'll have them changed Next Season ;
Some inconveniences about,
Which always put a fellow out ;
We'll have them changed, without a doubt,
Next Season.

The rough block pave will not be felt
Next Season ;
For every street will be asphalt
Next Season, Next Season ;
We'll never strike a tough hotel ;
There'll be no jokes that need a bell ;
The man who tries the McGinty sell,
Will be expelled Next Season ;
Our new club house will be complete ;
The kickers all take a back seat ;
We'll have it built so nice and neat,
Next Season.

All scorching will be disallowed
Next Season ;
The boys will ride to suit the crowd
Next Season, Next Season ;
We'll level all the nasty hills ;
No more headers or bad spills ;
We won't require to make our wills
Before we start Next Season ;
We'll ride the sidewalk if we like,
With no one to object in sight ;
The cops will say " Why, boys, that's right,"
Next Season.

We'll all be uniformed the same
Next Season,
With Chandler Captain once again,
Next Season, Next Season ;
Our wheels will be repaired quite nice,
They won't charge an outrageous price,
The girls will join ; Won't that be nice ?
We'll have one each Next Season ;
Then all the boys will ride high wheels,
The girls on Safeties at our heels,
And Mrs. Beatty give good meals,
Next Season.

All our runs will start on time
Next Season ;
And everyone will keep in line
Next Season, Next Season ;
We'll never have a rainy day,
And always get the right of way,
From street-car, cart or farmer's dray ;
We'll own the earth Next Season ;
We'll never hear the fellows blow
About the time they took to go
From here to Whitby, don't you know,
Next Season.

We'll have no grievances at all
Next Season ;
The *Wheelman* will be sent to all
Next Season, Next Season ;
If Bryce don't have the picture done,
We'll send a committee of one
To call upon him with a gun,
And blow him up Next Season ;
And guarantee men will desist
From calling on us with a list ;
We'll all get mad if they insist,
Next Season.

Agenda of the General Meeting.

Notices of amendments to the by-laws to be made at the general meeting of the Board on the 27th March inst., have been received as follows :—

From Mr. Gnædinger :—

To add a clause inflicting a penalty on clubs affiliated with the Association, that hold a race meeting on the same day as the annual meet.

From Mr. Beamant :—

To amend article 3, clause 1. To provide that club proxies at the annual meeting shall only be held by members of said club.

From Mr. Beamant :—

To amend article 4, clause 1, so far as it refers to the election of Chief Consuls and Representatives, by providing that their election shall take place in the annual general meeting.

From Mr. Beamant :—

To amend Racing Rules in order to provide for classification of pneumatic and cushioned tyred wheels when used in racing.

From Mr. Donly :—

To insert a clause providing for the election of an officer who shall be the editor-in-chief of the official organ of the Association and also its business manager, giving him *ex-officio* a seat upon the Board of Officers, with or without a vote as the Board may deem fit, and providing for his adequate remuneration, also for the election of not less than three associate or corresponding editors to be selected each year by the Board upon nomination of the editor-in-chief.

The following matters will also be brought before the meeting :—1. The disposal of the Annual Meet for 1891. 2. The advisability of reducing the Annual Fee from 50 to 40 cents per year. 3. The formulation of some scheme to reach the Minister of Customs, looking to the modification of the present regulations in force as to the entry into the country of wheels in use. 4. A proposal to issue a new Guide Book.

Fraternally yours,

HAL B. DONLY,
Sec.-Treas.

The wheelman's favorite flower should be the speedwell.

" Let me see, what was it Smith remarked when he took that tumble from his wheel the other day ? " remarked a cyclist to his fellow club man.

" He said this was a hard world."

Cycling

A MIRROR OF TORONTO BICYCLE CLUB EVENTS
AND DEVOTED TO THE INTERESTS OF
CYCLISTS IN GENERAL

EDITORS:
F. F. PEARD, - - - F. BRYERS.

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

All communications intended for publication must be addressed to Fred Bryers, 26 Wellington St. E.

Address all communications of a business character to CYCLING, 5 Jordan St., Toronto.

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Persons receiving sample copies of this paper are respectfully requested to examine its contents, give us their patronage, and, as far as is convenient, aid in circulating the journal, and extending its influence. Subscription price, \$1.00 per year.

C. W. A.

In another column will be found a letter from the Secretary of the C. W. A., Mr. Hal B. Donly, in reply to some of our criticisms of the C. W. A.

Unfortunately, Mr. Donly is under the impression that we are after the editor of the *Canadian Wheelman*, but such, however, is not the case, and any criticism of Mr. Brierley was merely an incident by the way, he having taken up the cudgels in defence of the Association and its officers, and if we have said anything therein which has reflected unkindly upon Mr. Brierley we sincerely regret it, as nothing of a personal nature was intended.

As to ourselves and other members of the C. W. A. booming the *Wheelman*, by lending our assistance, we think each issue of the paper is an evidence of the fact that the private members of the Association are doing much more than its officers in that direction, because every issue contains correspondence, etc., from the different club secretaries and reporters, though rarely a line from the officers.

We are very much pleased to find that our articles have induced the Secretary to place on the Agenda for the general meeting of the 27th inst. the items in regard to Guide Book and Customs Regulations, and we trust that they will not be "taken into serious consideration" and then allowed to drop, as they have been in past years.

Having replied to Mr. Donly's letter, we would like to ask him one or two questions relating to the C.W.A.

1. Has the C.W.A. a constitution?

2. If so, how is it that the members are not each supplied with a copy?

3. Are any certificates of membership in the Association issued?

4. If not, how do members identify each other?

Among the matters to be brought before the Association meeting is the reduction of the fee. We think it would be more to the point to increase the fee, so as to enable the Association to provide its members with certificates of standing and copies of the constitution.

Editorial Notes.

In the last issue of *CYCLING*, on the fifth line of the article relating to "The C. W. A. and *Wheelman*," the printer made us say "liturgy" for "lethargy."

In view of the recent wholesale suspension of American cracks it will behove the officers to place on record their views of the matter, so that the Racing Board may know exactly what action to take.

Owing to the prevalence of "La Grippe" in the Windy City and the consequent illness of "One of the Party" we are compelled to defer to a later date the continuation of "A Summer's Cycling Reminiscence."

Messrs. H. P. Davies & Co. have imported for J. H. Nash, of the Wanderers, a Rudge pneumatic racing safety, with an extra pair of cushion tyred wheels for road riding. Mr. Nash evidently means to lower the Canadian record this summer, and we trust the Racing Board will not decide to handicap pneumatics and cushions, but give the enterprising purchasers of fast wheels an opportunity of winning some of the prizes.

We understand that in addition to the subjects mentioned on the official agenda of the annual meeting of the C. W. A., a motion will be made to alter the conditions relating to novice races so as not to debar the winner of a slow or combination race from competing. It is also intended to ask the Association to assume the legal expenses incurred by Mr. English in prosecuting the expressman who ran him down and smashed his wheel last summer. As the decision in this case was one in which cyclists throughout the country are equally interested we have no doubt but that the Association will assume the account.

The "novice" race of America is known in Australia as the "maiden" race.

A Few Things the Editor Would Like to Know.

If the C. W. A. will have a new Guide Book?

If the Customs Regulations will be modified?

If Mr. Beamant would not like to handicap ball-bearing wheels because they run easier than cones?

If Hamilton will get the C.W.A. meet for 1891?

If Mr. Gnædinger will make the penalty retro-active in order to catch Petrolia?

If the fact that CYCLING has two editors has anything to do with the idea of giving the *Wheelman* four?

If A. Happy Gregg will be at the lunch?

If the winner of a slow race would be debarred from a novice race?

How much F. B. wants for his wheel?

If there will be a team road race at the C.W.A. this year?

How the T.B.C. will celebrate their tenth anniversary in August?

If Holtby made the speech of the evening at the Hamilton supper?

The Canadian "Wheelman."

DEAR EDITOR,—To-day, for the first time in two months, I have had an hour to glance through an accumulation of wheel papers and among other things that have attracted my attention is your little passage at arms with the *Canadian Wheelman*.

Perhaps it would not be out of place for me to throw a little light upon the relations of the *Canadian Wheelman* to the C. W. A.

It is the property of the Association and is printed in London at a job printing establishment in which Mr. J. S. Brierley at one time—but not now—had an interest. For six years Mr. Brierley has edited the paper without other remuneration and without other reward than an occasional vote of thanks from the board of officers. That he has conducted the paper to the satisfaction of the majority of the members of the Association and at most times with marked ability I believe cannot be successfully contradicted.

If at times—particularly in the winter months—the paper is not so lively as one could wish, upon whom should the blame really fall? In my opinion not on the editor. I have had experience enough in journalism to know that one pair of brains will not grind out for ever, on so limited a subject as cycling, matter that will be attractive to every reader.

If you and other members of the C. W. A. are really desirous of booming the *Wheelman* it is not by pursuing your present course that it will be done, but by all putting your shoulders to the wheel and lending Mr. Brierley the aid of your wits and pens. He deserves the very warmest thanks of the entire Association for what he has done. He is one of the busiest men in the C. W. A. Yet he has found time to do gratuitously a great deal for us. Your criticisms are unkind and misplaced. Though I give you the credit of supposing that you have written in ignorance of the true facts of the case.

A word or two about a new Guide Book. I agree with you perfectly that one should be published, but to show you the apathy of the Association at large on the subject, I would point to the fact that two or three years ago I sent out circulars to local consuls and prominent wheelmen in all parts of the country asking for suggestions and contributions in the way of road reports. How many answers do you suppose I got? Just one! To get the material for the second edition of the Guide Book cost me two years of constant supplication and imprecation alternately. Still I think the officers should venture on a third edition, and when it is brought up at the board meeting on Good Friday I hope the members of the Toronto Bicycle Club who are on the board will give the project their active and energetic support.

As to a possible modification of the customs regulations I am willing to assist in another assault upon the obduracy of Hon. Mackenzie Bowell, but past experiences with him give me but little hope of success. I only touch on the subject to assure you that the matter has been before the officers of the Association for years, that they have made effort after effort to gain their end, but without success. Your insinuation that we have been faint-hearted and asleep is not justified by the facts.

Trusting, Mr. Editor, that you will be able to find a corner in your columns for this epistle, which has greatly outgrown my original idea of a short note, I remain fraternally yours,

HAL. B. DONLY.

SIMCOE, March 12, 1891.

Very general dissatisfaction is expressed among L. A. W. members at the action of Detroit in placing the date of the League meet so early that the championship races cannot be contested. There is no doubt that the absence of the races will make a marked difference in the attendance

Ottawa Letter.

DEAR EDITOR,—The O. B. C. held its annual meeting on the evening of March 6th. The elections were made extremely interesting by the manner in which they were contested. The results are as follows:—

Hon. President, Sheriff Sweetland, re-elected; President, W. H. Sproule, re-elected; Vice-President, T. Arthur Beament; Hon. Secretary, James P. Buchanan; Treasurer, D. E. Johnson, re-elected; Auditors, J. A. McDougall and C. D'Aoust; Captain, David F. Blyth; 1st Lieutenant, J. N. Brownlee; 2nd Lieutenant, H. F. Hardy; Bugler, A. Rosenthal; Standard Bearer, H. J. Beament; Executive Board, Miles Birkett, John R. Quain, Charles N. Sparks, Dr. M. G. McElhinney, with the President, Vice-President, Secretary and Treasurer.

Under the guidance of the above enthusiastic leaders we hope for a prosperous season. It is our intention to make wheeling hum in Ottawa and to make our club, which has held favourable prominence during the past, second to none in Canada. The season is approaching rapidly; meantime we can read the wheeling papers, study the ad's if we want a new wheel or counteract our impatience by dismembering and oiling our trusty steeds. None but a cyclist can know of the pleasures of taking apart a bicycle, especially a safety. 'Tis a dirty business.

It gives me great pain to watch the gradual moral deterioration of the T. B. C. No sooner does a member of that organization enter the ranks of "wheelic" (copyrighted) journalism than he immediately claims to be a perverter of the truth. Moreover, he glories in his downfall and shakes the wrinkled fist of untruth full in our very face. What between Clubus Liarus, Danglier and Anna Nias is the public to think of the literature of the wheel? Perhaps our readers conclude that all wheelmen are like all fishermen, "nat'ral born." Then I in my spotless probity and innocent truthfulness must also bear that awful stigma. Nay! were it not for the sweet memories of past history that cling like the ivy about my literary cognomen I would fain (not Fane) subscribe myself G. Washington, Jr., but then my father possesses no orchard and from my childhood up I have suffered from an inherent aversion to hatchets, or axes, or saws, or woodpiles. It is sad to see young men just embarking on the voyage of life taking so naturally to prevarication, practising so skillfully the arts of dissimulation, falsifying so artlessly, misconstruing so innocently, lying so dia-

bolically. Ah, my dear young friends! I was young myself once, remember the horrible fate of the wicked Baron Munchausen, of the nasty Anna Nias, senior, and of that bold girl Sapphira, of Jonah, and of others that were weak and foolish enough to allow themselves to be caught at it. Don't do it, shun it like poison; but above all don't get caught at it; it's so disgraceful. I've never been caught at it yet and—easy old boy, you're giving yourself away. Yours,

ARTO.

P.S.—Wheelmen shun the art o' truth-telling.

Hamilton Bicycle Club.

On Wednesday, the 11th inst., the annual meeting of the Hamilton Bicycle Club was held in their rooms on King Street. The reports of the Captain and Sec.-Treas. were presented and showed the club to be in a first-class condition, the membership being 106 and the cash balance over \$500. The election of officers resulted as follows: President, Harry Philp (accl.); Vice-President, James A. Laidlaw (accl.); Captain, R. A. Robertson (accl.); Treasurer, G. R. Lloyd; Secretary, W. J. Hobson; 1st Lieutenant Ordinaries, R. B. Griffith; 2nd Lieutenant Ordinaries, R. G. Dow; 1st Lieutenant Safeties, G. F. James; 2nd Lieutenant Safeties, John Hunter; Standard Bearer, C. G. Knott; Bugle Major, W. J. McAndrews.

The question as to whether the club would make application to have the meet of the Canadian Wheelman's Association held here was discussed. The matter was left in the hands of the Committee of Management.

After the meeting the club adjourned to Newport's for the annual banquet, to which over eighty members sat down. Every one enjoyed himself, and many excellent songs and speeches were given in response to the toasts. Captain Robertson and "Featherweight" Conley carrying off the honors as post prandial orators. Sister clubs were represented by E. H. Dunnett, of the Ramblers; Dr. Rennie, of the Wanderers, and Geo. M. Holtby, of the Torontos. The revellers dispersed about 2.30 a.m. Yours,

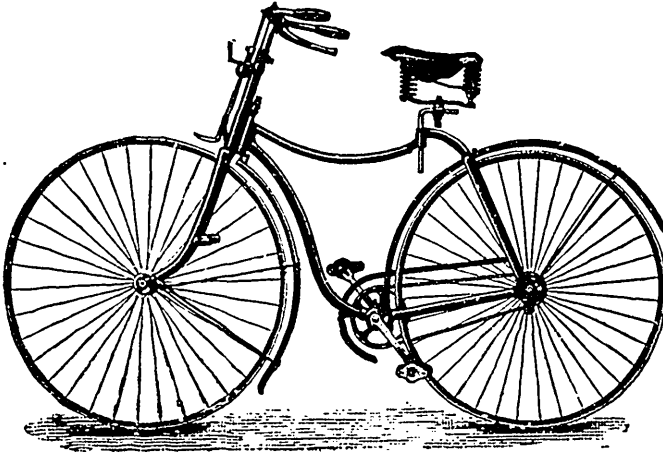
NIX.

HAMILTON, 16th March, 1891.

Mr. Garden, the originator of the Pullman Road Race, which has been so successful, has fully decided this year to hand the affair over to the Associated Cycling Clubs of Chicago, who will doubtless accept the future management of it.

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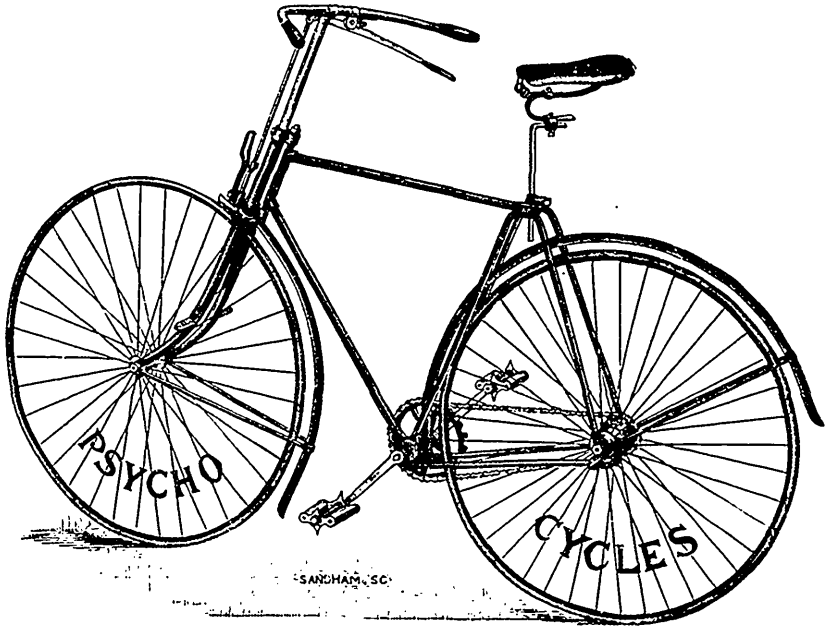
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Toronto Bicycle Club.

ORGANIZED



1881.

Club House—Cor. Church and Alexander Sts.

OFFICERS

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

ROAD OFFICERS:

Captain	W. ROBINS.
1st Lieutenant	JAS. MILN.
Ordinaries	F. B. ROBINS.
1st " Safeties	C. W. HURNDALL.
2nd " Ordinaries	J. B. LAIDLAW.
2nd " Safeties	
E. A. SCOTT	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.

On Monday evening the 23rd inst., an emergency meeting of the T. B. C. was held in the club rooms, Mr. McClelland having been obliged through lack of time to resign the Treasurership. Mr. C. J. W. Lowes was elected to the position.

It was decided to tender the C. W. A. officers a lunch after the annual meeting on Good Friday. A Committee consisting of Messrs. Cox, Webster, Lavender, Whatmough and Hurndall, were appointed to look after the interests of the Club racing men. The Club decided to nominate C. Langley for Chief Consul, and W. Robins and A. Rankin as Representatives to the C. W. A.

The following notice of motion was given by Mr. A. F. Webster:—

That at the regular monthly meeting of the Club I will move that the Constitution and By-Laws be amended to make the annual fees of associate members \$2 instead of \$5.

The regular monthly meeting of the Toronto Bicycle Club will be held on Monday evening, April 6, 1891.

JAMES WOOD,
Hon. Sec'y.

Trade Notes.

This season the Brantford wheels will be handled by Geo. T. Bostwick, 24 Front Street W. The Company have spared no expense in placing on the market a wheel suitable in every way to our Canadian roads, and are now turning out one of the best machines of the day in Ordinaries and Safeties.

Messrs. H. P. Davies & Co., the well-known Bicycle dealers, have added to their staff of travellers Mr. Wm. Shaw, a prominent member of the Wanderers' Bicycle Club, and John Beatty, a well-known bicycling enthusiast.

A Moment With the Boys.

Secretary Wood is out with a gun looking for the man who adds an "s" to his name.

We regret to learn of the accident by which Mr. W. G. McClelland's mother broke her leg on Sunday the 15th inst.

Mr. J. H. Fawell, whom we mentioned recently as being in Cincinnati, has now gone to St. Louis for a short time.

The C. W. A. have accepted the invitation of the T. B. C. to hold the Executive Meeting in their rooms on Good Friday.

Advices from a correspondent in Kingston state that the K.B.C. boys are in favour of the Meet going to Hamilton this year.

We understand that the committee contemplate laying an asphalt track on top of the new club house for the benefit of the racing men in the T.B.C.

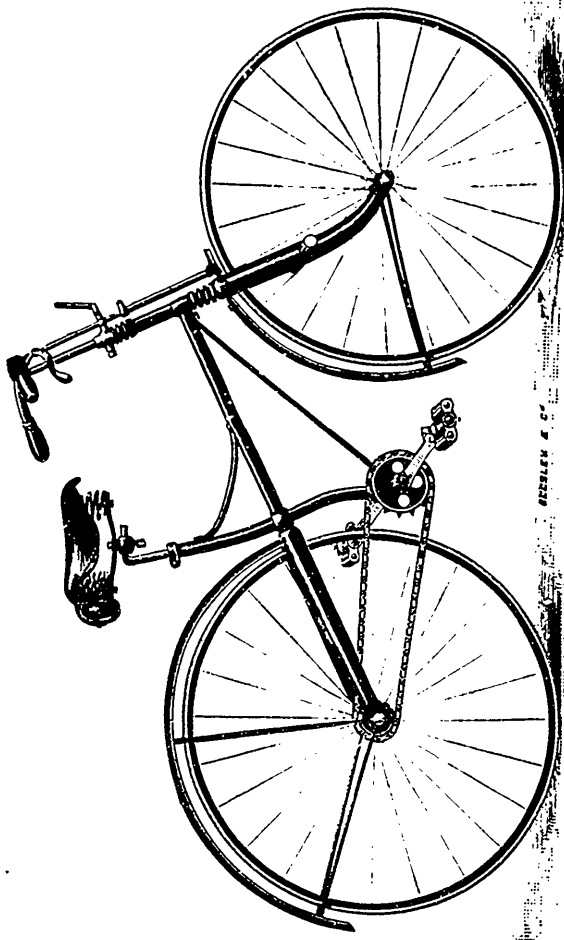
For the benefit and enjoyment of a number of our friends who have not heard it, we insert in another column a copy of "Jimmy" Miln's song, "Next Season."

Mr. F. B. Robins is around again after his illness, but mourns the loss of his wheel, which was stolen from York Chambers during the time he was confined to the house. The detective department are on the look out for it and the thief.

They Will Go Round the World.

WASHINGTON, March 19.—Eugene E. Stevens and George D. Mitchell, two young attorneys of this city, and the latter a son of ex-Senator Mitchell, of Pennsylvania, will start about the middle of May on a bicycle tour around the world. They spent four months on a similar excursion through seven countries of Western Europe in 1889 and were so pleased with this method of seeing the country that they intend to extend their trip around the world. No strict itinerary has been laid out, but the bicycle tour proper will begin at Cork and extend through Ireland, Wales, England, France, Switzerland, The Tyrol, Turkey, Greece, Asia Minor and Palestine, to Egypt. From this point their plans are purposely left indefinite, but the tour will probably include also India, Ceylon and Australia, and will occupy a year or more altogether. The young men will be provided with a camera and will furnish correspondence to a syndicate of American papers.

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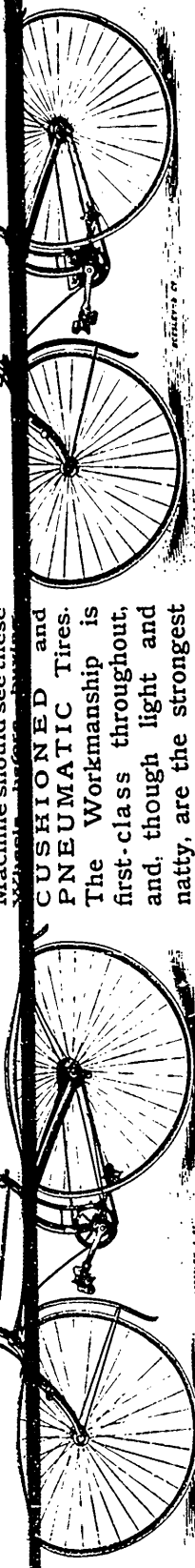
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We believe these Machines— if not superior—to be SECOND TO NONE and ahead of most of the imported English machines, which are undoubtedly the best machines in the world, and notwithstanding the fact that the TOWNSEND MANUFACTORY is the largest, best appointed in Great Britain, and has been worked to the utmost capacity to supply the demand.

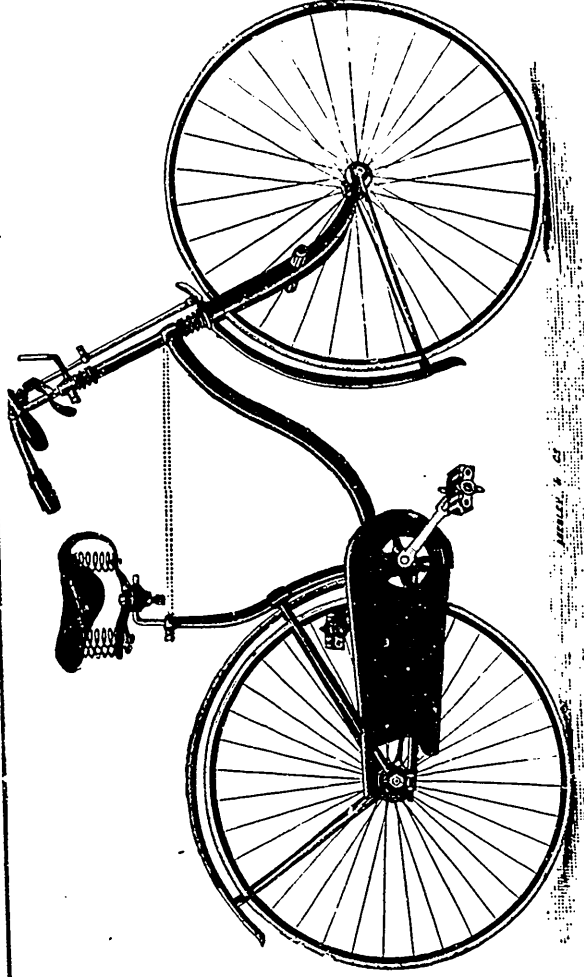
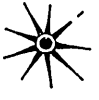


We will sell these machines wholesale only to first-class retail MEN'S FURNISHERS AND GENERAL STOREKEEPERS throughout the country, who will have our Illustrated Catalogue, which can be procured by writing us.



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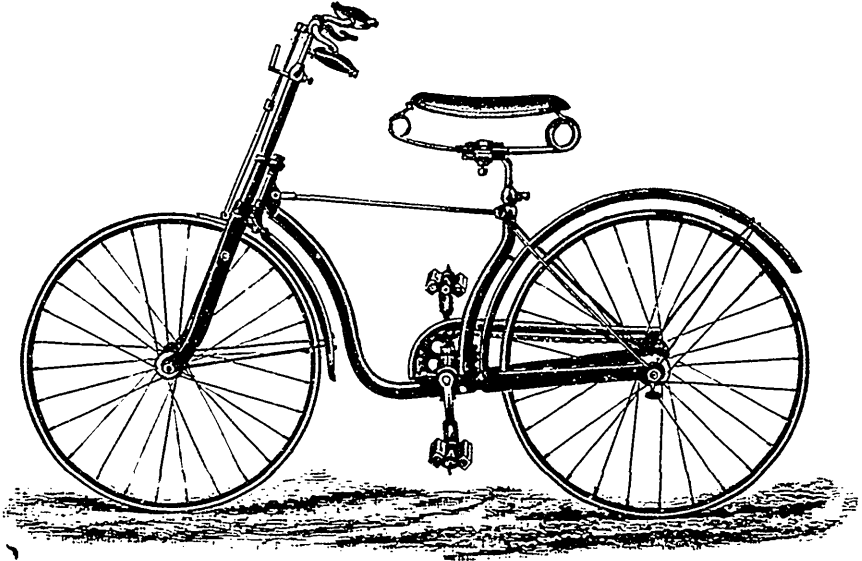


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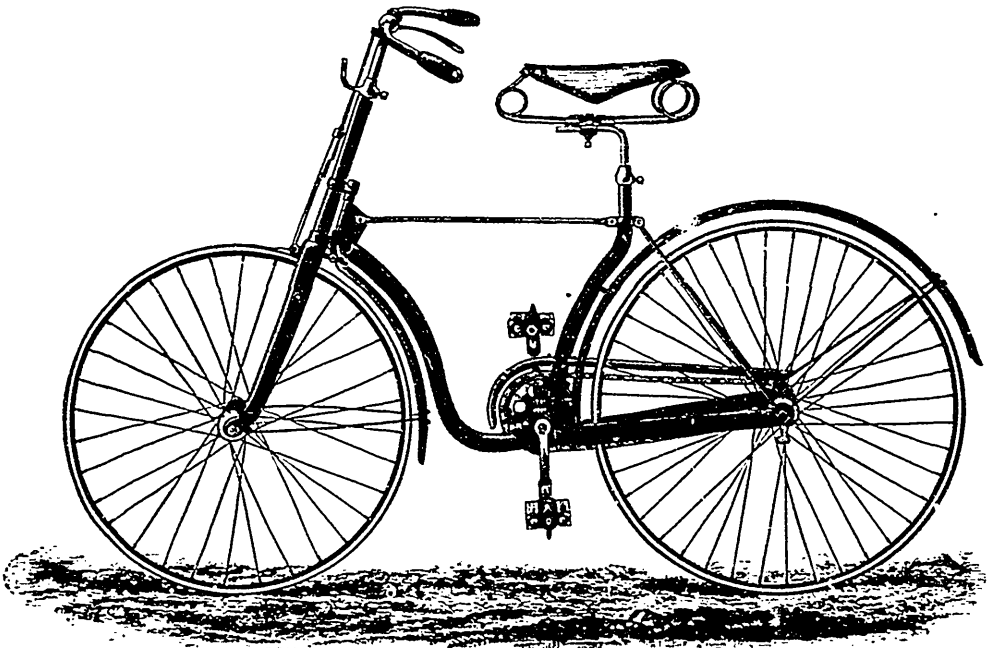
The Gendron No. 1.—For Boys and Girls.

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

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

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

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TORONTO.

A Glimpse at Our Exchanges.

Germany has nearly 20,000 wheelmen.

In many districts in Ireland the police are mounted on bicycles.

The latest estimate places the number of cyclists in England at over half a million.

Henry George is whiling away his leisure hours at Hamilton, Bermuda, by riding a Safety.

Stamford, Conn, has an Eagle Bicycle Club, composed entirely of riders of the "bird." Van Wagoner is one of them.

The chief of police in Cincinnati has sent in a requisition for bicycles to be used by the patrolmen in the suburbs of the city.

The insurance idea will be considered at the general meeting of the Division in September. — *Buffalo correspondence in The Bearings.*

An alliance of the A. A. U. and the L. A. W. is contemplated, by which a delegate from the League will be appointed on the National Board of the A. A. U.

Mr. W. Payne, Singer's Canadian agent, is just now paying the old country a visit, with a view to selecting his leading patterns for the Canadian markets of 1891. — *Cyclist.*

The annual meeting of the Ohio Division, L. A. W., will be held in Columbus; that of Iowa, at Newton; Wisconsin, at Green Bay, and New Hampshire, at Concord and Tilton.

The following is an extract from the *Referee* speaking of the Comet Cycle Co.: "The Company occupy a large four-storey and basement building in England. Mr. Pease is also a prominent man."

C. H. Smith intends to take a party from Niagara Falls to Detroit, starting July 9, reaching Detroit in time for the meet. The tour will be under the auspices of the Detroit Wheelmen.

Mr. H. Crowther is trying to secure the holding of the national L. A. W. championships in this city on September 1st. It would be a big card for Philadelphia. — *American Athlete.*

Saddle and Cycle is the name of a new weekly paper which will shortly be started by Mr. R. Kain, cycling editor of the Philadelphia *Mercury* and secretary of the show. It will be devoted to horse and cycle.

Kaufman, the trick rider, has a new trick. He rides inside of the wheel, but the wheel has no spokes. Placing his head and feet against opposite sides of the rim, he rides around the stage in that position.

The new club house of the Æolus Bicycle Club, of Chicago, will be completed about May 1st, and will be one of the handsomest club houses in the country.

The proposed amalgamation of the N. Y. B. C. and the Manhattan A. C. has fallen through, but the latter club is preparing to offer special inducements to wheelmen in the shape of special club rooms, etc. A uniform will also be adopted.—*Referee*.

The track to be constructed in the Auditorium, Louisville, will be six laps to the mile. It will be of macadam pavement, with banked corners, and, it is claimed, will be the fastest bicycle track in existence. Work will begin at once. It will be oval in shape.—*Referee*

William Van Wagoner is now engaged in the Eagle factory at Stamford, Conn., working early and late. He vows that the road or track will see him no more as a racing man.—*Bearings*.

The Herne Hill track, which will probably be the best athletic track in England, is nearly finished. At a distance of one foot from the inside edge it measures 1,511 feet 8 inches, or 1 mile 3 yards 7 inches to 3½ laps.

Answers of this week says, "The various English bicycle manufacturers make £1,000,000 annually by the sale of their machines." Hum! Perhaps they do, but more likely it is a case of "Don't they wish they may get it!"—*Cyclist*.

Fred Jenkins, founder of *The Wheel*, and for several years a prominent figure in League and local wheeling circles, has accumulated a fortune in New Rochelle real estate, and in consequence finds a brougham more to his tastes than a wheel.—*American Athlete*.

The wheelmen of Massachusetts, Connecticut and New York, are agitating the formation of a macadam road from Boston to the metropolis. Committees will be appointed to present the bill to the several Legislatures.—*American Athlete*.

The Edinburgh Amateur B. C., constituted 16th March, 1870, hold their majority dinner at the Imperial Hotel, Edinburgh, on Monday, 16th inst. This festivity should create as much enthusiasm in Scotland as the coming of age of the Pickwick Fathers did with us here in London.—*Cyclist*.

"The Division will use its best effort to return the stolen wheels of its members and punish the thief: by a reward of \$— for return of wheel, and a reward of \$— for evi-

dence furnished to the League attorney that will convict the thief; this above without extra charge to members."

The committee appointed at the recent State Division meeting to consider the feasibility of having the Division undertake to recover the stolen wheels of members and also to insure wheels, has decided upon its report. This paragraph sums up the work of the committee, of which F. H. Bettys, Rochester, was the chairman.

Mr. H. S. Higgins, of the Bermuda party, says the roads on the island are very fine, and there is no better place in the world to wheel. Owing to the coral formations of the islands, there is little or no mud after a rain. Delightful surprises greet the rider at every turn, for the roads are much inclined to be serpentine in direction, and are not monotonously level, but more or less hilly.—*American Athlete*.

In the olden times in Rome the successful athlete graduated from the arena to the wine shop and dispensed the liquids in which libations to Bacchus were poured, but in modern times the racing wheelman more sensibly enters the trade, and starts others on the path. Osmond, the English crack, is to sell the wheels of a well-known English firm. What will Hillier do now for an amateur champion not in the trade.—*American Cyclist*.

A cycling enthusiast says in the *Baltimore Sun* in regard to lady riders: "But here the bicycle steps in and gives her a chance. Donning a loose and comfortable gown and trim little cap, she jumps on the wheel and whirls over the roads, every part of her body being brought into beautiful motion by means of the splendid exercise. When she begins the descent of a steep hill she places her little russet-clad feet on the rests in front of them, and enjoys the coasting as much as a small boy with his first sled and an icy slope at his command.

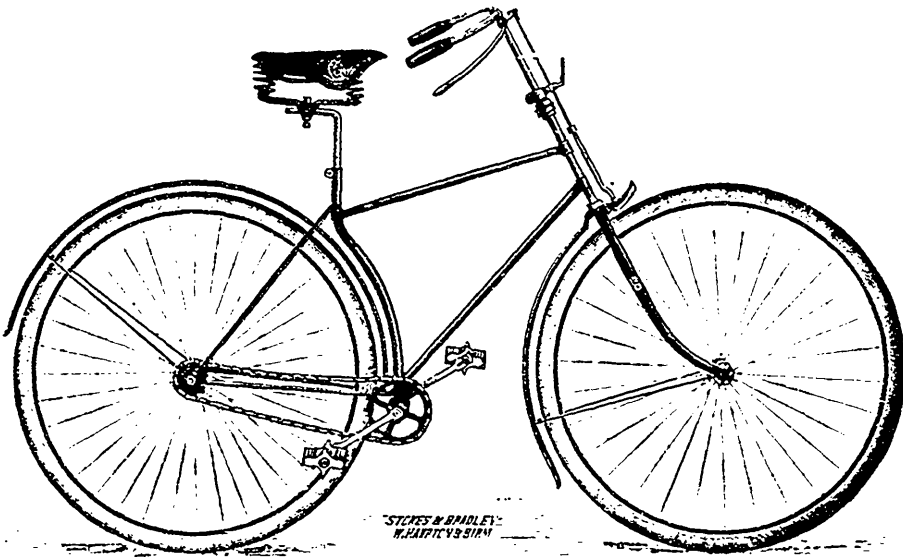
It has been stated over and over again that the repair of a punctured Pneumatic tyre is a comparatively simple matter to the initiated, and may be acquired by half-an-hour's tuition. So it may, but the pupil must be apt, and gifted with a slight turn for mechanics. Even then the process is tiresome and temper trying, and one that a cyclist would not care to contemplate on tour. If some perfectly easy and simple means could be devised whereby the merest tyro could repair and reinstate a punctured tube, an enormous fillip would be given to the sale and use of Pneumatic tyres.—*Cyclist*.



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



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Buffalo Letter.

DEAR EDITOR,—Since writing my last, the "clerk of the weather" seems to have made up his mind that the 4,000 or 5,000 wheelmen and wheelwomen of this city, who are anxiously looking forward to the opening of the wheeling season, must exercise a little patience, for he has from time to time ordered up the worst possible weather for wheeling; one day it would be nice and pleasant, and every person who owned anything in the shape of a wheel would be up in garret or out in woodshed cleaning the dust and vaseline from his or her wheel, and those who had none would be making a tour of the different stores, comparing prices and getting posted on the relative merits of cushion and solid tyres, cone or ball bearing heads, direct or tangent spokes; and going home at night with his head so full of the subject that in his dreams he would be sailing through space as though he were mounted on a shooting star or perhaps a flaming "Comet"; but in the morning all such ideas would be driven from his head by a call from the street inspector to hurry up and shovel the snow off the sidewalk. Still, in spite of all this, the wheelmen of this city are anticipating a

successful season, and already tournaments, tours, etc., are being talked of.

At the last meeting of the Ramblers, the captain's report for 1890 was read, which showed the mileage of the club for last year to have been 144,406, or an average for eighty-five members reported of 1,699. F. E. Klipfel led with 4,500, and the average for the first twelve men was 3,649½ miles. So you see the Ramblers have well sustained their reputation of being the best wheeling club in the city. In my last letter I stated that I would not be surprised to hear of some one attempting the run from Erie to Buffalo at any time. Well, last Saturday night F. E. Klipfel and M. Bruner took the midnight train for Erie, for the purpose of being the first to make the century run. Of course there were quite a variety of opinions expressed among the boys as to whether they would make it or not, but all were of the opinion that if these two riders could not come through no one else need try it. About 6.30 p.m. I took a walk around to the club room to see if any news had been received from the boys, when I was told they had just arrived, having come in on the six o'clock train. They rode some 33 miles, and then walked about nine to Brockton, where they boarded the train, being compelled to give up on account of the condition of the

roads. Mr. Klipfel offered to pay any man's expenses who would make the trip next Sunday.

I am anxiously watching the columns of CYCLING to see the announcement of the laying of the cornerstone of the T. B. C. club house. I suppose things are gradually getting into shape, and we may hear of this eventful proceeding at any time. Say, to what a height in the profession their present reporter hopes to attain, judging from his *nom de plume*. Be careful, Eddie, be careful.

CLUBUS LIARUS.

Rochester Notes.

Since my last letter the clubs here have been busy. The Crescents have held socials and receptions.

The Lake Views and Genesees have played a series of games of base ball in Washington rink. Victory perched on the banners of the Lake Views more than on the Genesees.

The Ramblers, the youngest club, gave a concert and literary entertainment at Bijou Theatre which certainly was a success.

Election of officers seems so be in order, the Ramblers and West Ends having passed through that ordeal last Friday night.

I hope in my next to give you the report of the committee appointed at the semi-annual meeting of the N. Y. Div., L. A. W. on the subject of recovering stolen wheels, as the report is nearly ready.

CRANKSLINGER.

ROCHESTER, N. Y., March 11, 1891.

Kingston News.

DEAR *Cycling*,—Bicycling matters in Kingston are progressing favourably and we expect to materially increase our membership this year.

Last night was our annual meeting and the election of officers for 1891 came off, resulting as follows:—

President, James Minnis; Vice-President, J. Gill; Sec.-Treas., E. C. Hill; Captain, E. Rees; 1st Lieut., Ordinaries, J. McKay; 1st Lieut., Safeties, W. Shea; 2nd Lieut., Ordinaries, S. McBride; 2nd Lieut., Safeties, F. Raney; Cor. Sec., Chas. Greaza.

We have a couple of dark horses for the meet this year and hope there is to be a team road race. If there is you may count Kingston Bicycle Club in at the start anyway, and we will try and hold out to the finish. Yours truly,

KINGSTON.

Wanderers' Elections.

On the evening of the 12th inst. the Wanderers held their annual election of officers with the following results: Hon. President, E. Havelock Walsh (acc.); President, F. H. McCausland (acc.); Vice President, A. P. Taylor (acc.); Secretary, W. J. Darby (acc.); Treasurer, W. A. Hunter (acc.); Captain, John H. Gerrie (acc.); 1st Lieut., W. A. Harstone; 2nd Lieut., H. T. Wilson; 1st Lieut., Safeties, W. J. Moody; 2nd Lieut., Safeties, H. Tinning; Standard Bearer, H. S. Scott; Bugle Major, A. D. Brown; House Commit. F. J. Brimer, F. J. Morphy, G. M. Well. From the unanimous spirit evinced in the selection of many of the officers by acclamation there can be no doubt of the prosperity of the Club during the coming season.

Mr. R. Penniston, who is leaving for St. Louis, was presented with a handsome locket.

Man's Cycling Age.

Behold how fleeting are the days of man's enjoyment!

How numerous are the days of his sorrow and depression, and how few are those red-letter days of which he can truly say they bring him naught but pleasure.

In the morning of his existence he groweth impatient and longeth to go faster than a walk.

He coaxeth and imploreth his dad to purchase a bicycle until he is made the possessor of a machine of the vintage of war times.

He rideth forth from home in the morning beaming with a bright countenance and cometh home with blood on his brow.

He arrayeth himself in costly raiment and returneth after the day with mud thereon and splinters in his knee. He joineth a bicycle club and goeth upon the country run, and lo, he fizzleth out upon a hillock and falleth from his perch.

He entereth in a handicap race and pedalleth until stars appear to him and he runneth off the track.

He scorseth upon the asphalt when it is wet and falleth upon his chin. Yea, though he ride through the valley of the park at night he looketh not for the Irish policeman who stealeth upon him and layeth rude hands upon his backbone.

He starteth forth in the morning under a clear sky and embraceth the fury of the rain-storm twenty leagues from the railway.

He buyeth a safety for his lady love and learneth a week later that she is engaged to a livery stable clerk. He spinneth along the

rural highway and resteth his gaze upon the verdure of the distant hills, when lo, the earth riseth up and smiteth him in many places.

He falleth upon his right side and bruisseth his left ear; he rideth over a brick and skinneth the palms and backs of both hands simultaneously.

He contesteth the law of the public highway with the driver of a hansom cab and weareth his leg in a plaster cast for many moons thereafter, while it becometh necessary to melt the bicycle over.

He goeth like a prince to the League meet and returneth to his wigwam with an enlarged head and a dark brown taste in his mouth. He sendeth a message to the Boniface of the League hotel to secure a lovely boudoir on the second floor overlooking the park, but when he arriveth there he ascendeth on a creaking lift to the dominions of the attic and sleepeth on a cot in a large room with many noisy arabs and night-blooming terriers.

He toureth for many miles during the month of August and when he asketh the simple farmer the route to Guryiwump he is directed down a warty road which endeth at a pair of bars and a dry well.

He loaneth his wheel to a verdant countryman whom he thinketh will surely break his neck but who fooleth the wheelman by riding away in the distance.

He coasteth down a steep hill and collideth with a funeral procession, and yea, though the "elixir of life" be applied to his lips, he drinketh not, which meaneth that he is surely dead, and he is carried within the cemetery gates and planted beneath the blue grass and dandelions, with his feet toward the eastern clime of eternal summer where bicycling is one limitless delightful coast and accidents come not; where no municipal ordinances are enforced by Celtic clubbers.

Where parks are open night and day,
Where roads are built the proper way,
Where amateurs receive no pay,
And riding lasts from May to May.

—WILLIAM TWINKLE, *in the Referee.*

FOR SALE, WANTS, EXCHANGE.

Two insertions 25 cents.
Four " 40 "

FOR SALE—52in. Rudge Ordinary, cheap. Apply J. Sinclair, 215 Sherbourne St.

NO. 1 Rudge Safety, 32in, in good repair, ball bearings throughout. Apply F. B. Robins, 34 King St. E.

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

52 INCH No. 1 Rudge Ordinary, in good condition, for sale, cheap. Chris. B. Robinson, 70 St. Alban St.

WANTED—Toronto Bicycle Club Tunic, in good condition. State Price and where to be seen. Address, J. W., 438 Sherbourne St.

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