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# CYCLING

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

Vol. 1.

TORONTO, SEPTEMBER 30, 1891.

No. 21.



G. MARSHALL WELLS,  
WANDERERS BICYCLE CLUB, TORONTO.

## Canadian Flyers—3.

MARSHALL WELLS.

Perhaps in Canada there is no more popular cyclist than he whose well-known and pleasant features are easily recognizable in our photographic frontispiece of to-day.

G. M. Wells, or familiarly, as we like to name him, Marshall Wells, of the Wanderers' Bicycle Club, has, in this, his first season on the track, proved himself worthy of being classed in the front rank of American flyers. Making his maiden venture at Woodstock on May 25th last, he surprised and delighted his host of friends by the brilliant manner in which he acquitted himself on that occasion. Both the novice ordinary and safety races were mere play events for him, and he pranced away from his field like a race-horse from street-car animals.

But who would have thought of his beating Palmer, the already budding star of the Ambitious club? 'Twas in the one-mile handicap race, with Dorntge, of Buffalo, at scratch, and Palmer and Wells both on the 40 yard mark. Dorntge was an indefatigable hustler, Palmer was a gritty and speedy mover; but Wells! Well, Wells was simply out of sight. Not only was Palmer afforded an excellent long distance rear view of Marshall's "Comet," but Dorntge, he who has since shown himself the equal of Murphy, Berlo, and almost Windle, found the distance increasing between himself and the clever Wanderer. This was Wells' first race meet and in many respects his greatest. A series of unfortunate circumstances, of which his innate modesty forbade him to speak, followed by an attack of ill-health, prevented a fulfilment of the brilliant predictions inspired by his performance at Woodstock.

In the Safety Championship races at the C. W. A. meet, Wells was grievously handicapped, in that he rode a solid-tyred machine, while all other competitors had the advantage of pneumatic mounts. Still he pushed Palmer in the mile and Skerritt in the half-mile event so closely that to beat him both made records which are still chalked on the Canadian board. Also both these flyers had the additional advantage of having trained on, and being perfectly familiar with, the track upon which they won their laurels.

At races in Dufferin Park shortly after, Wells again rode second to the conquering Palmer, but the swift Skerritt, the plucky Hyslop, and other young giants, tailed away to the horizon. He immediately after mounted a rational ordinary, and with comparative ease won from a field of speedy pedallers.

His next appearance was at the Civic Holiday races in Rosedale, where, mounted upon a recently procured pneumatic, his augmented host of admirers hoped to see him perform deeds worthy of himself, hopes that were shattered. Just before the race the news carrying dismay that "Wellzy's tire is bust" was rapidly mouthed from one to another. The intrepid Wells! Did he seek a seat beside that pretty young lady in the grand stand, and leave his races to other contestants? He borrowed a roadster wheel; he started in the half and one mile events; he did not win of course, but he gave the winner the schooling that made him known as a rider outside his own club. He pushed him over the mark, and Hyslop made his record of 2 44. Of course the grand stand was not aware that Marshall Wells was not riding a racing wheel—hardly would it have known the difference had he bestrode a waggon tire. But the grand stand loved Marshall none the less, and cheered him for his plucky and his pretty riding. •

A fitting finale of his season of glorious promise was the magnificent race ridden by Wells in the big inter-club contest. Here an exhibition of clever head work, equalled by a wonderful combination of energy and speed, was only excelled by that last grand and glorious cyclonic sprint at the finish that carried Wells to the front an easy victor, and the champion of ten champions of the silent steed. In 30.58 he created the Canadian record for the distance.

No more gentlemanly nor fair rider ever pushed wheel to the fore than he who keeps the nose of his favorite "Comet" well in the van of whatever company he is travelling with. His many friends will watch with kindly eagerness the future performances of one who will carry the names of Marshall Wells and the Wanderers' Bicycle Club to yet greater fame in the cycling world. G.

The next in the series of articles on Canadian flyers, will be Wm. Hyslop, of the Toronto Bicycle Club.

A reverend preacher in America has declared that people who ride cycles on Sunday are riding into hell. We once heard of a sailor who had been getting into wrong trains, and at last he thought he was all right. With many oaths, and generally thick language, he was telling the people in the compartment of the trouble he had had. "Young man," said a journeyman preacher in the corner, "you are going to hell." "Then, damme," said the sailor, "if I aint got into the wrong train again."—*The Wheelman*.

# Cycling

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

EDITORS:

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PUBLISHERS:

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

*All communications intended for publication must be addressed to Fred Bryers, 26 Wellington St. E.*

*Address all communications of a business character to CYCLING, 5 Jordan St., Toronto.*

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

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

## The Cause and Remedy.

Ever since the C.W.A. Meet at Hamilton, there seems to have existed an undercurrent of unfriendly rivalry between the Hamilton and Toronto clubs, which feeling was aroused in the first instance by circumstances coming to the aid of a faction apparently jealous of the bond of friendship long known to exist between the two organizations. Then, as an outcome of the spirit that had been maliciously stirred up, one or two indiscreet "correspondents" in both clubs wrote letters to the cycling press which were sufficiently exasperating to place matters in a still more unfavorable light. The time has arrived when these imaginary differences must be buried. Life is too short at best to have its brightness dimmed by such exhibitions of juvenile sulkiness as we have seen within the past two months. Recall, gentlemen, for a moment the good old days, when at every H.B.C. event of festivity a representation of the T.B.C. was to be found, and what pleasant memories come back to us when the stirring events connected with the Torontos' Race Meet and Hamilton's Summer Carnival of '89 pass before our mind's eye.

## The Dufferin Park Prizes.

We are sorry to learn from "Hobby's" letter that Palmer's only reason for not riding at the C.A.A.A. two mile championship, was that the proprietors of Dufferin Park have not delivered the prizes won last July, and he wished to punish the Toronto public by not appearing before them until the said public have brought sufficient pressure to bear upon the Park people to induce them to "fork out" the prizes. It is a mistake to suppose that people generally are at all aware of the small piece of business practised upon

the cyclists by the manager of the Park, and it may also alleviate the sufferings borne by Mr. Palmer to know that some Toronto cyclists are also looking for prizes won at the same time, but which have, as yet, failed to materialize.

Leaving all jokes aside, however, it is really a pity that Palmer was not on hand to meet Carman. The race would have been much more interesting, for we have an idea these two riders are pretty evenly matched. It is to be hoped they meet at London on the 8th prox.

## Notes.

On September 10, at the races of the Springfield Bicycle Club, A. W. Palmer, of Hamilton, won the third place and time prize in the twenty-mile race, defeating the best of the American road flyers. Time, 1.04.19.

On Wednesday evening, 23rd inst., E. J. P. Smith, one of the Toronto flyers, while having a practice spin on the Rosdale track, collided with an iron roller, and received a bad shaking up. He is getting round again all right but was unable to ride in the C.A.A. A. races on Saturday.

We have recently seen another of Toronto's clergymen—Rev. Street Macklem, of St. Simon's—riding a safety. It is to be hoped that many more members of the profession take to the cycle, for if once fairly mastered it will prove a most exhilarating and invigorating exercise for tired brain-workers.

The Hamilton Bicycle Club were certainly very prompt in sending down the cheque for the purchase of a trophy, as it arrived the second day after the race. The Torontos have also received a cheque from the Wanderers to purchase a memento of the team track race, and we believe the amount has been placed to the credit of the Racing Committee for that purpose.

At the C.A.A. races on Saturday, in Rose-dale, one of the events was a two-mile bicycle race, in which the starters were Carman, Hyslop and Nash. Hyslop led from the start with Nash close behind, Carman having made a poor start. At the end of the first mile, however, he began to draw up, and on the back stretch in the last lap passed both Hyslop and Nash, finishing first by about 50 yards, in 5 min. 45½ sec. Carman was very much disappointed in not meeting Palmer, but may have an opportunity of trying his metal against the safety champion on the 8th October, at London.

## Observations of a Crank.

I was at the Hamilton-Toronto road race and there is one point which I think has been insufficiently commented upon in the various reports.

Hyslop's plucky ride seems to me a wonderful exhibition of will power. How he managed to stay on his wheel during the last ten miles is a mystery to everyone, himself included. The members of the Hamilton Club who were along the road were very kind to him and several times gave him stimulants.

I cannot help thinking that if the course at the finish had been clear the two seconds odd which Nasmith was behind Palmer would have been reduced if not obliterated.

The last number of the *Wheelman* starts off with an editorial on "Let us Have Peace," while on the second page is a letter the tendency of which is certainly not in that direction—the last paragraph omitted.

The editor welcomes to his columns the return of WanderOr, and inserts an ungrammatical and rambling effusion of his, in which the opening paragraphs are nonsense, which is followed up with "Egad I must be degenerating," and an impudent criticism of the Wanderers for racing with the Torontos, while he tenders some unsolicited advice to the latter as to the management of their club.

The report of the Montreal meet must be very gratifying to that club, and should bring him some correspondence from that quarter; but whether he would care to publish it or not is another question. No description of the races whatever is given such as is accorded Toronto or Sarnia, nor is any mention made of the contestants, other than Berlo, Palmer and Carman, though two first and three second prizes came to Toronto. If he does not hear the swish of the "winged wheel," before he is much older, I am mistaken.

OBSERVATOR.

Prince Krapotkin, the Russian refugee, rides a tricycle.

M. A. Holbein is recovering from the injuries he received on the North Road, and was recently seen superintending arrangements for H. H. Spencer, who was the unfortunate cause of Holbein's accident.

## Toronto.

NOTHING SUCCEEDS LIKE SUCCESS.

"Looking at this from a T.B.C. standpoint the truth of the above is quite apparent." Previous to the 7th inst., letters, etc., appeared in the *Wheelman* and *CYCLING* under the heading "Hamilton," containing a considerable amount of rancour and "blow" as to the ability of the H.B.C. to sweep the road with any and all teams who might dare to discuss the point. One almost felt "they were gods to be worshipped by all wheelmen." But, alas! "their star has fallen."

Thanks to the easy terms obtained from the C. W. A. the Hamilton Bicycle Club were able to institute a road-race—though I never saw any authority of the Association for calling it a championship event—and make all arrangements so that they were sure to win over the Torontos, who had protested against several of the terms of the race. "Smarting under such a defeat" (I cannot call it a bitter one) "the members of the T.B.C. determined on revenge." "What could be better than defeat their crack road team?" I can hardly say the H. B. C. had not thought of defeat, but, if not, "they counted without their host." "The great and mighty must always fall, and so it was with" Hamilton.

"It is always customary for victors to enjoy a little pleasantry at the expense of the vanquished, and who could resist such an opportunity?" The members of the T.B.C. who were at Hamilton on the 7th inst. did not at all events, for after attending to the wants of an appetite such as only a wheelman possesses, and stowing away an amount of good things which greatly astonished the waiters, they obtained the services of some good natured jehus, and, providing themselves with brooms and fire-works, proceeded to "do" the town, answering all chaff with the invariable "One! Two! Three! Who are we? T-O-R-O-N-T-O-S! To-ron-tos, Yah! Yah! Yah!" until their throats were so sore they could howl no longer.

The race was not the result of a challenge on behalf of two of their "plants." That was accepted by Mr. Nasmith and a friend, but the "plants" failed to respond, as the road chosen was a fair test of endurance, and one which Nasmith knew as well as the Hamilton-Grimsby course is known to the H.B.C., and though he has twice taken defeat over the latter course, they have twice refused to ride the Kingston road. It looks seriously as if they really were botanical subjects, and afraid to ride that road, for I see by the *Herald* that the members of the H.B.C. are quite willing

to meet Nasmith on the Goderich road which is just as level as the Grimsby road.

The last team race was brought on solely by the amount of "blowing" indulged in by one or two of the "Mountaineers," and was certainly not thought of two days before the challenge was written. The talk of the Torontos taking advantage of their opponents on account of training is all rot. They were willing to race on the 12th, but on the Kingston road, as it was impossible for several of the team to be absent from business the whole day. The fact of the matter is—the Torontos are always in trim for road riding, on account of their regular runs all season, for they do not take the train at the first station out.

Thanks are tendered to the Wanderers for the loan of wheels. This would lead one to believe President Phillip was rather in error when he made the statement in my hearing that each member of the Hamilton team rode his own wheel.

I do not see why "Hobby" should have any hard feelings towards the members of the T. B. C., but I am certainly pleased to learn that he intends (and I hope his intentions have been carried out) to bury them.

With acknowledgments to "Hobby," I beg to subscribe myself

LOBBY.

TORONTO, Sept. 19, '91.

### Meandering of the Wanderers.

My epistle this issue, Mr. Editor, will, I am afraid, be rather void of interest, for in truth the weather of the past few weeks has not been conducive to active bicycling, and our movements have consequently been somewhat lethargic. However, we are still in existence, and as a sort of "John Collins" to our laxing energies held the annual century run last week, the course being to Newcastle, 50 miles east, and return.

With Lieut. Harstone in charge, twenty (without counting myself) left the Don bridge at 5.30 a.m. (and certainly the temperature at that hour belied my statement as to the weather being warm) for it was exceedingly cold, and so dark that we could not see well what was in store for us.

As the day wore on and the rider wore out, however it got warmer, till by noon the sun's rays were decidedly like unto one form of mankind's futurity.

The hot, dry weather of the past few weeks had also made the roads very poor, being both dusty and strong, particularly as far as Oshawa. Beyond that they improved some-

what, though it was no cinder path ride at any point. However, Newcastle was reached without any mishaps, and Bowmanville on the return journey for dinner.

After doing justice to the bill of-fare and taking a good rest, the last portion of the ride was begun. Nothing occurring of any note for some time, when "Short" Thompson, in order to introduce some form of variety, took a dive into a barbed-wire fence, from which he was extricated in a most beautifully perforated condition. Naturally, at this stage, there was not very much scorching indulged in, so that, before the gleam of Toronto's electric lights were in view, darkness had thrown its veil over nature, and then expressions far more eloquent and descriptive than my definition of night floated out on the air, as every little while some one, after struggling along blindly for a time, returned as it were to the earth from whence he came.

At last, however, the Don bridge was again reached, and on the roll being called fifteen responded, including all the "Mafia," the remainder having stopped at Whitby.

This is probably the last long run of the season, the next event of interest being the prospective road race between the President and Vice-President, to which the pneumatic sporting editor of *Toronto Mail* referred a short time since in his "breezy" column of bicycling events.

In my opinion the odds are in favor of the President, for certainly his "home trainer," which he acquired in the early part of the summer, should be of great assistance to him, while the Vice is badly handicapped through lack of any such advantages. However, time will tell, and possibly before your next issue the latter will have again demonstrated the fact that he is no slouch, even in such fast company as that of our President.

By the way, in case you should require my photograph and history for any issue they can be obtained from Sam White at Hamilton, who is the only one in Canada privileged to keep them for sale.

PUSH ON.

### Whitby Record Goes.

On Saturday, the 26th inst., Dave Nasmith, of the T.B.C., had another successful trial at the Whitby record of 2 hrs. 11 min., made by himself early in the season on a cushion-tired Comet. Mounted on a Comet safety, clincher tire, he started from the Don bridge at 3.50 p.m., and reached Whitby at 5.50, making the 30 miles in 2 hours exactly.

### Hamilton Letter.

DEAR CYCLING,—The 40-mile road race is over, and Toronto was the victor. While the whole team deserves credit for the victory, special praise should be given Messrs. Lennox, Bulley and Gullett, for their long and faithful training, and their ability to do what other members of their team could not, namely, make points against the Hamilton team. A careful analysis of the result proves that up to the seventh man in on each side, Hamilton had an advantage, and it was therefore to the three members mentioned that Hamilton owes her defeat. When we entered this contest we had no idea of winning, and the result is most gratifying, and we have pleasure in informing every wheelman who may not already know the result, or who has not taken the trouble to figure it out, that the Hamilton team that won the 20-mile road championship of Canada on July 2nd, distinguished themselves by again winning the 40 mile race from a team of "tested road scorchers," and one vastly superior to the team entered by the Toronto club in July. With Messrs. Palmer, Skerrett, Robertson, Coote and Griffith, the acknowledged long-distance road team of Canada, and A. W. Palmer the "Road King of America," bringing honor to themselves and to their club, it would have been unkind if we had not let the Torontos have one excuse for being happy after such a long and tiring race, and we are pleased that Toronto is enjoying the small satisfaction that accrues from such a hollow victory.

I observe that "Chaplain" Dave Nasmith is out with another challenge for the long-distance road championship of Canada. Dave issued a similar challenge a year ago, but without success, and now he finds a boy of sixteen accepting it. Whether Nasmith imagined that no one would pay any attention to his challenge, and thus permit him to claim the championship, I know not, but this much I do know—that Palmer is Nasmith's superior on the road at any distance, and is quite prepared to defend his title on any neutral course. If the championship is involved the champion has the right to name his course, and it was Palmer's right when accepting Nasmith's challenge to name the road he wished the race run on, but Nasmith's ultimatum that he "positively declined" to ride on any other road than the Kingston savors very much of being fishy, and does not reflect very creditably on the spirit that actuated the issuing of the challenge. Palmer is too modest to be a newspaper racer, and the wheelmen of America are willing,

after his performance at Springfield, to crown him as the King of the Road. He easily defeated Van Waggoner, the long distance road champion, by over a mile, and Van acknowledged his defeat by a man his superior, and everyone that witnessed the race, although chagrined to see a Canadian carry off the honors, were loud in their praises of his ability. Through an error of the scorers Palmer rode twenty-one miles while his other opponents only rode twenty, but sufficient proof was produced to verify his claim, that he had beaten his opponents by a lap (one mile), and the judges awarded him the time prize, and although he was entitled to second position they would only allow him third. His time was 1, 04, 02. A grand reception was tendered him by the club on his return home.

We all regret and exceedingly lament Captain Robertson's apparently fast approaching and enforced retirement to the life beyond. Whether he has consumption or has gone into a decline I know not, but sure it is that something is eating the life out of his little form. Anyone who has not met him for over three weeks would never recognize him again. He is pale and emaciated-looking, and grey hairs are showing themselves very conspicuously on his small head. He has lost interest in everything, and appears gloomy and despondent. Only after repeated and urgent beseeching by officers and members alike has he divulged the cause of all his misery. But even the fact that his club mates sympathize with him has no effect, for it still remains cold and true. Pres. Cox has made the public "exposure," He has no further use for Captain Robertson. Little did Mr. Cox imagine when he made this sorrowing announcement, that it would consign one, so young and full of life and vigor, to an early grave. Verily, Mr. Cox, will require to shovel coal for this if it turns out dangerously.

I noticed an article in the *Mail* stating that Hamilton had made a mistake in not entering Palmer in the C.A.A.A. sports. By way of rejoinder, I might say, that Palmer entered a race in Toronto in July for which a gold watch was offered by the proprietors of Dufferin Park. He won, but Toronto has not forwarded the prize yet, so Mr. Palmer very sensibly declines to allow his entry in Toronto until the prize is forthcoming. Use your efforts to obtain the prize, and Palmer will ride for a Toronto audience on the first opportunity.

I observe you state that with five men a side Toronto was five points ahead at the turn. Kindly advise me where was Toronto and the points at the finish?

**Toronto Bicycle Club.**



ORGANIZED

1881.

Club House: 346 Jarvis Street.

**OFFICERS**

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

**ROAD OFFICERS**

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

H. Pease - - Club Reporter.

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

**CLUB NOTICES.**

The regular Monthly Meeting of the Toronto Bicycle Club will be held in Club House, Monday evening, October 5, at 8 p.m. A full attendance is requested, as business will be up for discussion interesting to all the members. Yours truly,

J. Wood,  
*Hon. Sec.*

**RUNS.**

- Saturday, Oct. 3rd.—Highland Creek and return, or Whitby.
- " " 10th.—Cooksville and return, or Postville.
- " " 17th.—Half-Way House—Football.
- " " 24th.—Lambton Mills.
- " " 31st.—Thornhill.

Mr. J. G. Mitchener leaves next week for Chicago and other cities of the States to place agencies for the celebrated Raglan cycles.

A letter-writer, who signs himself "Cyclamen," says that cycling is a cure for stammering. This is the latest, the very latest. We now wait for the man who thinks that the pastime can cure hydrophobia and leprosy. We don't suppose that we'll have long to wait. Poor Pasteur, Koch and Mattei, and all the rest of them will be run out of the market.—*The Wheelman.*

The rumor that the Toronto team are good wind riders was fully demonstrated.

Capt. Robertson is the reverse of Mr. Lennox—he rides better than he talks. Reference, E. J. P. Smith.

Jno. Gauld carried the sucking bottle for Pres. Cox, he thinks the Pres. was weaned too soon. Jimmie Miln evidently is not successful in carrying out what he says, because I know a rider with "a sucking bottle" that "showed him the road to Hamilton."

"I shall expose the whole thing in the papers." Was the full "exposure" the little matter with the Captain? **HOBBY.**

HAMILTON, Sept. 28, 1891.

**Second Pic-nic.**

Last Saturday was the day fixed for the T.B.C.'s. second pic-nic of the season, but owing to the sports going on in Rosedale the party did not exceed thirty in number. At three o'clock they left the club house, headed by the Captain and three ladies, with the van (containing fifteen more ladies) following in the rear. Arriving at Lambton Mills the Captain and first Lieutenant chose sides for a game of ball, which was kept up with heaps of fun until supper was announced. After supper the boys took the ladies for a walk "down by the river's side"; this was a suggestion made by the Captain, and proved a delightful one. On returning to the hotel the van was got in readiness, and the party started for home in the dark. Those in the van had a soft thing of it, while several of the party on wheels offered all they had with them for a moon to rise. It is rumored Jim Sinclair went clean over a fence. With the exception of a few headers the party arrived safely at the club house, where they spent the remainder of the evening in dancing, etc.

**At The Race.**

With the permission of the *Wheelman's Gazette*, we beg to dedicate the following to Jimmy Miln, with particular reference to the safety handicap at the Exhibition:

The man in front, he needs no cheers,  
The prize to him is near,  
So here's  
To the little man in the rear.  
May he win some other race!

R. C. Nesbitt recently made a mile on a "Regent" ordinary over the North Road in 2.24½.

## Athenæum Bicycle Club.

## Toronto Bicycle Club Letter.

### OFFICERS:

J. 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.

Road races will be held on Saturday the 3rd October, from Norway to Half-Way House and return. Members are requested to meet at the club rooms at 2.30 p.m. sharp.

### A Lady's Opinion.

DEAR EDITOR,—Newspaper writing is something new for me, but, as the public will not know who I am, I am going to write a short letter for your paper, and if my first attempt is not worth printing you may throw it in the waste-paper basket and I won't be a bit angry at you, for I don't suppose I will write anything worth reading—but I do want to say something about the lady riders of our city. When I took to riding a short time ago I was led to understand that there were a number of ladies riding and I would be sure to have company. Now, I would like to know where these ladies ride. Is it in their back yards, or have they hired a rink where they do their riding? True, I do sometimes meet a few on the streets, but not nearly as many as I am told own wheels. Now I realize the fact that there are some people who do not think it is just the proper thing for a lady to ride a bicycle, and, until it becomes more general, they will continue to think so. If all the ladies who have wheels would only come out boldly and let the people see that they are not doing anything they are ashamed of, the better it would be; and then again, many oppose wheeling from a mistaken idea they have of the construction of the wheel. One lady could not understand how I sat on my wheel, until I got off one day and showed her that I could sit on it with as much ease and propriety as I did on my piano stool. This I do know, that if all my lady friends knew what pleasure there is in riding on a wheel, they would not be without one very long, and would cease tiring themselves walking long distances, which could be done so easily on a wheel. And then the exercise, it is splendid. Oh, I would not be without my wheel for anything. I have taken a number of runs out in the country, and have seen parts of it which I did not know anything about before. I hope, Mr. Editor, you will do all you can to encourage lady bicycling.

MAUD WHEELER.

### Academy of Music.

- Oct. 1-3.—O'Dowd's Neighbors.  
 " 5-10.—Annandale Opera Co.  
 " 12-14.—James O'Neil.  
 " 15-17.—Emma Juch.

DEAR EDITOR,—For the past few issues of CYCLING my letters have been conspicuous by their absence, and I have no excuse to offer beyond neglect, for as the time would approach for the paper to appear I would be met by that handsome, smiling face of one of your publishers, with the question: Have you got anything for CYCLING this time? My answer would always be: No, I forgot it, but I will write something to-night. When he would say: Oh, that will be too late, for we go to press this aft. And when a printer says he is going to press, he acts a good deal like cider apples after they are ground. Well, the T. B. C. have had so much on for the past few weeks that I scarcely know where to commence to relate it all, and perhaps the best way would be to say nothing at all. One thing I would like to mention and that is, the parade at the Exhibition Grounds. As some of the members are aware, there was a difference of opinion as to whether we should go as a club or not, but I think if some of those who were opposed to it were to have heard some of the compliments which reached my ears as to the fine appearance of the club on that day, they would never raise any objection again. Compliments from the ladies, too; think of it, boys!

I recollect some time ago of reading in one of Mark Twain's book of his standing on one of the wharves on the Mississippi as a steambot approached, and he described his feelings as he watched the pilot giving his commands to the sailors and swearing at the deck hands; how he yearned to be a pilot, that he might swear at the deck hands, too, or even be a deck hand that he might be sworn at by a pilot. Well, I have felt a good deal the same as I have walked through the building at our Exhibition and wished that I might stand behind the railing of some exhibits and hand out cards to the fair damsels as they pass along, and refuse their less handsome brothers. Well, this year, the Gods were particularly good to me, and allowed me an opportunity of filling that envied position for two weeks from 8.30 a.m. till 9.30 p.m., till I would go home and dream about performing seals, talking phonographs, trotting pigs, and at last my dream would finish up with one grand burst of fire-works, and, when that would clear away, I would see a "Comet" sailing away up among the clouds encircled by a clincher tire, until I come to the conclusion that I quite agreed with Mark Twain, after he spent a season as pilot, that it was better to stand on the wharf and let some one else have all the glory of swearing at the deck hands.

Of course the boys have all heard of the pic-nic we had at Lambton Mills last Saturday; there seems to be but one opinion regarding it and that is, that everyone was delighted. Another season we must try and have more of these little social gatherings, for they have a good effect and give the boys an opportunity of getting acquainted with each other's sisters and their cousins and their aunts. Yours, etc., C. L.

Mr. Geo. F. Bostwick, of 24 Front St. West, has recently secured the agency of the "Raglan Cycles" for Ontario and Quebec, and we are convinced he has a machine that will hold its own against any other English or American wheel. The bicycle which E. J. P. Smith rode on the evening of the accident in Rose-dale is on exhibition at Mr. Bostwick's office, and he will be pleased to show it to anyone doubting the quality of the Raglan.

London Track Race.

On Monday afternoon, Sept. 14, a large crowd assembled at Queen's Park to see the ten mile bicycle race, the outcome of a challenge sent to the London Cycling Club by the Forest City Club. About 4:55 ten riders ranged in a row—five on each side—as follows: F. C. C. Club—Owens, Milne, White, Wigmore and Tune. London Cycling Club—R. J. M. Webbe, R. Brebner, H. Saunders, Stanley Williams and T. Knowles. Owens and Milne rode pneumatic tired safeties, Tune, Williams and Knowles mounted ordinary high wheel and Wigmore, White, Webbe, Brebner and Saunders bestrode low machines. Ten miles meant twenty times around the track. Almost from the first Owens forged ahead on his pneumatic, and succeeded in lapping everybody before he got through. He had no easy task in administering the dose to White, whose gamey riding was heartily applauded. The latter unluckily collided with Brebner in the eighteenth round and Owens passed him. Knowles dropped out in the fourth, Saunders followed him later, and Brebner could not mount again after his tumble. Milne and Webbe chased each other in lively style for third place. Williams, who unexpectedly entered the contest as a substitute for W. E. Saunders, rode a very plucky race. At the finish each man had made the following points, their positions being in the same order:—

F. C. C. C.		L. C. C.	
Owens .....	10	Webbe .....	8
White .....	9	Williams .....	4
Milne .....	7	Brebner .....	3
Tune .....	6	Saunders .....	2
Wigmore .....	5	Knowles .....	1
Total .....	37	Total .....	18

The start was made at 4:55½ p.m. Owens arrived at 5:30¾—splendid time,—White at 5:31½, and Webbe and Milne at 5:32¼. The race was conducted in a friendly spirit and was thoroughly enjoyable. W. K. Evans was referee, Fred. Karn the starter, W. Mullins and Cecil Webbe the judges, and J. Lamb the timekeeper.

“Shun cushion tyres as you would the plague,” is the advice of the *Cycle Record*.

**F. MCEACHREN**  
 Merchant Tailor  
 31 KING STREET E., - TORONTO.  
 BICYCLE UNIFORMS A SPECIALITY.

Special to Our Readers.

Another school year has rolled by and the officers of the Toronto Business College have much to be thankful for. The year that closed has been the most successful in the history of the College, both in attendance and the very gratifying results that have been accomplished by the efforts of the faculty. The re-opening of another session commenced on Monday last with a good number of students, but a great number are expected to enter after Exhibition. As their mode of instruction is practical, individual and personal, students can enter at any time with equal advantage, both for the day and evening sessions. Those who are contemplating a business or shorthand education, or those who desire to better their position in life, should call on Mr. Crowley, the General Manager, or write for the new and handsome College catalogue and prospectus, which will give rates and full information. It may be mentioned that the rates are within the reach of all, and to those who cannot pay in advance special arrangements can be made with them to suit their case. Mr. Crowley has spared no pains or expense in introducing any new business ideas and keeping up with the times. As everyone knows the College is situated at the corner of Yonge and Shuter streets, Toronto.

M. Terront, who won the Paris to Brest and return road race, was recently excused from military service on account of heart disease.

FOR SALE, WANTS, EXCHANGE.

Two insertions ..... 25 cents.  
 Four “ ..... 40 “

**FOR SALE**—52 inch Comet cushion tyre rational, almost new. Reasons for selling. H. F. Strickland, 55 Beverley Street.

**TWO** 52in. Cushion Tired Comet Rationals for sale. Only been ridden a few times. Each a bargain, \$700 and \$95. Apply at office of CYCLING, 5 Jordan St.

**A BEAUTIFUL** imported safety for sale, almost new, all ball bearings. Address 173 Front Street E.

**FOR SALE**—48 inch American Star, cost \$80, sell for \$30 51 inch Special Star, cost \$140, sell for \$80. Both in good condition. W. E. Saunders, London.

**FOR SALE**—Toronto Bicycle Club Uniform in good condition—will sell cheap—also a cyclometer. Apply to W. H. M., office of CYCLING, 5 Jordan Street.

**FOR SALE**—52-inch Comet Comet Rational (English manufacture), one inch solid tire—in first class condition. Apply Geo. Parsons, Willard Tract Dep., Cor. Yonge and Temperance Sts.

**FOR SALE**—50 inch Referee Rational, new—reversible ball head, spade handles—cost \$130 will sell for \$100. Apply office of CYCLING, 5 Jordan Street.

**FOR SALE**—A two brand, Automatic Cigar machine, almost new, same as the Hamilton Club have—a paying investment for a club room—a bargain. Address box 568 St. Catharines.

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## IT WON AT ROSEDALE

In selecting a Wheel, the following points are very essential—Strength and Ease in Running.

At the Races on Civic Holiday here, the Gould Wheel showed lightness in running, as was demonstrated thoroughly by its rider; although riding a heavy Road Wheel, and himself a new rider, other riders were passed with ease whether riding cushion or pneumatic tires. I can cheerfully recommend this make of Wheel to those desirous of purchasing, and will be pleased to have them call at my Warehouse and examine the Wheel thoroughly before making a selection, as this Wheel is built especially for Canadian Roads, and is built heavy, although taking less power to ride it than other makes of Wheels which are even lighter in weight.

**GEO. F. BOSTWICK, 24 WEST FRONT STREET, TORONTO.**

### London Races.

We have just received a copy of the programme of events to take place in London on Oct. 8th, under the auspices of the Forest City Bicycle Club:—

1. One Mile Ordinary—Novice.
2. One Mile Safety—Novice.
3. One Mile Safety—open.
4. Two Mile—Championship of Huron District.
5. Half-Mile Dash—Ordinary—open.
6. Two Mile—City Championship (solid tyres only).
7. Half-Mile Dash—Safety—open.
8. Half-Mile Combination (run and ride)—open.
9. One Mile Safety—3.00 class—open.
10. Five Mile Safety—handicap—open.
11. One Mile Ordinary—open.
12. One Mile Ordinary—handicap—open.
13. One Mile Consolation Race.
14. Three Mile Club Race—open.
15. One Mile Boy's Race (16 and under)—open.

The fastest track in all Europe is said to be at Artiern, Holland.

The Countess of Aberdeen (Patroness of the Hamilton B. C.) has recently purchased three Marlboro' Club tricycles from the Glasgow agency of the Coventry Machinists' Company.

The "Whitworth" safety on which Osmond accomplished his recent phenomenal rides was manufactured by the Whitworth Works Cycle Co., is of the irregular diamond in frame, with long wheel base. The crank axle bracket is of the dust proof cylinder type, and the axle has two sleeves which carry the ball races, the adjustment being made by cones. The machine has a 28-inch direct' poked driving and a 30-inch steering wheel. When the company are able to supply, there is no doubt as to the success of the "Whitworth" Safety, nor of their ordinary, made on equally good lines and ridden by J. H. Adams, the champion high bicycle rider of this country.—*Ex.*

## "THE BANK"

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The most handsome and comfortable furnished Tonsorial Establishment in the City of Toronto, being fitted with all the latest improvements.

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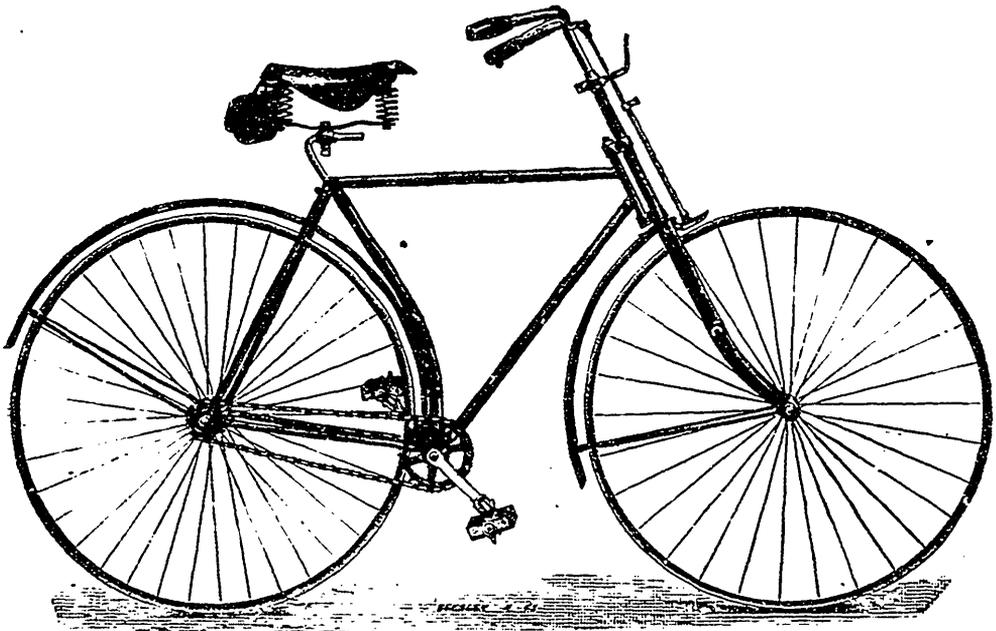
IT WINS AT  
**HAMILTON \* TORONTO \* SARNIA**

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TOWNSEND'S  
**ECOSSAIS DIAMOND SAFETY**

♣: The Great Scotch Wheel. ♣:

We do not require to either change the name of the machine or the maker, as we are not ashamed of it, as some Canadian makers change the name of a celebrated English wheel to their own, to win prizes on, and then get beaten by a boy who is riding his first season.




---

Hamilton, Green Race.—Time, 2 mins. 53 2-5 secs. Ordinary heavy cushioned tyred machine  
 Toronto, Half-Mile.—Time, 1 min. 15 2-5 secs. Ordinary road pneumatic, weighing over 40 lbs.  
 Sarnia, Mile.—Time, 2 mins. 44 secs.  
 Sarnia, Two Miles.—Time, 6 mins. 1-5 sec.

These are the strongest, fastest and best everyday roadsters to be found in Canada, and the price most reasonable. Wheelmen, these machines are the acme of perfection.

Also Cushioned Tyre Ladies Ecosais Diamonds.

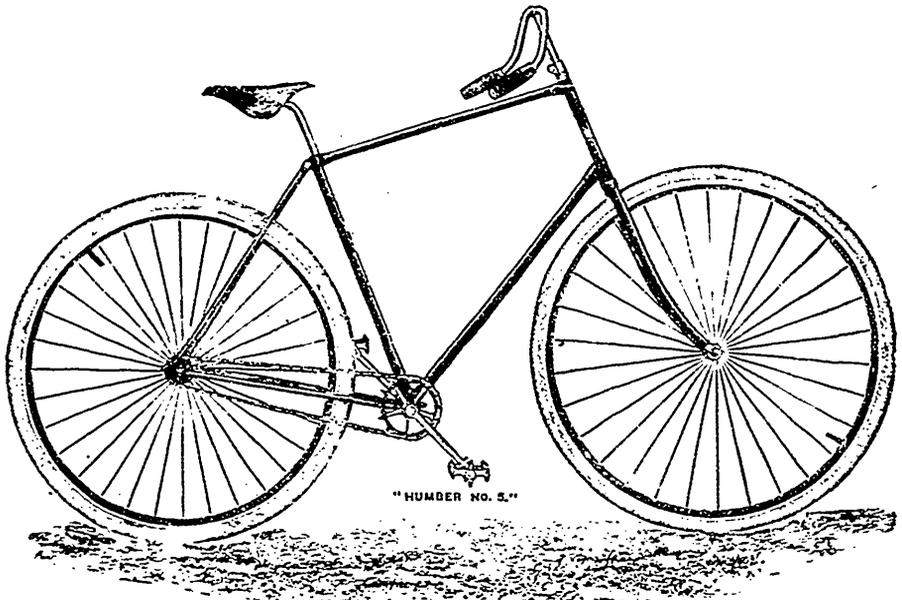
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 WHOLESALE AGENTS FOR CANADA.

# THE GREATEST RACE

✱ EVER RIDDEN ✱

The following cablegram tells the story, received at Toronto, 12.40 p.m., Sept. 9, 1891:—

“Great French Road Race, Paris to Brest and back,  
750 MILES, Won on the HUMBER.”



This Season THE HUMBER has re-established its reputation by carrying everything before it. Wheelmen are already familiar with it as

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