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CYCLING

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

Vol. II.

TORONTO, JULY 28, 1892.

No 17.



MISS FLORENCE CREED,
PIONEER LADY RIDER OF CANADA.

Miss Florence Creed.

The subject of this sketch is well known to almost every bicycle rider who for the past few years has attended the C.W.A. and other large meets. Although now a modest and pretty young lady, yet some five years ago she was looked upon as the Wanderers' especial pride, and they all swore by their "little Gypsie."

Riding a tricycle in 1886 and Comet safety in 1889, she can hold securely the title as the "Pioneer Canadian lady rider." It was in the spring of 1887 that this neat little lady appeared at the head of the parade in Woodstock, on a tricycle, attired in a costume of grey cloth trimmed with black. The sight of this rider took the people by storm, and many were the compliments she modestly received.

At all the meets, St. Catharines, Belleville, Brantford, Montreal, Ottawa, etc., she was the observed of all. Even the captain who rode behind her was scarcely noticed. On one occasion the Wanderers won a club competition by "one man." Little Gyp was in the parade and counted, and the rest of the club were so enthused with the idea of their favorite winning for them, that nothing too good was said in her praise.

During the season of 1888, she rode in several invitation races, and was the proud possessor of three handsome medals at the close of the season. In 1889 she mastered the first ladies' safety, a Comet, and surprised everybody not only for her speed and endurance, but with the graceful ease with which she rode. There is no doubt but that several lady riders in the city to-day received their first notion of riding from a view of Miss Creed as she rode around the city. At Ottawa she rode in two races, winning them both, and added two more gold medals to her collection. Later on, during the same year, she captured another race at the exhibition and received a valuable prize.

In 1890, at the meet at Hamilton, seated in front of Champion Ross, they won a tandem race. During that year she appeared in all the large parades, but forsook racing altogether. In company with her uncle, Mr. Fane, who all along has been her mentor, she took some long tours, and would think nothing of riding fifty miles.

This year she is associated with a ladies' club, and is looked upon as one of their best and most experienced riders. In company with "Papa" Fane, Dr. Doolittle and others, she rode a hundred miles, and qualified as

the first lady to receive the Century Club pin. It is said that during the last twenty five miles in the rain, Papa and the doctor were very tired and wet, while the lady, getting chilled at their slowness, started out and arrived an hour before the others.

Miss Creed, as said before, is now a full grown young lady, but many of the old club riders still refer to her familiarly as "Gypsie." In the early days when the sight of one of the gentle sex on a bicycle would lead the uneducated to pass a sarcastic remark, the whole club were prepared to dismount and stand up for their little favorite, so great was her popularity. However, a few years have altered the Wanderers' little lady, and, as she rides by with a party of other young ladies, one would hardly think that the modest young lady bears the title of "Pioneer lady rider of Canada."

WANDERER OR.

At Springfield, Ill., on July 4, L. D. Munger made the half mile competition in 1.05½.

An Australian has made a geared ordinary with a hub which he invented at the time the "Kangaroo" first started the safety reign.

The cash prize question is again coming to the front in L. A. W. politics, but we trust only to make its annual appearance and fall back to its old place.

At Hartford, on the 5th inst., H. B. Arnold lowered the quarter mile competition record to 33 seconds, and P. J. Berlo made the half with pacemakers in 1.05½.

The Forest City B. C. were in hard luck, as they found, when too late to be changed, that Kilties and bicycles would not combine, so they left their wheels at home.

The Deer Park *Recorder* contains a list of convictions published by the Clerk of the Peace, and on looking it over we find that nine of these victims are bicyclists, of whom some are club members. The prosecutor in each case was George Bushy, C. C.

In order to impress upon politicians the number and influence of cyclists, Messrs. Mackenzie & Co., of Glasgow, made the following announcement: "Cycling supporters of the Unionist cause in Glasgow, and especially those in the Central District, will have the front seat of the Columba pneumatic-tired tandem put at their disposal, and be conveyed to and from the poll, by sending a post card stating time to be called for to A. S. Ross, 86 Mitchell Street."

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.*

JULY 28, 1892.

Wheelmen's Camp.

According to the *Scottish Cyclist* cycle clubs prepare to go to camp regularly in Scotland, and fit themselves for the culinary department by attending cookery classes.

Now here is an opportunity for some of our amusement committees who provide club members with so many and varied entertainments during the winter. Why not organize a club camp for a few days during the summer? A most enjoyable manner to pass a short vacation with congenial company. A trip to one of Muskoka's numerous lakes, where first class fishing and varied scenery, splendid facilities for bathing, and a good time generally can be had at a very small outlay in cash. An outing of this kind properly managed would be appreciated by the club members. After having tried it once, its repetition would be only a matter of a return of the season.

Sidewalk Riding.

One of our city dailies had an editorial last week advocating the use of the sidewalks on suburban streets in the city for cyclists. Whilst we thank the editor who takes such a kindly interest in the wheelmen, and can sympathize with those riders who have of necessity to pass over an intermittent hole and block pavement to business, we do not think it advisable to agitate for any such privilege.

Sidewalk riding has, by the action of injudicious and reckless riders, been the cause of many minor accidents. The towns are few and far between where it has been un-

necessary to make by-laws prohibiting it. The wheel is a vehicle and is entitled to all the privileges of its class. What we want, and would thank the press to take a livelier interest in, is the improvement of the roads. Our American neighbours have started an agitation for the improvement of their "mud roads," which has already done much, and portends a new era in road building. The farming and mercantile community need only have the advantages of good roads made known to them to gain their undivided support. The gain in time, in wear and tear of draught animals and conveyances over good highways would, if it could be jotted down in figures, convince the most sceptical backwoodsman that every hour and dollar so expended in road building would be his best investment.

Is He an Amateur or Professional?

On the night of the 26th inst., a thief entered the store where the Seaforth Bicycle Club's trophies were on exhibition.

This was a dark horse, with a dark lantern, that those who entered for the race did not expect. He managed to capture four of the best prizes, and left all the other contestants "out of sight." The usual formality of a speech at the presentation was, on account of the retiring nature of the winner, dispensed with.

Secrecy is his watchword, and such is his repugnance to notoriety, that he failed to leave his name or address.

The prizes, two gold watches, a merschaum pipe and a silver watch, were not won under the rules of the C.W.A., as he did not start from the "flash of the pistol."

We trust that he will be debarred from entering the amateur ranks again.

Osmond and Zimmerman.

A few months ago Zimmerman went to England with the intention of meeting the best racers the land could afford. His form at first, and for a considerable time, was so poor it was confidently expected he would be easily defeated by second-class men, and, as a consequence, Osmond neglected training until too late, so that Zimmerman now returns with three out of four of the N. C. U. Championships, after defeating the best man that could be brought against him. Unfortunately he was unable to meet Osmond.

It is now announced that the latter is coming to Toronto, where he will reside during the fall, and from this as a centre, take in all the American Fall circuit. It would be a matter for congratulation if Zimmerman and Osmond, after following one another round the earth, should finally meet on the Rosedale track.

Torontos' Road Race.

The Toronto B. C. held another very successful handicap road race on Saturday last. The course was on the old reliable Kingston Road, from Norway Hill to the Half-way and return twice, a distance of fifteen miles. The pace was very lively, as hot as the day, and it was a scorcher.

They Vowed He Would Ne'er be a Winner!

AIR—"He vowed he would never deceive her."

I.

False prophets in agony sigh,
And they cry,
"Let us fly
To some desert and quietly die—
For Zimmerman's going ahead!"
He heard, with an innocent smile—
(All the while
Not a "rile")—
Cruel critics abusing his style
But now he is going ahead!

CHORUS—(Wofully).

"Now, isn't it very pathetic?
They're scoffing our wisdom prophetic—
For Zimmerman, Zimmerman, Zimmerman,
Zimmerman,
Zimmerman's flying ahead!"

II.

Peculiarly stinging our cu's,
Telling him
(Meaning Zim),
He was not in the running 'for nuts,'
But, by Jove, he is flying ahead!
No "side" did he ever assume;
But the "fly"
Prophet's eye
He's consigned to perpetual gloom,
For Zimmerman's flying ahead!

CHORUS—(With indignation).

"Now isn't it very annoying
Our prophecy calmly destroying?
For Zimmerman, Zimmerman, Zimmerman,
Zimmerman,
Zimmerman's flying ahead!"

III.

"We declared we had never a doubt
Lots of men
In our ken
Could with ease put young Zimmy to rout—
Very odd, though, he still goes ahead!
And therefore, we prophets now sigh,
And we cry,
'Let us fly
To some desert and quietly die,
For Zimmerman's going ahead!"

CHORUS—(Savagely).

"As prophets we're ruined, and few will
Deny 'tis exceedingly cruel—
For Zimmerman, Zimmerman, Zimmerman, Zimmerman,
Zimmerman,
Zimmerman's flying ahead!"

—Irish Cyclist.

H. Logan, one of the limit men, kept the lead from the start and won easily. Considering that he was not pushed at any time and that he secured the fourth best time place it would be well for some of the fast ones not to underestimate this gentleman's speed, when next they meet him at the scratch.

G. Stephenson was in good form, rode a plucky race, and finished second.

C. C. Harbottle, a nine minute man, crossed the scratch third.

Captain J. Miln was stoutly cheered as he crossed the line next the maker of the third best time.

Robins and Parker seemed to be quite oblivious that there were others in the race. The latter trailed the genial ex-captain's wheel and by a brilliant spurt on the home stretch showed Robins and Stuttaford the number on his back.

Dave Nasmith did not forget his old trick of bringing that wheel of his over the ground in very fast order, and secured the time prize. W. G. McClelland dropped out after passing over half the course.

Here is the order in which they faced the time keepers at the start and turns:—

D. Nasmith, scratch; G. Stephenson and W. G. McClelland, 4 min.; James Miln, 5 min.; E. Y. Parker, 6 min.; W. Robins, 6½ min.; Stuttaford and C. C. Harbottle, 9 min.; A. M. Baker, 10 min.; J. Readman, G. Logan and H. Logan, 11 min, and promptly at 4 o'clock the limit men were sent off by starter A. F. Webster.

The first turn at the Half-way :

	H.	M.	S'
1. H. Logan.....	4	13	..
2. J. Readman.....	4	13	30
3. C. C. Harbottle.....	4	13	45
4. A. M. Baker.....	4	14	..
5. — Stuttaford.....	4	16	..
6. W. Robins.....	4	18	30
7. E. Y. Parker.....	4	19	..
8. Geo. Stephenson .	4	20	..
9. Jas. Miln.....	4	20	15
10. W. G. McClelland.....	4	21	..
11. D. Nasmith.....	4	23	45

The order at half distance, the second turn at Norway, was :

	H.	M.	S.
1. H. Logan.....	4	26	07½
2. C. C. Harbottle.....	4	27	40
3. G. Logan.....	4	28	01
4. J. Readman.....	4	28	07½
5. — Stuttaford.....	4	28	38
6. A. M. Baker.....	4	29	30
7. G. Stephenson.....	4	29	55
8. E. Y. Parker.....	4	30	07½
9. W. Robins.....	4	30	24½
10. W. G. McClelland.....	4	30	53
11. James Miln.....	4	30	53
12. D. Nasmith.....	4	30	27

At the third turn at Half-way :

	H.	M.	S.
1. H. Logan.....	4	40	45
2. G. Stephenson.....	4	42	15
3. C. C. Harbottle.....	4	42	15
4. J. Readman.....	4	42	45
5. — Stuttaford.....	4	45	..
6. J. Miln.....	4	45	15
7. E. Y. Parker.....	4	45	30
8. W. Robins.....	4	46	..
9. A. M. Baker.....	4	47	..
10. D. Nasmith.....	4	47	45

The order of the men at the finish was as follows :

	H.	M.	S.	Elapsed time.
				M. S.
1. H. Logan.....	4	51	40	51 40
2. G. Stephenson.....	4	53	42	46 42
3. C. C. Harbottle.....	4	54	07	52 07
4. James Miln.....	4	55	49	49 49
5. D. Nasmith.....	4	56	26	45 26
6. E. Y. Parker.....	4	56	48	51 48
7. W. Robins.....	4	56	49	52 19
8. — Stuttaford.....	4	56	51	54 51
9. A. M. Baker.....	4	58	15	57 15
10. J. Readman.....	4	59	21½	59 21½
11. G. Logan.....	5	00	15	60 15

Among the spectators the "Athen" were conspicuous by their numbers, and an unusually large gathering of unattached riders cheered their favorites.

For Racing Men.

A NEW AID TO SPEED ON THE HOME STRETCH
—PRACTICALLY TESTED.

Dr. Oscar Jennings has been making a series of researches which lead him to believe that oxygen gas is destined to have a great future for use on the racing track. A recent number of the *La Bicyclette* contains his views set forth at length. Briefly put, the doctor's arguments are these—in contests of speed, as distinguished from long-distance racing, very much depends on the power of the lungs to oxygenate the blood sufficiently. Rapid motion increases the speed of the circulation tremendously; a corresponding increase of combustion in all the tissues, and a

consequent accumulation of carbonic acid gas in the system, takes place at the same time. "At last a moment comes when the carbonic acid gas is beyond the oxygenating power of the lungs; complete exhaustion follows immediately, and all the pluck and determination in the world are useless. . . . It is only at the end of the race that the real struggle begins. With riders of equal muscular power and training the victory will go to the one who can breathe slowly and deeply, and so obtain the best conditions for the intense effort that is necessary.

"From a physiological point of view this effort is obtained by means of a deep inspiration, which swells out the lungs, and, closing the glottis, allows the ribs support. All the other muscles, thus acting from a fixed point, work better than when convulsive, breathless movements of the ribs allow them no firm support. Thus, as breathlessness is in reality only an intoxication of carbonic acid, or in, other words, a want of oxygen, the remedy is evident—we must supply the blood with the oxygen it needs." Dr. Jennings then calculates the amount of gas necessary for his purpose, basing his figures on the supposition that during his spurt the rider inspires once in a period varying from twelve to twenty seconds. The principal difficulty experienced by Dr. Jennings seems to lie in the weight of the receptacle containing the gas; he considers, however, that it would be possible to carry it under compression in the tubing of the machine, and has accordingly given an order to Messrs. Humber & Co. for a safety adapted to this purpose. Terront, Jr., who has been trying the apparatus in its present crude state, speaks very highly of it.—*Irish Cyclist*.

Don't Experiment.

As Mr. Ure, of Edinburgh, was laboriously grinding up Barnton Brae on Friday evening, last week, he was passed by a brother cyclist gaily bowling down hill, his feet being disposed after the mode of those of a lady on horseback. Nothing could look easier or more graceful, so Mr. Ure on his return journey tried a similar experiment. What exactly happened no one can tell, but the side-saddle experiment was not an unqualified success, for shortly afterwards Mr. Ure was found "spread out very loose on the strand," with his leg dislocated at the ankle joint, and suffering intense agony.—*Cycling*.

On June 30, the Scotch cyclists formed a Scottish Road-Records Association.

Breezy and Sunny.

BY JASON.

My friend "Don" in *Saturday Night* has a kind word to say for the father who takes his baby out for an airing on his wheel, and his words will bear repeating: "I admire very much the fathers who take their babies out with them on their bicycles. What a steady-nerved generation will grow up when youngsters accustomed from their little childhood to swift motion and an uncertain foundation become more numerous. Of course the little fellows who sit in front of their fathers have no idea how easy it is to topple over, yet the swift motion and the fresh air must fill their little lungs with health and gladness. I have always been a believer in bringing up children with the idea of fearing nothing but wrong-doing. . . . I have not seen any ladies yet who carry their babies on their 'bikes.' Nothing could make the public sympathize more with the innovation than the sight of mamma and her baby." Now, Lady Gay, "between you and me," here is something to your mind. Dip your pen, set the wheel going, and give the babies fresh air.

I hear that a prominent member of the T.B.C. intends offering a big reward for the conviction of the would-be humorist who, on two separate and distinct occasions put him to great distress of mind and soreness of spirit by opening the valve of his pneumatic and letting the wind out, thus making the owner imagine he had a bad rupture on his hands. Could anyone imagine a worse attempt at a joke than that? Not even "happy Bill," whose reputation in that line is proverbial, but he wasn't in it on this occasion.

The genial captain of the Torontos tells a good story anent the small boy's fondness for the windy tire. One evening last week, on riding home from his daily toil, he left his fine pneumatic outside his west end mansion while he satisfied the cravings of the inner man, at which to him pleasant task he is rudely disturbed by a bluecoat ringing the tinkler with one hand while holding the ear of a small boy with the other.

"Shure ain't that yure wheel outside there?"

"It is," says Cap.

"Well thin, this young divil has been afther tryin' to let the wind out of it for yees. Didn't I catch him a doing of it, so I's did?"

"You young imp you," says Jimmy, now thoroughly roused; "whatever did you do that for?"

"I didn't, so I didn't, do it at all," roars the culprit.

"Policeman, what'll we do with him. It's an awful crime, ain't it?"

"Troth! an' it is, yure honor; shure it's six months he'll get for it from the Colonel, d'ye moind?"

"Oh, now, boohoo! I didn't do it. Oh! oh! oh!" yells the villin. "I didn't—I couldn't, me nife's too dull; I couldn't cut it. Boohoo!"

"Did ye ever see the young imp afore, policeman?"

"No, sir. Where does ye's live? Who's yure father? What's yure name?" says the bobby, accompanying each question with a vigorous shake of the captive.

"Brown's my name. Oh! oh! I lives on Chestnut street. Boohoo! My father ain't doin' nuffin'. Let me go; I didn't cut your wheel; me nife's too dull. Oh! oh!"

On examining the wheel, 'tis found none the worse for the interview with the dull knife, and Jimmie's kindness of heart lets the chap go on his solemn word of honor never to look at a wheel again, while the captain, with many thanks to the bluecoated guard, goes back to find his tea cold and the eatables all demolished by the other wheeling members of the household, whereat he has our most profound sympathy.

Now let the readers of CYCLING prepare for some rich stories of big fish and game, for, behold, hath not ye editor borrowed rod and gun, and taken himself and sundries toward the rising sun, where he layeth aside the pen for a brief season, and catches sunburn and freckles galore? May his camp fire burn brightly, and mosquitoes mar not his slumbers.

In our last issue we mentioned C. J. Canolly, of the R. A. C., as one of the competitors in the open events at Kingston, where-as the rider was Wm. Canally.

Cyclists in Perth, Scotland, are limited to a speed of four miles an hour. What a number of times they must have to mount their wheels in going round a block!

Adelaide Street West is, these days, the scene of many a wobbling struggle for supremacy between the perspiring novice and the erratic safety. The general public, as well as the cyclists, will be satisfied with its improved appearance.

Wanderers' Clippings.

Where were Short's clothes on Saturday? Say, Bill, what do you think they are doing now?

Barney plays the best second fiddle in Toronto.

Who was the young lady in the hammock? I noticed that Hent wasn't far away.

Wander "Or" looked quite gay, and had many lady admirers at the dance at the park.

I wonder if the blazer worn by Jimmie was the same that we heard about in the ten-mile handicap.

The Wanderers had a large turn out on their run to High Park, the Humber, Long Branch and Lorne Park, on Saturday; all the boys having a "H. O. T.," and have to thank Cap. Hunter for the same. PLEB.

Not a Success.

The ten-mile path handicap held at the orange games on July 12th cannot be said to have been a success from a scratch man's point of view, nor was it as interesting to the spectators as a scratch race would have been. In this race it could easily be seen under what a great disadvantage Hyslop, the scratch man, was laboring, for as soon as he passed a competitor the competitor made use of him as a pacemaker, hanging on behind him so that a racer with only a couple of minutes' handicap had every chance to win because he must be passed at least three times on that track before the scratch man could win. The spectators moreover were unable to determine the relative positions of the riders, and it was some minutes before they knew who the winners were.

Paced by a Priest.

Cycling as a pastime, and a means of transport in rural districts, has taken a great hold upon the Roman Catholic Clergy in Ireland. In some districts the priests are devoted wheelmen, and always use their safeties when practicable. Especially is this the case in the county Kildare, and district surrounding Maynooth—where the celebrated Clerical College is situated. The Irish Road Club and its doings possess much interest for these cycling clerics, and they turn out along the route and enjoy the club's contests thoroughly. Quite recently in the

I.R.C. "roo" an obese, but jolly old priest, clad in the trousers and coat of broadcloth associated with the profession, offered a lead to Joyce, who is a crack rider. His Reverence made the pace as hot as Joyce cared to have it for some eight miles, and then turned back to perform a like good office for the scratchman. And this one scaled some sixteen stone.—*Cycling (Eng.)*.

There will be much rejoicing among the cyclists round Toronto, when they learn of the improvements being made to the Kingston Road by the grading of a number of hills east of the Halfway.

It seems strange that the importers of wheels in Toronto do not pay more attention to accessories and parts. The other day a friend of ours was endeavoring to get part of a steel valve for his Dunlop, but, though all the importers are selling Dunlop tires, none of them were able to supply him. There is a good opening for a first class supply store in Toronto.

The American press are fond of sneering and carping at G. P. Coleman and his timing. Possibly the frequent mention of our most experienced timer annoys them; we shall never be annoyed by the too frequent repetition of American timers' names, *e.g.*, a gentleman, not notably prominent as a rider, with the advantage of no less than seven days' training, is credited with knocking out Holbein's 361 $\frac{3}{4}$ miles in 24 hours. There are details galore; he fed on "doughnuts and soda crackers," his pacers are named, the casual spectators are catalogued, but not a syllable is said as to who timed him, how many timed him, and how they timed him. As it is specifically stated that he did *not* carry a lamp, these details would be interesting.—*Bicycling News*.

A Smoking Volcano

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

In the Body

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

Cured by B. B. B.

Toronto Bicycle Club, Ltd.

August Race Meets.

INCORPORATED
1891.



ORGANIZED
1881.

Club House: 346 Jarvis Street.

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2nd " Ordinaries	JAMES SINCLAIR.
2nd " Safeties	H. LOVE.
H. C. Pease	Club Reporter.

CLUB NOTICE.

The regular Monthly Meeting of the Toronto Bicycle Club will be held in the club house, 346 Jarvis St., on Monday evening, August 1, at 8 p.m.

S. J. SCHULTE,
Hon. Sec.

CLUB RUNS.

July 30.—Highland Creek and return, or Whitby.

August 6.—Long Branch, via. Lake Shore.

August 8.—Hamilton Race Meet. Road Officers are arranging for a cheap rate to take the boys by rail in afternoon.

August 11.—Thursday evening, grand Chinese lantern parade to advertise the races. The Captain expects every member will do his utmost to make this a big affair. Lanterns can be had at the club house, from any of the road officers, three or four days previous to, and also on evening of, parade. Route and further particulars will be published later.

Club runs every Tuesday and Thursday evenings, leaving club house at 7.30.

The month of August promises to be a gala one for the cyclist. Such a host of splendid meets have never before been held in Canada in one month. SEAFORTH, on August 5th, offers great inducements for the admirers of cycling, several first-class riders having already entered. HAMILTON will hold their annual meet on August 8th, and no one will be disappointed who goes there. With a splendid track, and a first-class programme, it is an assured success—as their meets always are. Then comes the TORONTOS' GREAT TWO DAY MEET, August 13 and 15, the prizes for which should bring out all the Canadian as well as American talent—being something new for a Canadian meet. SARNIA comes next with a really good programme of events. NEWMARKET, on the 24th, will make a good showing. MONTREAL will hold their yearly tournament on the 27th, for which a good programme will, as usual, be provided.

Osmond in Canada.

Through the efforts of Messrs. Hyslop, Caulfeild & Co., Osmond has determined to visit America, and it is expected that he will arrive in the course of the next week or two. He will make Toronto his headquarters, training on the Rosedale grounds.

Sidewalk Wheelmen.

The rapid increase in the number of bicycles in the towns of the province brings with it a frequent cause for complaint that they are used on sidewalks, thereby endangering the safety of pedestrians. The fact is that bicyclists are out of their proper place and are trespassing when they use the sidewalk. They have the same rights to the roads and streets as other vehicles have; they should be satisfied with this and keep to the road and leave to pedestrians uninterrupted use of the sidewalks. Many municipalities have found it necessary to pass by-laws in reference to this matter, and, as the bicycle has evidently come to stay, the sooner those using the machines know their position in reference to the use of sidewalks the better, not only for themselves but the public generally.—*Municipal World.*

"Any mile stones on this road, Pat?"
"No, be jabers, but there's plinty o' foot stones barely twelve inches apart."—*Wheelmen's Gazette.*

Editor CYCLING :

DEAR SIR,—Though at present a non-resident of London, I hope to keep sufficiently in touch with cycling affairs in the west to furnish you with an occasional letter on the subject.

The all-absorbing topic of conversation at present in wheeling circles is the proposed Western Ontario inter-club team road race. The plan which seems to meet with most favour (in fact, which only needs to be formally adopted by the Sarnia club, since the membership are unanimous in its favour) is to have the race from Sarnia to Courtright, 10 miles and return (in all, 20 miles), on the day of the Sarnia meet. The following clubs are sure to ride, I believe: Stratford, Sarnia, Forest City, Petrolea and London wheelmen, while St. Thomas and other places will no doubt also fall into line. The course proposed is, I believe, very fast, and is at all points clearly visible from the St. Clair River, upon which the Sarnia club intend to run excursion steamers to view the race. The road race would be held in the morning, leaving the whole afternoon for the track races, and should be a drawing card for the meet.

Many new faces will be seen in this road race, and much speculation will no doubt arise as to the winning club. It is hard to make any safe prediction as to this, and still harder to name the probable man to cross the line first. Alex. Milne, of the Forest Cities; Hitchcock, of Sarnia; Robertson, of Stratford, and Manville of the London wheelmen, should make a hard race for that honor. Now, boys, get down to hard work on the road. Yours truly, W. G. OWENS.

Forest City, July 20, 1892.

W. W. Taxis' favorite race is a quarter-mile sprint, in which he is a "corker."

Horace Pease and W. H. Miln are travelling east on a business trip.

Carman, Wells, Nasmith and Smith have all entered for the T.B.C. races of August 13 and 15.

It seems a pity that makers of pneumatic tires should not adopt a standard gauge for valve nozzles so that one pump could readily be used on any tire.

The Hamilton B. C. intend on the occasion of their meet on August 8 to hold a ten-mile invitation race, the competitors being Palmer, Wells and Carman. If these riders compete in many of the other races of the day, we do not think they will be in first-class condition for the event.

A New Device.

A NOVEL USE FOR THE BICYCLE — HITCHED INTO TEAMS OF A DOZEN OR MORE.

A new device for the athletic young person was discovered on the Fourth down at the very end of the Bowery, New York, and it jumped at once into high favor.

It was a merry-go-round composed of a score of bicycles hitched together, one behind the other, and running over a circular track. It cost a nickle to stride one of these machines, and when all were filled the riders were expected to grind away, each contributing his efforts to the common cause. The boys found it high sport, for speed was limited only by their own muscular powers, and some of the crowds which bestrode the wheels made this novel machine spin like a huge, noisy top. Sandwiched in between the wheels were a few seats for the girls, and these never went a-begging. Indeed, it often happened that the girls strode the wheels, and when the speed was greatest, shouts and screams attested to the joy of the riders.

Wheeling Poetry.

"Take the scorcher. He rides a doggerel style with no rhyme, and less reason in his irregularities. Now at great pace, again slothful, and immediately after stumbling and broken. At best, most riders are verses, not poems. A grand, an exceptional ride, rises to the higher plane. Narrative poems are tours, tragedies sometimes occur, comedy is always to be enjoyed. But most of all like a poem is a race, gradually winding up to a climax, with a splendid finish, and a burst of eloquent language as a sprint at the close."

OH, MY HEAD!

That splitting headache, aching brow and irritable feeling can be immediately relieved and permanently cured by Burdock Blood Bitters, the best remedy for headache, constipation and all disorders of the stomach, liver, bowels and blood.

25 CTS. For 25 cents in silver or 2c stamps, I will print your name and address, and send it to all the cycling, athletic and sporting journals published in the U.S., Canada and England; also to 100 political and literary newspapers and magazines, and request them to mail you sample copies. You will get more papers, circulars, magazines, etc., than you have received the past five years. This is a bona fide offer, and I will do as I agree.

H. P. RISING,
L. A. W. 3299r. Box 18, Marshall, Missouri.

Athenæum Bicycle 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.B.C. will be held at the club house on the third Tuesday of each month, at 7.30 p.m. sharp.

CLUB RUNS.

July 30.—To Long Branch via High Park and Humber, meet 2.45.

Aug. 4.—To Woodbine for handicap races.

Aug. 6.—By boat to Hamilton for races on Monday.

Aug. 13 and 15.—Toronto Bicycle Club Rooms. Members are requested to meet at club rooms at 1.45 p.m., sharp.

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

Members are requested to meet at all club runs, as the officers are desirous that the interest shown should be sustained.

Athenæum Bicycle Club.

Our club held the first of a series of handicap races on Dufferin track, Tuesday evening, 26th inst. There were twenty starters; the result showed the handicapper's wisdom, the time being most evenly divided. However, as in most events of the kind, the dark horse proved the winner in the person of T. W. Carlyle, who, with only 30 secs. start, beat the time limit men for place and the scratch men for time. He rode a Comet pneumatic full roadster, an unaccustomed mount to him, and made the distance, 2½ miles, in the fast time of 6 mins. 11 secs.

The club officers in their duties were ably assisted by Capt. Hunter, Wanderers; Capt.

Miln, Torontos, and Mr. T. Fane, who acted as scorer, timer and starter. The stand was filled by a select company, amongst whom were a number of the youth and beauty of the Toronto club, who were there in full force. Amongst the number we particularly noticed such celebrated scorers as big Mac, Eddie and his partner Billy, and the only Billy, etc., who sat with placid contentment serene on their brow watching the struggle for supremacy and glory between the flyers. After the excitement had simmered down Capt. Byron and officers invited the wheelmen to accompany them to the Athenæum Club House, where the evening was finished pleasantly. It is our purpose to have our second handicap at the Woodbine on Thursday, 4th August, when we hope to see an equally good attendance of sister clubs, as it encourages the participants in the races, and adds greatly to the pleasure from the result of the bringing together the different clubs. Capt. Byron extends a cordial invitation to the cyclists to close the evening with the club at their rooms on Church Street.

A. BYRON, *Captain.*

J. J. SHEPPARD, *Chairman Bi. Com.*

2-MILE HANDICAP RACE.

		Actual Time.
Carlyle, T. W.	30	6.11
Gollop, J. P.	1.45	7.48
Hallworth, Jack	1.00	7.00
Eddis, Jack	1.15	7.33
Gordon, W.	1.15	7.35
Smith, Ted	30	6.54
Langley, J. P.	30	6.55
Brown, G.	30	6.56
Lyon, A. M.	Scratch	6.31
Riggs, L. F.	"	6.33
Robertson, L. D.	"	6.34
Snider, R. O.	1.15	7.54
Byron, A.	45	6.54
McGee, W.	1.00	
Irwin, W.	1.15	
Eckley, A.	45	
McLean, W.	45	

A quarter-mile dash was run, and resulted as follows: 1, A. M. Lyons; 2, L. Riggs; 3, L. Robertson; 4, T. W. Carlyle; 5, A. Byron; 6, J. P. Langley. This was a splendid race with a close finish, Lyons beating Riggs by about half a wheel.

English amateur cycling has now a definite aim before it. We want to find an English amateur possessed of sufficient pace, sufficient head, and last, but by no means least, sufficient pluck to go to America and beard the lion in his den. We believe we shall find him in due time.—*Bicycling News.*

Ye Haughty Cyclist.

At one time to find himself referred to in the columns of the press as a racing man was sufficient to imbue the average rider with conceit sufficient to blister a cheap wall paper, but that, happily, is a thing of the past. What now causes a man to bear himself haughtily, and expand his chest as if on a short mark in a handicap with a pouter pigeon at scratch, is one—the first—successful attempt to repair a punctured pneumatic. He feels himself competent and qualified to lecture, harangue and instruct any miserable cyclist he may come across plunged a hundred fathoms deep in the dead despair of a complicated burst. And he does! Let these same primary puncture-merchants take warning ere some terrible retribution follows all too quickly upon their maddening advices. Should we be called upon the jury, we should do our best to bring about a verdict of justifiable homicide.—*The Cyclist.*

During the L.A.W. meet at Washington the lamp and bell ordinances were suspended.

The total L.A.W. membership on July 15 was 27,090. Verily they are booming things on the other side of the line.

Hamilton and Petrolia are running a close race for second club in the C.W.A. each standing with 100 names on the roll.

The half-mile handicap race of the Toronto meet should bring out some very snappy racing, and the timekeepers will have their hands full, as the finishes are sure to be close.

C.W.A. now has 1,376 members, with forty-four affiliated clubs whose membership runs from Tilsonburg with one to the Torontos with 171, the average being thirty-one. There are quite a number of large clubs in the Province who are as yet unaffiliated, showing that there is still some missionary work to be done.

In looking over the last list of C.W.A. Clubs, corrected to July 17, we find the Wanderers have eighty-three members. No wonder they were able to secure the percentage prize at Kingston, with their ninety-five members present. We will have to spend a few moments in conversation with WANDER'OR who no doubt will be able to satisfy us.

SARNIA BICYCLE CLUB

ANNUAL RACE MEET

Wednesday, August 17

Civic Holiday!

PROGRAMME

Civic Holiday!

ALL SAFETY EVENTS

1. 1 Mile Novice (open).
1st. Gold Medal, \$20. 2nd. Silver Medal, \$10.
2. $\frac{1}{2}$ Mile Dash (open).
1st. Silver Waiter, \$25. 2nd. Silver Flower Stand, \$14.
3. 2 Mile, 2.45 class (open).
1st. Old Silver Clock, \$27. 2nd. Silver Cup, \$15.
4. 1 Mile (open).
1st. Marble Clock, \$50. 2nd. Five-O'Clock Tea Set, \$15.
5. 1 Mile, 3.00 class (open).
1st. Gold Medal, \$20. 2nd. Silver Medal, \$10.
6. $\frac{1}{4}$ Mile Dash, three heats—flying start—(open).
1st Heat.
2nd Heat.
1st. Silver Epergne, \$20. 2nd. Silver and Gold Vase, \$14.
3rd. Silver Fruit Dish, \$5.
7. 2 Mile (county).
County Gold Medal, \$25.
8. 2 Mile (open).
1st. Silver Tea Service, \$15. 2nd. Silver Cake Basket, \$15.
 $\frac{1}{2}$ Mile Dash (final heat).
9. 3 Mile Club Team Lap Race, 3 men (open).
Six-foot Antique Oak Combination Cabinet, beveled plate.

C. W. A. Rules to govern.
Three to finish for second prize.
The right to alter programme reserved.
Position according to priority of entry.
Entry Fee, fifty cents each event. Team Race Fee, two dollars.
Entries positively close Saturday, August 13, to be made to

W. R. PAUL,
BOX 353, SARNIA.

THURSDAY, AUGUST 18th,

10 O'Clock a. m.,

A Twenty Mile Inter-team Club race (five riders to compose team) open to all C. W. A. clubs in Western Ontario will take place. A valuable club trophy and individual prizes will be offered. Entrance Fee, \$3. Address W. R. PAUL, Secretary S.B.C., for all information.

TORONTO BICYCLE CLUB



ELEVENTH ANNUAL RACES

Civic Holiday and Saturday preceding,
13th and 15th August, 1892

ON THE

NEW ONE-THIRD MILE TRACK, ROSEDALE, TORONTO, CANADA.

PROGRAMME

FIRST DAY.

1. 2 Mile Novice, 33 pound wheels or over (open).
2. $\frac{1}{4}$ Mile, flying start, 1st heat (open).
3. 1 Mile, 3 minute class (open).
4. $\frac{1}{2}$ Mile Handicap (open).
5. Special, Closed.
6. $\frac{1}{4}$ Mile, 2nd heat.
7. 1 Mile (open).
8. Military Race, Closed.
9. $\frac{1}{4}$ Mile, final heat.
10. 3 Mile Team Lap Race, three men from each Club a team (open).

SECOND DAY.

11. 1 Mile Novice, winner of No. 1 barred.
12. $\frac{1}{2}$ Mile (open).
13. 1 Mile Handicap (open).
14. $\frac{2}{3}$ Mile, Boys' Race (under 15 years).
15. $\frac{1}{4}$ Mile (open).
16. 5 Mile (open).
17. 2 Mile Team Lap Race, Canadian clubs, 3 men each club; Palmer, Skerrett, Wells, Nash, Doll, Carman, Hyslop, Smith and Nasmith barred.
18. 1 Mile (open).
19. 1 Mile, 2.50 class (open).
20. 3 Mile Provincial Championship.
21. 2 Mile Club Championship.

All Races on Safety wheels.

C. W. A. Rules to govern.

Fees—Individual events, 50c.; Team Races, \$3 each team.

Fees must accompany entries.

Entries close Tuesday, 9th August.

Three starters for Second Prize, four for Third.

Position on track according to order of entry.

Committee reserves right to alter Race Programme.

The prizes will surpass, in value and style, anything ever offered at a Bicycle Race Meet in this country.

The Committee has decided to shun the ORTHODOX SILVER PLATE, and to give prizes useful as well as valuable. Among the list of articles will be three Pneumatic Safeties for first prizes. Racing men will please note the date, and send for entry forms or information to

J. F. LAWSON, SEC. RACES COM., - 18 VICTORIA STREET, TORONTO.

Montreal Bicycle Club's 14th SEASON

M. A. A. A. GROUNDS
August 27th, 1892.

Annual Race Meet

FAST TRACK, 3 LAPS TO MILE. ELECTRIC TIMING. VALUABLE PRIZES. ALL OPEN EVENTS.



PROGRAMME.

1. $\frac{1}{4}$ Mile Dash, in heats (open).
2. $\frac{1}{2}$ Mile (open).
3. 1 Mile (open).
4. 2 Mile (open).
5. 3 Mile Lap Race (open).
6. 2 Mile, Roadster Wheels, 35 pounds or over.
7. 1 Mile (2.50 class).
8. 2 Mile Handicap (open).
9. 1 Mile Ordinary (open).
10. 1 Mile "Green," Roadster Wheels, 35 pounds or over.
11. 1 Mile Boys' (under 16 years).
12. 220 Yards Foot, Handicap.
13. $\frac{1}{2}$ Mile Foot, Handicap.
14. 1 Mile Foot, Handicap.

C. W. A. and A. A. A. C. Rules to govern.
Position on track according to order of entry.
50 cents entry fee in each event, and must accompany entry.
Competitors in class or handicap events must send best record with entry.
Unattached competitors must furnish credentials of amateur standing.
"Green" Race open only to riders who have never won a first prize from scratch.
Two bona fide competitors to start in each event, and three for second prize.
Committee reserves right to alter race programme.
Entries close August 24th to the undersigned.
In Boys' Race, cushion tires penalized 40 yards; pneumatic tires penalized 75 yards.

\$50.00 Cup has been donated as extra prize for lowering the One Mile Canadian Record.
For entries and all information, address

DAVID J. WATSON, HON. SECRETARY M. B. C. P.O. Box 958, MONTREAL.

Seaforth Bicycle Tournament

August 5th, 1892.

VALUABLE PRIZES. FIRST CLASS TRACK. RACES FOR ANY AMATEUR BICYCLE RIDER.



PROGRAMME

1. 1 Mile Green Race.
2. $\frac{1}{2}$ Mile (open, 2 in 3).
3. 2 Mile County Championship.
4. 5 Mile (open).
5. 1 Mile Local Championship for Blackwell Cup.
6. 1 Mile (open).
7. 2 Mile (open).
8. 1 Mile Consolation.

Races under C. W. A. Rules.
Fees must accompany entry—50 cents in each event.
Committee reserves right to alter Race Programme.
Three to finish for Second Prize.
No entry received after August 3rd.

For entry blanks and all information, address

ALEX. C. WINTER, Secretary, - SEAFORTH, ONT.

A Match Race.

At the conclusion of the Athenæum races on Thursday, Ey. Parker, Billy Robins, Geo. Begg, of the T.B.C., started in a two-mile match race which unfortunately was spoiled at the finish. These three men are very evenly matched and the race was a good one. Eddie took the lead all the way, riding like a demon in the first lap, Robins and Begg both passed him on the home stretch however, when the crowd got so excited that one of them ran across the track, throwing Robins (who was leading Begg by an eyelash) from his wheel, Tom Fane jumped down from the stand on top of poor Begg just as he was passing the wire. No one was hurt however, which was a very lucky thing. The race will no doubt be run over again some evening next week.

Items of Interest.

Kingston wheelmen were so well pleased with their success on July 1 that they intend to hold another race meeting on August 29—thus finishing the Canadian Circuit.

Owing to business engagements E. J. P. Smith has not been doing any training recently, having been absent from the city for some time. He expects to get down to work next week, however.

The Coventry Machinists' Co. have recently turned out a racing safety, weighing, with Dunlop pneumatic tires, under 20½ lbs. The wheels are about 28 in. diameter, and are fitted with exceedingly fine direct spokes, butted by the company's special process.

A Dublin lady cyclist, who has been sadly harassed by leaking tires, wishes to hear of a small, light-weight boy, *not* brought up by "poor but honest parents," who would engage to accompany her in her parcel-carrier, and use appropriate expressions for her when things begin to happen.

Up at Cookstown they had a celebration on July 12, and among the events was a mile bicycle race. It was a scratch race, and all the competitors but two were mounted on solid tires; of course the pneumatics won. We apologize for our disrespectful remarks some time ago, and tender Mr. Pease our congratulations in securing the second prize. "He was mounted on a Comet pneumatic."

A new use has been found for the common or pneumatic tire inflater of commerce, to wit, in cleansing the foul stem of a tobacco pipe. By joining the inflater nozzle to the pipe mouthpiece by means of winding a piece of canvas, or even brown paper, around them, the particles of tobacco lodged in the pipe stem can readily be dislodged.—*Irish Cyclist.*

Messrs. Robinson & Price, Ltd, of Liverpool, have had a novel order given to them. It is for a light handcart, which is to have pneumatic wheels, and be built strong enough to carry a weight of 112 lbs. This cart is to be used in a 20 miles race on the road, between two noted professional runners, of equal calibre, for £50. One of the men will run with the cart. It is thought by the promoter of the race—who, by the way, is an eminent engineer—that the man with the handcart will have an advantage over his opponent, who is to run in the ordinary way. The race will be run over level roads.

American ladies are doubtless good riders, but not a few Britishers have felt rather nonplussed at the apparent ease with which they accomplish "centuries" over the phenomenally bad roads of the States. The problem is not so insoluble, however, viewed in the light of an explanation given by one of the best-known lady riders in Toronto. "Century-riding? oh, yes, they ride plenty of them; but they are *ladies'* centuries, you know—a lady's century is fifty miles; and you can belong to the Century Road Club if you ride that distance in a day." We would explain to our Irish contemporary, that none of the ladies in Canada have as yet ridden for century bars, with the exception of Miss Creed, who rode the full hundred miles.

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Road Race.

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volumes for the Lines we are handling.

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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.

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WEST

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

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

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

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

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

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

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

EAST

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

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

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

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

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

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

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

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

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.

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

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

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.

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.

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LAKE ST. JOHN REGION, via Quebec—For ouananiche, trout, caribou, bear, moose, beaver, otter, etc.

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THE THOUSAND ISLANDS, via Gananoque or Kingston—For pickerel, black bass, muscalonge, pike.

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PARRY SOUND AND GEORGIAN BAY, reached via Penetang, Midland, Collingwood, etc., for black bass, pickerel, deer, partridge, bear, otter, etc.

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N O. 1 Rudge Safety, spring forks, spade handles, tangent spokes, only in use short time and good as new. H. English, 82 Front Street East. Evenings, 112 Maitland Street.

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

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.

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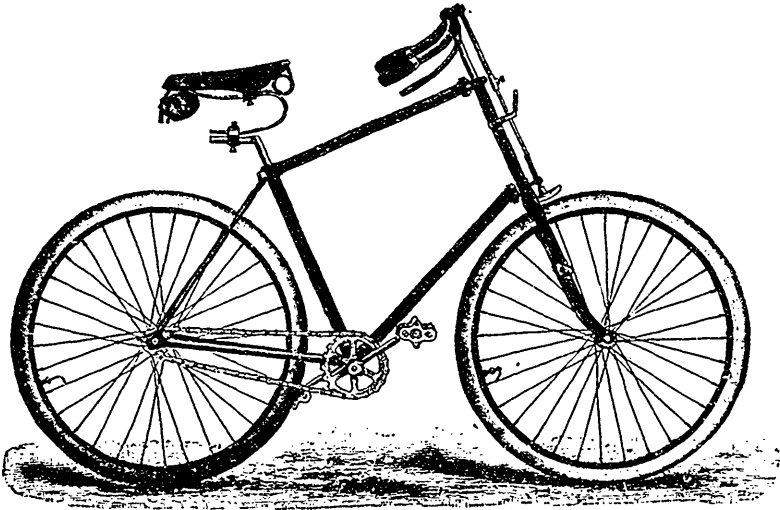
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POINTS.—Beauty of Design. Excellence of Workmanship. Quality of Material.
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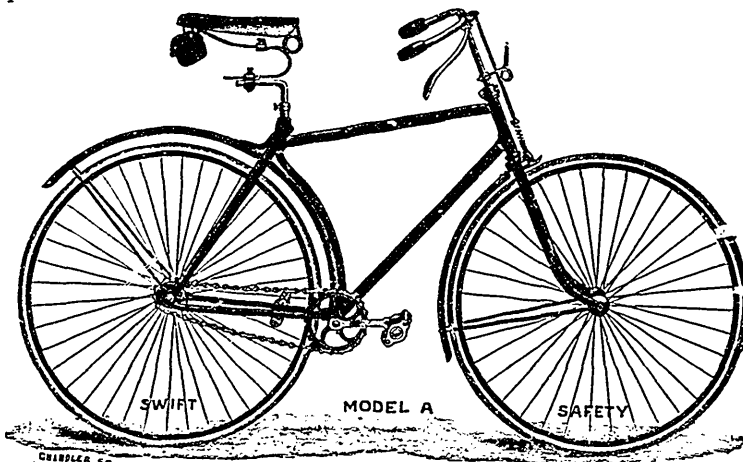
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Our Wheels Excel in all Points.

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



SPECIAL PRICE THIS MONTH OF \$95.

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

FRANK S. TAGGART & CO.

87 & 89 KING STREET WEST, TORONTO.

WANDERER CYCLE CO.

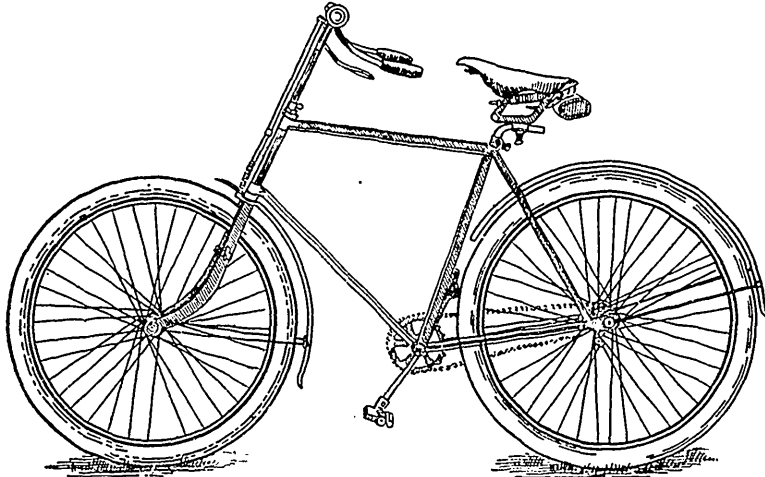
22 AND 24 LOMBARD STREET, TORONTO

MANUFACTURERS AND IMPORTERS OF

HIGH GRADE BICYCLES

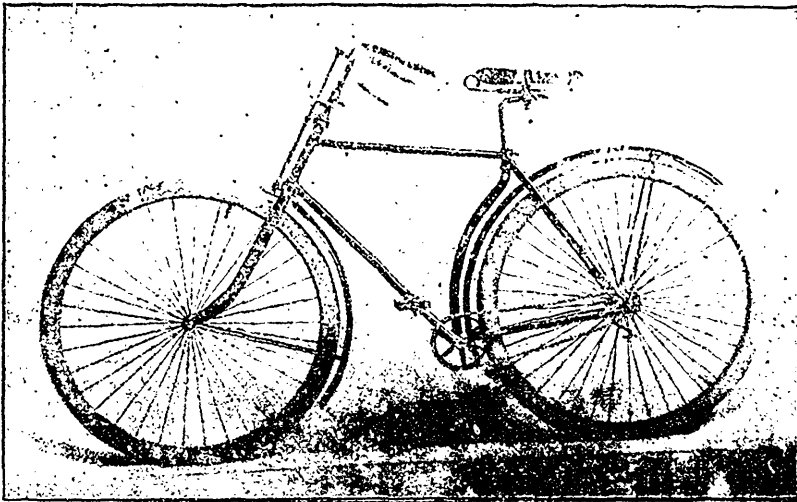
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It is greatly admired and is second to none.



Purchasers are delighted with it. It advertises itself.

We have also in hand a stock of the "GREENER" SAFETY, a first-class and beautiful wheel, with Dunlop Tires. Call and see them.



Remember that we are headquarters for repairing, and can alter your wheel to Cushion or Pneumatic Tires, making it almost as good as new.

WANDERER CYCLE CO., - - - 22 and 24 Lombard Street, Toronto.

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Printing and Developing done for
Amateurs.

North Toronto Cycle Works
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We make a specialty of changing Safetys
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HAVE YOU SEEN
The "OVERSTONE"

FITTED WITH
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Mr. H. J. LaForce has just received a
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from Coventry, England, fitted with his
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If you are thinking of buying a pneumatic,
see this wheel before purchasing.

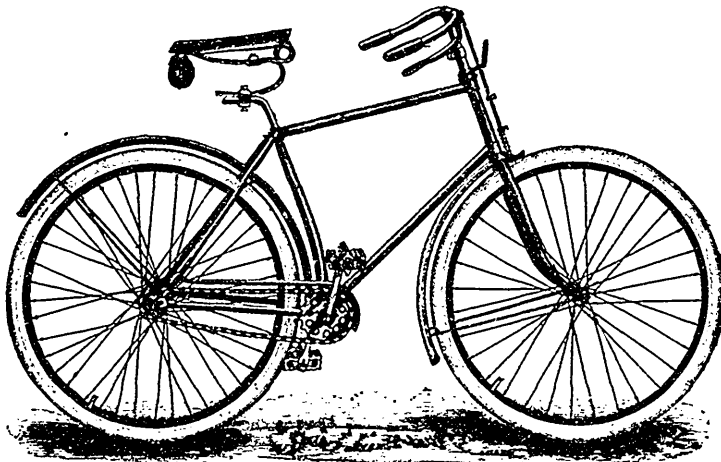
IT IS A DANDY.

H. J. LaFORCE, Church St., Toronto.

If you have a second-hand wheel for sale,
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25 cents for one month.

WANTED: GOOD LIVE AGENTS TO PUSH

"Imperial Wheels"



"MODEL A."

WE CAN MAKE
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FOR YOU.

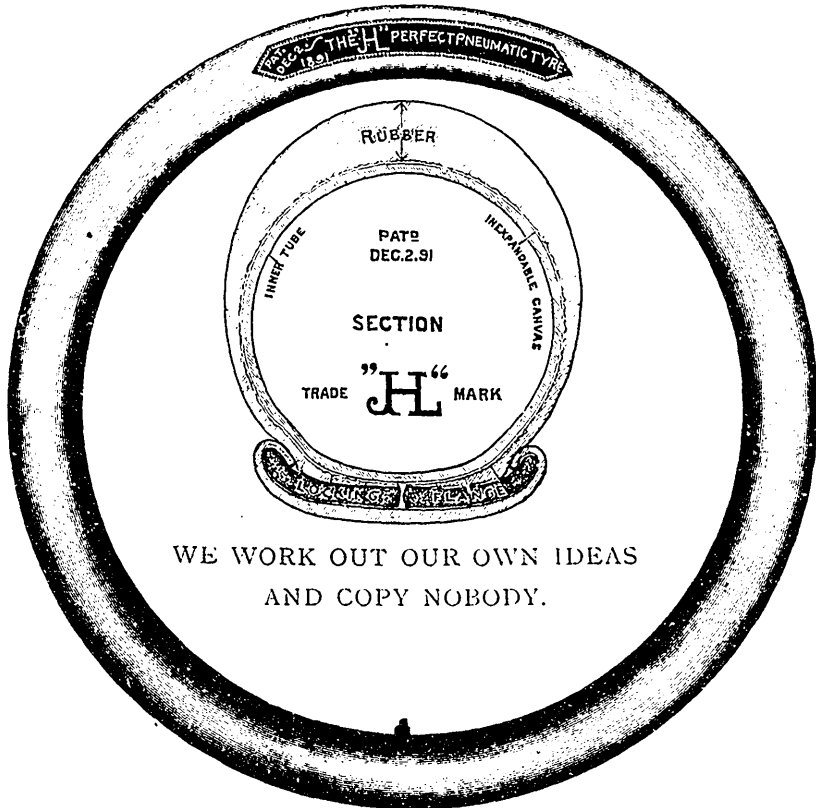


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THIS CUT REPRESENTS OUR TIRE AS PATENTED



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

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

A BOON TO OWNERS OF HARD TIRE WHEELS.

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

Trade Supplied in Small and Large Quantities.

Specialties:—Dunlop Tires Repaired and Lawn Racquets Restrung.

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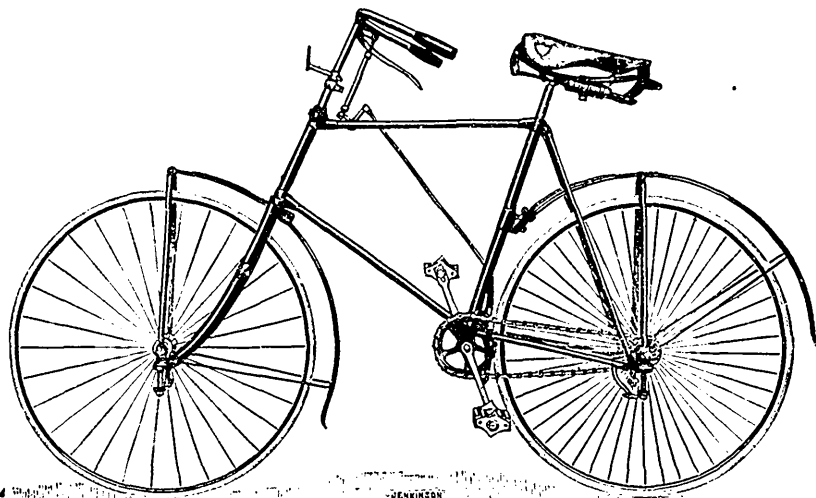
H. P. Davies & Co., 81 Yonge St., Toronto,
WHOLESALE AGENTS FOR THIS TIRE IN TORONTO.

The Tire will be put on THE "RUDGE" WHEEL
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THE LATEST AND BEST THING YET!

— THE —

“PREMIER” CYCLE CO.’S SPRING SAFETY.
(Thompson Spring System.)



MODEL “H.”

It is a remarkable fact that all passenger vehicles, from the heaviest coach to the lightest perambulator, have their frames supported upon their axles through flat and laminated springs, excepting the Bicycle and Tricycle. The present spring system overcomes the difficulty hitherto experienced of supporting a rigid frame upon such springs, and the Bicycle is thus placed upon a par with all other passenger vehicles travelling ordinary roads. Passenger vehicles, excepting the Bicycle and Tricycle, have their springs resting direct upon their axles; this Bicycle has its springs resting upon the tops of two forks, whose legs rest upon their axles; this in practice gives the same result. The principle of the Bicycle Spring arrangement is identical with that of the Locomotive Engine, viz., it has side rods extending from the axles to the springs, working through guides upon its frame.

By referring to the engraving it will be observed that a flat, laminated spring is rigidly attached to the central or seat tube, and also one to the top of the steering fork; the extremities of forks from springs grasp each end of both axles, and extend below the axles, so that they work through glands or guides (each containing a leather packing ring), which form the rear of the frame and extremities of the steering fork.

The springs are stronger than the frame, to withstand lateral strains, and hold the axles by means of the forks always at right angles with the frame, and in consequence the wheels are maintained in perfect plane with the frame of the machine; the axles being so held when rising and falling under their springs, rise and fall parallel to themselves. The steering fork, not having any weight to carry, has only to guide the wheel, and the spring acting as a lever to swing the wheel, gives great steadiness in steering.

The entire frame being perfectly rigid, the relative distances between saddle, pedals, and steering handles remain constant.

The machine, as represented by engraving, has been thoroughly tested by experts, and the system proves to be very perfect in practice.

The advantages of this machine over solid and cushion-tired safeties are so obvious that we need not compare them, but with regard to pneumatic-tired machines, we may say there is an entire absence of the side-slipping so apparent in that type on greasy roads, and also the machine does not pick up such a quantity of mud, and at the same time can be ridden at top speed over all sorts of roads in all sorts of weather with *entire comfort*.

As a hill-climber, this Machine will be found *par excellence*.

BE SURE AND SEE THESE WHEELS AT

THE WANDERERS CYCLE CO., - 22 & 24 Lombard Street, Toronto.

THE ♦ RAGLAN ♦ CYCLES

AT THE

C. W. A. MEET ON JULY 1st & 2nd

SECURED THE FOLLOWING FIRST PRIZES :



- $\frac{1}{4}$ Mile (open) in 37 secs.
- 3 Mile Championship..... " 8.08 3-5.
- 25 Mile Road Championship. " 1.10.06.



The above goes to show that the Raglan Cycles are both Path and Road Cycles, the Road Race being won without the slightest break or mishap.

FAST, LIGHT, ♦ ♦ ♦
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THE GENDRON CYCLE EXCELS

MIDDLEMAN'S PROFITS GIVEN TO THE CUSTOMER

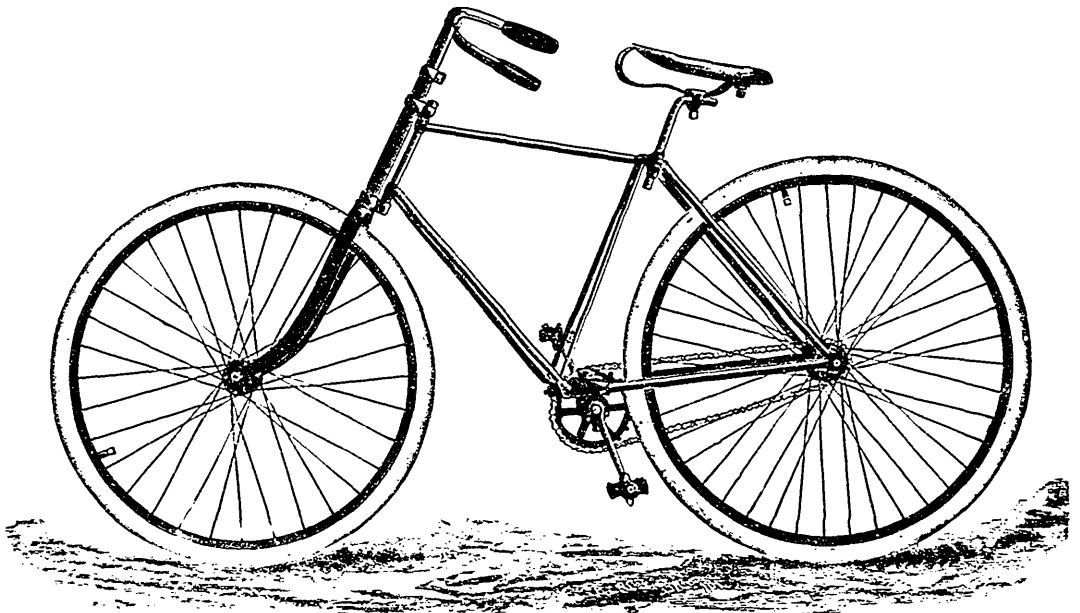
By buying from us you buy from the Manufacturer.

FRAME.—A pure diamond pattern made of the best weldless steel tubing and drop forgings; double lower tubes and double diagonals from seat pillar to crank shaft bracket; hollow front forks with wide drop forged fork crown; eight (8) inch long ball centre steering head; detachable mud guards.

WHEELS.—28-inch steerer and 30-inch driver; having cold rolled deep crescent rim with beaded edge; $1\frac{1}{4}$ inch best cushion tire of long length, compressed into the rim; single tangent butt end spokes, nicked and tied at crossing; bronzed nipples.

BEARINGS.—Gendron ball bearings to both wheels, pedals, crank shaft and steering head.

GEAR.—57 inches; Abingdon-Humber chain with our new adjustment; round detachable cranks, side keyed. Double grip, square, recessed pedal rubbers.



PNEUMATIC TIRE, \$130.

CUSHION TIRE, \$115.

HANDLE BAR.—Of $\frac{3}{4}$ inch weldless steel tubing, bent to the most comfortable shape; with seamless, hollow steel post; vulcanized grips; steel lamp bracket.

BRAKE.—Powerful spoon to the front wheel, fitted to a hollow steel connecting tube; spiral spring and set screw adjustment.

STEPS.—Adjustable steel coasters and corrugated round step on end of rear axle.

SADDLE.—Garford's new roadster saddle, furnished with best quality russet leather telescope tool bag, containing first class oiler, wrench and screwdriver.

FINISH.—Is of three coats of baked black enamel, hand rubbed and polished; usual light parts heavily nicked on copper.

OPTIONS.—Rat-trap pedals; Garford's scorcher saddle. Weight, all on, 45 lbs; strips to 40 lbs.

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