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# CYCLING

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

Vol. 1.

TORONTO, APRIL 29, 1891.

No. 11.

## *A Summer's Cycling Reminiscence.*

THE STORY OF A THREE MONTHS' BICYCLING  
TOUR THROUGH EUROPE, AND AN ACCOUNT  
OF SOME OF THE IMPRESSIONS  
RECEIVED.

BY ONE OF THE PARTY.—V.

The ride in a railway carriage from Glasgow to Edinburgh is not as an enjoyable a method of seeing the picturesqueness of the country as the route which includes the splendid coach drive through the Trossachs, yet we were charmed with the sight which nature afforded us of the undulating fields covered with the first approach of vegetation, enclosed by the well-trimmed hedges, which take the place of the modern board fence, and which are certainly much more sightly, if not so practical. But our train has arrived at the Edinburgh Exhibition Station. After depositing a shilling as a guarantee of good faith, and as evidence of the appreciation we feel at being permitted to mingle with the joyous throng, we are within the grounds of the Exhibition, which is brought home by the wearing sound of the roller coaster and pianoette which the combined efforts of the enterprising aliens, the American and Italian, have introduced into even the land where Rob Roy once disported. We quickly found accommodation for our wheels, and were taken by Mr. Mackenzie to the shed which acted as a dressing-room for the racers, and really it is surprising that more adequate and comfortable quarters are not provided for the track riders who rest here during the interval between the several events; however, we believe these arrangements were merely temporary; for the sake of the racing members, whom we had the pleasure of meeting, we sincerely hope this is the case. The races were advertised to be run off early in the afternoon, but for some incomprehensible reason it was after four o'clock before the first event was commenced. Peard, safe in the guardianship of friend Mackenzie and C. T. C. Chief Consul David Laing, was enabled to fraternize with the nabobs of the day at the chalk line. Up to this time

neither Langley nor McBride had appeared at the rendezvous, which was afterwards accounted for in the explanation that notwithstanding the fact was fully stated of their being cyclists and Canadians, such a recommendation did not prove a sufficiently creditable talisman to gain their admittance to the track, until good fortune brought them in contact with Mr. C. J. Sidey, a Canadian resident of Edinburgh, who formerly resided in Montreal, and whose influence gave them the coveted freedom of the place, and they with their Kodaks—which we have a deep-rooted conviction were at the bottom of the prejudice shown by the people, coupled to some extent with the luxurious growth of side whiskers worn by Langley—joined Peard within the track enclosure. The races of the day were interesting and well contested, although the Pneumatics—a novelty at that time—carried everything before them, and created considerable dissatisfaction among the solid tyre riders, the balloon tyre not being classed or handicapped at that period. It was a pleasant sight for McBride and Langley to see, in the country where the Safety is almost universally ridden, that the G. O. O. was not altogether overlooked, and the race won by Vogt, a Glasgow rider, was a splendid exhibition of pedal work. The only number on the programme that was really a novelty consisted of what they appropriately called a character race. This was not a test of speed, but an exhibition of what should prove the most amusing “get up.” Several ambitious wheelmen arrayed in the costume of the Chinaman, Spaniard, English “Bobby,” etc., essayed to carry off the prize, but the desideratum was reached by a chap who imitated “Ally Sloper” mounted on an old dilapidated tricycle. This mythical person is dear to the heart of every small boy, and reader of the penny weeklies in Great Britain, and is consequently much appreciated when portrayed in the flesh. During the afternoon we had the pleasure of meeting Mr. E. R. Shipton, the editor of the *C. T. C. Gazette* and General Secretary of the Association. At the conclusion of the races, we found it was nearly seven o'clock (this would seem a strange hour to conclude a meet in

America), so merely taking a cursory glance at the exhibits in company with our Glasgow friends, we proceeded to our hotel. Edinburgh is called the Modern Athens, from its supposed resemblance to the old Grecian hamlet. We never have had the pleasure of paying our respects to the Athenians in their own home, but if the ancient Athens was anything like its modern namesake, we are not surprised that its citizens remained in their homes, instead of emigrating to a possible Chicago. Riding down Princes Street towards the New Waverly Hotel, we first see the far-famed Castle, which stands on a precipitous rock over 300 feet above the valley below, and provides a sight which the most unromantic or *blasé* tourist cannot but look upon with wonder and interest. Princes Street is a handsome thoroughfare, skirted on the right by a continuous range of parks or gardens, in one of which stands the Scott Monument. McBride had secured our rooms at the New Waverly, which Langley soon told us was a temperance house, and after a truly Scotch supper, consisting mainly of the ever-present marmalade, we gave ourselves over to our correspondence. Our genial friend Laing would not permit us to spend the evening in the hotel, however, so we roamed around the quaint old streets of Lower Edinburgh until McBride and Langley had accumulated so much fatigue that they returned to the hotel, Peard accepting the invitation of Mr. Laing to join the Glasgow party at the Garrick Club, where the balance of the evening was most pleasantly spent. Mr. Laing, besides holding the prominent position of Chief Consul of the C. T. C., is the General Manager of the Rudge Co. in Scotland, and he certainly did do his utmost to make our stay in Edinburgh pleasant. Sunday morning, between the incidental showers of rain, we visited Calton Hill, on the top of which is Nelson's Monument, and from which can be obtained an excellent view of Arthur's Seat, an enormous elevation over 800 feet above the level.

Sunday is a day most strictly observed in Scotland, particularly Edinburgh, and in consequence we could not obtain admittance to the interior of Nelson's Monument. What tourist visits Edinburgh without seeing St. Giles's cathedral? We were no exception to the rule and considered ourselves fortunate in having the privilege of attending the morning service which on this occasion was an unusually impressive one. St. Giles's was first erected in the thirteenth century and was then known as the Cathedral of Edinburgh. John Knox ministered in this church,

and it was here that James VI. took leave of the citizens when about to ascend the English throne. After the service had been concluded, and the last strains of the mighty organ had died away, we visited the crypt in which are the tombs of Regent Murray and Montrose. Passing from the old cathedral we returned to our hotel for luncheon, viewing on the way the exterior of the house in which Knox lived and died, upon which is the inscription, *LOFE GOD ABOVE AL AND YOVR NICHTBOVR AS YI SELF.* McBride and Langley had made their pilgrimage to the famous Forth Bridge the morning of the previous day, so Peard took advantage of the opportunity afforded by the leisure of the afternoon to have a quiet ride to this vast structure over a stretch of the most magnificent eight miles of road-bed it would be possible for the most imaginative cyclist to picture. The Forth Bridge is one of the marvellous monuments to the mechanical ingenuity and indomitable perseverance of the men of this generation. In consequence of the heavy fog the view obtained of the Bridge was very imperfect, but enough was visible to impress the onlooker with the massiveness of the construction.

McBride and Peard, feeling that they had a good deal to atone for, hunted out a Methodist chapel in the evening and were rewarded by hearing a good old orthodox Wesleyan discourse, with the one exception, that the rev. gentleman seemed to deeply deplore the small salaries paid to dissenting clergymen in Scotland, so much so, in fact, that we were almost moved to suggest the advisability of his emigrating to Canada where of course he would be able to get this slight unpleasantness remedied, but on consideration we decided against awakening hopes that might be disappointed. Lounging in the coffee room of the Waverly, meditating on the events of our first Sunday in Scotland, and ruminating on the calamities of our Glasgow visit, we became more thoroughly impressed in the belief that notwithstanding the rain which was again coming down, we were having a very jolly time, and that if the sunshine should be able to exercise its influence on the roads for a few hours in the morning, the continuation of our journey would be made at noon the next day under the most promising circumstances and without the necessity of other means of transport than the cycle.

(To be Continued.)

The Maryland Bicycle Club reports a total mileage for last year of 100,000 miles.

# Cycling

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

EDITORS:

F. F. PEARD, - - - F. BRYERS.

PUBLISHERS:

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

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## A Satisfactory Conclusion.

The hearts of all wheelmen were made glad when the welcome intelligence was conveyed by means of the city papers, last Thursday morning, that the iniquitous measure, known as the Davis Bill, but what might have been more properly called the York County Council fiasco, was withdrawn on the occasion of its second reading in the Legislature. It is satisfactory to know that Mr. Davis so readily perceived the mistake he had made in placing before the House such an absurdly constructed bill, a measure that was so out of harmony with every recognized idea of freedom. Why, if the York County Council had been successful through the medium of its representative in securing a place for this Act on the statute books of the country, our fair Canada would have been the laughing stock of the whole cycling world, and it would not have ended there, for the effects of such an act would have discouraged foreign wheelmen from visiting our shores, not to mention the decided set-back bicycling would have received in our midst, in consequence of any hoodlum having the power, were he seated in a conveyance drawn by a horse, to compel any cyclist or body of wheelmen to dismount at his pleasure. Looking at the question from another standpoint, can any one successfully establish the right of any individual or class to use the public highways exclusively, or to secure rights not common to all? Such an absurdity should be unknown in this generation. The cycle is, comparatively speaking, only in its infancy of usefulness, but it has become so popular, and is recognized as being one of the best instruments for perfectly healthy recreation, that there should be no question, even in the mind of the rural politician, that

the wheel and its rider have just as much right on the Queen's highway as the farmer with his load of produce. At the same time we may add that cyclists do not wish more than their rights, and we appeal to every wheelman who is a gentleman—and we believe there are few who cannot be so classed—to assist, to the best of his ability, in showing the public—even the rustics who populate the suburbs of the eastern villages, and who always desire both sides of the road—that we cyclists are not such bad fellows after all. We are pleased that there was no necessity for presenting the multitude of petitions obtained against the bill, and as for the Hon. Member for North York, not one of the members of the C.W.A. will bear him any ill will for his action in the matter. His little Bill gave us the opportunity of testing our strength, and we rest satisfied with the result, believing that Mr. Davis was simply the tool in the hands of some of his pre-historic antediluvian constituents.

## The Days Are Passing.

What progress is being made with the arrangements for the erection of the Toronto Bicycle Club's new club house? This is a question that should be strongly pressed upon the committee at the next meeting of the Club. If no advancement is being made, what is the reason for the delay? Is it because the members of the committee are inactive or lethargic? We could hardly credit this excuse. Is the obstruction caused by the failure of some of the guarantors to affix their signature to the stock-book? We sincerely trust that this surmise is not the correct solution of the case, for if these good friends persist in their poor policy of waiting for others to take the initiative it will be many years before the Torontos are able to build their own home unless without the assistance of these quondam well-wishers.

If the members of the committee think, after the opportunity they have had for deliberation, that it is inadvisable at the present juncture to press the building scheme, then measures should at once be employed to secure a building that will serve as a suitable home for the Torontos until such time as circumstances permit the consummation of the original idea.

New athletic club houses are being built which offer various additional advantages to the cyclist; the bicycle clubs of Toronto cannot afford to risk the possibility of any of their members being attracted to other organizations, as a consequence of the poor accommodation provided for their mental and physical development at the home of their club.

### The Meet of '91.

The Association is to be congratulated on the point of the Hamilton B. C. having asked for and obtained the holding of the annual meet of the C. W. A. under its auspices at Hamilton. We are confident, without a shadow of doubt, that, if the 1st of July is a bright day, it will witness the greatest and most successful cycling meet ever held in Canada, and this is a rather broad statement. But, aside from the indomitable energy which has always characterized the members of the H. B. C.—resulting in the construction of the finest track in Canada for instance—the natural advantages of the city's location are very great. While being fairly accessible from all points of the Dominion, it is so near the boundaryline of the neighboring Republic that the prospective pleasures of the day will we are sure, induce many of our American friends to visit the Ambitious City on our national holiday.

The Hamilton boys are already hard at work on the multitude of preliminary arrangements, and, before it is too late, we would like to throw out the suggestion, that it would be a graceful act of courtesy if the two Toronto clubs, the Wanderers and Torontos, should see fit to withdraw from contesting any position in reference to club representation, thus giving some of the more distant clubs an opportunity to secure what would be an utter impossibility should either of these organizations enter the lists.

### Perhaps We Are.

In the April number of the *Wheelman* we are gently prodded with the rather direct innuendo that in our remarks concerning the vivacity displayed by the Association in all its workings we are exhibiting a "remarkable degrees of ignorance." We also are pleased to learn that the constitution of the C.W.A. is printed in the guide books. While imparting this interesting item of news we wonder that the writer did not add if there were any of these gems of Canadian literature in print, and where they might be obtained. We are truly thankful to our good friend who concludes his remarks with the one atom of solace, that he will propose us as eligible (?) members of the Association. While we are particularly grateful to know that we are appreciated, even to this extent, still we have a hazy recollection of believing that our title is clear to membership in the C.W.A. for some few years past.

### The Wonderings of an Inquisitive Correspondent.

If the Secretary of the Association will now make it his mission in life to wipe out of existence the editors of CYCLING for daring to disturb the sweet slumbers of Grandmama C. W. A.

When the *Canadian Athlete's* tombstones are going to be required to perpetuate the memory of CYCLING.

When the Buffalo correspondent of CYCLING will perpetrate the next pun on suffering humanity, and if that will be sufficient to *appease* him.

If Scotland's Bruce, were he now living, would petition parliament for permission to change his name after having read CYCLING'S "It was a Dream."

If it would not be appropriate for the T. B. C. Orchestra to take up the mellow melody, "When the *Robins* nest again," as the date of the road race approaches.

How many of the boys will be seen on cushion tyred cycles this year, and which will be the most "tired" at the end of August, the rim of the wheels or the rider of the machine.

If the author of "A Summer's Cycling Reminiscence" is going to get down to the "Cycling Reminiscences" or take up the whole summer on the preamble.

Why CYCLING does not tender the members of the York County Council and its energetic though misguided Ontario Legislative representative, the Hon. Member for North York, the use of a private car to afford them the opportunity of overcoming their prejudices by visiting Hamilton on the 1st of July and witnessing the sturdy Wentworth yeomen perched on the snake-rail fences thoroughly enjoying the excitement incited by the C. W. A. Annual Road Race.

The following clause was taken from among other notices to the residents of the corporation of the municipality of East Toronto: "No person shall ride or drive any horse or vehicle over, along or upon any sidewalk or boulevard within the municipality, except crossings specially constructed for that purpose. This rule shall not apply to bicycles, in single file, at a rate of speed not exceeding six miles per hour. By order of the Reeve and Council, W. H. Clay, Clerk."

Sarnia 'cyclists have sent word to the F. C. 'C. Club that they may join them on their trip to Woodstock on Saturday, May 23.

### London Notes.

Forest City 'Cycling Club members, to the number of about thirty-five, turned up in uniform for the first time at the club house, Carling street, last evening for a jaunt around the city. They had a pleasant little trip and report the roads in first-class condition. A vigorous 'cycling season is looked for. The road races will start shortly, and exciting contests are bound to take place. Some of the "boys" propose joining the American touring party when they arrive here, and accompany them to the meeting at Detroit. The present club house will be thoroughly equipped inside and the exterior given a coat of paint. It contains a handsomely-furnished parlour, as well as dining, reading and other rooms, with a commodious basement, plenty of storage room for wheels, and every possible convenience.

The second meeting of the promoters of the new bicycle club was held last evening and resulted in the organization of the "London 'Cycling Club." Officers were elected as follows: President, N. S. Williams; Vice-President, T. Knowles; Secretary-Treasurer, R. J. M. Webbe. A committee on by-laws was also appointed, which will report at the next meeting. By omitting club rooms, at least for the present, club expenses will be kept down to a minimum, while at the same time it is proposed to make things boom in the way of enjoyable club runs and other gatherings. It is intended that the club will join the Canadian Wheelmen's Association, and very likely an effort will be made to attend the annual meet at Hamilton in July.

### A Glimpse at Our Exchanges.

Riders are beginning to realize that lightness and Pneumatic wheels are by no means interchangeable terms. In order to keep a Pneumatic Safety down to 28 lbs. all on, a maker has been compelled to produce a frame weighing only five pounds. Among Pneumatic riders of experience the need for increased strength in the frame is constantly being insisted upon. It seems likely, therefore, that weights will increase this summer rather than the reverse.—*Bi. News.*

R. J. Ilsley is highly pleased with his 54 in. Pneumatic ordinary, upon which he scored a win at Bury St. Edmunds during the holidays. Consistently with strength, the greatest pains were taken by Snelling, Begbie and Twentyman to keep down the weight, which nevertheless pulls down the balance to 40 lbs. The wheels are spoked upon the tangent principle, and efficiently tied and soldered at

the points of contact. The makers of the "Hadley" are desperately busy just now, working till ten o'clock nightly. They have in hand several orders for Pneumatic ordinaries from provincial riders.—*Bi. News.*

### How the Birds Make Pace.

As riding at racing speed on a pneumatic racer is probably the nearest approach to flying we at present enjoy it need not excite surprise that some of the heaviest long distance "fliers" knew a thing or two about going for dear-knows how many hundred years, which cyclists are only just beginning to comprehend. For instance, when flocks of wild ducks and geese have to fly long distances they form a triangle in order to cleave the air more easily. The "pacemaker" at the forward angle of the triangle has a hard time of it, and the strongest birds take it turn about. Woe betide the unfortunate goose that won't take his share of pacing. The other birds don't require any "anti-loading association" to help them, and the refractory "flier" is as speedily and as thoroughly "plucked" as any luckless student could be by the most severe of "Dons." Cranes, when going for "all-day" flies, form into a long, thin wedge, taking turn about the pacing. Milton's lines in "Paradise Lost" on this are fine:—

" ——— Part more wise,  
In common, ranged in figure, wedge their way,  
Intelligent of reason, and set forth  
Their airy caravan high over seas  
Flying, and over lands, with mutual wing  
Easing their flight. So steers the prudent crane  
Her annual voyage, borne on the winds. The air  
Floats as they pass, fann'd by unnumber'd wings."

These and other birds may also, when in smaller numbers, be seen flying in a regular string, "hanging on" in the most scientific way to the leader.—*Irish Cyclist.*

From the *L. A. W. Bulletin* we learn that all the suspended American flyers have been reinstated, with the exception of Berlo, against whom another charge is pending, viz., selling his prizes.

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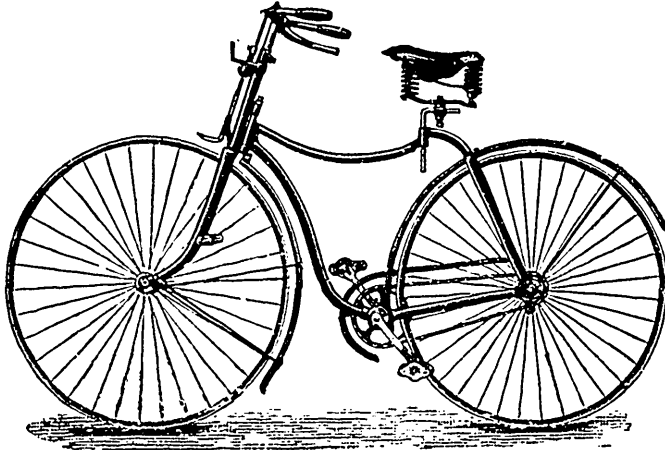
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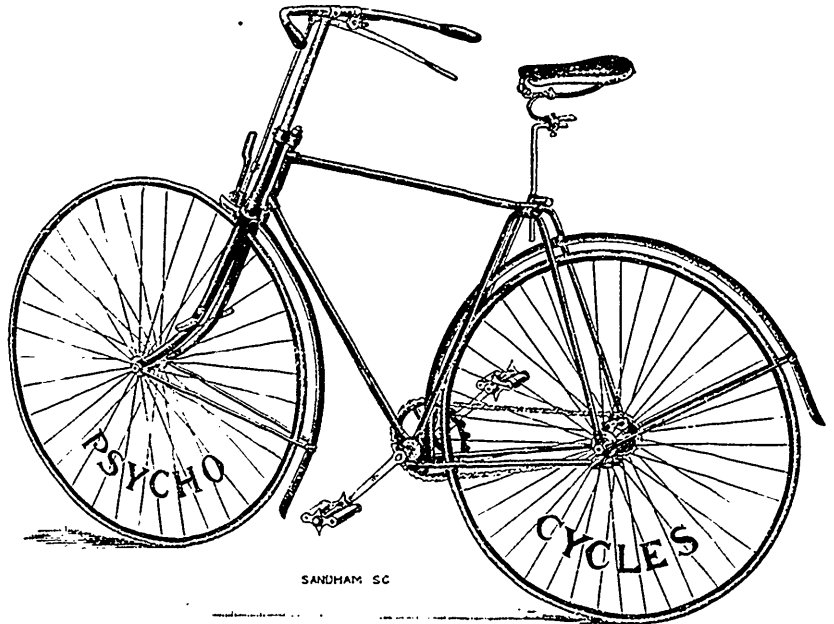
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## Toronto Bicycle Club.

## What the Boys are Doing.

ORGANIZED



1881.

Club House—Cor. Church and Alexander Sts.

### OFFICERS

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

### ROAD OFFICERS:

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

E. A. SCOTT - Club Reporter.

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

## RUNS FOR MAY.

SATURDAY, MAY 2,—Highland Creek.

Leave Club House, 2.45.

SATURDAY, MAY 9,—Cooksville.

Leave Club House, 2.30.

SATURDAY, MAY 16,—Road Race.

Leave Club House, 2.30.

QUEEN'S BIRTHDAY—Will report later on.

SATURDAY, MAY 30,—Liverpool Market and Return or Whitby.

Leave Club House, 2.30.

### EVENING RUNS.

Every Tuesday and Thursday.

Leave Club House, 7.15.

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.

## CLUB NOTICES.

The regular monthly meeting of the Toronto Bicycle Club will be held on Monday evening, May 4, 1891. As the question as to the destination for the coming holiday, and several other important matters will be up for discussion it is necessary that the members should turn out in good force.

J. Wood, *Hon. Sec.*

Secretary Donly, visited Toronto for a few hours last week looking after the interests of the Association in reference to the Davis Bill.

W. A. Lingham, a former member of the Wanderers' B. C., is now engaged in the bicycle business at Superior, Wis.

Ex-Treasurer McClelland met with a painful accident a few days ago through the medium of a "header." This should be a lesson to Mac.

The Juniors, although truly sorry at McClelland's mishap, seem to wear an expression of confidence not noticeable before the big rider of the G. O. O. had his tumble.

The Wanderers apparently possess the ideal colour for their uniform; the L. A. W., after wearing the brown cloth for years, has now decided that steel grey shall be the orthodox shade worn by its members.

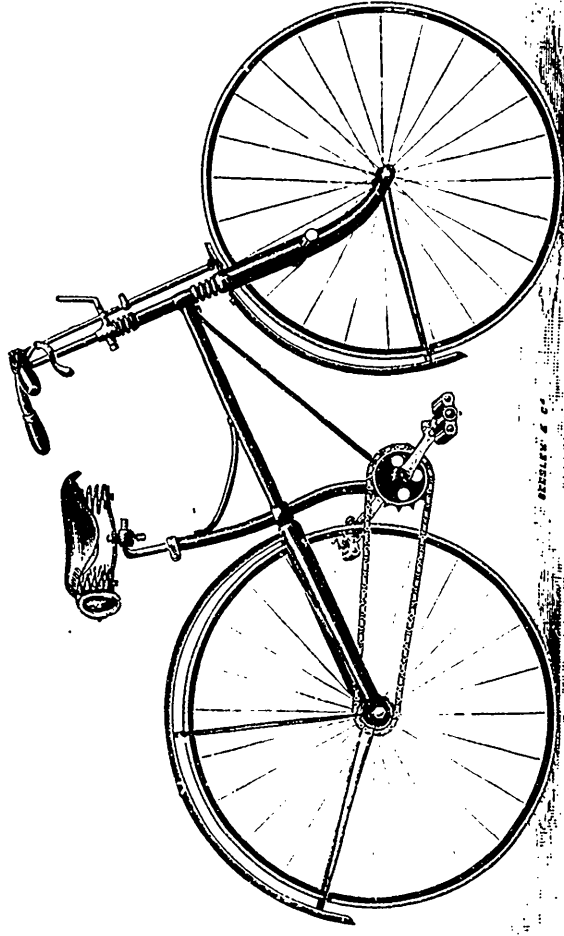
The London Cycling Club, after a little internal difficulty, has reorganized under a staff of efficient officers, and we expect to see rapid development in the numerical strength of the Forest City Club as a result of this new infusion of life.

## An Enjoyable Run.

The Toronto Bicycle Club held its first official run of the season last Saturday. The run was called for Thornhill, and although a strong north wind was blowing twenty-six of the boys turned out. On reaching Gallow's Hill some of the Junior Team shot to the front and a good scorch prevailed until Thornhill was reached, where they had a rub-down. The remainder of the party arrived thirty minutes later, and after all had partaken of a very tasty supper at the Green Bush Hotel, an hour was spent at various games, and at 7 o'clock the boys again fell into line, riding home at a slow pace. Arriving at the club house the general expression was that the club had had a very enjoyable run. The following is a list of those present:— Messrs. F. B. Robins, J. Miln, Laidlaw, Webster, Lee, Gullett, Sinclair, Macdonald, Parker, W. Miln, Stanbury, Scott, Love, Cornell, Trent, West, Hurndall, Blackwood, Rankin, Blakeley, J. West, Covert, Kernahan, Wood, Begg. Captain Robins came out and met the boys on their return.



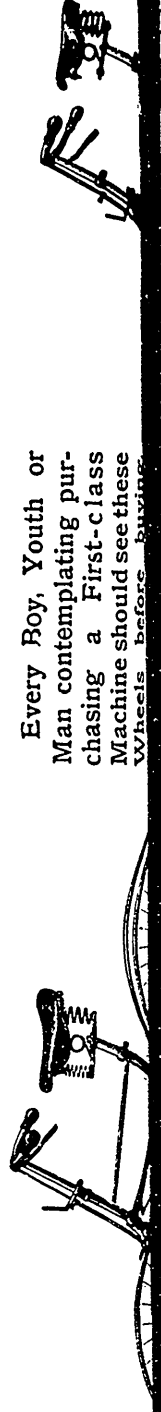
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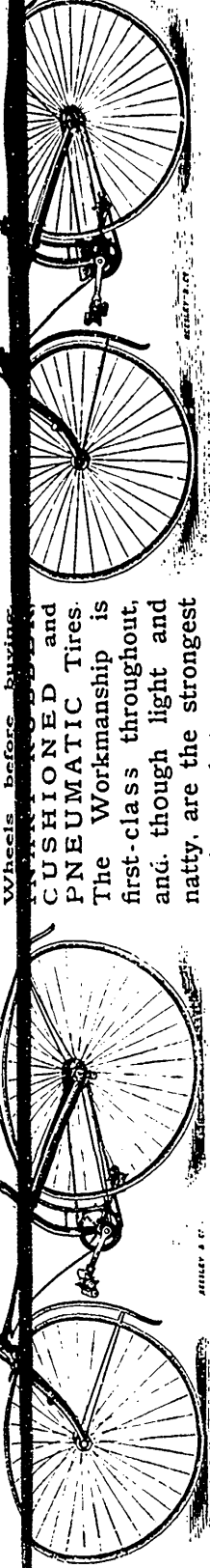


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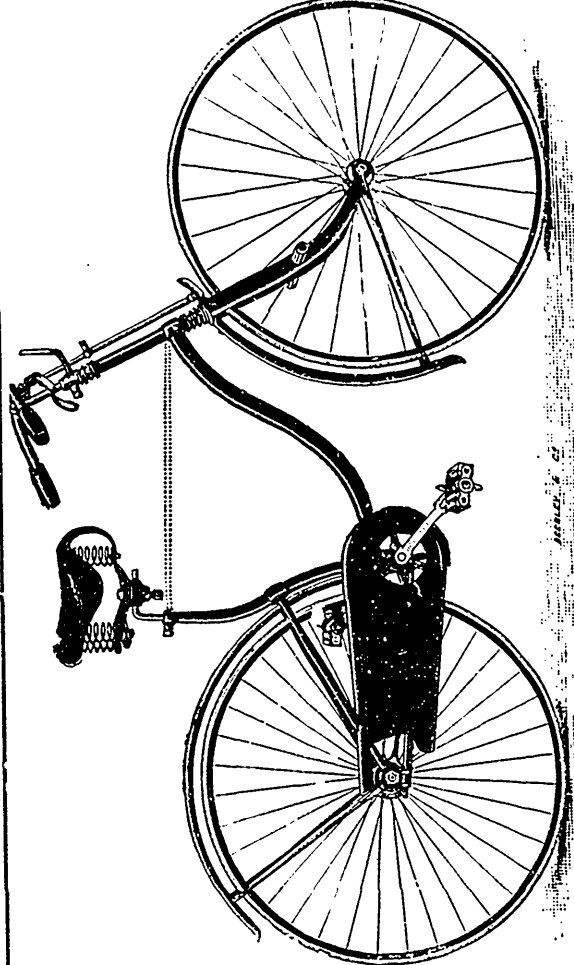
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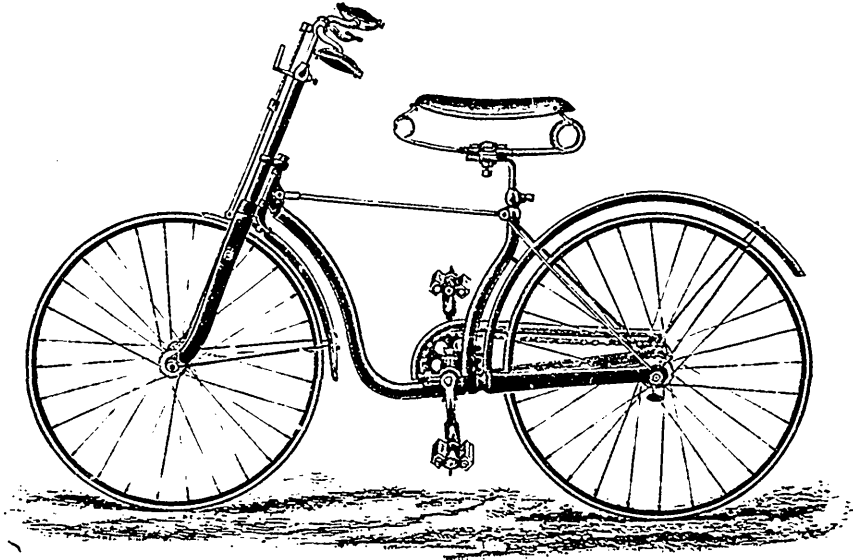
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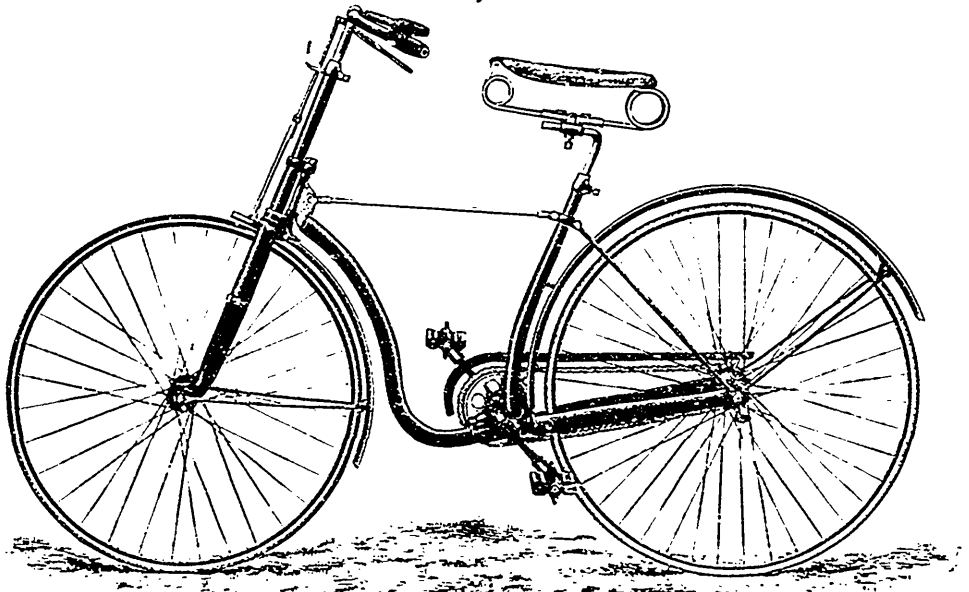
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From Paris, France, to Mannheim, Germany,  
a Tour of 1890.

BY C. LANGLEY.

After having decided to enter Alsace-Lorraine from France, my first duty was to have my passport *viséd* at the German Embassy, to insure crossing the frontier without interruption. This I easily accomplished without the usual red-tapism attending such matters, and then to avoid the *pavé*, which I had found on entering Paris to be unrideable, I took train to Ozouer la Ferrière, a distance of 33 kilos. This is the starting point for cyclists journeying eastward, as the main road for Gretz (6 k.) is easily ascertained.

I had not proceeded far on my journey when the bolt which attaches spring of saddle to neck of wheel came out, nearly causing a fall. Fortunately the good state of the road permitted my readily finding it, and with the aid of some twine I provided a temporary substitute until the next town was reached.

Passing through Gretz, Tournan, Fontenay and Rozoy, I stopped at the latter town to obtain some French chocolate, and caused no little merriment and surprise in refusing to put something (?) into a glass of water obtained in the store, the onlookers indicating, by rubbing their stomachs, that *aqua pura* was unwholesome.

Before reaching Carrefour (10 k.) I had my first difficulty in ascertaining correct roads. Waiting at the forks some minutes, a gentleman came along, who fortunately could speak a little English, and gave me the needful direction. Pushing on I passed through Courtaçon (15 k.), and had a perfect road for a similar stretch to Courgivaux, where I stopped for the night. Courgivaux Hotel, though small, proved a good resting-place. (65 kilos.—40 miles—had been covered since three o'clock.) I managed by pointing to "five" on my watch and rapping on a door to make the landlord understand I desired to be called next morning at five o'clock, and punctually Mr. Garçon awoke me. A biscuit or two before starting, for what proved my best day's run, and I was off for Retourneloup (6 k.), where a glass of milk refreshed me, and then on to Sezanne (13 k.) for breakfast.

As no hotel was reported between Sezanne and Vitry le Français, I had to make 66 kilos. before dinner. Latterly the roads had not been first-class, but improved shortly after leaving Sezanne. Nothing of interest deterred me from passing through Feré Champenoise, Sommesans Coole and into

Vitry le Français in time for an excellent *dejeuner*, for which I only had to pay the modest price of 2 fr. 50 centimes.

During the morning's ride, the road being level and good, I had ridden a stretch of 45 k. (30 miles) in two and a-half hours without stop. My mileage for half day incited me to try for a "century," and so I pushed on immediately after dinner, and was rewarded with an excellent road to St. Dezier (28 k.) and Stainville (20 k.), but on nearing Ligny the surface got lumpy and continued poor to St. Aubin. The weather showing signs of rain, I kept on, hoping to reach Void for the night, 14 k. from St. Aubin.

The last five kilos. were ridden in rain, but it was not until I had spent an hour in Void endeavouring to find accommodation for the night that I felt the effects of the drenching. Giving the *Garçon* a fee and making full use of my facial muscles, I gave him to understand I desired my clothes to be dried at the fire-place over night. Retiring, I had almost completed my ablutions when I had the honour, with or without leave, of an interview with the Chief of the town police. Failing to make him understand my business there, I produced my passport, which evidently satisfied him, as he at once bowed himself out of my room, leaving me to enjoy my much needed rest. Total distance for this day 170 k.—say 106 miles.

Purposing to reach Nancy for dinner, distance only 44 kilos., I did not make early start. Had excellent roads and scenery all the way, arriving before noon in time for an excellent *dejeuner* at the Hotel D'Angleterres du Vosges. Having passed through Champenoux (14 k.), Moyenvic (17 k.) and Bourdonney (14 k.), I was anxious to see the boundary line, and was not kept long in suspense, as a German soldier on sentry duty called me to halt and exhibit passport. He slightly understood English and directed me to a farm house where I obtained a refreshing drink of milk, the first I had tasted for several days. A little further on, and when coasting a gentle slope, another sentinel came running from his box at the side of the road and so frightened me with his little gun that I nearly had a "cropper" in my anxiety to dismount. After scanning my passport, I was permitted to journey on without further interruption. Heming was the first German town (21 k.), and then Saarburg (8 k.) further on, where I stopped for the night. This latter town has a garrison of 3,500 men, and it seemed to me that every other person was a "sodjer."

Reaching Strasburg shortly before noon, I first enquired for my letters at the hotel

where English is "spoke," and then went to view the grand Cathedral. Space will not permit of its description, suffice to say that it is a sight worth going a long way to see. From Strasburg to Kehl (5 k.) I successfully tried my power of speed against the electric railway which runs between these points. The country now assumed a very flat surface for miles, and proved uninteresting until Rastatt, the next garrisoned town, was reached (45 k.). Here I met with the keeper of a lager bier garden [Charley always discovers these.—ED.] who had lived in the United States for several years, and obtained valuable aid regarding remainder of my route. A little incident came to my notice here which is worth recording. In showing him my route list of towns (copied from "Tourist Guide"), the word "Gabelung" occurred quite frequently, and which I thought represented the name of a place, judge my surprise and feelings when he informed me it meant simply "cross-roads." Mühlburg, 21 k. from Rastatt, I rode in an hour and ten minutes, and Gräben, 21 k. further on, almost as fast. I covered the entire distance from Strasburg to Gräben, 92 k. (58 miles), in exactly seven hours, including a stop of over an hour at Rastatt. This gives some idea of the splendid character of their roads.

In Gräben I stopped at the Hotel Gasthof zum Schwanen a very comfortable and home-like place. For supper I had a half bottle of wine and biscuit, costing 8 cents; room and breakfast, say 60 cents more. This gives a fair idea of the cost of living in German villages. Mannheim (47 k.—29 miles), was my destination for following morning. The roads maintained their good name up to the last, being level, hard and smooth. I left Gräben at 8.30, and passing through small villages, among them being Wiesenthal, Waghäusel, Neuleisheim and Schwetzingen, I reached Mannheim at 11 a.m., slightly suffering from a strained knee, caused, I think, by Tuesday's exertion. While having dinner at Mannheim restaurant, I was fortunate to make the acquaintance of six Scotch school-masters, who had completed a walking trip through the mountains and were returning home *via* the Rhine. We made arrangements to sail together as far as Koln, where I took train for Ostend and returned thence to London.

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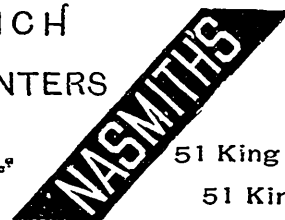
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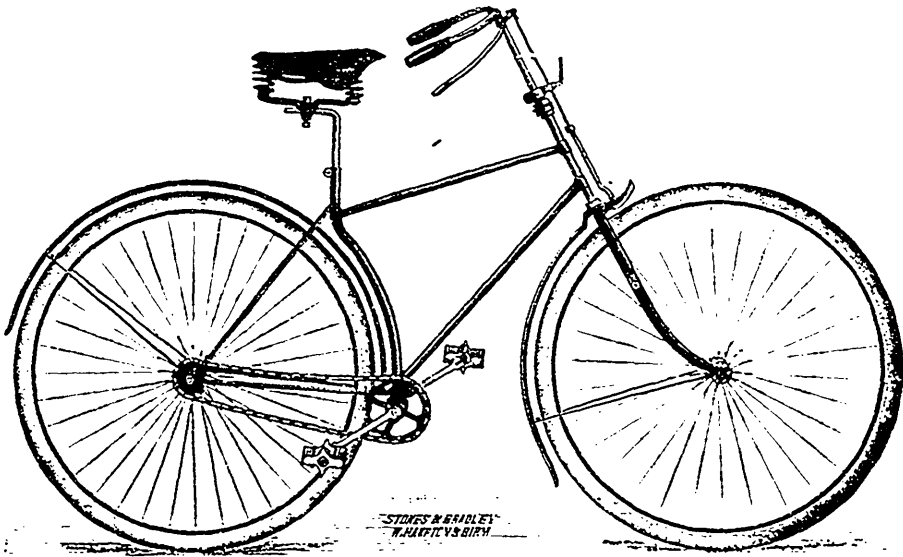
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### What Will '91 Road Records Be ?

The probable road records for next season are already being talked of among Club men, the subject being undoubtedly a most interesting one.

The old solid tyred times were, with the exception of the ordinary, nearing the end of their tether, but the advent of the Pneumatic has put vast possibilities before the road rider (racer is not fashionable now).

The safety—350 miles in 24 and 195 in 12 hours—will probably be pedalled, Holbein up, although the Pneumatic is not so much advantage to a heavy man as to a light weight. If the present 5.27 for the 100 is beaten at all, it will only be by a few minutes. The 50 will verily come down to 2.25. There seems to be a good margin between the 50 and 100, but it must be borne in mind that a fast straight-away course can easily be got for a 50, but an ideal 100 has yet to be found.

The tricycle—310 miles in 24 and 170 in 12 hours—are likely figures. The 50 and 100 miles are hardly likely to see better than 2.35 and 5.55 respectively.

The ordinary records will be knocked about more than any others next year, so rumour says. 310 miles in 24 and 175 in 12 hours; 50 for 100 and 2.40 for 50 miles should be

done by a big man on a big air tyre, although it has yet to be proved that a balloon will stand in say a 59in. ; there are many possible drawbacks to it—increased tread, more windage and *weight*.

Tandem tricycle. The present 24 hours—298½ on solids, made '87—is very thick ! What couple would care to go for it now on solids ? However, with air tyres, 310 to 315 in 24, and about 175 in 12 hours, may be covered. The 50 is safe to be 2.30, and the 100 may get down a minute or two, but somewhat improbable, as the standing 5.30 was done under most favourable circumstances.

Tandem safety. These, should they be really gone for, with pacers and a picked day, can be greatly reduced—325 miles in 24 and 180 in 12 hours, 5.30 for 100 and 2.30 for 50 miles. These seem a big drop, but when it is remembered that two years ago, on solid tyres, with the first 100 taking nearly 7½ hours, 164 miles was reeled off in the 12 hours, the times seem quite possible if properly gone for.

All records will go, with the exception perhaps of the 100 safety and tandem trike, and if the latter "cushion" record is beaten after all, there will not be one "cushion tyred" record at the end of '91. Air tyres, not necessarily Irish, will carry all before them.—*Anerley B. C. Gazette.*

## Why Do Not the Ladies of Canada Ride Bicycles?

This is a question that is really difficult to answer. No one can claim with any degree of truth that there is anything immodest in the sight of a young lady skimming along on a safety bicycle. The machines are so constructed that there is but little fatigue experienced, the position is most graceful, and there is, perhaps, no exercise in which a young lady is permitted to indulge that affords such opportunities for the acquirement of perfect health. The American ladies have discovered this fact, and throughout all the States of the Union this most delightful pastime is being taken advantage of by them, and it will be the same way here after a few of the courageous ones brush away the sentiment which now stands in the way of the popularity of the ladies' bicycle.

## New Bone and Sinew for the C. W. A.

Aurora has been seized with the progressive spirit of the age and has organized a bicycle club, to be known as the "Auroras." We extend them the right hand of fellowship and wish them life-long prosperity. The officers for the year are: President, Dr. Rutherford; Vice-President, Eli Braund; Captain, M. C. Lloyd; Lieutenant, F. W. Mahers; Secretary, R. J. Bradfield; Treasurer, J. C. Leadbetter; Buglers, E. Mosley and J. Boyd.

## Peace Reigneth.

At last the difficulties existing between the Racing Board of the L. A. W. and the disfranchised racing men have been amicably settled by the amalgamation of the A. A. U. and L. A. W., and re-instatement of the suspended riders. This solution of the problem has been anticipated for sometime, and it is an eminently satisfactory conclusion to the disagreement. We are glad to know that our old friends of the path will again be seen this season in all their pristine glory, with the added experience of a few months of quiet meditation on the point of deciding how far an amateur may go without encroaching upon the fatal precincts of the professional.

Dr. M. G. McElhenney, CYCLING's versatile Ottawa correspondent, was in the city for a few hours last week. The Doctor is a very busy man, but looks as though hard work thoroughly agreed with him.

## Rochester Notes.

The event of the week here has been the professional bicycle race at Washington Rink. The following is a full report of the event, taken from one of the city papers. While I am well aware CYCLING is not an advocate of professionalism, still as the winner is a Toronto man the recital may be of interest to some of your readers:—

Clark,	554 miles	14 laps.
Reading,	554 "	14 "
Ashinger,	518 "	12 "
Appel,	509 "	16 "
Desmond,	365 "	— "

The forty-hour bicycle race begun Tuesday afternoon at 2.30 o'clock, ended 10.30 o'clock last night with the scores as given above. When Manager Prince fired the pistol shot Clark was leading his antagonist by an eighth of a lap, and that gave him a clear title to fifty per cent. of the stake money, which amounts to \$300.

When the hands on the big clock were making toward the closing hour, there was all the excitement and enthusiasm the most enthusiastic 'cyclist might desire. At no time during the contest did either Clark or Reading gain a lap on the other. Desmond having fallen out of the race Friday, it left Appel and Ashinger to fight for third place. and at one time even Saturday, Appel had a good claim on that position, but Ashinger's experience seemed to give him the advantage over Appel, and so Appel began to fall behind rapidly as the evening advanced. The only work he did after eight o'clock, was to spurt when the band was playing. Then he would forge ahead of the leaders amidst the cheers of his local admirers. But just as soon as the music ceased, Appel seemed to lose his inspiration. He dismounted many times during the day and evening and quit ten minutes before the finish to give Clark and Reading a clear track. Ashinger too dismounted several times, but Clark and Reading kept to their saddles from the time of the start until Clark was declared the winner. It was a pretty race all through between those two leaders, and a pretty exhibition of endurance.

All the afternoon and all the evening Clark had been leading, and it seemed that every time Reading was ready for a spurt Clark was just thinking of the same thing.

About twenty minutes before the finish, Reading, by a mighty effort, shot ahead of Clark, but even after he had done so there were many bets made with odds, that Clark would finish first. In those last twenty minutes excitement was at fever heat, and



when two minutes before the pistol shot, Clark rolled in ahead of Reading the crowd went wild.

By the terms of the race, Clark gets 50 per cent. of the stake which was \$500; Reading, 25 per cent.; Ashinger, 15 per cent.; and Appel 10 per cent.

William Clark is a Toronto man and has won many races before. Reading, known as the "old Soldier," is from Fort Omaha, and like Clark he knows what it is to run a race. Ashinger, of Dayton, Ohio, is also an old racer. Appel is a Rochester boy, and has never been in a professional race before.

The best time made was on Wednesday afternoon when the seventeen laps, constituting a mile, were made in 2.59. The best lap made was on Thursday in nine seconds. This record was made by Clark.

CRANKSLINGER.

I was much interested to read in a recent copy of *The Wheel* an attempted explanation of how it is that a bicycle rider keeps his balance. I think the balance is accomplished in the same manner that a stick is balanced when supported by the end on the finger. When the rider feels himself falling to one side he turns the wheel towards that side (instinctively by practice), and the bicycle runs under his balance, as it were, just as with the stick the hand is moved from side to side in order to bring the support under the centre of gravity. In riding "hands off" the bicycle does its own steering, as the front wheel will always (if properly constructed) run in the direction in which the bicycle leans. It is because the front wheel must necessarily be turned in order to keep the balance that the various devices for locking and steering the wheel have been proved more than useless.—"Hickory" in *The Wheel*.

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