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CYCLING

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

Vol. II.

TORONTO, JANUARY 28, 1922.

No. 5



W. B. PARR,
OTTAWA BICYCLE CLUB.

Canadian Flyers--11.

W. B. PARR.

MR. W. B. PARR, the subject of this sketch is very generally known among the members of the C.W.A., he having been a regular attendant at the annual meets during the past three years. It was in 1888 that he contracted the wheeling fever, and straightway purchasing a wheel joined himself to the Ottawa Bicycle Club.

His first appearance on the track was in '89, at the meet held by the O.B.C. on the 24th of May of that year, when he took third place in the mile green and second in the two-mile handicap. In the same year, at the annual meet at St. Kitts, Parr captured the first place in the green race after a most brilliant struggle.

In 1890, at the C.W.A. meet at Ottawa on July 1st, Parr came in first in the run and ride race under circumstances that may have been amusing, but were decidedly unfavorable to successful racing.

In the Aylmer road race, held during this meet, Parr came in fourth, having as leaders such doughty riders as Nasmith, Lingham and Ivan (of Rochester, N.Y.).

In the same year at the Montreal meet we find him still at it, coming in third in the five-mile, with Lingham and VanWagner leading.

Immediately after the five mile, without having taken enough time to draw breath, he entered for the mile and made another good third.

In 1891, at the Hamilton meet, Parr's wheel was the first solid tyred and second high wheel to finish, which, considering that the wheel was a full roadster, weighing in the neighborhood of forty-five pounds, was a very creditable performance.

In the same year Parr captured the first prize in the Ottawa Bicycle Club's annual road race, beating all previous records on the Aylmer Road by making the distance in 21 ms. 36 secs., the previous record of 22 ms. and 47 secs. having been made by J. H. Gerrie, of the Wanderers.

Parr has done most of his work on a solid-tyred roadster, in many cases having to compete against racers, making up in strength and determination for what his wheel lacked in lightness. He is an ardent admirer of the high wheel, which was his first love, but lately has been coming to the inevitable conclusion that the future of cycling lies in the safety, and it would not be surprising to see

him next season mounted upon a pneumatic safety. Since his initiation Parr has been a faithful, hard-working and popular member of the O.B.C.: "one of the boys," using the expression in its better sense. He has the reputation of being one of the most sociable of our members, a staunch friend and, if necessary, a courteous opponent.

Parr has done very little training, and that after 6 p.m. In fact, it is characteristic of him to enter a race without paying the slightest attention to training and condition.

It is doubtful if there are many riders in Canada who could with as little training ride fast enough to see the dust from Parr's wheel. In view of this we expect great things when he stops impromptu racing and gets down to regular work, as is expected of him during the coming season. Parr has an iron constitution, unusual strength and unyielding determination, which, when coupled with careful training, we trust will not only enhance his present achievements, but place him in an enviable position, especially as a road rider, in the front rank of Canadian flyers.

M. G. McE.

OTTAWA, Jan. 18th, 1892.

Rochester Letter.

EDITOR CYCLING.—There is not much doing among the clubs here now. The Lake Views, Genesee, Flower City and Rochester Athletic Clubs have united with some of the military companies in indoor games of baseball.

Thomas Stevens, of around the world fame, is to address us on Thursday night on the subject, "Across Asia on a Bicycle," under the management of the West End club.

Rochester is to have a bicycle show, and from all information at hand it will be a good one. The West End Club has it in hand, and they are pushing it for all that there is in it. Nearly all of the space is taken. The show will open on Monday night, March 29th, with a grand concert by the Mandolin Orchestra. On each afternoon and evening there will be athletic sports of every description suitable to be put on the stage. Both Barber and Canary will give exhibitions of trick riding.

CRANKSLINGER.

ROCHESTER, N.Y., Jan. 18th, 1892.

The subject of our next article on Canadian flyers will be W. G. Owens of London.

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

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JANUARY 28, 1892.

The Outlook for 1892.

Already cyclists are beginning to rouse themselves from their winter festivities and amusements, look up their old wheels or purchase new ones, get themselves into shape by taking long walks or venturing forth on their pneumatics.

The season promises to be one of unusual brilliance in England, whither Zimmerman has already gone to prepare himself for a meeting with Osmond at Herne Hill, and in the States, where it is expected several English flyers will ride in the fall circuit. Nor are we in Canada at all backward. Carman has already signified his intention of trying to lower the existing track records, and it may reasonably be expected that Palmer, Wells, Hyslop, Smith and others will make similar endeavors.

On the road Nasmith, McClelland, Robertson (H.B.C.), Parr, Owens, Robertson (A. B.C.) and many others will no doubt make an effort to secure some of the "bars" of the proposed Century Road Club, as well as establish twelve and twenty-four hour records.

Another relay race will in all probability be arranged to take place between Windsor and Kingston or Ottawa. Altogether the season promises to be far in advance of 1891.

Rosedale Track.

There seems to be a growing feeling among Toronto wheelmen that the Toronto Lacrosse Club are not desirous of catering to them in the matter of the new track, but intend rather that it shall be a running and

not a cycling path. While we have no wish to dictate, we would yet point out that for the past nine or ten years the cyclists have given consistent support to the Lacrosse Club, and have always held their meets and tournaments on the grounds of the latter, in addition to taking membership tickets for the use of the racing men. This state of affairs may reasonably be expected to continue if the lacrosse people show any disposition to encourage it.

There can be little doubt that a first-class cycle track in Toronto will be a paying investment, particularly if with it is associated an athletic ground of the character now being laid out by the T.L.C., and we have no doubt if the matter is given sufficient thought an agreement can be arrived at, advantageous alike to the Lacrosse Club and the cyclists.

The T.B.C. Club House.

MR. EDITOR,—I would like to occupy a short space in your paper to say a few words regarding the rules for the government of our club house. I believe we have a fully competent house committee, and think our worthy chairman does what he thinks best for the club, but I think there are times when he is hardly consistent in enforcing the rules. Sometimes he will stand and insist upon not allowing any one to sit upon the billiard table, and a half an hour later allow the same parties to commence a game of billiards within five minutes of 11 o'clock, knowing full well that they cannot finish so as to close the club house at the appointed hour, 11 o'clock. I have passed the club house at 11.20, and even as late as 11.30, and have seen the gas in full blaze and heard the click of the billiard balls. Now, I am not a kicker, but if one rule must be enforced I think it is just as necessary for another—in fact, I think if any rule requires enforcing more than another, it is the closing of the club house at the appointed hour. Another thing I think very necessary, and that is that the house rules should be properly printed, framed and hung up in the club house. Many of us really do not know what the rules are. One thing more and I am done. Why are not the members furnished with a copy of the constitution and by-laws of the club? I think it is customary to supply these to all members of similar clubs. Hoping these remarks will be accepted in the kindly spirit in which they are offered, I am yours, etc.,

JUSTICE.

Chicago Letter.

Battery D Armory was the scene of many an exciting spurt during the week just past. It was there that the professional six-day race took place, and at no time during the week was the interest allowed to decrease. What struck one very forcibly on entering the armory was the large attendance of the fair sex, and they were not behind the men in cheering on the riders. The gentlemen who officiated were:—Starter, Hon. Carter Harrison; referee, John O. Blake; judges, Geo. K. Barrett and F. Ed. Spooner; scorers, L. C. Breyfogle, J. Jay Ross; and — Wagner; business manager, W. J. Morgan; manager, T. W. Eck. On Monday, Jan. 18th, at 2.48 p.m., the following men were given the word to “go”: Chas. Ashinger, Omaha; Wm. Wood, Alfred Robb, Birmingham, Eng.; J. W. Lamb, Newcastle-on-Tyne, Eng.; Wallace Stage, Aberdeen, Scotland; M. J. O’Flanagan, Ireland; and Alfred Schock, Chicago. Robb fell out after riding about five miles. He had just come off the steamer on Saturday, and the swaying of the track made him seasick. O’Flanagan also stopped on the first day. They, however, came on during the week to make pace for the “stayers.” Schock was taken ill Tuesday afternoon, and had to leave the track for good. Wood was seized with cramps on Wednesday and lost considerable ground. He returned, however, and pluckily stuck out until the evening, when his nose began to bleed, which compelled him to retire until Thursday. But the cramps came on again, and after running his score up to 400 miles he left the track until Saturday evening. This was a great disappointment to many, as Wood was looked upon as a sure winner. Ashinger, Stage and Lamb were then the real participants in the race. On Monday Stage lost four laps in making a change of wheels. Lamb lost two in the same way and one by not riding fast enough to keep up. He also lost nine more on the same day through an unfortunate accident. One of the riders in throwing down his drinking bottle let it slip, and it fell immediately under Lamb’s wheel, giving him a terrible fall. He recovered in a few moments and, mounting a new machine, pluckily tried to make up the twelve laps he had now lost, but without success. On Tuesday Lamb and Stage gained four laps each, making the latter even with Ashinger, and the former eight laps in the rear. He repeatedly tried to gain on the leaders, but they would not permit it. But on Friday night he caught

them napping, and gained a lap. Try as he would, though, he could get no nearer, and they crossed the line on Saturday night in this order: Ashinger, Stage and Lamb, amidst tremendous cheering from the large crowd present. Stage was beaten by barely two feet, and tried desperately to beat Ashinger for the last three miles, but the American was too much for the Scot. During the last evening the people present were greatly excited, and threw out green backs and coin to the riders, which was scooped up by their trainers. A very clever exhibition of trick riding was given every afternoon and evening by Prof. Charles Lay of this city. His most difficult trick was taking off the forks and handle bar while riding around on the big wheel and doing the revolving act on it without anything but the pedals and cranks. On Tuesday night Richard Howell, the well-known racer, rode a three mile race against Robb, and beat him by about six feet. Wednesday night Howell and O’Flanagan rode three miles and the little Irishman suffered defeat. But on Thursday night he got even in defeating Howell and Robb in a two mile race, and the boy in green owned the town from that time on. On Friday night Wood was Howell’s conqueror in a three mile race. On Saturday night O’Flanagan turned the tables on Wood by crossing the tape first in a five mile race. Two extra attractions were given on the last night. One being a try at the amateur indoor record for one mile by Geo. K. Barrett, who succeeded in cutting off ten seconds, doing the mile in 2.43. Roy Keator rode a record mile on his unicycle in four minutes. The final score was:

	<i>Miles.</i>	<i>Laps.</i>
Ashinger	727	I
Stage	727	I
Lamb	726	II
Wood	474	2
O’Flanagan.....	268	II
Schock	151	
Robb	138	II

The track was seventeen laps to the mile and shaped exactly like a saucer, being five feet above the floor on the outer edge and fourteen feet wide. On account of the small track the scorers had to keep their eyes on the riders continually to avoid missing a lap, and as a result they were dreaming of races all the time. In fact the thing got to be such a nuisance that I gave it up on Friday afternoon and went into the box office for the rest of the week. While in the barber’s chair on Friday morning I dozed away for a few moments and then startled the barber by calling out “Lamb, another mile,” and even now I can see nothing but men flying around

in a circle on bicycles, and my pencil will persist in making straight strokes instead of letters.

Dai Lewis, the always happy travelling representative of the *Referee*, is at last indignant, and emphatically denies the report that he had eloped to Buffalo with a young lady and got married. He says there were no grounds whatever for the statement, and he has not the slightest idea of running tandem as yet.

The editors of the two cycling papers here have been at daggers-drawn for some time past, and I trust that they will "let up," as their readers do not care to know anything about their personal affairs and petty spites.

What has become of your correspondents? Come, boys, wake up, and let us all hear from you, and, Mr. Editor, I am probably occupying too much of your space, if so, give me a limit, and I will cut it short next time.

Frank Egan, better known to readers of cycling journals as "Hawkshaw" and "Don Salambo," has set an example to correspondents that might well be copied by them all. He announced last week in all the papers for which he writes that he will hereafter discard his *noms de plume* and only write over his name. That's right. Why should we cover ourselves with a fictitious title? If we cannot write anything to which we could affix our proper name, we had better far not write at all. I for one will follow his example, and although I am still "a tramp abroad" to your readers and others, I am

J. JAY ROSS.

CHICAGO, Jan. 25th, 1892.

Notes from the C. L.

The club house is assuming much of its old time appearance, thanks to the action of the board of directors at its last meeting.

The billiard table is in constant demand, in fact, so much so that the house committee have decided to go on and put in the other table, alterations for which are now being made in the rooms, which when complete will make one of the cosiest little billiard rooms in the city.

The progressive euchre party held last Friday night was a grand success. Not quite so many attended as was expected, still the chairman of the house committee was much pleased at the attendance, and went around the room with a smile on his face which seemed to say, "I own this show, and it is the biggest show on earth." But his heart was made particularly glad when our mutual friend, Will Robins, told him that if he

would hold another such a party on Friday night, he would be pleased to donate a pair of his water colors as prizes. Now, anyone who has seen Mr. Robins' work will have some idea of the generosity of this offer, and realize the fact that at the next party there will be something worth trying for, for we feel satisfied that if some of his fine collection were hung among the works of many a professional artist they would not be selected as amateurs' efforts, and the poorest of them indicate that he is an artist of no mean ability. So, boys, be sure and be on hand for a good game on Friday next, and those of you who think you know how to play may perhaps have the pleasure of carrying home these beautiful pictures.

We have been told that the club liar intends to play at this game, and thinks he has got them "dead easy." Perhaps his chances for the Booby are better. Time will tell.

Say, boys, what do you think about getting up a real first-class theatre party? It could be made a very enjoyable affair, and one that we think would be fully appreciated by the members. Talk it up, boys. C.L.

The Wanderers' Ball.

The success of the Wanderers' Ball, last season, was such that the members of the club felt quite confident this season in undertaking a similar entertainment. That they had sufficient cause for this confidence was amply proven by their having carried to a successful conclusion one of the most enjoyable balls of the season of '91 and '92. The attendance was large though not uncomfortable, the Pavilion was decorated very prettily, the music was "just delicious" and the refreshments were in Webb's best style, while the company was selected with evident care, consisting almost entirely of young people. Space does not permit of our giving a list of the guests. The patronesses were Mrs. A. B. Lee, Jr., Mrs. W. Britton, Mrs. Guy Warwick, Mrs. R. B. Hamilton, Mrs. C. A. B. Brown, Mrs. C. H. Nelson, Mrs. N. C. Sparks, Mrs. Pellatt, Mrs. Dyas and Mrs. J. B. Hall.

The stewards, to whom the success of the evening was largely due, were Messrs. F. H. McCausland, A. P. Taylor, F. J. Morphy, S. N. Smith, P. L. Bailey, W. A. Hunter, T. C. Thompson, H. R. O'Hara, G. M. Wells, C. Morrison, W. G. Mitchell, V. Lee, F. W. Stranger, K. L. Perry, J. W. Johnston and W. J. Darby.

Members of the club were distinguished from their gentleman guests by the Club "button" worn in the coat lapel.

Toronto Bicycle Club, Ltd.

ORGANIZED
1881.



INCORPORATED
1891.

Club House: 346 Jarvis Street.

DIRECTORS:

President	R. H. McBRIDE.
Vice-President	C. E. LALLEY.
Secretary	ED. B. RYCKMAN.
Treasurer	J. F. LAWSON.
F. BRYERS, W. H. CHANDLER, W. H. COX, CHAS. LANGLEY, W. ROBINS, E. A. SCOTT, A. F. WEBSTER.	

OFFICERS

Honorary Secretary	JAMES WOOD.
Statistical Secretary	G. M. BEGG.

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.
H. C. PEASE	Club Reporter.

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

CLUB NOTICES.

The regular monthly meeting of the Toronto Bicycle Club will be held in the club house, 346 Jarvis Street, at 8 p.m. Monday evening, Feb. 1st, 1892. As this is the last meeting of the members of the club for the current year, every one is requested to be present.

J. WOOD,
Hon. Sec.

Notice is hereby given that the second annual meeting of the shareholders of the above Company will be held at their club house, 346 Jarvis Street, Toronto, on Monday, 8th Feb., 1892, at 8 o'clock p.m., for the election of Directors and other general purposes. By order of the Board.

R. H. McBRIDE,
President.

TORONTO, Jan. 25, 1892.

Notice is hereby given that a dividend at the rate of 6 per cent. per annum for the half-year ending Dec. 31st, 1891, has been declared by the Directors on the paid up stock of the club, payable on 15th March, 1892, at the club house, 346 Jarvis Street, Toronto,

J. F. LAWSON,
Treasurer.

On Friday the Torontos held a little progressive euchre party at the club house, Geo. Begg winning with a score of 105 points; C. Coote, second, 101 points. Captain Robins has offered a pair of water colour sketches as a prize for the successful player to-morrow evening.

The House Committee have arranged to hold a stag party at the club house on Thursday, Feb. 4th, at which Mr. H. English has kindly consented to give a number of stereopticon views, more or less of a humorous nature, to be followed by a musical programme. Those who saw the views shown by Messrs. English and Miller a few weeks ago will have some idea of the treat in store for them next week.

Items of Interest.

Zimmerman will sail for Europe on the 1st prox.

Carman intends retiring from the track at the close of 1892 season.

Chicago has a new club called "The Pandemonium," the principal officer of which is the "Chief Pan."

Dave Nasmith and Bert Brown may be seen almost any day riding their pneumatic "Comets," the latter having come down off the "Eagle."

Some of the American cycling clubs have founded "accident funds," limited to members of the club who may be injured in the pursuit of cycling.

An American inventor has introduced in London a successful substitute for ice for skating purposes. Some noted skaters have tried it, and are enthusiastic in their expressions of approval.

The rapid development of property values on Staten Island, N.Y., within the last few years is largely, if not mainly, due to the interest shown by the people in highway improvement.—*Good Roads.*

The Manhattan Athletic Club had a remarkably successful year in 1891, having put up a net profit of \$30,000, due mainly to the high character of its various athletic entertainments, and the consequent large box office receipts.

The Wanderers Hockey Club played their first match on Saturday, 16th inst., with the Victorias, defeating them by 3 to 2. With such players as Lucas, Thompson, Mitchell, Foster and others they will be a hard team to beat.

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.—XVII.

Once more we are spinning along the high cliffs that tower above the sea-shore, and upon which is built the excellent road bed of the highway between Newhaven and Brighton. Arriving at the latter place, we found that the tide was in the right direction for bathing, so securing possession of a box called a bathing house, we enjoyed a half hour in the Atlantic Ocean. With the expectation of meeting Mr. Smith, of the Anerley B.C., at our hotel, we cut short our dip in Brighton's waters, and proceeded on our way mightily refreshed. Friend Smith did not arrive from London in time to breakfast with us, but soon after getting under way again, his familiar and very welcome form loomed up in the distance, and we once again were greeted in that taking Smithsonian manner. What a ride the energetic secretary of the Anerley Club did lead us that day! It seemed to us that we saw every suburb of London, including the whole stretch of the world-famous Ripley Road. During our day's travels we made the acquaintance of a very clever fellow, who used a Star as his mount. It was evident from the remarks made by the English small boy that Zimmerman's favourite wheel was unappreciated by them. Towards evening we left our friend of the Star, and soon afterwards took up our quarters for the night at Croydon, a short distance from London. Soon after our arrival in London we received a very kind invitation from Mr. G. Lacy Hillier, of the *Bicycling News*, to join his party in the annual camp, which is held for several days following the first Monday in August, at Harrowgate. We had the pleasure of meeting Mr. Hillier soon after, and found him to be, as he is known the world over, one of the brightest cycling lights of the old land. The arrangement of our plans unfortunately precluded the possibility of our joining the Hillier camp at Harrowgate, a circumstance we have always regretted. A few more days were spent in London, sight-seeing and in purchasing sufficient material to fill Peard's capacious trunk, then we came to the sad time when we were compelled to say goodbye to our friends and commence our journey to Ireland. We left London one evening; after a few hours' of riding we

arrived at the coast, where our steamer lay, and enveloped in a dense fog, and a sea running mountains high, started for Erin's Isle. One day spent in Dublin during which time the rain came down in torrents, was sufficient for us, and late the same afternoon we left for Belfast. Here a pleasant surprise awaited us. A gentlemen and lady, whom we had met in Paris, looked us up the very morning of our arrival, and with a bright day as a contrast to the previous one, and the kind attention of our Parisian friends, we spent several very pleasant hours in Belfast. Only three days more before the "State of Nebraska" sets sail from Glasgow for New York, and we have long since secured our staterooms for this trip. So we ruminate as we glide swiftly along over a sea as smooth as glass, on the afternoon run of the "Arrow" between Belfast and Glasgow. How many happy hours have we enjoyed during our trip, and how few sad ones! We are sorry at the thought of bidding farewell to the shores of Great Britain, yet how our pulse quickens at the thought of the first sight of busy New York, and later on our own Canadian homes.

(To be concluded in our next issue.)

W. M. Carman, of Woodstock, champion ordinary rider of Canada, is putting himself into first class condition for record breaking this season. He has abandoned the ordinary and goes to a safety pneumatic. No doubt he will make most American and Canadian riders hustle to reach him, and he has bought a Raglan Pneumatic safety from the Canadian representative, George F. Bostwick.

We are pleased to see Mr. Brooks looking so well after his trip to Britain, where he has been for the last three months in the interest of Messrs. Hyslop, Caulfeild & Co. of this city, visiting the Stanley show and building pattern machines for Canadian roads in one of the largest factories in Britain. He reports the Whitworth, of which Hyslop, Caulfeild & Co. have secured the sole control for this province, as a perfect beauty, and for racing men *par excellence* of all machines, being finished with mathematical correctness. The samples will be out shortly, and negotiations are now pending for Mr. Brooks to take the agency for H., C. & Co. in Toronto. Mr. Brooks' brother, George, also a practical bicycle machinist, who has been away with his brother and also expects to go into the employ of H., C. & Co., is looking the picture of health, although it is mooted in some circles that he lost his heart to at least three young ladies during his absence.

Athenæum Bicycle Club.

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.

Musings, Wise and Otherwise.

Go to, now, thou cyclist, consider thy mount and take heed to its bearings, for thou knowest well, even it has been told thee aforetime, that sand is mighty and grit is burdensome. Therefore when thou hast a little leisure, while the frost clingeth to thy beard and freezeth on thy whiskers as thou goest to and fro, bring thy steed into thy dwelling and remove that which has been as fetters to its limbs and clogs to its ankles, and make all its members shine even as the sun over against Scarboro.

Then, when the spring cometh and the trees put forth their buds, shalt thou exult also, and thy centuries shall be many upon the road whither thou goest.

Take heed at this time also, oh! clubman, to thy ways, and the manner of thy goings, for hath it not been whispered in Jacob and murmured in Askelon that a great matter a little fire kindleth? Therefore be wise how thou governest thy members and deal justly with thy people, lest haply they be discontented, and thy palace and goodly place be desolate by reason thereof.

Now is the season when behold the nervy wheelman arraying himself in flannel, putteth many socks upon his unders, strapping thereon great snowshoes, he pedalleth among the hills of Rosedale, and sliding down a steep declivity upon his softest part, a root doth snatch great hunks of flesh from his anatomy and so discomforts him that later, when upon his virtuous couch he slumbers, dreams that racing cross Hide Park chased by a dog and lantern he on the home stretch takes a header worse than twenty tumbles from his bike. Thus is the winter of our discontent made merry.

JASON.

Trade Notes.

The Brantford Cycle Co. have just published their new catalogue and will be pleased to forward it to any address. This year they have made great improvements in their wheels and are looking forward to do a large business.

Wm. Payne, of London, agent for the Singer Cycle will have his catalogue for 1892 ready in a few days which may be had on application. We believe he has a very fine wheel this season, the sample of which will be out the first week in February.

We notice the Comet Cycle Co. are putting in a lot of new machines and extending their works. In conversation with Mr. Fane we are told they are now working over time, and have more orders ahead than they ever had before at this season of the year, which speaks well for the Comet.

Messrs. H. P. Davies & Co. received this week a first shipment of the Rudge wheels for 1892. At a glance the machine at once strikes the practised eye as being a wheel made for speed and wear. The outline is the diamond frame of the shape now well established as the most desirable. A very striking feature, however, is the new ball head, which is a decided departure from the old style of socket head. The tires are Dunlop's Pneumatic improved up to date. The make-up of the machine is very clean cut and finished.

THE RAGLAN.—Mr. Bednell, of the extensive firm of Taylor, Cooper & Bednell, of Coventry, Eng., who have with one exception the largest cycle factory in the world, has just paid a visit to this continent for the purpose of arranging in regard to the permanent representation of their wheels. While here last week he completed arrangements with Mr. Geo. F. Bostwick, 24 West Front St., Toronto, for the exclusive control of the Raglan wheels in the Dominion. We congratulate Mr. Bostwick on securing the Raglan and Mr. Bednell on securing Mr. Bostwick as their representative.

Frank S. Taggart and Co., 89 King St. West, report the arrival of the Swift Bicycles. The new model of this celebrated wheel is built on the most graceful lines, and in detail is finished in that style that has made famous the name of the Coventry Machinists Co. The Swift has always been noted for its strength and easy running qualities, but this year its reduced weight and improved lines place it far in advance of other years. Messrs. Taggart & Co. invite everyone interested in wheeling to call at 89 King St. West and be convinced that the Swift possesses all the merit that is claimed for it.

IN FUTURE
I WILL RIDE A
"SWIFT"
SAFETY
BICYCLE
YOU CAN GET
WHEELS AND SPORTING GOODS AT
WHOLESALE PRICES

SEND 50¢ FOR CATALOGUE - IT HAS A COUPON IN-
CLOSED WHICH YOU MAY RETURN AS 50¢ ON THE PURCHASE
FRANK S. TAGGART & CO
89 KING ST. WEST TORONTO

THE * ECLIPSE BICYCLETTE



EMBODIES the special features of many of the best English Machines, and is intended, as the name implies, to eclipse anything heretofore manufactured in this country.

THE STYLE is the very latest DIAMOND FRAME 30 in. wheels, fitted with $1\frac{1}{4}$ inch cushion-tyres of the purest and most substantial rubber manufactured in England.

THE RIM is so constructed that it cannot cut the Tyre.

THE BEARINGS. As these perform a most important duty in a Bicycle, we are determined that the ECLIPSE shall win its laurels on this feature particularly, and have selected the most improved bearings. They combine the desirable points—easy running, durable, dust proof and simplicity of adjustment.

PRICE { We are setting a popular price on this } \$110
 { No. 1 grade Wheel so that all Cana- }
 { dian Wheelmen can reach it. }

IT, OF COURSE, CARRIES OUR FULL GUARANTEE.

H. P. Davies & Co.

81 YONGE ST., TORONTO, AND 89 KING ST., HAMILTON.

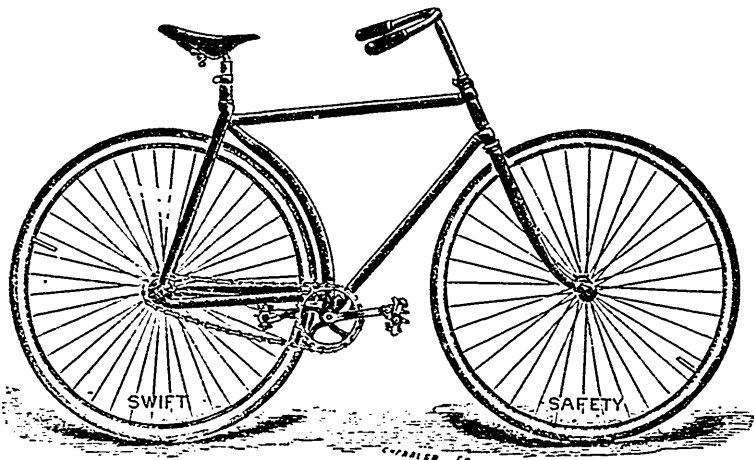
FRANK S. TAGGART & Co.

89 King St. West.

Our New Show Rooms will be completed Feb. 1st, and we invite our patrons to call and see our line of SWIFT Bicycles and Sundries.

Before ordering elsewhere call and
examine the SWIFT

The Strongest and Easiest
Running Wheel Made.



Every Machine
Warranted

THE COVENTRY MACHINISTS CO.

Are Noted for the Finish of their Wheels.

FRANK S. TAGGART & CO.,

89 KING ST. WEST, TORONTO.

Agents for the Celebrated SWiFT Bicycles, Manufactured by
the COVENTRY MACHINISTS CO.

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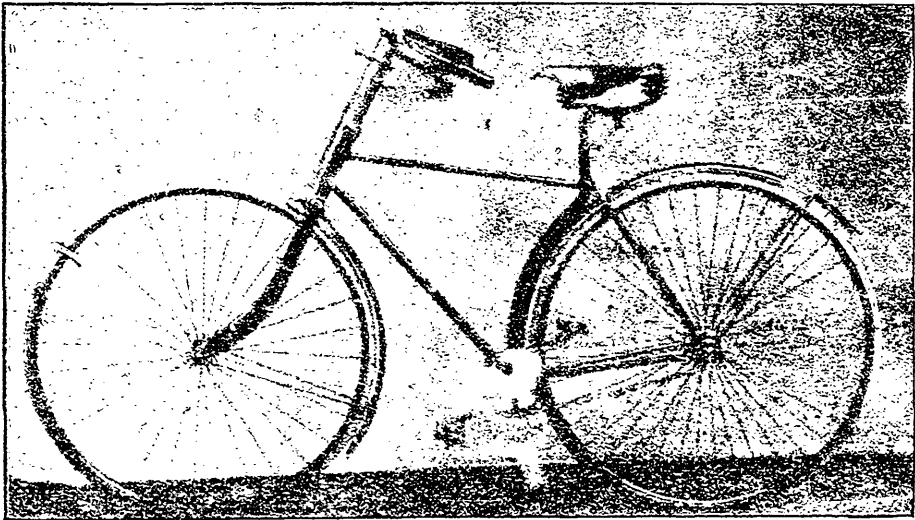
Wholesale Hardware

37 FRONT ST. WEST, - TORONTO

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LOYD, READ & COMPANY

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THE OVERSTONE BICYCLES

CALL AND SEE THEM BEFORE PURCHASING YOUR MOUNT FOR 1892.



GEO. F. BOSTWICK

24 West Front St.

TORONTO, - ONT.

Has secured the sole control for Canada
of the famous RAGLAN CYCLES

20 STYLES TO SELECT FROM.

Our Famous LEADER Safety leads all for
PRICE, STYLE, QUALITY AND DURABILITY.

It Will Pay to See Our Wheels Before Buying.

TERRITORIAL AGENTS WANTED.

CORRESPONDENCE SOLICITED.



TAYLOR, COOPER & BEDNELL,
Coventry, Eng.

MANUFACTURERS.

