

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/
Comprend un (des) index

Title on header taken from:/
Le titre de l'en-tête provient:

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

Additional comments:/
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CYCLING

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

Vol. II.

TORONTO, OCTOBER 27, 1892.

No 23.



A FEW OF THE ATHENAEUM'S AT THE HUNTER ENTERTAINING THEIR BUFFALO FRIENDS.

A Word on Light Machines.

The demand for light-weight cycles is more than a mere craze, and that it emanates from experienced riders is almost proof sufficient that it is based on good grounds. It has been plainly demonstrated to them, both on road and path, that to drag a few pounds less under them is to increase their pace, though at the same time they admit that the torsional strength of the frame must not be detracted from. The result is that we have makers of the highest class of cycles striving to bring their machines down to the lowest weight compatible with stability, and to ensure this it is quite customary now for the maker or his agent to take account of the rider's weight and physical peculiarities. Here they find where weight can be saved, or there where greater strength must be allowed for, though in general detail the pattern stands untouched. Of course a fancy price is paid for the article; the scorcher is delighted with a mount built to his own heart, and he goes out to battle for the pots hopeful and confident. Anon, for one good reason or another, he determines on a change, and goes through the course as before, meantime disposing of his cast-off mount to the best advantage, probably with little regard for its suitability to the new possessor. The latter may possibly be of the untutored class, proud to become possessor of the very machine that So-and-so rode to such advantage. To such as he we would address our words of caution. He should take care that in buying a very light or special machine it has been used by one quite up to the new user's weight. If he, being a heavy-weight, purchase a machine built for a light-weight, he may do himself and the maker an injustice, albeit in the common order of things a maker's responsibility ceases after the course of a year or when a machine changes ownership.—*Scottish Cyclist*.

Aluminum Bicycles.

That time-worn story regarding the use of aluminum in the manufacture of bicycles hobs up serenely once more in a new form, the last issue of the *Iron Age* stating that all difficulties have been overcome, and that a company is now making arrangements to put such a machine on the '93 market. We quote it as follows:—

"It is interesting to learn that a process has been discovered by which aluminum is hardened and toughened, and in this condi-

tion may be substituted, in some instances, for steel. As the result of a long series of experiments, the Orange Machine & Mfg. Company, Orange, N.J., have succeeded in perfecting a process for hardening this metal, and are preparing to manufacture safeties in which the principal parts are made of aluminum. Another serious difficulty was to obtain a solder that would solder aluminum, but that has also been discovered by them. At the factory we were shown a pair of aluminum pneumatic rims with securely soldered joints, the rims weighing 12 ounces each, instead of 2 pounds 5 ounces, the weight of steel rims. The soldered joint on the rims is patented, and is 1½ inches long. Through this joint, the strongest part of the rim, the valve hole will be made, whereas in the steel rim the hole is through a single thickness of the metal. They propose to make bicycles with aluminum frames, forgings, hubs, spokes, rims, heads, handle bars, sprocket wheels, cranks, pedals, and with cork handles. In fact, the machine as designed will be all of aluminum except the saddle, ball bearings and the hardened steel cups in which they run. It is undecided as yet of what material the chain will be made. The tires used will be the Morgan & Wright pneumatic. According to present calculations the road machine will not exceed 15 pounds in weight, in comparison with the present road safety of from 35 to 45 pounds. The name of this wheel has not been definitely decided upon. It will probably be known as the Orange, although Essex is also under consideration as a name. The company expect to have the machine ready for the season of '93, their price being from \$160 to \$180."

A steering lock is a great advantage to a safety. It adds practically nothing to the weight, and allows the machine to be left leaning against any wall or fence without fear of its lying down to roil in the mud the moment its rider is out of sight.—*Irish Cyclist*.

J Perry Worden, the American wheelman who has been touring economically in Great Britain, has regained his home in the United States. He left New York for Glasgow on June 3rd this year, and has explored Scotland, England, Wales and Ireland during his visit. He carried with him appliances for cooking his meals *en route*, and from start to finish his total expenditure amounted to less than £19. When it is remembered that this sum relates to a period of three months, and includes steamship fares, Mr. Worden's trip must be considered remarkable.

Cycling

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

EDITOR: F. BRYERS.

PUBLISHER: - - WM. H. MILN.

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

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

CYCLING is issued on the second and last Thursdays of each month.

Subscription \$1.00 per annum; single copies 5 cents.

OCTOBER 27, 1892.

Vol. II. of "Cycling"

With the next issue CYCLING will have reached the end of its second year, and a few days later, bound volumes will be ready for distribution. Parties wishing to secure a bound volume will please let the publisher have their names at an early date, as the number is very limited.

This volume will be well worth having, as it contains photos of nearly every Canadian racing man, and several other fine photo engravings, together with the records of all the race meets for the past year. Parties having the back numbers can have them bound in one of our covers for 50 cents. Price of volume bound in cloth, \$1.50. Odd copies may be had at this office.

Regulations for Cyclists.

We have no doubt that the majority of city wheelmen would welcome some sort of restrictions being placed on cyclists, such as the prohibiting of sidewalk riding and restricting the pace to eight miles an hour, but what earthly use a lantern on a bicycle is in the city streets, while every other class of vehicle dashes round without them, we are at a loss to perceive. The people who step off the sidewalks heedlessly will not hear a bicycle any quicker because it has a light attached. One thing is certain, however, and that is that our city fathers intend passing a by-law of some kind to regulate wheelmen, and it behooves the clubs to take action and see that the restrictions are not of such a nature as to seriously interfere with the sport. There are necessarily more accidents now from wheeling than there used to be,

because of the great number of cyclists in the city, amounting to somewhere about 4,000 or 5,000, whereas a few years ago the number was comparatively small.

Railways and Highways.

In another column will be found a circular letter from Col. Pope, of Hartford, than whom no one man in the United States has devoted more time to the subject of highway improvement. We commend his letter to the attention of our readers. The fact that Mr. Van Horne, of the C. P. R., has promised his assistance in trying to secure good roads should lead our C. W. A. committee to consider some feasible plan whereby the thousands of employees of the C. P. R. might become a united working force for better roads in Canada; of course it would prove a great boon to the railways, but would be just as great to the people generally, and instead of some parts of the country being practically isolated during several months of the year, would lead to their opening up and the consequent increase in travel both by road and railway. The more regular and frequent movement of freight at all times would inevitably lead to the shipping to the city markets of many farm products that are at present consumed at home, thus leading to a freer distribution of cash among the agricultural community.

We have received from the North British Rubber Co., manufacturers of the Clincher tire, a very handsomely printed little volume entitled "Cycles, Past and Present," being an illustrated reprint of G. Lacy Hillier's lecture last winter before the Royal Scottish Society, in Edinburgh. The book is very interesting and the illustrations well finished. The last few pages are occupied by an illustrated explanation of the manufacture of Clincher tires.

· On Michaelmas Day, Holbein and Shorland, on a Marlboro' tandem, and Bidlake, on a single tricycle, rode from London to York (198 miles) in 13 hrs. 19 mins. The previous records were for the tandem, 15 hrs. 20 mins., and for the tricycle, 15 hrs. 12 mins.

· The Catford Cycling Club House (Ltd.) is the latest in London, Eng., the object being to provide a central club house for wheelmen in that busy metropolis. C. P. Sisley, of *Cycling*, is the managing director of the company. The capital is £1,000 in £1 shares, half paid up.

Railways and Highways.

DEAR SIR,—Permit me to urge upon your attention the great importance of good roads as feeders to railroads. Throughout the United States the condition of the common country roads is the index to the prosperity of railroads. When highways are impassable, freight and passenger earnings are necessarily diminished and the price of railroad securities lowered; when the roads are in good condition, merchandise is accumulated at the depots, and in moving it trains are delayed and accidents increased. A uniform good condition of roads would enable railroads to handle freights more expeditiously and advantageously.

Good roads are the means by which a country is built up populously and prosperously; bad roads delay civilization, and cause districts to be sparsely settled, and poverty and ignorance to abound.

The railroad companies of this country, representing millions of employees and billions of capital, and controlled and directed by men of high intelligence, have a commanding influence in every legislative hall in the United States.

Every railway corporation can request its officers, agents and employees to do what they can to create a right sentiment in regard to the improvement of highways in their respective neighborhoods; and all along the various lines depot masters and freight agents could report to a road department, established by the company, the condition of the roads in their towns and what is being done to improve them. These depot masters could be furnished from time to time with pamphlets containing instructions for the construction and maintenance of highways, for distribution to persons doing business at their stations, and thus educate them how to build better roads, as well as teach them that better highways effect saving in transportation. Any railroad running through a territory having good roads must have a great advantage over a competing line with poor roads from its stations.

The executive officers of a railroad corporation can instruct representatives in Congress on the importance of better highways, so that favorable legislation may be secured; newspapers to whom railroad companies extend their patronage might be requested to devote space to agitating this matter.

The building up of suburban districts, which is of such a profitable character to railroads, is first brought about by the con-

struction of good roads by those who wish to sell land.

Aside from the material advantages that may accrue to a railroad by its aiding in the work of agitating this subject, there is to be considered the broader question of the great benefits that might be conferred upon the entire community.

Will you not aid this great movement, which is of so much national importance?

There will be sent to you a Memorial to Congress on the subject of roads, which contains the opinions of the following presidents of railroads: Stuyvesant Fish, Illinois Central Railroad; M. E. Ingalls, Cleveland, Cincinnati, Chicago & St. Louis Railway; C. J. Ives, Burlington, Cedar Rapids & Northern Railway; W. C. Van Horne, Canadian Pacific Railway, and many others.

Very truly yours,

ALBERT A. POPE.

Boston, Mass., Sept. 26, 1892.

President Van Horne's Opinion.

In reply to a circular letter sent out by Col. Pope to the various railway managers, asking their assistance and encouragement of a road exhibit at the World's Fair, the President of the C. P. R. wrote as follows:

MONTREAL, May 7, 1892.

"I have your letter of the 30th April. Any movement towards the improvement of the public roads on this continent will have my hearty sympathy and such support as I can give it.

"I feel sure that the sum of all the other waste and extravagance in North America does not equal the waste and extravagance of bad roads."

W. C. VAN HORNE, Pres.

During a bicycle race at the Cooksville fair an old man stepped out on the track just in front of one of the racers, Mr. G. Graydon, a son of Postmaster Graydon, of Streetsville. The rider had no chance to dodge, and the old man was evidently "paralyzed," and there was the consequent crash. Graydon was picked up unconscious, badly bruised and minus a tooth, while the old man, though otherwise uninjured, had a gash above his right eye, made by Graydon's teeth. Mr. G. was confined to his bed for a couple of days, but soon came round all right.

Cycling and the Lungs.

It is said that the lungs of a man are a great deal too big, and would suit an animal who had to take very violent exercise constantly. The whole of the lungs are not used under ordinary circumstances. There is a very important point connected with that, which shows how necessary a muscular exercise in the open air like cycling really is. In performing the ordinary duties of life a man does not use the whole of his lungs. There is a portion that is used very little, and when a man leads a very sedentary life and seldom takes any exercise, that portion of the lung which lies at the upper part of the heart is hardly used at all. The result is that this part of the chest does not expand, therefore, unless a tolerably violent effort is made, and that portion of the lungs is the very one which is most frequently affected by consumption, probably from the very reason that it is not used under ordinary circumstances to any great extent, and so it gets out of order—not in perfect equilibrium—it thus forms a favorable seat for disease. This is only an example of what cycling can do to bring the organs into proper working order, and shows also the danger of never making a severe effort, and of never putting our various functions to some considerable strain, as is too often the case with those who object to cycling on the ground that it is too hard work. We must use these organs to their fullest extent, or otherwise we lay ourselves open to disease, and it is owing to the fact that cycling accomplishes this in a more pleasant and satisfactory manner than any other means yet devised by man that the wheel is on every side being recommended by the medical profession to the public. Combining perfect exercise in the open air with the most fascinating of recreations makes cycling as favorite a medicine with the patient as it is with the physician who prescribes it.—*Bicycling World*.

Bicycle Accidents.

A great deal of stress is laid by certain writers on the fact that the number of accidents from cycling has risen from 36 in 1881 to 360 in 1891, and to a still larger number in 1892, as far as we have gone. Even though these figures convey but a feeble idea of the actual number of accidents to cyclists, the explanation is not to be found in a greater want of care on the part of the riders, but to the fact that cycling has taken on an unpre-

cedented development. There is no particular need for "new legislation of a preventive character," except perhaps to prevent the police deliberately attempting to "throw" cyclists who ride down hills at a reckless pace at imminent risk to their life and property. The number of fatalities is very small—probably smaller than from football and cricket—and, such as it is, must be viewed as a drawback inseparable from rapid locomotion in any form.—*Medical Press and Circular*.

Messrs. Bettys & Smith, of Rochester, N.Y., have just brought out a new racing wheel weighing only 21 pounds. Mr. Smith is using it as a roadster, and finds it stands the strain in good shape.

Zimmerman tried the standing jump at the N.Y.A.C. sports recently, making a good clean jump of 10 ft. 1 $\frac{3}{4}$ in., but only taking second to A. P. Schwaner, who made a world's record by covering 10 ft. 9 $\frac{3}{8}$ in.

The other day a small boy was "hanging on" behind a wagon when a rider was coming down Jarvis street. Just as the rider went to pass the wagon the youngster let go the tail board and jumped in front of the cyclist, and a general tumble was the result. Fortunately no one was seriously hurt.

A LARGE RUBBER ORDER.—The Gormully & Jeffery Mfg. Co. recently placed one order for rubber goods amounting to \$150,000, which would indicate that they place great confidence in the G. and J. Pneumatic Tire and the G. and J. Racing Tire. Recent infringements on their pneumatic tire patents are receiving the attention of the legal department of this company.

HE'D HAD ENOUGH.—Fresh arrival—Is this Heaven? St. Peter—It is. F. A.—Well, I don't want to seem inquisitive, but are earthly subjects ever discussed here? St. P.—Oh, yes, in a Celestial way. F. A.—Then will you kindly direct me to the other place? I have been a bicycle editor for ten years, and I don't want to hear another word about pneumatic tires or elliptical sprocket wheels.—*The Bearings*.

Quite a number of drivers think it a very smart trick to drive close alongside a cyclist when the latter is riding close to the kerb. They little know what danger they place the wheelman in, for a small stone in his path might easily throw him beneath the horse's hoofs. Some of these days an accident (?) will happen, and the driver be mulcted in damages. There will not be so much fun about it then.

Toronto Bicycle Club, Ltd.



INCORPORATED
1891.

ORGANIZED
1881.

Club House: 346 Jarvis Street.

DIRECTORS:

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

OFFICERS

Honorary Secretary S. J. SCHULTE.
 Statistical Secretary J. W. STANBURY.

ROAD OFFICERS

Captain JAS. MILN.
 1st Lieutenant Ordinaries C. W. HURNDALL.
 1st " Safeties E. A. SCOTT.
 2nd " Ordinaries JAMES SINCLAIR.
 2nd " Safeties H. LOVE.

H. C. Pease . . . Club Reporter.

CLUB NOTICES.

The regular monthly meeting of the Toronto Bicycle Club will be held in the club house on Monday evening, Nov. 7. As business of importance will come before the club, a large attendance is requested.

S. J. SCHULTE,
Hon. Sec.

The Toronto Bicycle Club's opening night for the winter season takes the shape of a "Stag" party in the club house on Monday next, Halloween. Mr. English will exhibit a number of lantern slides, after which a short programme of music, etc., will be provided by the House Committee.

T.B.C. Handicap.

On Saturday, the 15th inst., the Toronto Bicycle Club held their third and last of their series of handicap races, the course being from Norway Hill to the Halfway House and return twice—a distance of fifteen miles. The road was in bad condition, and the race was ridden in the rain. W. G. McClelland acted as starter, and A. M. Lyon and Geo.

Acheson, of the Athenæum, as scorer and timer respectively. Thirteen riders faced the scratch, of whom twelve finished, as follows:

Finish.	Rider.	Handicap.	Time.
1	H. Syms.....	7 mins.	50.32
2	S. Bulley.....	7½ mins.	51.03
3	S. Bond.....	8 mins.	51.45
4	C. C. Harbottle.....	7 mins.	51.25
5	A. Moyer.....	8 mins.	52.35
6	G. F. Stephenson.....	3 mins.	48.45
7	J. Miln.....	5 mins.	51.09
8	W. Hyslop.....	scratch	46.28
9	E. J. P. Smith.....	scratch	47.11
10	W. Robins.....	7 mins.	54.14
11	E. Y. Parker.....	7 mins.	55.07
12	W. Logan.....	7½ mins.	57.34

Following is the result of the three races:

	First.	Second.	Third.
1	E. J. P. Smith,	H. Logan,	H. Syms,
2	F. W. Gullett,	G. Stephenson,	S. Bulley,
3	G. F. Stephenson,	C. C. Harbottle,	S. Bond,
4	W. Hyslop,	Jas. Miln,	C. C. Harbottle,
5	W. G. McClelland,	D. Nasmith,	E. Moyer,
6	G. Doran,	E. Y. Parker,	G. F. Stephenson,
7	E. Y. Parker,	W. Robins,	J. Miln,
8	E. Moyer,	A. Stuttaford,	W. Hyslop,
9	W. Robins,	A. M. Baker,	E. J. P. Smith,
10	H. Love,	J. Readman,	W. Robins,
11	J. Miln,	G. Logan,	E. Y. Parker,
12	F. J. Whatmough,		W. Logan.
13	A. Rutherford,		
14	E. A. Scott,		
15	W. L. e,		
16	A. Stuttaford,		
17	J. Sinclair,		
18	G. M. Hegg,		
19	A. Rankin,		
20	A. Abery,		
21	H. King,		
22	J. Stanbury,		
23	A. Henderson,		

} did not finish.

	Score.	Race.			Total.
		1	2	3	
1	G. F. Stephenson.....	21	11	7	39
2	Jas. Miln.....	13	8	6	27
3	E. J. P. Smith.....	23	0	4	27
4	E. Y. Parker.....	17	7	2	26
5	W. Hyslop, jr.....	20	0	5	25
6	W. Robins.....	15	6	3	24
7	E. Moyer.....	16	0	8	24
8	F. W. Gullett.....	22	0	0	22
9	C. C. Harbottle.....	0	10	9	19
10	W. G. McClelland.....	19	0	0	19

It will be observed that some riders have a "0" marked opposite their names in one or two of the races, they not having started in these races. W. Robins, having ridden in all three races, takes precedence of E. Moyer, who competed in only two, while C. C. Harbottle, having competed in two, takes precedence of W. G. McClelland, who only competed in one.

Some of the riders in the handicap races of the T.B.C. think a fairer way of scoring the points in the races would have been to count only the first ten men in each race, so that the winner of a race in which were twenty starters would count no more than the winner of a race with ten starters. Scoring in this manner the result would be as follows:—

	Score.	Race.			Total.
		1	2	3	
1 Stephenson		8	9	5	22
2 Harbottle		0	8	7	15
3 Smith		10	0	2	12
4 Miln, J.		0	7	4	11
5 Hyslop		7	0	3	10
6 Logan		0	10	0	10
7 Syms		0	0	10	10
8 Parker		4	5	0	9
9 Moyer		3	0	6	9
10 Gullett		9	0	0	9

We are inclined to favor the racing board's method of scoring as fairer, because if the other plan were adopted a rider might easily contest in three races, and not score sufficiently high in any one of them to bring him within the first ten of the final. Such, in fact, is actually the case in regard to one rider—and he is not a bad rider either—who stands fairly well according to the racing board's score, while under the other method he is left out of the first ten entirely.

The directors of the Toronto Bicycle Club are meditating an increase of the initiation fee to \$10.

Rochester Notes.

IN MEMORIAM.

Died at 9 o'clock on Thursday night, Oct. 13, 1892, the West End Bicycle Club, of Rochester, N.Y. This club was organized some seven years ago, and rapidly rose to be the foremost club in western New York, at one time numbering over 200 members. Internal strife and factional disputes caused a division in the club, and from its membership sprung the Crescent and Lake View clubs. Since then the club has had a struggle for existence. This club has successfully conducted more meets and public enterprises of a sporting nature than any two other clubs in this city, but now it has voted to disband. From its ruins there will spring a social club.

The Genesee Club of this city are very anxious to meet any or all of the Buffalo clubs in a team race of six men, over the Buffalo-Rochester course. Three years ago such a race was run, and was won by the West End Club. As there is a prospect of a race between the Press Cycle Club and the Ramblers, the Genesee Club are anxious to put a team into the race. CRANKSLINGER.

Rochester, October 16, 1892.

Messrs. Humber, Cripps & Goddard, of Nottingham, have built a Nelson racer weighing 19½ lbs.

"I didn't think your friend, Stitchitup, was a sculptor?"

"Neither he is. What made you think so?"

"Well, I just now overheard some remark he made about the large number of 'busts' which pass through his hands."

"Oh! I see. He's foreman in a bicycle depot; that's why."—*Ex.*

Speaking of the recent Columbian parade in New York, the *Wheel* says:—

"The part played by the cyclists in the Columbian parade in New York on the night of the 12th inst., was hardly calculated to elevate cycling to a very lofty altitude in the minds of the two millions and a-half spectators who viewed the display. Accustomed as we are to the horse-play and tomfoolery prevalent in a greater or lesser extent at nearly all our cycle meets, we were yet wholly unprepared for the unexpected outburst of boisterous indecorum and downright caddishness which characterized the parade and brought down a running fire of abuse, jeers, ridicule and hisses all along the line of march, and produced a feeling of mental disgust in nearly every man who had hoped and aimed for a high and influential order of things."

Four cyclists had walked out to Eniskerry, and becoming footsore on the return journey, craved a lift from the driver of a hearse. Two of them got up on the box seat, and the driver suggested that the other two should wait for the mourning coach, which was following, but they evidently thought that a bird in the hand was worth two in the bush, and elected to take an inside seat. It was dark when they reached Dundrum, and the driver stopped at Doyle's to liquidate. The inside passengers were half frozen, and the biggest of them, who wore a long, white waterproof, kicked open the door at the back and shot out feet foremost. Had a bomb-shell burst in the midst of the crowd of loafers who were hanging round, they could not have received a greater shock. They fell back gasping against the wall at the sudden and unlooked for appearance of the "corpse," and not until the other passengers got out did they realize that it was not a visitation from the other world.—*Irish Cyclist.*

LOCAL OPTION.

This term should be applied to the choice every intelligent person has between Burdock Blood Bitters, the natural and certain remedy for dyspepsia, biliousness, constipation, headache and bad blood, and the various imitations offered by unscrupulous parties as being "just as good." There is nothing else as good as B. B. B. It is an honest medicine and has made remarkable cures right in our own town.

Athenæum Cycling Club.

OFFICERS :

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

OFFICERS OF THE ROAD :

A. BYRON	Captain.
L. D. ROBERTSON	1st Lieutenant.
JAMES E. DOANE	2nd "
HAMILTON J. IRWIN	3rd "
FRANK MAW	Bugler.

The regular monthly meeting of the A.C.C. will be held at the club house on the third Tuesday of each month, at 7.30 p.m. sharp.

CLUB NOTICE.

Our next monthly meeting will be held on the 15th Nov. It is requested that the members will attend these meetings, as matters of importance are brought up in connection with the Club that all are interested in.

Fees are payable to the General Secretary of the Club, Mr. Goold, or the Hon. Secretary, Mr. J. H. Eddis.

Short runs Thursday evening and Saturday afternoon.

A. C. C.

Last Saturday afternoon the club held a hare-and-hounds' chase. As this was the first of the kind ever held in Canada, considerable interest was taken in the success of the undertaking. Langley and Doane were the hares, and fleet of foot they proved themselves to be. The hares were let loose on Sherbourne street, in Rosedale, at 3.20 sharp. Five minutes after, the first contingent of hounds broke loose and started on the trail. The faster hounds were held back until the hares were gone ten minutes; before the time was up they became very restless and wanted to break away. It required great tact on the part of the Master of the Chase to curb such fiery spirits. Sharp at 3.30 they were started on their tedious chase, and it was a chase long to be remembered by those that took part in it. The scent led us over the hills to the Don flats, thence to the Winchester bridge, up the half-mile hill; continuing along that road for half a mile or more the scent led us down a hill that made the stoutest heart quake. Every hound must have given a sigh of relief when he reached the bottom. We no sooner got over the surprise of finding ourselves alive, when in look-

ing up we saw another; instead of having this one to ride down we had it to walk, for it was impossible to ride up. Oh that weary, weary climb. We managed to drag our poor limbs up, at the same time heaping blessings upon the hares for bringing us through such a country. In getting to the top of this hill we started on the scent once more. Following this road perhaps a mile, we lost the trail and had to come back some distance to a road running west which brought us on the right track, and again we started to try and overtake them. After riding up hill and down dale for some miles, we landed at Yonge street, north of the cemetery, still looking out for the paper that the hares had scattered; we turned into Deer Park. The hounds by this time were badly scattered; occasionally you would hear a howl of rage as some poor hound would flounder in a sandy road only to be run into by another one following closely behind. Following the trail along a sandy road leading to McDonald's hill, this poor hound found himself alone, with not another dog in sight, tired and weary and not a drink to be had. Getting to the top of the hill, I immediately plunged down it, reaching the bottom alive. I started to hunt for the scent, which was "out of sight," and to my horror I found I had to turn back, as I found the hares had not come down the hill, but had turned to the right and were making tracks for the Junction. And I—well, I was ready to die without further notice. How I managed to drag my weary limbs to the Junction and from their to "Scholes'" is more than my pen can describe.

To Mr. L. F. Riggs is due the honor of capturing the hares. He came upon them while they were drinking from a trough in the road side, and I have no doubt made short work of them both.

After resting a few minutes, we started on the journey down town, where a sumptuous repast was waiting for us at "Clow's." After doing justice to the good things, order was called. In as few words as possible, the Captain made the presentation of a valuable Solid Tin Cup to the winner of the chase. That gentleman responded in a few manly words, after which we adjourned to meet again in the evening at the Club At-Home.

Athenæum Cycling Club night, Thursday, November 17th. This is the announcement for next month. It is to be in charge of the Cycling Club, and all wheelmen have a cordial invitation to spend the evening with us.

It is to be a Bicycle Meet, a sort of reunion, after a successful season of Wheeling and race meets. We hope to see a large gathering of the "Clans." The pipe of peace

will be smoked and friendship and good fellowship reign on all sides. We will have good singing, recitations, boxing, fencing, bowling, billiards, and an opening address by one of the cleverest speakers of the day. We hope you will all join us in our initial club night. We will ensure you a good time, and it will not be our fault if the evening is not an enjoyable one.

Saturday evening, 22nd inst., we held the second of our club nights. Judging from the happy and smiling faces of those present it was a great success. The ladies were there in full force, envying the men the enjoyment they have in their club, and wishing that the time might come that they can have their club to go to. One lady made the remark, she would hardly blame the men again for spending so many of their evenings at the club when they have such a beautiful place, and can spend the evening as pleasantly as they do at the Athenæum.

We are no longer to be known as the A. B. C., having at our last monthly meeting changed it to A. C. C., in other words, Athenæum Cycling Club. This we think will be satisfactory to all our members, as many objected to having A. B. C. on their tunic. It was supposed at the time the boys were afraid they might be mistaken for some junior club instead of the Great Well, we won't say any more.

At the Hamilton meet last year the "small boy" would call out: A. B. C. What is it? Is it alive? and a few more objectionable remarks to hurt our feelings. It being our first trip as a club we wanted to cut a dash. We would like to have been taken for the Manhattan A. C. or the New York A. C.; instead of that they thought we belonged to Hamilton.

Two of our members started on a "century" last Saturday week, completing it in good form and feeling no bad effects for their long run. They were Messrs. Sherris and Shaw.

Scorcher Higgins was to have gone with them, but as the boys left from the Gerrard street bridge at 6 a.m. he said he had a previous engagement which would keep him from enjoying such a pleasant run.

Mr. L. F. Riggs presented the club with a very handsome photo of some members of the Press C. C. of Buffalo and A. C. C. boys. It is handsomely framed and adorns the board room. A vote of thanks was tendered Mr. Riggs for his generous gift.

We would like to see other members follow his lead, as these pictures are very pleasant to look at and help to entertain visitors to the club.

Athenæum.

Patents.

During the present year more rapid strides, towards the perfection of the bicycle, have been made than during any corresponding period in the past. Some of the more important improvements have been made by Canadians, and these improvements have been recognized by the leading makers and riders of the world. The most of these improvements have been patented, and the patents obtained through Mr. Charles H. Riches, Patent Attorney, 57 King Street west, Toronto, who is an active member of one of the local clubs and thoroughly conversant with all matters—mechanical and legal—relating to patents. Anyone having inventions which they are desirous of patenting could not do better than entrust their applications to Mr. R.

Mr. Harry English has presented the Toronto Bicycle Club with two more handsome frames containing a number of his photographs. One of the frames contains the Club racing men, while the other contains general specimens of his work, among them being several of the pictures which he exhibited at the Industrial.

On the cash prize question "Ariel" in the *Bicycle World* says: "I know one man who do not hesitate to express his opinion of the cash prize league and of its aims, objects and methods, and his name is W. W. Windle. Mr. Windle has long been one of the brightest ornaments of the American racing path, and it is refreshing to find him array himself on the side of the L. A. W. He declared to me, last week, that he did not believe in cash prizes; that he was opposed to the professionalism which they would entail; and would retire from the path sooner than ride for them. He said that the moment you entered a field of men for a divisible prize, that moment the races would be all arranged before they were run. Was he far wrong?"

The Americans are still going on in the old sweet way about safety rests for use when the rider is mounting or dismounting, or desirous of standing still. They invent them and advertise them and buy them—but as to whether they are used or not, one may be pardoned for feeling a little sceptical. Imagine the effect of suddenly letting down one of these "legs" in the middle of traffic, when the rider wished to pause for a minute! Unless the greatest possible care was exercised, the only possible result would be a sudden deposit of cyclist and cycle down among the horses' hoofs. As to mounting and dismounting, any cyclist, man or woman, who cannot master these exceedingly easy feats, had much better stick to the tricycle, or else not ride at all—preferably the latter—*Irish Cyclist*.

Toronto's Seventh Club.

A new club, called the Hub Bicycle Club, has been organized recently here and has already a membership of twenty, with headquarters in Temperance Hall, where meetings are to be held every Tuesday evening through the winter months. The following are the officers, *pro tem.*, until the annual meeting in the Spring: President, R. W. McIntosh; Sec.-Treas., A. G. Crysedale; Capt., J. Crowe, 1st Lieut., Ed. Foster; 2nd Lieut., A. Wickham.

Records of Canadian Riders.

In our list of racing men in the last issue we mentioned Messrs. W. G. Owens, C. H. White and Clay Manville as members of the Forest City B.C., whereas we should have said the London Wheelmen. To the list who are ineligible to compete in novice races may also be added the names of Fred Beltz and J. F. White, both of the London Wheelmen, who won scratch races in London on the 16th October.

Words of Praise.

The *Photographic Times*, of New York, the leading photographic journal of the U.S., of September 30th, contains the following: "From Mr. H. English, a member of the Toronto Amateur Club, we have received an exceedingly fine 6½x8½ representing a scene of the annual races of the Toronto Bicycle Club. The picture, taken in the 200th part of a second, shows in every part perfectly sharp, or at least as far as the capacity of the stop permitted. Details very fine, the clouded sky splendidly reproduced"

A number of English firms are experimenting with aluminium.

Pneumatic tires should prove invaluable for the use of ambulances.

"Treadmill Athletics" is the complimentary name given to cyclists by the *Irish Times*.

"Just a few points for cyclists," murmured the benevolent old gentleman as he sprinkled the roadway with large hob-nails.—*Ex.*

Eddie Torr—"I say, Prufereedar, old man, did you ever see a lady scorch?"

Prufereedar—"No, dear boy, but I've often observed a miss(s)print!"—*L.*

The Ames & Frost Co. were the manufacturers of the "Imperial" sulky before which Nancy Hanks made her famous records.

Johnson, who recently defeated Zimmerman, on Thursday last at Providence covered a mile in 1 min. 56 3-5 secs.—*The Athletic and Dramatic News*. This is news to us. Johnson never defeated Zimmerman. The alleged 1.56 3 5 mile of Johnson's was made on the Independence, Ia., track.—*American Wheelman*. The *A. and D. News* probably refers to the quarter at Detroit, when Johnson got away before the pistol and finished first, the referee deciding "no race."

The plans of the National Columbian Wheelmen's Association are progressing rapidly in regard to constructing the World's Fair club house and home for wheelmen. Land has been purchased on Madison avenue near the corner of Fifty-seventh street on which to erect the large club building, and within two blocks of Fifty-seventh street entrance to the fair grounds. The architect is now at work upon the plans of the building, which will be a four-storey structure. This will be a World's Fair headquarters for wheelmen, run by and supported by wheelmen and for wheelmen only.

The figure of S. J. Schultz, the energetic and much regarded secretary of the Toronto Bicycle Club, mounted on his high ordinary, is familiar to every clubman in the city. While all other wheelmen were flocking to the safety, the secretary remained faithful to the ordinary. Though his machine so quickly antiquated has been smiled at, his revenge has come. Mr. Schultz now smiles serenely from the commanding height of a geared ordinary, the first sold in Canada. It is a wheel which has been perfected by the Comet Cycle Company, and is an improvement on the English Model. Late advices from England state that there is every prospect that next season the geared ordinaries will be as popular as the safeties.—*Empire*.

Charles H. Riches

Solicitor of Patents

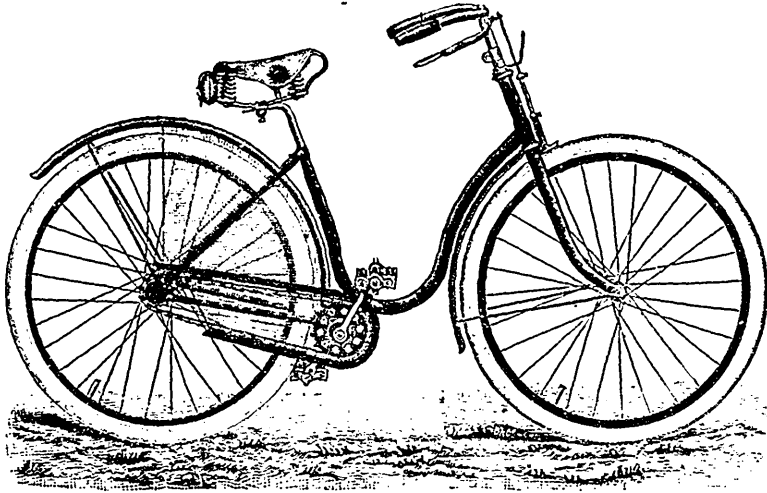
57 KING STREET W., TORONTO

Patents procured in Canada and Foreign Countries.

Bicycle Matters a Specialty.

WANTED: GOOD AGENTS IN CANADA TO HANDLE

"Imperial Wheels"



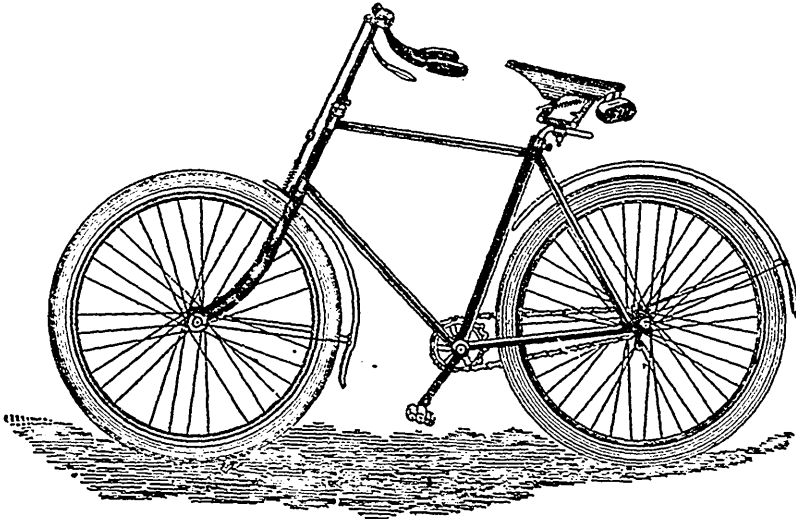
"MODEL B."

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

WANDERER CYCLE CO.

MANUFACTURERS OF

THE WANDERER BICYCLES



The WANDERER as a road machine has no equal, and is especially adapted to Canadian roads. Repairing and altering to Cushion and Pneumatic Tires a specialty.

22 and 24 LOMBARD STREET, - - TORONTO

The Finest Cycles
in the World!

STRICTLY HIGH GRADE.



We Can Make it
Interesting for
You.

Send for Our Catalogue

Containing details of
Construction,
also
Prices.

The Michelin Tire.

This tire, already so popular in France, is beginning to make its merits known over here, and gives promise of securing as much favor among the British as among the French. Mr. Paul Hardy, the London correspondent to the Gaul's favorite cycling journal, *Le Veloce Sport*, is the sole agent for the Michelin tire in England, and communications concerning it should be addressed to him at 27 Alfred place, W.C. The tire is in good hands with Mr. Hardy, and he has already found a large amount of support among our manufacturers. This is only natural, for the Michelin has the two properties which are absolutely essential to the successful tire of the future—speed and ease of repair. Its pace is proved by the records it already holds, and a mere look at the method of repair will show how effective it is. Doubtless many of our readers will remember the exposition of the manner of operating it by the attendants in charge of the Michelin stand at the Crystal Palace, at the last Stanley Show, and some who saw the trials of the rapidity of getting at the inner tube and fixing up the outer band again, will remember also the extremely short time occupied by the operation. This

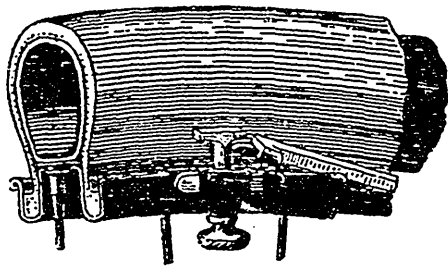


illustration of a section of the tire will show pretty well its construction.

Michelin & Co. are most particular about the quality of the rim, and it is not so very long ago that they returned a large parcel to their rim-makers because they were not up to their high standard, though the Michelin firm suffered some considerable loss themselves in consequence of the delay caused by having to wait for the new rims. But this little episode shows the care taken to ensure reliability.

There is an outer band, with beaded edges, which are gripped into the channel in the rim by a ring. This ring is a very light one of hollow brass, which fits in between the band and the rim. The ring can be removed in a few seconds, and the cover can then be turned back and the inner tube exposed for

repairs. The process reversed fixes the tire up again. Not only can the repair be effected in a very short space of time, but it is so simple that the merest novice could make a successful job of it at the first attempt. There is no canvas pocket, and the whole air chamber is exposed at once. There is undoubtedly a great chance for the Michelin to succeed, and next season will see many of them on English roads.—*Wheeling*.

An Electric Lamp.

An electric lamp for bicycles, neat and compact, has been invented by Arthur Mc-Millan, of Chicago. It is all contained in the space of a King of the Road lamp and attaches to the wheel in the same manner. The weight is four pounds two ounces, but is to be greatly reduced. It is charged by a gravity battery, the entire expense being only fifty cents a year. This useful adjunct of a bicycle burns steadily for five hours and the light may be closed off without dismounting. It is fitted with a three-inch lens and is capable of eight candle light, which will be increased should present experiments be successful. By another contrivance the body of the lamp may be suspended under the seat like a tool bag, and a wire extended through the upper bar of the frame to the head, where the light would occupy only the space of the lens.

President Hill has an open letter to the officers and members of the C.W.A. in the last issue of the *Wheelman* which will repay a careful perusal. Personally, we hope it may bear fruit in the shape of more road reports. There are several sections of the country and some of the principal officers of the Association from whom we have not received a single line, though more than one of these officers are on the Road Book Committee.

In a recent issue of *Puck* appeared a cartoon illustrating Nancy Hanks astride a pneumatic safety pedalling with all four feet and leaving the cyclist. Beneath the picture are the following lines:—

Oh! Nancy Hanks, your sturdy shanks
Have lost their glory now;
For Johnson's wheel has passed your heel,
And led your nose, I trow.

But here's a chance for nimble Nance,
The future holds in store;
Once in the swim, she'll distance him,
Two quarter posts or more.

—W. B. G.

≈ THE ≈
HUMBER WINS

The Great 25 Mile Queen City
 Road Race.

Also four out of the first five places were secured on HUMBER Bicycles.
 They are like the people who ride them,

"THEY NEVER GET LEFT."

While in conversation with a prominent Freight and Forwarding Agent,
 we are told that

OUR IMPORTATIONS OF BICYCLES FOR 1892

Are Larger than those of all other Bicycle Dealers Combined. This speaks
 volumes for the Lines we are handling.

The Humber
The Psycho
 and **The Rover**
ARE THREE MAKES WHICH CANNOT BE BEATEN.

THE HUMBER pattern of 1891 has been copied by nearly every manufacturer both in England, Canada and the United States, and in fact agents for other makers have been compelled to mount a Humber in order to successfully compete in races. It cannot be beaten.

THE PSYCHO enjoys a reputation for lightness, speed, durability and excellence of workmanship. It is manufactured by one of the oldest and largest bicycle firms in England.

THE ROVER, for pleasure, comfort, easy and graceful position, is right in line, while for speed it is a hard one to compete with. They are made in all weights to suit different riders. The workmanship and finish are the best.

We have Machines new from \$45.00 up to \$175.00. Send for Catalogue.

THE CHARLES STARK COMPANY, Limited

56, 58 and 60 Church Street, Toronto, Ont.

The Oldest and Largest Sporting Goods Dealers in Canada.

The Wheelman and Mr. Donly.

EDITOR CYCLING.—In your last issue I made some little remarks in regard to the cash prize question, and compared the positions taken by the *Canadian Wheelman* and the *L. A. W. Bulletin* on the subject. Instead of replying to my letter Mr. Donly comes out with a letter in the *Wheelman*, wherein he declares that, owing to his not being personally acquainted with me, he is not at liberty to carry on a newspaper discussion. I certainly think this is a very easy way of overcoming an opponent without argument, and from the fact that Mr. Donly says the editorial utterances of the *Wheelman* are merely the expression of his own opinions, I am rather led to the inference that he sees he has "put his foot in it," and is afraid more of the membership may take exception to his opinions. If all the editorials in the *Wheelman* are merely Mr. Donly's own opinions, and he wishes to be regarded as an irresponsible party, why does he not sign all the articles which he writes in the *Wheelman*? I cannot see under what disadvantage Mr. Donly labors in not knowing my name, nor what peculiar one I am possessed of in knowing his. If he is prepared to defend his opinions, as he says, why does he not do so, instead of raising a small quibble about the constituency he addresses, etc.? I notice, however, that when the Secretary gets into a corner, he takes refuge in some such manner as he has done this time, so I am afraid I will have to give up any hope of reading a reply to my little note in your last issue.

AMATEUR.

Toronto, October 24, 1892.

The Hamilton Ramblers have moved into new quarters at 31½ John Street north, where they will be pleased to entertain visitors.

The Rudge Co. are about opening an American factory in Chicago. Messrs. Rouse, Hazard & Co. will manufacture the American Rudge.

The Wanderers Club has been presented by Park Bros., photographers, with a large-sized and handsomely framed photograph of G. M. Wells, the club champion.

Col. Pope is reported to have purchased a quarter interest in the Freeport Bicycle Co., manufacturers of the Elliptic Sprocket wheel, and will make it a feature of next year's Columbia.

On Tuesday, at 6.30 a.m., the following riders started from the Don bridge, reaching Trenton at 8.30 p.m.: R. Robinson, D. Nasmith, F. J. Whatmough, Dr. Chaffer, T.B.C.; J. P. Shaw, A.C.C.; H. Sherris and J. W. Blair, unattached.

A few of the scorchers of the W.E.A. had a pleasant ride to Whitby on Saturday, the 15th inst, under the charge of the 1st Lieutenant. Next season we may expect to hear from some of these gentlemen on the road and track. Their run last Saturday was to Streetsville, when a good many turned out.

C. McQuillan and J. F. Deeks, of the Wanderers, rode from the Don bridge to Whitby the other day in 1 hour 44 minutes, thus reducing Nasmith's record by 4 minutes. From the *Mail* we take the following table showing how the record has stood since 1885:—

Year.	Record.	Holder.
1885.....	2 h. 45 m.....	G. H. Orr.
1886.....	2 h. 30 m.....	C. F. Lavender.
1887.....	2 h. 25 m.....	F. J. Brimer.
1888.....	2 h. 17 m.....	J. H. Gerrie.
1890.....	2 h. 11 m.....	D. Nasmith.
1892.....	1 h. 48 m.....	D. Nasmith.
1892.....	1 h. 44 m.....	{ C. McQuillan. J. F. Deeks.

THE EMBODIMENT OF STRENGTH

Johnston's Fluid Beef

IMPARTS

ROBUSTNESS, LUSTINESS, VIGOR



An invaluable means of developing firmness of muscle, power of endurance, and general healthfulness.

ANOTHER TREAT!



OUR

Latest Introduction

IS THE

Superbly Made

“NEW HOWE”

Taking with surprising rapidity among the English
“Flyers.”

Advance Samples now displayed at our Exhibit at
Toronto Industrial Fair.

H. P. Davies & Co.

81 YONGE STREET, TORONTO

SOLE CANADIAN AGENTS FOR

“Rudge” and “New Howe.”

THE

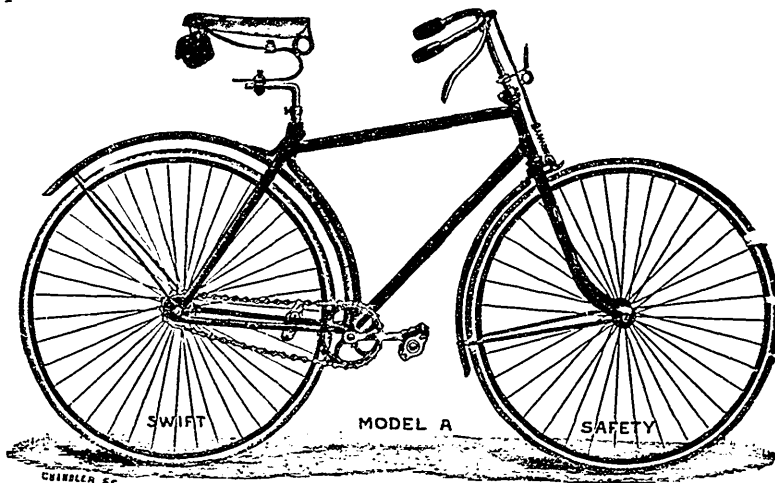
SWIFT

→ Still Holds the 24 Hour Record of the World Against all Competitors ←

WHY NOT BUY A SWIFT?

Our Wheels Excel in all Points.

A large consignment of special road racer Pneumatics just arrived, fitted with Dunlop, LaForce or Boothroyd Tires. See them, and also our New Model D, fitted with Morgan-Wright Pneumatic Tire, and Ball Bearings throughout, including head and pedals, on which we quote a



SPECIAL PRICE THIS MONTH OF \$95.

Here is an opportunity to secure a high grade Bicycle at the price of an ordinary machine, and such an opportunity does not occur every day. Take advantage of it therefore and call at once.

FRANK S. TAGGART & CO.

87 & 89 KING STREET WEST, TORONTO.

TORONTO CYCLE EMPORIUM



REMOVED TO
17 FRONT STREET W., TORONTO.

CITY AGENTS FOR THE CELEBRATED

Whitworth, Belsize,
Coventry Cross
and Rival Safeties.



BARGAINS IN BICYCLES.



BEING determined to close out all the Machines we have in stock, we are offering the balance of our stock of first-class Wheels at second-hand prices.



TORONTO CYCLE EMPORIUM.

WHEELMEN'S HEADQUARTERS.

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

WEST

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

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

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

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

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

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

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

EAST

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

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

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

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

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

OSHAWA.—Queen's Hotel. J. W. Ray, Prop. Only first class hotel in town. Special rates to Wheelmen.

BOWMANVILLE.—Bennett House. R. Bennett & Sons, Props. Every accommodation to Cyclists. Terms, \$1.00 and \$1.50 per day.

NEWCASTLE.—Royal Hotel. C. Glendinning, Prop. Wheelmen are always welcome. Best house in town. \$1.00 per day.

PORT HOPE.—Queen's Hotel. A. A. Adams, Prop. Leading house in town. Wheelmen receive every attention. Rates to Cyclists, \$1.00 per day.

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

BRIGHTON.—Central Hotel. Great Scott, Prop. The best of attention given Cyclists. \$1.00 and \$1.50 per day.

COLBORNE.—Brunswick House. Hicks & Co., Props. \$1.50 per day. Every accommodation to Wheelmen and travellers.

PETERBOROUGH.—The Grand Central. D. Lackie, Prop. Every convenience for Wheelmen. \$1.50 per day.

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

BELLEVILLE.—Queen's Hotel. Power Bros., Props. The only first class hotel in the city. \$1.50 to \$2.00 per day. Special rates to Wheelmen.

NAPANEE.—Paisley House. Douglas Bros., Props. \$1.50 per day. Special rates to wheeling parties. Wheelmen always welcome.

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

OTTAWA.—Grand Union Hotel. John Graham, Prop. \$1.50 per day. Special rates to wheeling parties.

MONTREAL.—Balmoral Hotel, Notre Dame St., centrally located. H. W. Randolph, Manager. Rates, \$2 to \$3 per day. Special rates for Wheelmen.

NORTH

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

AURORA.—Lemon's Hotel. Geo. Lemon, Prop. Every attention given to Cyclists. \$1.00 per day.

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

Burdock
B
BLOOD
B
BITTERS

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

FOR SALE, WANTS, EXCHANGE.

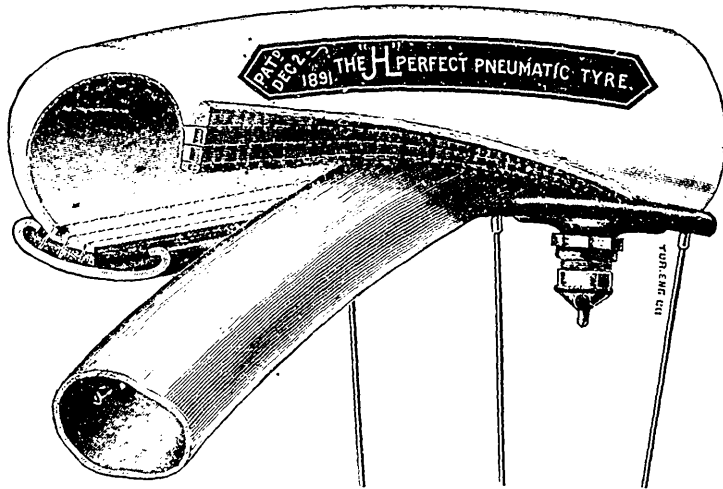
Two insertions 25 cents.
Four " 40 "

FOR SALE.—Safety Bicycle, ball bearings, cushion tires, bought new July 1st. Will take \$50 cash. W. S. Corbin, Prescott.

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

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

THIS CUT REPRESENTS OUR TIRE AS PATENTED



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

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

A BOON TO OWNERS OF HARD TIRE WHEELS.

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

TRADE SUPPLIED IN SMALL AND LARGE QUANTITIES.

SPECIALTIES: DUNLOP TIRES REPAIRED.

H. J. LaForce, 50 Wellington St. West, Toronto

JUST PUBLISHED IN BOOK FORM!



A Summer's

Cycling & Reminiscence

OR

A THREE MONTHS' TOUR THROUGH
EUROPE.

This book consists of 125 pages, and also 3 very fine half-tone photo engravings of Messrs. Peard, Langley and McBride. The book will prove of great interest to cyclists who know anything of Europe or who anticipate a like trip.

HANDSOMELY BOUND IN CLOTH. - PRICE, 35 CENTS.

Only a limited number printed. Send in your order at once, and secure one, to

CYCLING, 5 JORDAN ST., TORONTO.

TORONTO STEAM LAUNDRY

106 York Street (NEAR KING)

GENTS' WASHING A SPECIALTY
MENDING DONE FREE OF
CHARGE.

Telephone 1605. G. P. SHARPE.

FURS! FURS!

Everything in Furs for Lady,
Gentleman or Child.

LADIES' FUR AND SELETTE MANTLES A SPECIALTY

Hammond the Furrier

129 YONGE STREET
(First Door South of Arcade).

PARK BROS.

Photographers

328 Yonge St., - Toronto.

A large number of the cuts of racing men that have appeared in CYCLING are reproductions from our Photos.

E. J. CASHMORE

GUN MAKER

AND

Bicycle Repairer

21 SCOTT STREET, - TORONTO.



Fine Printing

Book, Newspaper
and Job

:: C. Blakett Robinson ::

5 Jordan Street

Toronto

Telephone 630.

A. F. WEBSTER

Railway and Steamship
Ticket Agent

North-East Corner KING & YONGE.