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CYCLING

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

Vol. 1.

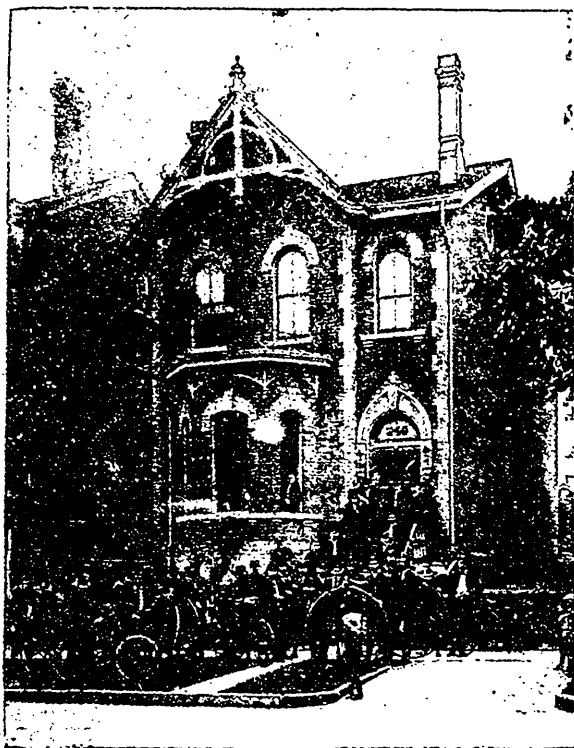
TORONTO, JUNE 24, 1891.

No. 15.

The Torontos' New Home.

It affords the publishers of CYCLING very much pleasure indeed to present its readers with a photo engraving of the new Club House, recently purchased by the Toronto Bicycle Club and taken possession of by

of 24 feet and a depth of 66 feet, and has an imposing and pleasing facade, situated as it is in the most beautiful part of Jarvis St., with its asphalt roadway, well-kept boulevards and shade trees, adding so much to its value, it is no wonder that the shareholders and members of "The Toronto



them on Monday the 15th inst. The property is situated at 346 Jarvis St., and is 28 feet wide by 160 feet deep, with a 12 foot lane at the side, and consists of the Club House proper and a large stable in rear. The Club House itself is a detached brick building of good proportions, with a frontage

Bicycle Club (Limited)" are so well satisfied with their purchase. The building is one eminently fitted for Club purposes, as a brief description will serve to show.

On entering one is at once struck with the appearance of comfort, solidity and beauty of all the interior finish and fittings. The

rooms are high and well-lighted, while the basement is almost on a level with the street, making its accommodation excellent. The plumbing work has recently been put in thorough order, and a new Gurney hot water heating apparatus ensures comfort through the winter months.

In the basement the front room will probably be used as an assembly room before and after runs, while a small room adjoining will make a convenient refreshment stand. In the rear are a large kitchen and pantry, furnace and fuel rooms, and ample cellarage.

The ground floor contains a double drawing-room, 15x37 feet, and 12 feet high—the feature of the house. This room is very tastefully decorated, the ceiling being richly panelled in plaster work, while a large crystal chandelier adds to the effect. In the rear is found a sitting and smoking-room, with dumb-waiter and private stairs to steward's quarters, while a lavatory and cloak-room complete the accommodation of this flat.

On the first floor there are at present five rooms, besides the bath room, but of these the two front will probably be converted into one, to be used as a billiard room. The others have not yet been assigned their use, but a ladies' parlor, a gymnasium, a committee room and a secretary's office are under consideration. In the attic are rooms devoted to the steward's use.

The stable in rear of lot will probably be utilized as a wheel room, where those members who have not the necessary accommodation at home may store their wheels during the winter season.

Not least among the attractions to some of the members is the contiguity of one of Toronto's fashionable ladies schools, and a possible source of revenue may be derived from the window looking in that direction.

Of the other features in connection with the property, a good sized lawn and a private lane will be found of service to the members.

A. H. G.

Hamilton Letter.

EDITOR "CYCLING."—It is hardly necessary for me to remind your readers that their presence in the Ambitious City on July 1st will be gladly welcomed. Our one aim is to give a royal welcome to all our visitors.

Every member of our club will consider it a pleasure to be of service to visiting wheelmen. Do not fail to use them. They have been in training for a grand "rush" and will prove quite handy for "lightning hitches."

Our handicap road race proved quite a

surprise to sure winners. Had not Messrs. Robertson and Griffith been so heavily handicapped the result would have been quite reversed. However, our road team on July 2nd will keep their eyes on Dave, the flyer, and we promise they will see him finish—where? We know Toronto will say first; but remember "there is many a slip 'twixt the cup and the lip."

The track races already show promises of excelling all previous events.

Look out for our "green ones," but more especially the coming "champ" We have him in our inside pocket.

Any wheelman who has not received one of our pamphlets may obtain one by addressing W. J. Hobson, P.O. drawer 31, who will be pleased to furnish all information required.

HAMILTON.

Rochester Notes.

Decoration Day has come and gone and with it the sports of the wheelmen in our city. The day started in with a heavy rain which made the roads very bad. The Lake View and Genesee Clubs ran to Manitou Beach, the wheeling was hard, the grounds wet, and they had a sorry time of it.

The event of the day was the 25-mile handicap road race, open to all, under the management of the West End Bicycle Club. There were ten entries. The best time was made by the two scratch men, Wm. Conolly and Fred Smith, of the West End Club. Conolly's time was 1 hour 39 min., Smith's being 15 sec. slower. The roads were heavy, so considering this, the average time of less than 4 min. to the mile was good.

The first three men rode pneumatics, which were penalized 4 min. on the 25-mile—none too much over the course run.

In the evening the Western Club entertained their friends at the club house, distributed prizes and luncheon. A large delegation of the Buffalo Ramblers called upon them and partook of their hospitality.

The various committees of the League of Rochester Wheelmen are settling down to work, getting ready for the tournament to be held here in August.

June, 10th, '91.

CRANKSLINGER.

Club House Photo.

Members of the T. B. C. who were present at the first run from the new club house Saturday afternoon, and who were photographed in front of the building, will be pleased to learn that Mr. English has secured a splendid picture of each and every one. Those desiring copies can procure them from Mr. English at his residence 112 Maitland St., near the Club.

Cycling

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

EDITORS:

F. F. PEARD, - - - CHRIS. B. ROBINSON.

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.

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

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

Secretary Donly in Error.

Among the "Secretary's announcements" contained in the *Canadian Wheelman* of June 15, we notice the following, "The Association year closes June 30, and only those will be entitled to vote at the annual meeting on July 1st who have renewed for the new year." Thanks to friend Donly we have now a copy of the By-laws, and would respectfully refer him to Article V., Clause 13, which reads, "Membership fees are payable in advance, before or on the 1st July in each year; and any member whose subscription is not paid by the 1st day of September shall cease to be a member," plainly indicating that membership does not cease until Sept. 1st. And as members have a right to vote so long as their membership continues, we do not see how the Association can deprive them of their franchise on 1st July next, whether they have renewed their subscription or not.

The Annual General Meeting of the C.W.A.

At 10.30 a.m., on Wednesday, the 2nd July, will be held the Annual General Meeting of the Canadian Wheelmen's Association, when will come up many subjects of interest to Wheelmen in Canada. We trust that every club will have its full quota of representatives present, and that they will feel the responsibility placed upon them of acting for the best interests of the Association in every particular.

Among the subjects likely to be brought forward will probably be some reference to the new Canadian Route Book to be published next Spring, and it would be a particularly opportune occasion for Secretary Donly to outline the work required and secure volunteers for the proper performance of it.

The Committee who have in charge the matter of Custom Regulations will, no doubt, have some report to make as to their success, or what prospects of success there may be.

The matter of entry fees should also be definitely settled by a resolution of the Association, for, while some clubs are not by any means stringent in their rule for collection, others again are, and consequently meet with a great deal of trouble and annoyance in their efforts to live up to the present rule.

The *Canadian Wheelman* will, no doubt, receive considerable attention at the hands of the meeting, and it is to be hoped that some favorable plan will be presented whereby Editor Brierly will not be compelled to devote his whole attention to the paper, or otherwise produce one of comparatively little interest to the majority of the members. The paper has certainly improved of late, both in matter and frequency of publication, though we cannot yet congratulate the Association upon the promptness of its arrival.

A new feature of the coming meeting will be the election of Chief Consuls and Representatives, who have heretofore been elected by postal ballot, prior to the C. W. A. General Meeting.

T. B. C. Stock.

Now that the Toronto Bicycle Club has procured its Charter and purchased its new home, the Committee of Management are anxious that every member should subscribe for some of the stock, in order that all may be thoroughly interested in the undertaking.

Several members, who are not stockholders, have stated that they did not wish to subscribe, as they did not feel able to take as much stock as they would like. This, however, is a very poor excuse for not taking any, and we trust these members will see the matter in a correct light and subscribe for what they can; not for what they would like.

Every one will admit that the Club House was purchased at an extremely low figure, and should necessity ever arise the Club will be easily able to sell it for much more than it is paying for it, so that no member need feel afraid that his money will be thrown away by investing in the stock.

The calls are limited each year to twenty-five per cent. of the amount subscribed and there is no double liability. In all probability the call next year will be the last made for some years to come, as the property has been purchased on very favourable terms.

Hamilton Notes.

We have just received from the Secretary of the Hamilton Bicycle Club a copy of the Programme of the Ninth Annual Meet of the Canadian Wheelmen's Association, to be held in Hamilton, July 1st and 2nd next. The Club seems to have spared no expense in getting out this race programme, as it is the finest that has yet been published in Canada. The front cover is a work of art in itself, and presents a vignette portrait of the Countess of Aberdeen, patroness of the H. B. C. It is almost a pity the back cover was not left blank, though our smoking friends will no doubt be captivated.

Inside is a greeting from the Hamilton Bicycle Club, followed by some extracts from the Constitution of the C. W. A., made by the well-known secretary of the Association setting forth the privileges and advantages of its members. On page eight is a complete list of the C. W. A. officers, opposite to which are portraits of the more important. Then follow the programme, race programme, hotel accommodation, transportation and customs arrangements, while the pamphlet finishes with portraits of the nine principal officers of the H. B. C., and a list of its members. One slight peculiarity we notice in the photographs is that R. A. Robertson appears twice—once among the C. W. A. officers as Vice-President without a hat or moustache, and again as Captain of the H. B. C., with both cap and moustache—or is it only the shadow cast by the peak of his cap? Among the "pointers" we find the following which must encourage us all to expect a good time: "Remember that the Hamilton Club is at your service, and if we have forgotten anything don't be bashful, but remind us of it. Our one aim in life is to give you a good time."

Altogether the publication is a very creditable one, and we take it as a criterion of the success of the Ninth Annual Meet of the Canadian Wheelmen's Association:

PROGRAMME.

June 30—Sight-seeing.

July 1st—MORNING. Meeting of the Association in the City Hall at 10.30 a.m.

AFTERNOON. Parade of Wheelmen to the Grounds in East Hamilton from the Gore, moving at one o'clock sharp. Races commence at 2.30.

EVENING. Promenade Concert and Grand Display of Fireworks in Dundurn Park, at 8 o'clock. The celebrated 13th Batt. Band will render a choice programme. Presentation of prizes won at the races.

July 2nd—MORNING. Complimentary excursion to Wheelmen to Hamilton Beach, the Long Branch of Canada, per Steamer Mazeppa at 10.30.

AFTERNOON. Team Road Race from Grimsby Park to Hamilton. Train leaves Stuart Street Station of G.T.R. for the Park at 12.25.

PROGRAMME OF RACES.

	Prizes.
1. One Mile Novice—Ordinary	2
2. One " " —Safety	2
3. Half " Dash, Open—Ordinary	2
4. One " Championship—Safety	1
5. One " 3.10 Class—Ordinary	2
6. Half " Dash, Open—Safety	2
7. One " Championship—Ordinary	1
8. Three " " —Safety	1
9. Five " " —Ordinary	1
10. Two " Handicap—Safety	2
11. One " Open—Ordinary	2
12. One " " —Safety	2

RULES.

TRACK RACES.

- Entry fees, 50 cents; championship events, \$1.
- No entries accepted without fees.
- Entries to races to R. B. Griffith, P.O. Box 133.
- Position on track according to priority of entry.
- Entry list closes 27th June.
- Entries for Handicap must be in before 25th June, and state last two performances, if any.
- No person allowed on the track save race officials and riders. Attendants must leave the track after every race.
- Novice races open only to road wheels, 35 lbs. and over.
- The prizes for Nos. 11 and 12 will be all of equal value, one prize in each race going to first over the line, and other to rider scoring most points during the race, judged by position at end of each half lap. In case both prizes would fall to same rider, the one who scores next in points takes one prize.
- C. W. A. rules govern races.
- The Committee reserve the right to alter race programme.

ROAD RACE.

The Road race will start at Grimsby Park (20 miles from Hamilton) at 3 p.m. on Thursday, July 2. Open to C. W. A. club teams of five men each. Riders to have been *bona fide* members of club they represent since June 1st, 1891, and secretary of club when making entry must so certify to each member of his club's team.

Each club may name two riders as spare men, but must hand in names of team that will compete to the Secretary of Race Committee before 10 a.m. on July 2nd.

Entrance fee, \$5 per team.
Scoring to be by points; first in to count as many points as there are riders start, second one less, and so on.

Umpires will be stationed at various points along the road to see that no outsiders ride for purpose of making pace. To accept pace making will disqualify competitor.

Riding on sidewalk and path prohibited both in Grimsby and Hamilton.

Prizes: a Magnificent Championship Banner and individual prizes to first four men in.

Toronto Bicycle Club.

Club House: 346 Jarvis Street.

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.
1st " Safeties	F. B. ROBINS.
2nd " Ordinaries	C. W. HURNDALL.
2nd " Safeties	J. B. LAIDLAW.

H. Pease - Club Reporter.

Matter appearing in this column is furnished and paid for by the Toronto Bicycle Club, consequently the proprietors of this journal do not hold themselves responsible for anything contained therein.

CLUB NOTICES.

The regular Monthly Meeting of the Toronto Bicycle Club will be held in the Club House, 346 Jarvis St., Monday evening, July 6th, at 8 p.m.

A full attendance of members is requested, as there will be some special business to transact. In another column will be found particulars re trip to Hamilton, and as it is desirable that we have a large turnout for the C. W. A. Meet, on July 1st, every member should arrange to be present.

Attention is again called to the fact that a great many members have not yet paid their fees. All who have not yet done this will greatly assist the management by doing so before the 1st of July.

J. WOOD,
Hon.-Sec.

RUNS.

July 4th—Lambton Mills via. Lake Shore Road.

" 11th—Halfway House—Picnic at "The Cliffs." Members are requested to provide their own sandwiches. Further information may be obtained from Vice-President Langley.

" 18th—Weston via. Lambton Mills—Road guaranteed by the Capt.

" 25th—Highland Creek via. Don Danforth.

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

We are indebted to Mr. Harry English, "Photographer in Ordinary to the T. B. C." for the negative of the photo-engraving which appears on the first page of this issue.

The Toronto Bicycle Club (Limited).

Through the efforts of the Club's solicitors, Messrs. Neville, McWhinney & Ridley, Letters Patent have at length been issued by the Ontario Government to Messrs. William Henry Cox, inspector; Charles Langley, assignee; Frederick Burton Robins, agent; Clement William Hurndall, machinist; John Bain Laidlaw, insurance agent, and James Wood, Charles John Waldemer Lowes, William Robins and James Miln, bookkeepers, constituting them and others a body corporate, with perpetual succession, and having a common seal, to be known by the name of "The Toronto Bicycle Club, Limited," and capable forthwith of exercising all the functions of an incorporated company, as outlined in the Ontario Joint Stock Companies Acts, with a capital stock of \$20,000, divided into 4,000 shares of five dollars each, to be operated in Toronto. Messrs. W. H. Cox, C. Langley, J. Wood and C. J. W. Lowes to be the first directors.

The purpose of the Club, as set forth in the charter, is to encourage and promote cycling and other amateur athletic sports, and the restrictions placed on the company are that they shall not hold land other than that necessary for the company's use, and that gambling shall not be allowed, nor may any officers, members or servant of the Club dispense intoxicating liquors on the premises.

The Charter is dated the 6th day of June, 1891, and is signed by Sir Alex. Campbell, Lieut.-Governor; Hon. Oliver Mowat, Attorney-General, and Hon. J. M. Gibson, Provincial Secretary, and is given under the Great Seal of the Province of Ontario.

One peculiar feature which we noticed was that three of the petitioners had not paid the twenty-five per cent. instalment on the stock subscribed by them, though we presume that has been done since.

The Club has made arrangements with the Hamilton Steamboat Company for transporting the members and their friends to that city for the Meet. A special rate of seventy-five cents each has been obtained good from June 30th to July 2nd, for wheelmen in uniform including their wheels. A special boat will leave Hamilton between ten and twelve o'clock on the night of the 1st (exact time to be given on the boat), and the boat which ordinarily leaves Hamilton at 5.30 p.m. will, on the 2nd July, leave at 6 p.m., thus giving all plenty of time to view the road race and return by the evening boat. The boat, on the morning of the 1st July, by which the bulk of the members expect to go, leaves the Yonge St. Wharf at 7.30 sharp.

The Century Run.

The Torontos held their first Century Run of the season on Saturday, the 13th inst., when the following members met at the Don Bridge, at 5 a.m., viz.: Messrs. W. Robins, A. F. Webster, G. M. Begg, W. H. Lee, W. H. Miln, C. J. W. Lowes, R. S. Williams, E. Y. Parker, E. W. Trent, and Jas. Stanbury. Previous to starting all agreed to an easy pace of eight miles per hour, but when Norway hill was reached, the roads found to be in beautiful condition, and no wind blowing at all, good resolutions were forgotten, and the crowd scorched along in some places at a speed of twelve miles an hour, reaching Whitby without a dismount in 2 hrs. 40 min. After breakfast and a short rest, a fresh start was made, but out of consideration for the Treasurer the pace to Oshawa was comparatively easy. A rivalry however sprang up between Begg and Webster as to who should be pacemaker, and as a consequence the pace to Newcastle was pretty lively, and many of us began to show signs of distress. A halt was called, and we all went to view the old home of our friend Howard Chandler, with its lovely garden. After stealing some of the flowers and dropping a tear over the fence because he did not take part in the road race against the Juniors, we mounted and set out for Port Hope. With the exception of a few spots where the road-mender (?) had been at work the track was good, and another "scorch" was the result, led by Capt. Robins, who was just beginning to wake up. Away we went with a wild yell scaring all the farmers for a mile round and rousing their dogs, who came chasing after us through the fields and barking as hard as they could. One cur chased Ed. Parker for a long distance and finally grabbed the rear wheel of his safety and pulled the tire off leaving him in a state which can better be imagined than described. Fortunately a toll-gate was near, and there Ernie Trent borrowed some twine and bound it on sufficiently strong to allow of Parker's making Port Hope, where we stopped for dinner, and a couple of hours much-needed rest. Here we were overtaken by W. Covert, who had left Toronto at 6.30, and the party divided, Lowes, Begg and Williams returning to Oshawa, while the rest of us pushed on to the pretty village of Colborne for tea. After supper Covert and Stanbury rode back into Peterboro' county, and the rest of us returned to Cobourg to spend the night, making the century in 13 hrs. 50 min. from the start, with a net riding

time of 9 hrs. 45 min. On Sunday all but Miln and Trent wheeled back to Toronto, these two preferring to wait until midnight and take the Richelieu boat. Thus ended the Torontos' first century run this year, and I think all who went will be glad of the opportunity of joining the next when it is called.

On arriving home we learned that Lieut. J. Miln and J. Sinclair left Toronto at 1.30 the same afternoon, making Port Hope by 10.30; which is remarkably good riding.

Yours, "CHIPS."

Our Slow Racer.

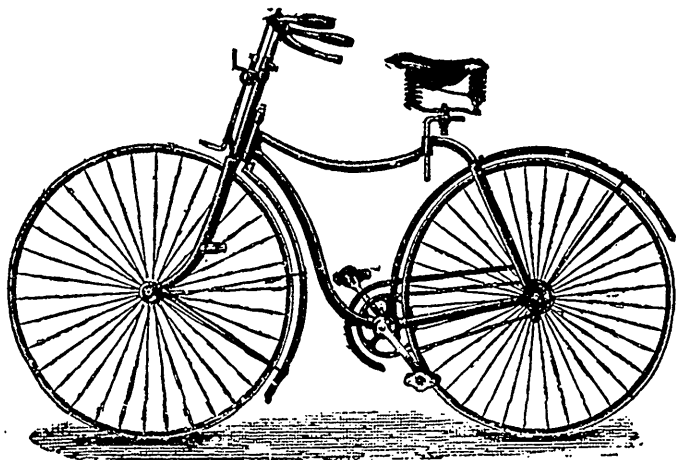
DEAR EDITOR.—As my first attempts at journalistic work did not seem to be appreciated by the subject of my last letter, whose rights I was trying to maintain, and whose in-bred modesty (and we all know that he is possessed with more than his share of that commodity) caused him to stop me on the street to say that he did not thank me for the trouble I had taken to try and make him out a racer, for he was not, nor never would be, for he considered racing too much like work. Well, boys, all I can say is that if by any chance you should find him about to start in any kind of a race don't bet on him a cent's worth, for from what I know of him I don't think he will ever win any money at anything he considers "too much like work." I promised him I would apologize openly in this issue of CYCLING for my interference, so I will say right here that if I said anything I am sorry for I am glad of it, and from what I saw last night I am inclined to think he will never ride even a slow race, for on this occasion he in company with a number of others was riding along one of our best paved streets, when a passing team caused the pace to be slackened until it developed into a slow race, with the result that our modest young man took a strait header and spilled himself most ungracefully on top of the only lady in the party. What a tremendous shock his modesty must have experienced on that occasion. I fancy I can yet see those blushes. Now, Mr. Comet Co., I apologize for saying you are a racer, and in future I shall be more careful and try and confine my articles more closely to the truth.

ERBSEN.

It has been suggested that in future the start of all runs be photographed, in order to secure a large attendance. Messrs. Langley and English informed us that they were successful in securing three good negatives of Saturday's start.

SEASON 1891

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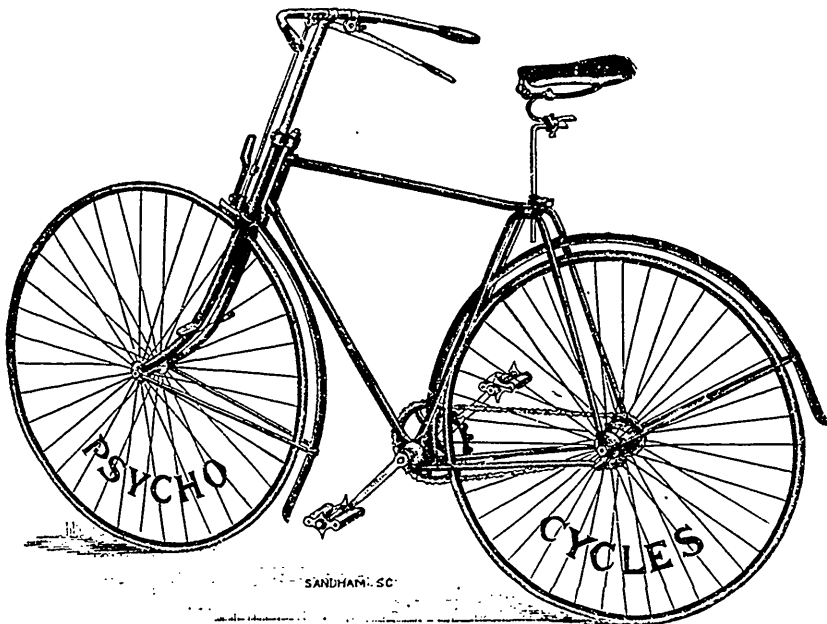
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Correspondence.

DEAR EDITOR.—At our last meeting I was once more given the position of Club Reporter, and so I suppose am expected to contribute something for this issue of CYCLING. But really I have done so little in this line for some time that I am of opinion it will take me a little while to get into harness again. I am afraid that some of the members are of the opinion that club reporter means a lot of glory and nothing to do. Well if such is the case I only ask any one to stay with the club reporter some night after a long meeting and write a full report of it for four of the daily papers, and try to write each one different. Say, boys, did any of you ever try that; if not, do it some time. The next time you write to your best Sunday girl, write her four letters, telling her exactly the same things in each one, but word them so differently that she will think she has got a letter from each of her four fellows at once, and they all love her about the same. You will not lose her over the experiment, for she will think all the more of you when she finds out you can do it. The night you stop to help the C. L. write up a meeting, I'll hold the light and you can do the writing, and then when you get through and with a sigh of relief throw yourself back in the chair glad you have finished your task, I will surprise you by saying now put your reports in your pocket, and come down to the newspaper offices. By this time of night the front offices will be closed, and you must take them up to the sporting editor's office, and the newspaper companies are of the opinion that editors and night workmen need exercise, and so they do not allow the elevators to run at night, so I'll hold your wheel while you climb five or six flights of stairs to find the sporting editor's desk. Here again the generosity of the company shows itself, for they well know that an editor cannot write if he is cold, and under the impression that the hotter they can make him the better he can write, make the whole flat on which he is located as hot as the insurance companies will allow them without increasing their premium. Well, while it may be necessary for editors to be hot for writing, it does not seem particularly needful for stair-climbing, a fact upon which we will agree when you return to the street, where I am waiting for you. Well now you have only delivered one report, so we will go on up the street and I'll hold your wheel again, while

you repeat the journey up to the hot regions, and after you have completed your rounds as you emerge from the last office and once more breathe the cool air, you will probably hear the clock on old St. James' strike 1.30. As you mount your wheel, knowing you have a ride of about three miles before you ere you reach your home, you strike out with a look of determination on your face which means woe betide the peeler who dares say a word against your riding on the side-walk, for you are going to get home the quickest way possible, and as you turn into that bed of yours, which wonders where you have been all the time, you say to yourself, "Well, those who want glory are welcome to all that is attached to the Club Reportership." Mr. Editor, I am just yearning for glory, have not had any to speak of for some time; it is a handy thing to have around the house. So that is why you saw such a pleased delighted look on my face when I was elected to this position at the last general meeting. I have taken up so much space on this glorious subject, I find I have no room for anything else, so will close.

CLUBUS LIARUS.

Balloting.

We think an explanation is in order from some of the officers of the Club as to the manner in which the candidates were balloted for at the last special meeting of the Club. By what right fifteen of the men were declared elected and one rejected when the ballot was collected only once, we cannot see. We are credibly informed that one of the members placed two ballots in the box, when entitled to but one. If such be the case, we think it high time that he should be taught a lesson he will not forget, and one that will impress itself on the mind of every member of the Club; for it should be perfectly understood that the proper exercise of the ballot only can be tolerated, and any tampering with it should be immediately visited with the expulsion of the offender.

Athenæum Officers.

The following is a list of the new officers of the Athenæum Bicycle Club:—President, J. P. Edwards; Vice-Pres., W. C. Meredith; Sec.-Treas. H. F. Strickland; Capt. J. P. Langley; 1st. Lieut. G. C. Brown; 2nd. Lieut. A. Byron; 3rd Lieut. R. L. Wemyss.

Items of Interest.

Bert. Brown, of the "Wanderers" expects to receive his new cushion-tired Eagle this week, and we may soon expect to see him fly.

Members of the "Torontos" are notified that the formal opening of the new Club House will come off on the evening of the 9th July.

The sooner the House Committee meet and form rules for the proper care and use of the various rooms of the new Club House, the better will it be for all concerned. Indiscriminate smoking and bugle-blowing all over the house will soon render all parts of it untidy, and ourselves a nuisance to the neighborhood. Members should not forget that they are gentlemen, and should endeavor to conduct themselves as such in the Club House, even more strictly than they would at home, for in the latter many acts are condoned that would not be tolerated by outsiders.

The club run last Saturday—the first from the new House—was the most successful this year, no less than sixty members turning out in uniform, together with three of our lady riders. The ladies set the pace, which was quite lively enough, and we all went down the Kingston Road to see the speed contest for position on the T. B. C. team for the Road Race at Hamilton on July 2nd. The course was from Norway to the Half-way House and return, twice, and pretty good time was made. F. B. Robins, on his Pneumatic, finishing first, followed by McClelland, Hurndall, Palin, Bulley, J. Miln and W. Robins, in the order named, though some of the riders were handicapped. Four of the team will be chosen from those above named, the fifth being Nasmith.

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WEST

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

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

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

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

EAST

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

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

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

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

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

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

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

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

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

NORTH

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

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

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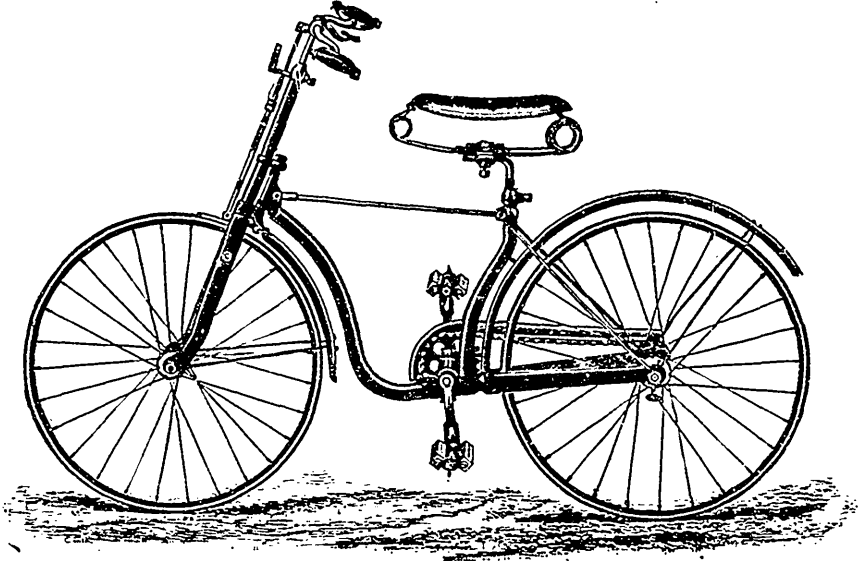
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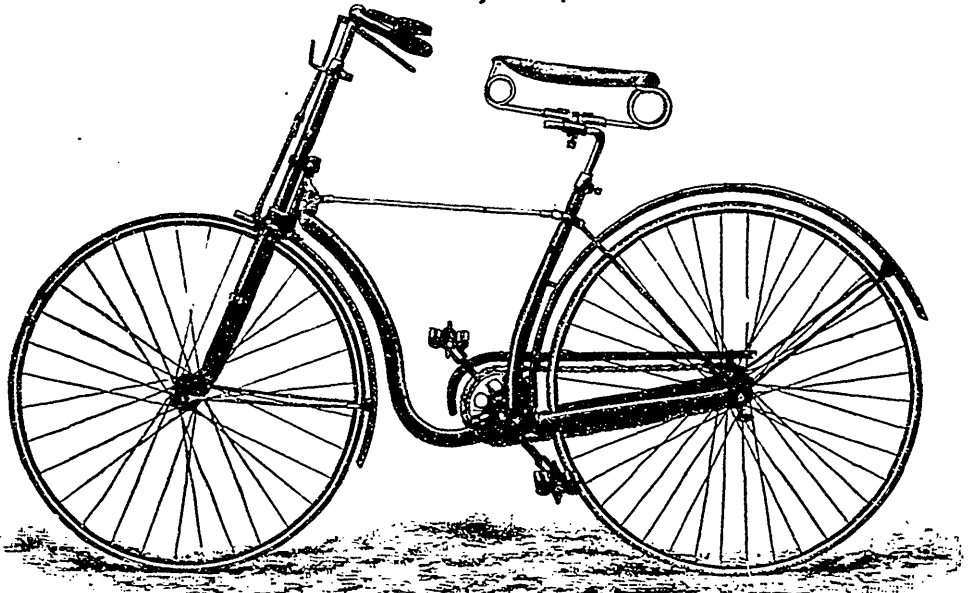
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Wheels—Both 24 in. x $\frac{3}{4}$ in. tires; tangent spokes with adjustable nipples; geared to 38 in.

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.

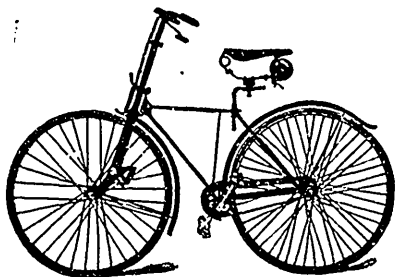
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WEST TORONTO JUNCTION,
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DEAR SIR,—As per your request for my opinion of the BRANTFORD BICYCLES, I would say that my Bicycle has given me excellent satisfaction, and is practically as good to-day as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

Yours very truly,

PETER MYERS,
ENGINEER.

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

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

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Club Membership.

The Toronto Bicycle Club is now rapidly becoming a large organization, and the time has come for limiting its membership. Fortunately the Club has always been careful in its selection, and hence is in a perfect state of organization and has no conflicting elements in its membership. One objectionable member may, however, mar the harmony that at present exists, and it behoves the Club as a body to hold its standard high and maintain it without fear or favor. Too much caution, therefore, cannot be observed in admitting future applicants. The constitution should be thoroughly revised and completed, members proposed, seconded, and their names posted for a month before being balloted for, so that no one may enter unless he be a worthy accession to our membership.

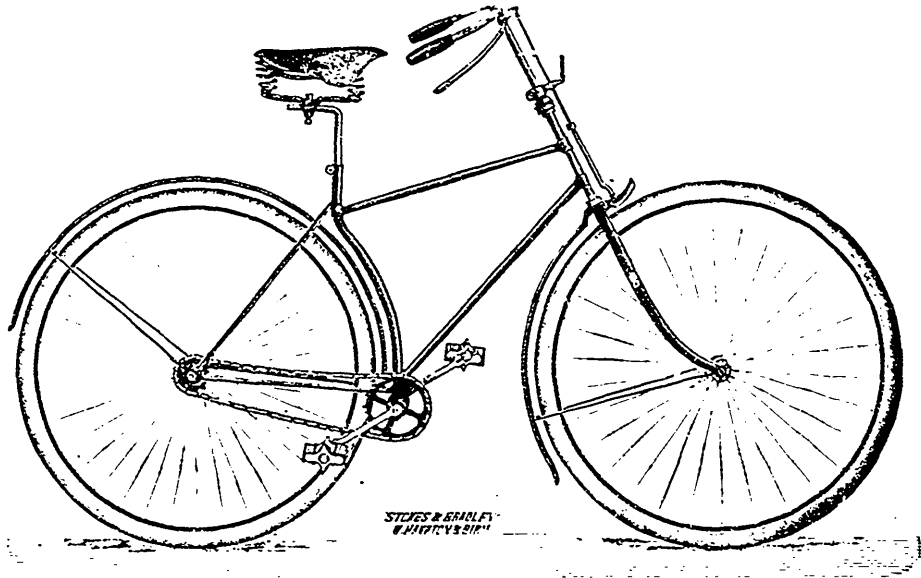
The Racing Board of the Toronto Bicycle Club, has selected the following riders to represent the Club in the Team Race at Hamilton, 2nd July:—Dave Nasmith, W. Geo McClelland, C. W. Hurndall, Samuel Bulley, Fred. B. Robins. Spare Men—Wm. Robins, Jas. Miln. Racing Board—A. F. Webster, F. J. Whatmough, C. F. Lavender.



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