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CYCLING

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

Vol. II.

TORONTO, FEBRUARY 25, 1892.

No. 7.



FRED BRIMER,
WANDERERS BICYCLE CLUB.

Canadian Flyers--13.

FRED BRIMER.

Fred Brimer, whose photograph forms the frontispiece of this issue, is probably as widely known throughout the bicycling fraternity as any wheelman in Canada, and to all his acquaintances it is needless to mention as favourably.

We may fittingly class him among the veterans, and a review of his victories on the path will necessitate carrying our memories back to the season of 1885, in which year he made his first appearance at the Toronto Club Meet, winning second place in the one-mile club race, being at that time one of their members.

He did not appear again until the following season and again at the Toronto Club Meet, winning first in one mile open 3.40 class and half mile club handicap, with twenty yards on scratch man, M. F. Johnston.

In the fall of same year he followed up by winning first in Toronto Club Road Race against a large field of starters. At Port Hope on July 1st, 1887, he won first in two mile open, and the following March, at the Toronto Club Meet, first in half mile open against such men as Foster, Johnston, and Campbell of Niagara Falls.

Such a performance gave evidence of a brilliant future, but a bad fall at the offset of one mile handicap (open) on the same day displaced him not only in that event but prevented his appearance again that season, from which time he confined himself to road riding, showing ability in this line by several creditable performances.

In June, 1888, he won from scratch the twenty mile handicap road race of the Torontos in 1 h. 30 m. and the following October the final and series. In Feb., 1889, he was elected to the captaincy of that club, filling the position for one year, when he joined the ranks of the Wanderers and has since been amongst their most active and enthusiastic members.

Owing to practical retirement from racing circles his name has not been seen of late amongst the list of competitors, but an evidence of his old time speed was his performance in the ten mile handicap road race of that club in June, 1890, covering the distance with no training whatever in 38 minutes.

As member of the Wanderers Executive, Representative or Chief Consul for Toronto District of the C. W. A., he has in all capacities proved himself a valuable addition to any club and a just and fitting tribute to his

worth and record is the recent appointment of him to the position of Chief Centurion for the Century Club of Canada, A. P. T.

A Tragedy in Black;

OR, THE FATE OF BILL.

From out the darkness of the night
There comes a whistle shrill;
I see the gleam of cycle light
Of oaken-headed Bill.

The merry whistle of the wire
Strikes swiftly on my ear,
As also strikes his bloated tire
Upon a bottle near.

Then comes a burst of thunder sound;
And Bill—O, where is he?
I vainly search the road around
For his anatomee.

Such was the wreck of brother Bill,
Which gave his friends much pain;
He coasted blindly down a hill—
He never smiled again.

—Sandy Hook, in *The Bearings*.

Quite a number of the club men have been taking holidays during the last two or three weeks, the effects of intimate acquaintance with "la grippe," A. P. Taylor, J. Stanbury and H. Irish having recently been victimized.

The *Scottish Cyclist* says: "Almost anybody can ride a bicycle, but a good many of those who do ride, should not." This is particularly true of fools. One fool on a bicycle can make more trouble on a crowded thoroughfare than six runaway four-in hands.

The man who can always ride his wheel slowly, and never indulge in a turn of speed, hasn't yet come to light, but there are a good many who put speed foremost, and seldom, if ever, take a rational turn and wheel along for miles at a medium pace. If only these "wild speed" men could once be induced to take a run without rounding their backs and gasping for the pure fresh air through which they skim, we think they would more often do it. To sit your machine comfortably; to ride, as you can, without exertion; to inhale the air in long, deep draughts, and to arrive at your destination without fatigue, and even then with the knowledge that without an excess of pace you have left many a horse far behind—these are a few pleasures of cycling which many gain and many miss.—*Wheelmen's Gazette*.

Cycling

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

EDITORS:

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

PUBLISHERS:

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

*All communications intended for publication must be addressed to Fred Bryers, 26 Wellington St. E.
Address all communications of a business character to CYCLING, 5 Jordan St., Toronto.
CYCLING is issued on the second and last Thursdays of each month.
Subscription \$1.00 per annum; single copies 5 cents.*

FEBRUARY 25, 1892.

Mr. Peard Retires.

DEAR BRYERS,—I feel that the time has arrived when my name should be withdrawn from association with yours as one of the editors of CYCLING. For the past year or more, in consequence of the demands of business, I have been able to devote but little time to our paper; you doing the lion's share of the work, and I participating in whatever honor there was attached to the editorship of a cycling journal. If for no other reason than that of fairness, I deem it but right that you should permit me to drop out of active connection with CYCLING. I shall always esteem it a privilege to be considered a contributor to the paper that, in the face of much opposition and some discouragement, I had the honor of editing when its initial number appeared. So, my dear Bryers, let me see your name alone appearing at the head of the editorial page in the first March number of CYCLING, and with kindest regards and best wishes, believe me,

Very sincerely yours,

Baltimore, Feb. 20, 1892. F. F. PEARD.

In accordance with the above CYCLING will hereafter be under my sole charge—a responsibility which, personally, I feel; for though, on account of Mr. Peard's absence, he has not been able to afford as much assistance as he otherwise would have done, yet I have always felt that the opinions expressed by me were in some manner the opinions of the Editors of CYCLING, and not those of an individual.

Mr. Peard's withdrawal will not in any way alter the course we have been following with regard to Canadian wheeling, and I am sure the readers of CYCLING will be pleased to know that we are still to be favored by sketches from his pen, which will be of interest to us all.

FRED. BRYERS.

The T. L. C. and the Cyclists.

A month or so ago we expressed the opinion that the Toronto Lacrosse Club were not anxious to cater to the cyclists. A day or two later the *Empire* contained an answer which appeared on the face of it quite satisfactory, particularly as it was followed up by an invitation to the cyclists to meet the lacrosse men for the purpose of making some satisfactory arrangements; the outcome of which, while perfectly satisfactory no doubt to the T.L.C., was by no means so fair to the wheelmen. Stripped of unnecessary wording the offer of the Lacrosse Club is:—“You build a track on our grounds and we will allow you the use of the said grounds three days each year; or, We will build the track and charge you for the use of the grounds, provided you guarantee us against any loss. In either case, of course, we are to own and control the track.” Ham or bacon is “not in it” with this fair offer. A whole carcass would be required to express appreciation of it.

It is very evident that the Lacrosse Club are of the opinion that they possess the whip handle, and that the cyclists will either have to accept their offer or go without. Such, however, we believe is not the case; and while the wheelmen would be only too pleased to support the Lacrosse Club, still overtures have been made to them from other sources much more equitable than the offer made by the T.L.C.

T. B. C. Meets.

In a recent issue of the *Empire* it was stated that the Toronto Bicycle Club had taken more out of the Lacrosse Club track than they had ever put in. This may possibly be the case, but we have been making inquiries in regard to the matter, and find that the Toronto Bicycle Club have paid the Lacrosse Club over one thousand dollars for the use of their grounds;—in other words, have more than paid the cost of the present cinder path. Add to this the fact that cycle races are a feature of many of the athletic entertainments given on the grounds, including those of the Bank Sports and Canadian Amateur Athletic Association, and it will easily be seen that the wheelmen pay the T.L.C. for all they get. It may be added that it is only within the last three or four years that the T.B.C. have cleared the expenses of their meets.

The Century Road Club.

The *Empire* and *Globe* last Friday contained letters criticizing the action of the C.R.C.C. in admitting Sunday Centuries. We understand, however, this subject is to be brought before the members of the club and those who have signified their intention of joining, and that a ballot is to be taken. If Sunday records are then allowed, it will then be time enough for those who are opposed to them to withdraw from the club.

There can be no doubt, however, that cycling in Canada has not degraded to such a low level as to permit of riding for prizes on Sunday, and we have no doubt, whatever, that the majority of the club will be largely against this practice.

Highway Improvement.

We have received the January and February numbers of *Good Roads*, a monthly journal published by the Roads Improvement Bureau of the L. A. W. It is well written, finely illustrated and neatly printed. The thought has struck us that we in Canada are just as much in need of good roads as are our American cousins, and probably cyclists appreciate them better than most people. Why can we not use this journal as a means of educating the Canadian farmer up to the point of building good roads, and what better means could be procured than for the clubs in Toronto, say, to combine and subscribe for a copy of the work for each member of York County Council? Fifty dollars a year will do it and the amount could not be better invested. Think of it, ye cyclists, and also think of some of the county roads, such as the Lake Shore and the fourth line of York and Vaughan.

No doubt clubs in other counties would follow our example, and by thus educating the most representative men in each county we would gradually educate the whole community on the subject of Highway Improvement.

Our Chicago representative, J. Jay Ross, an old Torontonian and member of the Wanderers, has just taken charge of the cycle department of the Monarch Cycle Co., of Chicago. We feel sure that he will make it a success, as he is a gentleman in every sense of the word. Any of our friends who visit that city should not fail to call at 42 to 52 Halsted Street, where they will receive a royal welcome, for Jay has a particularly warm spot in his heart for Canadians.

Chicago Letter.

Life, as far as cycling is concerned, has been very quiet during the past month. There have been a number of "smokers," etc., but the weather was such that it was only on one or two occasions fit to take a wheel out, though the "cranks" were about in full force. The condition of the streets and roads in this vicinity at present reminds me of the dinner for which the *menu* read: "Soup, soup, and soup, with soup for dessert." It is simply awful; I never saw anything to compare with it, no, not even the Esplanade in "Muddy York." Tony Radell, A. G. Roux and F. Slusser, of the Lincoln Club, were the first to reach Elgin this year. They were forced to take the railroad track, and, for thirteen miles, banged along over the ties. Art. Merrick, lieutenant of the Chicago Club, undertook to show the way to Hammond, Ind., to a number of his club mates, and succeeded in doing so. Merrick is a very popular wheelman as well as being an enthusiastic one, and a hard rider. He is illustrator for *The Bearings*, and is very clever with his pen and pencil. He hopes to participate in a tour through Canada during the coming season and all with whom he may come in contact will find him a gentleman in every sense of the word.

Roy Keator, who toured from this city to New York last summer, is making arrangements for another trip over the same route. On this occasion, however, he will use only his Ormonde unicycle, and will be accompanied by his brother. Roy is delighted with the treatment he received at the hands of the "Canucks," especially at Loudon and Hamilton.

Dai Lewis, who for the past two years has been on the staff of the *Referee*, is about to sever his connection with that journal. He is going to Buffalo, his former home, where he will publish "the best cycling paper in the world." That is a pretty big statement to make, but Dai is in earnest, and as all his acquaintances know is a "hustler." "The American Wheelman" will be the name of the new paper. It will be a weekly and the first number will make its appearance on March 4th. The new comer will give special attention to Canadian news, and with a popular man like Lewis "pushing the pedals," is bound to be successful.

Very few Canadians have any idea of the large number of manufacturers of bicycles and sundries in existence in the United States to-day. It is surprising, and the competition this season will be very keen, and it looks very much as though it will be

nothing more than a case where the wheel that is absolutely the best in every respect will be the most popular machine. For a number of years past wheels of English manufacture have been in the lead, but this year they will have many formidable rivals in American safeties. Why shouldn't a wheel embracing all the qualities and features of the leading English machines be made on this side of the Atlantic? The Americans are a keen, ingenious people, and as inventors hold a very high place in the manufacturing world. Those who have embarked in the cycle trade this season have done so with the intention of giving to the consumer a machine that will be unsurpassed by any, and have spared neither pains, money or time to bring about this end. The plants that have been built are extremely fine, the tools are marvels of ingenuity, and the men employed are experienced mechanics in their special branches of trade. Among the many later arrivals may be mentioned: The Liberty, manufactured at Harkaway, N. J.; The Temple Scorcher, Marion, Ind.; The Speedy, Moffat, Derby and Monarch, Chicago. The Union, 2.10, is also a new arrival and is manufactured by the Union Cycle M'fg. Co., Unionville, Mass. All of these machines bid fair to take the place among riders so long held by wheels of English manufacture.

The improvements made on many of the above machines show the ingenuity of the American people in a marked degree. The methods of fastening the cranks and sprocket wheels to the crank axle, as well as the bearings used on them, and many other details, are superior to those found on machines made on the other side of the Atlantic.

The pneumatic tire has improved very materially in the hands of the American inventor, and we should not be surprised to find that the successful tire at the end of the coming season was made in this country.

At a later date I will give more detailed description of some of the leading wheels, tires and sundries made on this side of the line.

J. JAY ROSS.

Chicago, Feb. 22, 1892.

London Letter.

DEAR CYCLING,—In accordance with the usual custom I suppose it would not be amiss to take stock of cycling prospects in London for the coming season and to present to your readers the general outlook. First of all, in

regard to the Forest City Club. The prospects for a successful season for the "veterans" can truly be said to be bright, for they have a board of officers who are both painstaking and enthusiastic. I believe it is the intention of the club to secure new rooms in a central location, which will be more convenient and better in every way than the present house. The fees are to be raised, I understand, and every endeavor made to cause it to be in the interests of every wheelman to join. Some move will be made towards encouraging road riding and racing. In short, the old F. C. B. C. will worthily maintain its past record as a live and lively organization. No doubt it will acquire an increased membership. On the other hand, however, we have to record the resignation from the club of ex-president Morphy, ex-secretary Mullins, ex-treasurer Durngoll and "yours truly"; the cause in every case except that of "Alf" being a temporary retirement from wheeling. In my own case I do not know whether I shall ride any more or not; in any event I shall not race again. "Alf" is getting old—he is beginning to forget events in the war of 1812—and thinks, I am afraid, that it is time he retired from club life. I did hear "as 'ow 'e 'ad a girl." However, though no longer members we shall endeavor to help the old club in every way in our power.

In regard to the London Cycling Club, I understand that at present it is not yet decided whether they will reorganize for the season or not. In all likelihood, however, they will, as they have some very enthusiastic wheelmen on their roll-book. The removal of Mr. R. J. M. Webbe, their pushing secretary, to Winnipeg, has left them without a head, so to speak, but no doubt they have many members capable of booming the sport.

All C. W. A. members will hear with regret that Mr. R. M. Burns ("Bob") has left the ranks of the bachelors and joined the Benedicts. However, I guess we will see him once in a while, and he says he will still continue to wheel—with a tandem among the possibilities.

"Billy" Mullins is now employed by the G. T. R. in a new capacity which requires him to travel a greater portion of the time. "Billy" says if it were not for the shekels he would prefer his old sit., as he will be prevented from wheeling except at rare intervals.

"Bengough" has been engaged by the club for the 22nd inst., and as the bye-election here takes place on the 26th should draw a large crowd with his political sketches.

Yours truly,

W. G. OWENS.

A "Hard Times" Smoker.

THE LARGEST AGGREGATION OF SEEMING TRAMPS ON RECORD.

The irrepressible Wanderers had a jolly time last Thursday evening on the occasion of their "hard times" smoker. The affair in its entirety was indeed unique. No entertainment of a similar nature has ever been attempted in this city, and no smoking concert was ever such an unqualified success. So tough, in fact, was the appearance of those participating that the assemblage might have been mistaken for a convention

Eachren looked like a genuine tough. W. Hunter appeared more like a stranded Spaniard than a respectable Canadian, while H. C. Pease's own god-father could not have recognized him in his character of a sawed-off boy.

While the boys smoked and enjoyed themselves generally they were regaled by a very entertaining concert. A characteristically humorous speech by H. C. Pease was much appreciated. Robert A. Shaw's rendition of "I am waiting" was the chief feature of the musical portion of the programme. Although out for a lark, and not intent upon listening to anything but their own voices,



A FEW OF THE GENTS AT THE WANDERERS SMOKER.

of tramps. No one present had on a suit of clothes fully in tact, not a linen collar was to be seen, and very few of those who smoked pipes could boast of more than a dilapidated stub.

In connection with this article are presented the pictures of those who afforded the most ragged appearance. A valuable prize was presented to the most God-forsaken looking specimen of humanity in attendance. W. J. McBride secured the coveted trophy. A glance at his photo will describe more vividly than words the attributes of mendicancy dominating his make up. A majority of the attires were over-drawn, but F. Mc-

the exuberants displayed a lively interest in the full, rich tones of this youthful tenors' well-cultivated voice. Among the many others who took part in the programme were: Messrs. W. J. Moody, Allan Fairweather, J. Park, P. L. Baily, George Smedley, J. H. Bowes and McKendry.

Refreshments were served at the conclusion of the concert. At this time another scene begging description was enacted. The boys, with scarcely an exception, ate in a manner that would have done credit to the voracious appetite of a professional tramp.

At the close of the entertainment the boys had a street parade, which they enjoyed

immensely. Their grotesque garb, cork-burned faces, tattered clothes and umbrellas attracted much attention. Their catchy songs, as in step, two abreast, they marched down Yonge Street and along King to the Rossin House also tended to discontinue many a peregrination, and make pedestrians gape in amazement. On arriving at this hotel they entered by the King Street doors and passed through the billiard room and cigar store. Thence they retraced their triumphant steps to their Alexander Street



MCBRIDE
The Belle of the Smoker.

quarters. Before entering they had an Indian war-dance, and showed their appreciation of "the belle of the ball" and the master of the ceremonies by gently tossing them. The elevation appeared to be heartily relished by those thus honored. Then came some popular gags, and a great shout of "yes" in reply to the question, "Do we want Sunday cars?" The exuberant ones finally filed into the hall and kept up the good time till the early hours.

Extra copies of this edition of CYCLING may be had at the Office of Publication, 5 Jordan Street.



WALKER AND SCOTT.



PEARSALL AND MCEACHREN,

Ottawa Letter.

DEAR CYCLING,—Having partially recovered from the strain occasioned by my last literary effort, I feel constrained—or in other words moved by the spirit—to again write you. The Ottawa Bicycle Club held a skating party last week. It was, as on previous occasions, a success. Several hundred ladies and gentlemen were present in the best of spirits (and, of course, other clothing suitable to the climate).

The skating parties are most enjoyable affairs, and the practice of giving them will, I trust, be long continued.

The last feat of Nasmith is truly wonderful and evinces an enthusiasm much in excess of the average. One hundred miles in winter through snow and slush and over ice and frozen mud is no "children's size" accomplishment. Speaking of centuries suggests the Century Club, which is being agitated over the question of Sunday records. I have no doubt that the decision will be against them. Is there any difference between making a record on Sunday and training on Sunday to make a record some other day? The wheelmen, in introducing the Sunday observance question, have struck a snag. They have opened up one of the great questions of the day, one upon which even the erudite divines of righteous Toronto cannot agree. Century Club, it is your funeral! Perhaps you had better get Mr. Gladstone and Col. Ingersoll to debate the question; or perhaps each member had better vote as advised by his best girl, which after all is the method most conducive to happiness. Century Club, you have a brilliant opportunity to exhibit moral courage: make the most of it.

Several people have asked me if an electrical bicycle or tricycle could be constructed, so for the information of those whose minds run on such matters I will venture to say that such an appliance, while within the range of possibility, is, under present methods of electrical generation, highly improbable. As near as I can make it by a rough calculation, a machine to carry one person would weigh from five to seven hundred pounds, which would make it an awkward wheel to pull out of a ditch or over a stile. As far as weight is concerned a steam tricycle would be far lighter than an electrical one, except, of course, double trolley wires were provided for all our roads and power generated in a central station. If this were done the weight of the machine would be under two hundred pounds. Up to date I do not know anything that for general pur-

poses comes up to a first-class man-power bicycle, and when it suggests a charming damsel on a safety words fail to express the beauty of the combination.

The O.B.C. members have issued invitations to an "At Home" on Friday evening, Feb. 19th. It is expected to be a grand success, and before this is printed will have glided into the past which holds within its dim portals so many similar happy memories.

Other matters bicyclic are quiet here, the only question being—"What wheel are you going to ride?" I'd tell you, but it would look like stealing a free ad. for Somebody & Co. Yours fraternally,

MARK G. McELHINNEY.

Items of Interest.

Germany has 200,000 cyclists and three cycling papers.

The dates selected for the Ohio Division meet are July 4 and 5. The Poorman road race occurs on July 4.

Carman and Smith will ride Raglans; Palmer, a Rudge; Ross, a Swift; Nasmith and Wells, Comets; Hyslop, a Whitworth; and Nash, Skerritt and Robertson, Humbers; all pneumatic safeties.

The *Irish Cyclist* suggests that as long as the fact remains that cats have a propensity for sharpening their claws upon some surface, firm yet springy, it would be well to have an eye upon our pneumatics standing in the lower hallway

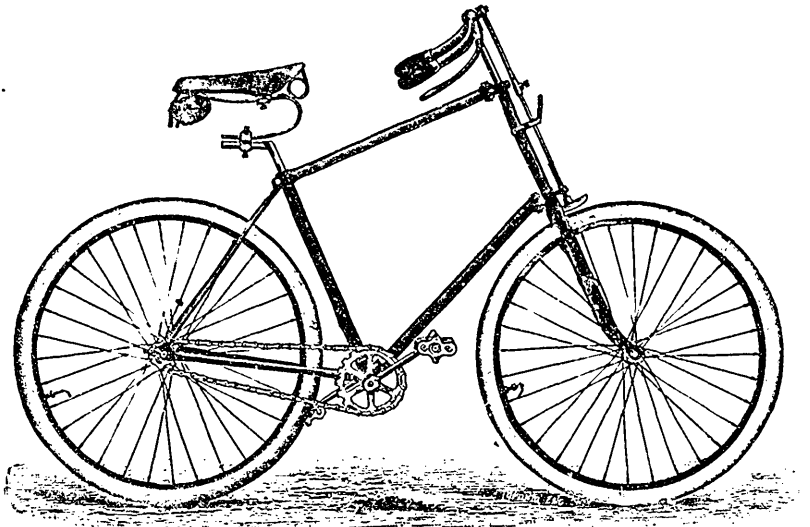
It is pleasing to note that the *Evening Telegram*, which has been rather opposed to bicycling, is beginning to find itself in the wrong, and, by its publication on Saturday last of an interesting article on the growth of wheeling in Toronto, acknowledges the fact that cycling is becoming a power in the land.

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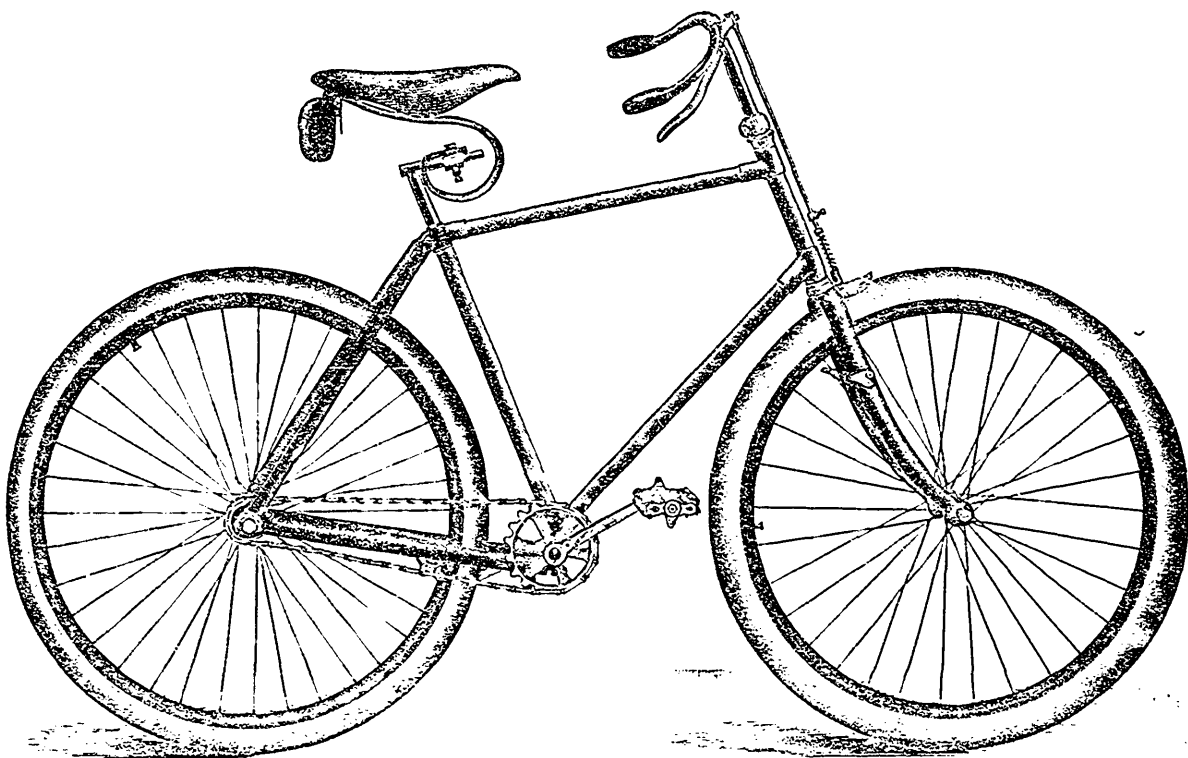
The accompanying cut shows Marshall Wells in his boyhood days making a determined effort to obtain a "Comet," for he, early in life, recognized the fact that it is the finest Wheel in the market, and one on which he could make fast time,

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CLUB NOTICES.

The annual meeting of the T. B. C. will be held in their club rooms on Monday evening, March 7th, at which the nomination of officers for the ensuing year will take place, whilst the election of same will take place one week later, Monday evening March 14th, 1892. A large attendance is requested.

J. WOOD,
Hon. Sec

In regard to the Zimmerman suspension Chairman Atwater of the L.A.W. Racing Board says: "The facts in the case can be summed up about as follows: First, Mr. Zimmerman by his own action violates the amateur rule, and is, therefore, declared a professional; second, owing to the fact that he waives his right to an investigation by the 'committee of three,' that an investigation thereby becomes unnecessary, also that the circumstances in the case entitle him to it, he is reinstated; third, had he insisted upon an investigation of the matter under the terms of the A.A.U. alliance, he would have been delayed in his contemplated trip abroad; fourth, the circumstances were such that it required an immediate action."

MR. EDITOR,—Having been requested on several occasions to let the outside world know something of our movements, I have decided to once more make my bow, and ask the kind indulgence of your readers.

At our last regular meeting nominations were received for officers for the current year, and resulted as follows: President, James A. Laidlaw; Vice-President, G. R. Lloyd; Secretary, W. J. Hobson; Treasurer, John G. Gauld; Captain, R. B. Griffith and John Hunter; Lieutenants, Skerritt, Coote, Turner, Muir, Thurston, Fields and McAndrew.

The excitement attaching to the election of captain has never been so high either in previous club elections or in anything connected with club events. Every member has been canvassed at least twice, some of them oftener. At all events the annual meeting promises to be "a corker," and doubtless will strike an enthusiastic chord in the members for next year's work.

Another topic that has served as a fund for conversation for the shy ones has been Salvini's Opera. The performances take place this week (22nd, 23rd and 24th February), and will be "served up hot" to you in the next.

I notice that the Century Road Club recently organized is having a hard time with its members. As far as recognizing all road records is concerned the object is a worthy one, but when members are allowed to join that have never ridden a century the thing is going too far. It should be considered a high honor to belong to the organization, and only those who have ridden centuries should be members. I do not favor a large membership unless all belonging can lay claim to it. Lower the elapsed time limit to twelve hours and make your men ride; something must be done to make fast long distance riders and the more the merrier. In the H.B.C. we have organized a century club to be known to the world as the "Beach Road Camping and Scorching Club." They are all hummers, and in their anxiety to make it exclusive have placed the time limit at twelve hours. A few of the best of them are still left.

We intend having a monster meet here on Civic Holiday, which is sometime in August; but the great question is, Where will the C.W.A. meet? What's the matter with Sarnia and its elegant race track, its tunnel, and its proximity for American riders?

Feb. 22, 1892. JOHN L. S., THE PUG.

Athenæum Bicycle Club.

Trade Notes.

OFFICERS :

I. P. EDWARDS	President.
W. C. MEREDITH	Vice-President.
J. H. EDDIS	Sec. Treasurer.

OFFICERS OF THE ROAD :

J. P. LANGLEY	Captain.
A. BYRON	1st Lieutenant.
A. ECKLEY	2nd "
L. ROBERTSON	3rd "

The regular monthly meeting of the club will be held at the club rooms, Public Library Building, on the third Thursday of each month at 7.30 p.m. sharp.

Notes.

W. M. Carman, of Woodstock, has located in Toronto, and will probably ride under the colors of the T.B.C.

Carman and Smith, Nasmith and Wells, and Palmer and Skerritt ought to make three pretty good tandem teams for 1892.

A morning contemporary announces the withdrawal from the Century Road Club of F. H. Skerritt, of Hamilton.

You say the wheelman's idle now ?

It's-no-such-a-thing ;

He diligently is engaged

In waiting for the spring.

—*Wheelmen's Gazette.*

At the recent directors' meeting of the Toronto Bicycle Club (Lim.), C. E. Lailey was elected President ; W. H. Chandler, Vice-Pres., and E. B. Ryckman and J. F. Lawson re-elected to the respective positions of Secretary and Treasurer.

The Cleveland Wheel Club will hold their second annual road race on Decoration Day. The list of prizes will exceed those of last year, but we presume the handicapper would hardly be so lenient with Nasmith as he was last year.

A bicycle academy is soon to be started uptown, and I predict success for it. Cycling is now a recognized sport of both summer and winter, and cyclers who do not care to venture forth during this cold season will undoubtedly welcome the new enterprise. It is not alone for these, however, that the school will be started. Splendid facilities will be afforded the novice, while fancy riding will also be taught. I am surprised that such an institution has not been started in this city before. There is room for it, and I believe the proposed school will thrive.—*Sport, Music and Drama.*

The Charles Stark Company have recently added to their Bicycle Department two handsome and commodious show rooms to make room for the immense Spring importations which they are daily expecting.

Our representative was recently shown through their establishment, and expressed his complete surprise at the extent and completeness of their stock. Passing through the watch and jewelry salesrooms, occupying No. 60 Church St. into their commodious sporting goods sample room, the front of which extends the entire length of 56-58 Church St., the visitor is at once impressed with the variety of goods displayed suitable for all kinds of sport, both indoor and out. Here, bicycles of over thirty of the latest styles are on exhibition ; a large assortment of high grade guns, by such celebrated makers as Greener, Clabrough, Scott, etc., are arranged in handsome show cases, while tennis, cricket, lacrosse, baseball, fencing and athletic goods of all descriptions are displayed in great variety. From here the scribe was shown into two immense gunware rooms, over 100 feet in length, containing upwards of 3,000 stand of arms of all styles, running in prices from \$2.00 to \$300, each. On the same floor are the receiving, packing and shipping rooms, where the clerks were busily engaged in opening Spring shipments, crating and re-shipping bicycles, etc. The ammunition storeroom, ammunition salesroom and gun repair shop complete the circuit of the ground floor. The second and third flats are monopolized by large bicycle warerooms, capable of accommodating hundreds of wheels, while the fourth flat is occupied by the *Forest and Farm* editorial rooms (a weekly sporting paper published in connection with the business), the mail order department, bicycle storeroom and jewelry manufacturing rooms. In the top storey are the bicycle repair, japanning, nickel-plating department and polishing rooms, all containing the newest and most expensive machinery, which is run by a 10 horse-power engine of the latest design. The nickel-plating department deserves special mention, but to go into full details of this and other deserving branches of the business would require more space than we have at our disposal. It is our purpose, however, at an early date to go thoroughly over the whole establishment, but we look upon this as a big undertaking, and are convinced that to do it properly it will be necessary to take half a day's holiday.

Arthur L. Garford writes as follows concerning the "Overstone" :—

"For over two months I have ridden their No. 1 Diamond Frame Bicycle, and I have never ridden one that suited me better. For style, finish and running quality it cannot be surpassed, and this I say after having owned and used over thirty different wheels.

"Most truly, ARTHUR L. GARFORD."

A Startling Offer.

The Wanderer Cycle Co. make the following offer : The purchase money will be returned to anyone breaking the record on our machine from Don Bridge to Whitby, 1 hour 48 minutes. Here is a chance for some of the scorchers.

If you have a second-hand wheel for sale, advertise in CYCLING. It will only cost you 25 cents for one month.

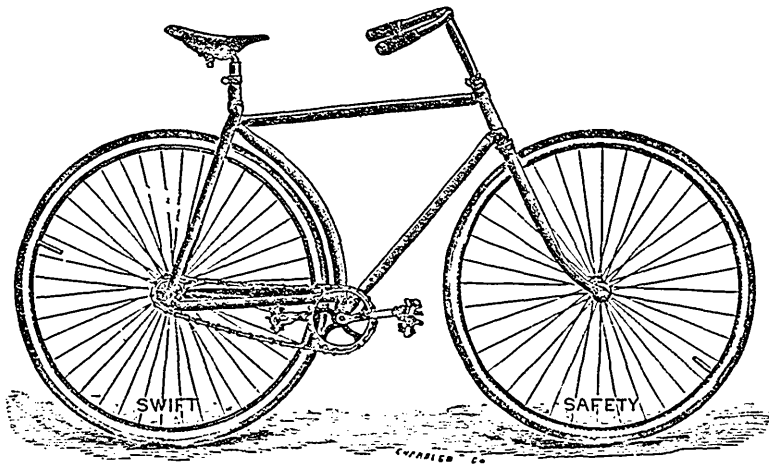
FRANK S. TAGGART & Co.

89 King St. West.

Our New Show Rooms are now completed and we are showing a full line of Swift Bicycles fitted with Solid, Cushion, Clincher and Dunlop Pneumatic Tires, and in asking intending purchasers to buy this Wheel, we call your attention to the fact that while guaranteeing

THE SWIFT

against breakages, we also guarantee entire satisfaction, otherwise we refund purchase money.



Pneumatic Tired Full Roadster weighs, all told, but 43 pounds.

Remember the Coventry Machinists Co.'s Bicycles are noted for their fine finish and easy running qualities.

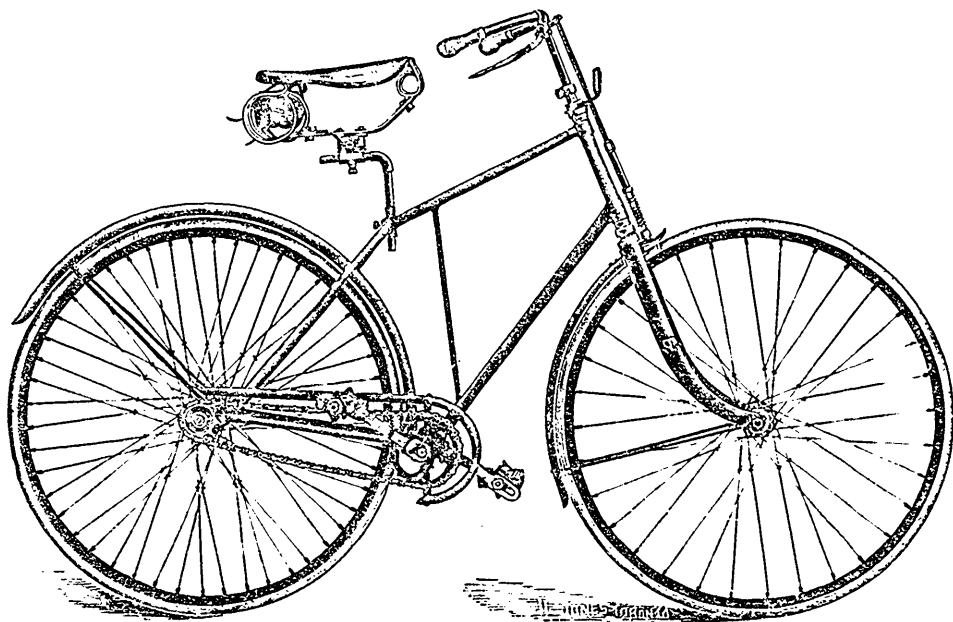
FRANK S. TAGGART & Co.,
89 KING ST. WEST, TORONTO.

If you buy a Machine before you see the WHITWORTH you will be sorry. A mile an hour faster than any other Machine. Samples are now on the water and will be here next week. Prompt delivery guaranteed.

HYSLOP, CAULFEILD & CO.

THE

❖ BRANTFORD ❖



HAVE YOU SEEN THE
NEW BRANTFORD?

If not it is time you had. They have all the good points of other Wheels with many more of their own. One special feature is our

NEW PNEUMATIC

which every rider should see before buying their mount, or you will be apt to regret it if you don't. Every Brantford has our **FULL GUARANTEE** as to Workmanship and Material.

Apply to nearest Agent for our handsome 1892 Catalogue—Free.

THE GOULD BICYCLE CO., LTD., - BRANTFORD, ONT.

WANDERER CYCLE COMPANY

22 & 24 Lombard St., Toronto.

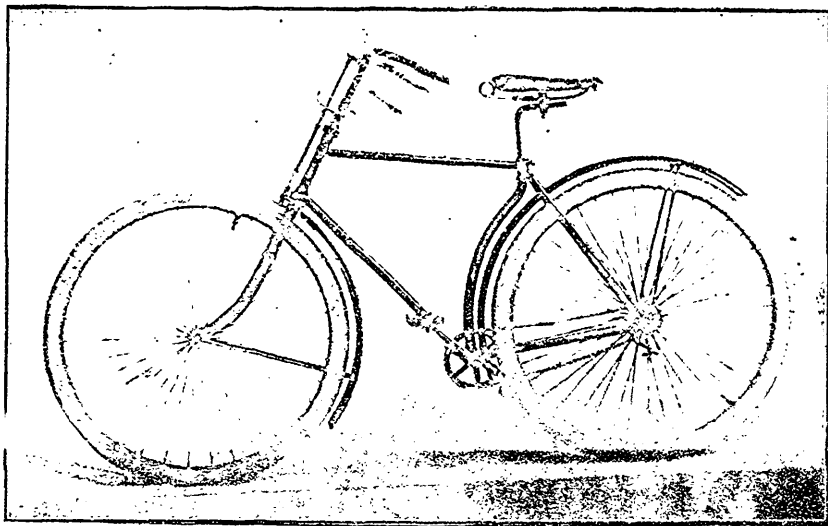
:: CANADIAN AGENTS ::

“Greener” Safeties

FITTED WITH DUNLOP AND CUSHION TIRES.

See This Splendid Machine, Place Your Order for it now,
and Secure the Wheel You Ought to Have.

YOU CAN REACH IT, IT'S ON EARTH, SEE!!



Luxurious Riding - - Easy and Fast on Rough Roads - - Every Known Improvement.

DUNLOP PNEUMATIC TIRE	-	-	\$145.00
CUSHION	"	"	130.00

→ WE WILL ALTER YOUR WHEEL TO CUSHION OR PNEUMATIC TIRE ←

Our manufacturing material is now in Stock, and our Sample Machines will soon be made.
See our Illustrations at early date. See us anyway.

H. S. HOWLAND, SONS & CO.

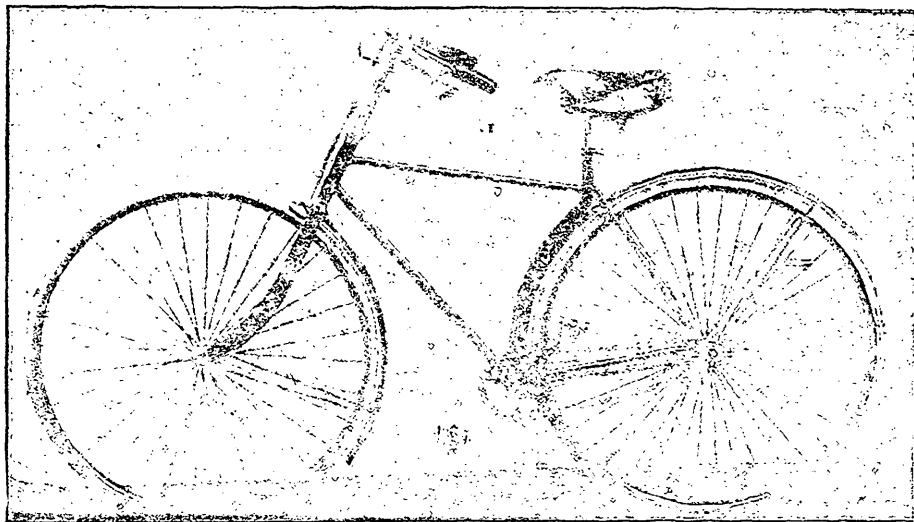
Wholesale Hardware

37 FRONT ST. WEST, - TORONTO

Agents for

LOYD, READ & COMPANY

COVENTRY, ENGLAND



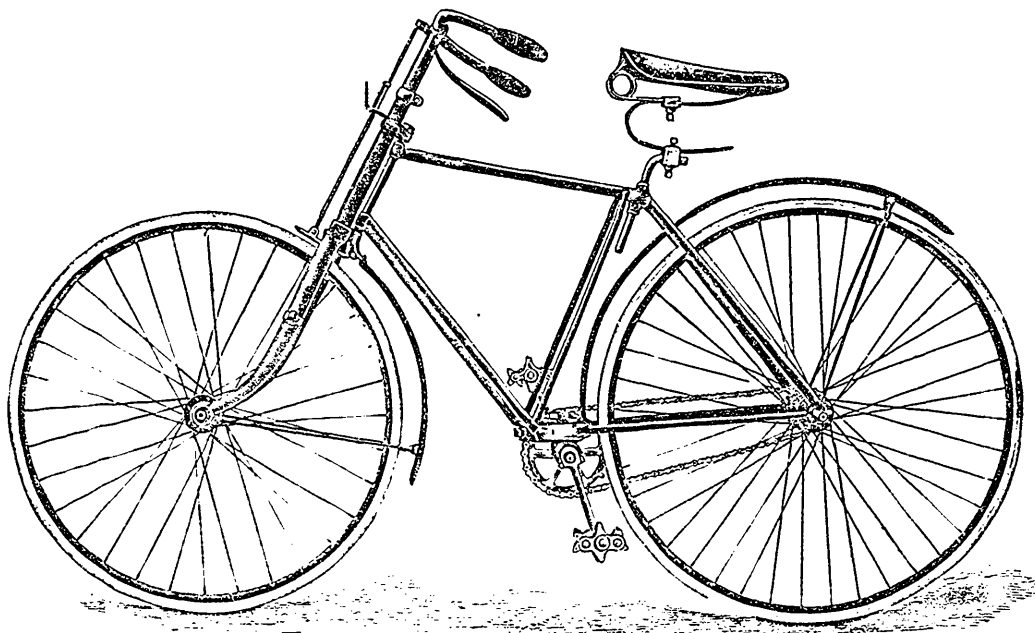
No. 1 DIAMOND FRAME.

THE OVERSTONE BICYCLES

CALL AND SEE THEM BEFORE PURCHASING YOUR MOUNT FOR 1892.

THE GENDRON MANUFACTURING CO., LIMITED

WE invite bicycle critics to read the following about our No. 7 Cushion Tire Bicycle. Will also say that our new Pneumatic Tire Safety will be out in about ten or fifteen days, which wheel will defy competition. Would also mention that we have not forgotten the little Boys, and that we have a No. 1 Safety Bicycle, Cushion Tire, Ball Bearings throughout, highly Nickel Plate, etc., for \$45.00.



THE GENDRON No. 7 WITH CUSHION TIRE.

A NEW WHEEL designed on the latest and most improved lines, with long head and well extended wheel base. The crank shaft is brought sufficiently forward to relieve the rear wheel of a fair portion of the weight of the rider, which gives great ease to the steering and prevents side slipping. In it we produce a light yet most rigid frame work. We do not use exceedingly light gauge tubing, nor have we reduced our forgings to a dangerous size for the sake of weight. We believe that a Canadian Road Safety built on the latest approved lines with $1\frac{1}{4}$ inch Long Cushion Tires should weigh, all on, not less than 45 pounds. This machine is built to that weight, but strength is nowhere sacrificed for lightness. While it is equal in every respect to the highest priced Wheel on the market, yet with our facilities to make and market them, we are able to price it at a medium figure, thus making good our promise to furnish the highest grade of work at a medium price of \$115.00.

All lovers of Safety Bicycles are invited to call and inspect our Wheels at our Salesroom, 188 Yonge St., or at the Factory, Cor. Duchess and Ontario Sts., Toronto.

GENDRON MANUFACTURING CO., Ltd.

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