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CYCLING

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

Vol. II.

TORONTO, OCTOBER 13, 1892.

No 22.



GEO. F. STEPHENSON,
HOLDER OF THE 100 MILE ROAD RECORD.

The 100 Mile Road Record.

George F. Stephenson, of East Toronto Village, and a member of the Toronto Bicycle Club, whose photograph appears on the foregoing page, commenced wheeling in '87, then nineteen years of age, on one of the old time ordinaries, but as the machine was not one of the best he never attempted long distances, and it was not until October, '91, that he purchased his first safety

Last winter he became a member of the T. B. C. This is his first season at speeding, nearly all of which has been on the road.

He first rode one hundred miles east along the Kingston Road on April 30th last, and lowered all previous Canadian records for the distance. Time, 9h. 20m. This, however, was beaten by Walter Thomas who rode to Newcastle and return in 9h. 12m. On June 2nd Stephenson rode from Toronto to Trenton, a full hundred miles with some to spare, in 8h. 8m., once more securing the record. This was considered good time for the Trenton road and has not since been beaten.

D. Nasmith rode from Kingston to Belleville and return, on July 4th, in 6h. and 45m., and many believed that this placed it at a mark out of the reach of other flyers, but, nothing daunted, Stephenson went to Kingston on Sept. 19th, and, after securing Mr. Hill, President of the C. W. A., as time-keeper, he started the following morning for the record and succeeded in covering the distance in 6h. 39½m., thereby once more securing the one hundred mile road record of Canada and this time the U. S. A. as well.

He has made five centuries this season, three of which were records, one on a pleasure trip with a friend and the fifth with the T. B. C. on their annual run.

Mr. Gladstone's Opinion of Cycling.

"I have noticed with real and unfeigned pleasure the rapid growth of cycling in this country, for not only does it afford to many to whom it would otherwise be unobtainable a healthy and pleasurable form of exercise, but it also enables them to derive all those advantages of travel which, previous to the advent of cycling, were out of their reach. Of the bodily good derived from so many and healthy a form of exercise; of the blessing it bestows, helping to maintain a sound mind in a sound body by the relaxation from the desk or counter; of the recreation in the

open air; of the energy it calls into play, I need hardly speak. I can only emphasize the fact that I consider that, physically, morally and socially, the benefits cycling confers on the men of the present day are almost unbounded, and this belief I endeavor to act up to by heartily welcoming and assisting, so far as in me lies, the many cyclists who come to visit Hawarden and see the grounds."

The first meet of the Calgary Bicycle Club was held on the grounds of the Calgary Agricultural Society, on September 30, under C.W.A. rules, and consisted of the following events: Quarter-mile dash, half-mile (solid tire), 2 mile, 1 mile club handicap.

Willie Windle now holds the record for the mile, with standing start, which was made at Springfield on Saturday last, as follows: Quarter in 35 2-5; half, 1.06 3-5; three-quarters in 1.36 2-5; and the mile in 2.06 2-5.

An advertisement in an English paper reads: "Wanted, a young man in a cycle depot to be partly outdoors and partly behind a counter." Just what would happen to this young man when the door slams is fearful to contemplate.—*Exchange*.

The L.A.W. in order to encourage continued membership has adopted a "Veterans" badge, which may be worn by League members of ten years' continuous standing. We commend the idea to the C.W.A. as a good one, and one which will tend to increase the membership by retaining with us the old heads.

We are pleased to be able to inform his many friends that W. G. McClelland is recovering nicely from the injuries received at Rosedale and expects, in a day or two, to be able to dispense with the bandages from his arm. He does not enjoy lying by for so long, even though he has had visits from many of the boys.

The International Circuit between New York and Canada, mooted in these columns for next season, seems to have borne fruit, and will be a go. Our Canadian cousins are doing splendid work on the path this year, and the financial reward, a circuit of meets, say in the spring and fall, will bring forth good racing. The plans should be formulated and brought to a head this coming winter, which would attract notice from all over. Now let those interested get to work, Buffalo and Toronto taking the lead in the movement, and racing will receive a great send-off next spring.—*Kodak, in Am. Wheelman*.

Cycling

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

EDITOR: F. BRYERS.

PUBLISHER: - - WM. H. MILN.

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OCTOBER 13, 1892.

A Racing Track.

We have given the subject of a cycle track for Toronto considerable attention in these columns, and we find from conversing with numerous members of the various clubs that our remarks have been generally favorably received, and that the wheelmen of the city are awakening to the necessity of a change in the present condition of affairs. If we expect next season to attract to Toronto any of the fast Englishmen who will, without doubt, come to America, we must have proper facilities for racing, and a track on which they may not fear to ride. Moreover, our share in the project mooted by the *American Wheelman* for an international circuit can only be brought to a successful issue by having a first-class track.

WHAT OTHERS SAY.

As an artistic production the new Rosedale grounds are a success. The surroundings are beautiful; the buildings spacious and evidently put up with every regard for comfort and little attention to cost. But for cycling purposes the track is a dismal failure. The surface is far from good, but is the best feature about it. The turns are not quite half banked and the fact that it does not measure anything, makes it the most unhandy and unsatisfactory place to run a cycle race on that we have yet seen.

The lesson learned in the two race meets that have now been held at Rosedale will surely bear fruit in due season. This winter should see the organization of a company controlled by wheelmen, pledged to give Toronto and Canada as good a race track as there is in the world, and with the first sign of next spring everything should be in

readiness for the breaking of ground. Toronto cycling clubs and dealers should look to this.—*Canadian Wheelman.*

Bring in That By-law.

Bicycles are a convenience to the rider, but should not be a terror to the innocent public. Not liberty, but license for bicyclists means an infringement upon the rights of many who have to travel along the streets with the aid of their feet. Scarcely a week passes in which some little child or some old person is not run down. Never a day but has its own record of narrow escapes by the dozen. It is more than time to regulate the bicyclists, in the hope of thereby protecting the public. Bring in a by-law compelling bicyclists to give warning of their approach to every street corner, and to both ring a bell and carry a light at night.—*Evening Telegram.*

The bicycle riders of the city will only have themselves to blame if the city council bring in a by-law compelling riders to carry lamps and bells. Gentlemen, it means an additional outlay of from \$8 to \$12 for each wheelman in addition to the nuisance. We are of the opinion that the *Telegram* stretches its imagination considerably in the above statement, yet at the same time there are quite a number of complaints of sidewalk riding in the centre of the city, though we have not recently heard of any accidents caused by the wheelmen.

On Sept. 9th, F. W. Shorland, on a Front driving safety, won the North Road Annual 24-hour road race, covering 367 miles, breaking Holbein's record by eight miles.

Mr. J. W. Windle, a brother of Asa Windle and cousin of W. Windle, is at present in this country with a view to opening in a large way in the cycle trade in Canada.—*English Cyclist.*

John S. Johnson, who was born in Sweden, is a slimly-built boy, about twenty, weighing in training 138 pounds. He is not heavy; his face is not hard; he is not a stocky, sturdy lad as Windle was; a sinewy devil, like Hoyland Smith. He is merely a pleasant-faced boy, with light hair, pleasant but not strong features, fine eyes and a pleasant non-committal manner. He works in a Minneapolis bicycle repair shop, and has been known as a fast skater. Indeed, it is claimed that he has beaten the world's one-mile record in private.

The Professional League.

Our American cousins are at present in a state of ferment over the "cash prize" question. Well, the papers must have something to discuss during the non-cycling portion of the year, and we presume "cash prizes" will do as well as some other. All this talk, however, will likely flatten out next spring as it did last spring, and will we hope continue to do for many more springs. Of course the subject must be started every succeeding year in a sensational style or it will become hackneyed and uninteresting. Cycling is to-day the sport of every country, and it will not follow because some of the fastest racing men are anxious for cash that the whole N. C. U., L. A. W. and C. W. A. are going to smash unless they follow suit. If these men prefer cash, let them join the baseball League. The amateur associations will survive and become stronger year by year as they have in the past, while professional cycling will go the way of professional baseball, whose managers are to-day looking for some new scheme to bring back to their grounds the fast diminishing crowd who used to fill their grand stands and "bleacheries."

As to professional cycling in Canada we feel quite confident that it could not succeed any better than professional baseball, and would never draw such a class of spectators as attend any of the amateur meetings of to-day.

Establishing a Record.

DAVE NASMITH COVERS ONE HUNDRED MILES
IN 5 HOURS, 32 MINUTES, 9½ SECONDS.

England has, up to a late date, been the exclusive home of long distance record riding, and as a consequence our English friends have the art of pace-making, victualling and training down to a science. We in Canada are just starting, and it remained for Dave Nasmith to complete the first one hundred mile track ride ever attempted here. Thursday, September 29th, was the day selected. The day, unfortunately, was not an ideal one for the work, as quite a strong east wind was blowing, and it became very cold towards evening, greatly impeding the record maker and pacers, while timers, scorers and spectators were glad to avail themselves of their overcoats.

Some time ago, Mr. Nasmith stated his intention of attempting the feat of establishing a one hundred mile Canadian record, and

his successes at the recent meet of the Wanderers led him to think that he was in better condition than at any previous time during the season. Of course it was hardly to be expected that his time would be as good as that of Adams, the English record holder, for while the latter had every advantage of experienced pace-makers and trainers, Nasmith was making the first ride at any distance ever attempted in Canada with pace-makers—all our records having been made in competition.

At 1.15 exactly the word was given, and Nasmith, accompanied by G. M. Wells, started on the long trip, the first five miles being completed in 14 minutes 28 2-5 seconds. He was then taken in hand by Hyslop, who brought him to the ten miles in 29 minutes 12 2-5 seconds, at which distance the first Canadian record dropped. Then followed Smith, who carried him to the 15 miles at a good steady and even pace, nearly every lap being made in about 52 seconds, after which he was taken along by Carman, Gullett, Gibbons, Doll, Robertson, Jaffray, Miln and Love, each of whom paced him from five to twenty miles, there generally being two or three pacers on the track all the time, though at one time there were as many as six. Wells and Smith paced him probably more than any of the others, Wells riding altogether some forty or forty-five miles, while Smith rode a straight twenty miles without dismounting. At intervals during the afternoon and evening, refreshments in the shape of tea, beef extract and fruit were supplied Nasmith. When he had ridden between 80 and 85 miles, Nasmith dismounted for the first time, when he was rubbed down and refreshed, after which he continued to the finish, riding much stronger towards the last, finishing up with a lively spurt on the last lap, amid the applause of several hundred spectators who had dropped in to see the completion of the arduous task which the rider had set himself. It was quite dark and the timers were compelled to make use of a lantern, to discern the time of the finish, which was 6.47. 9 1-5 o'clock, or exactly 5 hrs. 32 min. 9 1-5 secs. from the start. Nasmith was greeted with a loud cheer as he dismounted and lightly ran up the steps into the club-house.

The officials were: W. A. Hunter, W. B. C., referee; J. F. Lawson, A. F. Webster, C. F. Lavender, George Acheson and F. Bryers, timers; F. J. Whatmough, F. Brentnell and A. M. Lyon, scorers.

The following table from the *Mail* gives correct information in regard to the mileage, pacers and times accomplished. Owing to the uneven distance of the Rosedale track

(it being 1,546 feet in circumference), it was considered that too much work would be entailed on the scorers and timers to correctly take the records for the hours and for each mile.

having been made at the Surrey Club's 100-mile cup race. Following are the times at each ten miles of this race, and may be compared with Nasmith's above :—

Miles.	Laps and Feet.	Pace-makers.	Time.
5..	17 and	118..... Wells	14.28 2-5
10..	34 and	236..... Hyslop	29 12 2-5
15..	51 and	354..... Smith	44.01 3-5
20..	68 and	472..... Carman.....	58.00 3-5
25..	85 and	590.... { Gullett	1.13 06 3-5
		{ Gibbons.....	
30..	102 and	708..... Wells	1.28.59 2-5
35..	119 and	826.... { Wells	1.46.02 3-5
		{ Smith	
40..	136 and	944.... Hyslop.....	2.03.16 1-5
		Smith	
		Wells	
45..	153 and	1,062.... Hyslop.....	2 18.57 3-5
		Smith	
		Doll	
		Carman	
50..	170 and	1,180.... Doll	2.34.11 3-5
		Smith	
		Gullett.....	
		Carman	
55..	187 and	1,298.... Robertson .	2.49.40 2-5
		Jaffray	
		Wells	
60..	204 and	1,416.... Robertson .	3.04.58
		Jaffray	
		Wells	
65..	221 and	1,534.... Hyslop.....	3.20.55
		Gibbons.....	
		Miln	
70..	239 and	106..... Gullett.....	3.37.10 1-5
		Gibbons.....	
		Carman	
75..	256 and	224.... Robertson .	3.55.20
		Gullett.....	
		Miln	
		Hyslop.....	
80..	273 and	342.... Gullett.....	4.09.55 1-5
		Miln	
		Carman	
		Carman	
		Gullett.....	
85..	290 and	460.... Gibbons.....	4.33.57 2-5
		Love	
		Robertson ..	
		Miln	
		Wells	
90..	307 and	578.... Love	4.53.44 1-5
		Wells.....	
95..	324 and	696.... Love.....	5.12.53 3-5
		Wells.....	
100..	341 and	814.... Wells.....	5 32 09 1-5
		Love.....	

Miles.	Time.	Miles.	Time.
10.....0	28 26½	60.....2	53 31½
20.....0	56 9½	70.....3	26 8½
30.....1	25 55½	80.....3	59 26½
40.....1	51 40½	90.....4	33 25½
50.....2	22 22½	100.....5	04 18½

NOTES.

Nasmith went best with three pacers.

Quite a large crowd had gathered to see the finish.

The city papers were well represented on the grounds.

Carman livened up the pace each time he took it in charge.

Robertson encouraged as much with his voice as with his legs.

Hyslop punctured his tire, though he does not know when or how.

A rub-down at 60 or 65 miles would have been better than later.

A combination suit would have materially added to Nasmith's comfort.

T. Fane called the time of every round, and thus kept the pacers posted.

Wells rode long and steadily, the last fifteen miles being very chilly and difficult.

Riders from all the city clubs, except the W.A.B.C., were among the pacers.

Fred Whatmough had with him a couple of checking-machines for scoring the laps.

Smith made the most regular pacing of any, his pace varying very little from 52 secs. to the lap.

The way Dave got away with bananas was a surprise to those who did not know of his liking for the fruit.

Had the start been made at 11 a.m., better time would likely have been made and the finish have occurred before sundown.

Windle holds the world's time records as follows: Flying start, Half, 59 4-5; Three-quarters, 1.30 4-5; Mile, 2.02 3-5.

S. Gibbons, of the R. C. B. C., rode from Toronto to Trenton on Friday last, and returned to the city on Saturday, thus making two centuries on successive days.

The Wanderers B. C finding their present quarters growing too small and wishing for better accommodation have appointed a committee to look after new club rooms.

Our American cousins have been almost as conservative as ourselves in the matter of long distance riding, their only recent performances being the 24-hour rides of Waller in California and Spooner in Chicago. Spooner's time for 100 miles was 5 hrs. 45 m. 19 secs., being 13 m. 9½ secs. slower than Nasmith's. The present English record is held by J. H. Adams, of the Speedwell B. C.,

Toronto Bicycle Club, Ltd.

INCORPORATED
1891.



ORGANIZED
1881.

Club House: 346 Jarvis Street.

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and " Ordinaries	JAMES SINCLAIR.
and " Safeties	H. LOVE.

H. C. Pease - Club Reporter.

Annual Century Run of the Torontonians.

The century run of the Toronto Bicycle Club which was held on Saturday, 1st Oct., was a big success. Twenty-nine members finished the long trip. The course was from Don Bridge to the toll gate four miles out of Port Hope, thence back to Oshawa, making in reality about 104 miles.

The day was a fine bright one and the roads in good condition, but unfortunately the strong east wind which blew all day distressed some of the riders greatly. All agree that had they not encountered this strong wind the ride would have been a comparatively easy one; as it was, however, all those who reached Oshawa finished in good shape and much pleased with their trip. A number of riders not belonging to the club accompanied the party, including Miss Creed, of the Wanderers, who rode the entire distance, and, in fact, was a wonder to all the boys, both for her endurance and skill in handling her wheel.

The following are the names of the riders who finished and are entitled to the bar given by the Century Club: Captain Miln, Lieut. Love, Will Robins, H. C. Pease, W. H. Miln, S. S. Bond, A. P. Rankin, C. C. Har-

bottle, C. R. Dent, A. Worth, J. W. Stanbury, G. S. Stevenson, S. Bulley, Joseph Russell, P. G. Garrod, J. Rugg, D. Nasmith, E. Y. Parker, Dr. Verner, Charles Kenney, A. Moyer, J. P. Wood, C. J. W. Lowes, A. S. Bee, P. Leadley, W. F. Turnbull, H. J. Emerson, G. H. Thompson, Miss Florence Creed.

NOTES OF THE CENTURY.

Horace Pease was in great demand with his bottle of liniment.

Will Hyslop rode ninety-one miles when he quit, having had enough century.

J. F. Lawson was moving round with a good sized limp, caused by having peeled all the skin off his heel.

Emerson, Bee, Leadley, Turnbull and Thompson turned when a couple of miles the other side of Newcastle, and arrived at the club-house about 8.45.

Thompson thought life not worth living when he had got as far on the home run as Bowmanville, but a little judicious talk on Emerson's part spurred him forward.

Walter Thomas continued through and completed his century at Trenton. It was his intention to wheel to Montreal, but owing to wet weather he only reached Cornwall.

Never was there such a hungry crowd as these centurions; it is a fact that they had five square meals on Saturday, besides frequent raids on orchards and a lunch of bread and jam at a farm-house. Will Hyslop was in his glory there.

R. Robinson has concocted a very fine liniment, which several of the boys used to advantage on the trip. Mr. R. intends putting the liniment on the market, but has not yet secured a suitable name for it. Which of our readers can help him?

Some of the boys complained that two or three of the riders were in the habit of starting before the party after a stoppage, and the captain had difficulty in keeping them back. We are sorry to hear the chairman of the house committee was a principal offender. His experience in the club house management ought to have made him careful about breaking rules.

The third and last of the T.B.C. handicap series will be held on Saturday, the 15th October, on the Kingston road, from the top of Norway Hill; distance, about twenty miles. The limit men will be sent off at 3 o'clock sharp. Members are requested to send in their entries at once to the chairman of the racing board.

Cash Prizes and the "Wheelman."

DEAR SIR,—I do not know how it struck you, Mr. Editor, but to me it certainly seemed very strange to notice in the *Canadian Wheelman* of October 3, the following sentence in the article on "Cash Prizes": "The L.A.W. and C.W.A. can and will quite likely live on as organizations having the cultivation of fraternal courtesies, mutual protection and the securing of good roads as the motives of their existence; but unless they are willing to lead in the direction the great sport-loving public manifestly desires them to go, their powers as controlling bodies of cycle racing will soon be at an end." These sentiments expressed in the official organ of the Association are, to say the least, out of place, and even if they were true, the *Canadian Wheelman* is the last place an amateur would expect to find such sentiments expressed. I maintain, however, that the facts will not warrant any such conclusion. In the first place, both of the Spauldings, who are the great leaders in professional baseball, have denied any connection with the scheme, and Mr. J. W. Spaulding went so far as to predict failure unless the L.A.W. controlled it.

I happen to be a member of the L.A.W. and consequently receive *Bicycling World* each week. It was with a great deal of pleasure that I read the sturdy and manly tone of that paper in connection with the subject, a paragraph of which I would commend to the attention of the *Wheelman* as follows:—

"Does anyone imagine for an instant that the League of American Wheelman, which has weathered safely so many storms and is now serenely sailing over a calm and quiet ocean in all the fulness of a prosperity whose future promises unbounded possibilities—an organization backed by what will be ere the close of the year forty thousand wheelmen—is going to let itself be disturbed by the vapors of—what? Not the organized effort of a wisely conceived and ably executed plan for the rehabilitation of the sport, but the sporadic attempt of a few professionals (for professionals they all are, whether masquerading under the amateur cloak, which we notice none of them who are through a kind fortune and ignorance of their true characters within the pale of the L.A.W. appear in haste to carry out their loudly-mouthed convictions and cast off, or not) to profit by what they in their infinite and far-sighted wisdom conceive to be an impending opportunity to secure a share of the golden shower which they fondly imagine will reward the pro-

moters of the new enterprise. But their greed will overreach itself. Fake riders, fake managers, fake journals, and fake editors will of course welcome and boom the cash prize question by every means, fair and unfair, in their power, but men, writers and journals of character are not to be seduced by methods which savor all too strongly of the worst features of the sport to find favor among gentlemen."

Bicycling World further states that it is in a position to say that neither Zimmerman nor Taylor would forfeit his membership in the League to become a professional, nor does it believe that Windle or Lumsden would do so.

Trusting I have not made my epistle too lengthy (though the subject may warrant it), I am, yours truly,

AMATEUR.

Toronto, Oct. 8, 1892.

On Saturday, Sept. 15, at Herne Hill, Messrs. Wass and Newlands on a tandem rode 23 miles 1725 yards in one hour, while A. W. Harris on a safety made the mile in 2.12 3-5 mins., lowering the English records.

LOCAL OPTION.

This term should be applied to the choice every intelligent person has between Burdock Blood Bitters, the natural and certain remedy for dyspepsia, biliousness, constipation, headache and bad blood, and the various imitations offered by unscrupulous parties as being "just as good." There is nothing else as good as B. B. B. It is an honest medicine and has made remarkable cures right in our own town.

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HAMILTON J. IRWIN	3rd "
FRANK MAW	Bugler.

The regular monthly meeting of the A.B.C. will be held at the club house on the third Tuesday of each month, at 7.30 p.m. sharp.

Last Saturday night was the first of a series of "open nights" at the Athenæum, when the members had the privilege of inviting their gentleman and lady friends to spend a pleasant evening in their new home. Quite a large number availed themselves of the opportunity to partake of the hospitality of the Club, and a very enjoyable time was spent until eleven o'clock, when the guests began to disperse, some no doubt deciding to become members themselves.

Good Common Sense.

What a sturdy, hearty lot of young fellows—and old fellows—the bicyclers are, and how many of them are strong and hearty, largely because they are cyclers! The great advantage of the wheel as a means of exercise is that its use is a delight and that it is always ready. There is no going down to the river and being ready to put in an hour or two hours, no trip to a gymnasium, no waiting for a horse to come from a stable, no feeling that your enjoyment depends on having some fixed time or requires special preparation. If you have five minutes, there is the wheel at hand, and a five-minute ride is enough to set the blood rushing through its channels and clear the cobwebs out of your brain. If you have five hours, it is not too much for a ride into the country with a little fishing thrown in or any other amusement at a distance that would otherwise be unattainable or cost more money than you like to spend. If time is valuable you use the wheel between your home and your work and get all the exercise you absolutely need, with an actual saving of the time you would otherwise need for the trip.

As mere amusement, bicycling has all sorts of advantages. It is an open air sport, and one that keeps the mind occupied and the muscles in full play. It appeals to the imagination with its rush through the air on something that seems almost buoyant and responsive to your lightest touch, and yet falls down an inert mass the moment the directing intelligence of the rider is removed. There is no sharing the glory of the sweep along the hard, level road with any other power, as there is when you ride or drive a horse. Alone you do it, and alone you pass, if you like, most of the combinations of horse-flesh, harness, four wheels, cushioned seats, whips, straps, rugs and humanity that you encounter on the road. There is an exhilaration about such a ride that few other things can furnish. The wheel is a great thing and a beneficent. More, even, than Dr. Quincy's stage coach; it is the glory of motion.

Being all this it is no wonder that wheeling fascinates its devotees and sometimes causes their enthusiasm to run away with their judgment, so that they temporarily lose sight of the rights of other people. They mean no harm, but they are liable to do it in pure exuberance of spirit. Stand on Main Street any day just after 12 o'clock. Hundreds of young men are just free from their work and are off on their wheels. The most natural thing in the world is for them to want to speed down the street; and they do it; but it is dangerous and annoying to the much greater number who plod on foot and find it dangerous to cross the street for the few minutes that the rush of travel lasts.

The bicycle clubs will do a good thing if they talk this over and try to guard riders from this practice. It is much better that the initiative should come from them than some aggrieved person calling attention to the fact that the law which gives the bicycle rights in the streets as a wheeled vehicle also brings it under the ordinance which forbids rapid and reckless driving.

We realize when accidents happen that the bicyclers are not always to blame, but it is well to guard against the danger of being injured.—*Hartford Post*.

Mr. C. W. Hurndall, a prominent and popular member of the T. B. C., was married, on Wednesday evening last, to Miss Kate Horton Kidd, at the First Reformed Presbyterian Church, Carlton St. A few of Will's intimate club friends presented the bride with a handsome dining-room table and chairs. The couple left by 9.45 train for the east. We wish you every joy, Will!

In the Year 2002.

A Dazzle telegram states that last night Billy Bowlegs, a Central African novice, rode one mile English on his gas-tight cycle in minus 17s.—*Cyclists' Daily Messenger*, April 1st.

With reference to the marvellous mile announced as having been accomplished by Billy Bowlegs, a Reuter's despatch says Billy Bowlegs was paced by ostriches, and would have done better but for one of them kicking him prior to the start. His quarters are stated as : minus 10s., minus 4s., minus 7s., and minus 3s., but this does not agree with the record claimed.—*Evening Velocipedist's News*, April 2nd.

The Dazzle Telegraphic Agency desires to correct the erroneous statements concerning the Central African record of Billy Bowlegs. He rode on the perforated plate-glass track at Ayoweu, and his quarter-mile times were minus 3s., minus 6s., minus 5s., minus 3s.; total minus 17s., which is now the record.—*Velocipedestrian Times*, April 3rd.

We have despatched a *Bicycling News* man to Central Africa to investigate the correctness of the record claimed for Billy Bowlegs. He has gone by the short aeroplane route, and we should have a message from him shortly.—*Bicycling News*, April 4th.

Bicycling News has received a despatch per aerial messenger from its representative in Central Africa. He has failed to find Ayoweu or its plate-glass track.—*The Cyclist*, April 13th.

Our messenger has returned from Central Africa. He asserts that, though cycling is making some strides in that country, he can find no such town as Ayoweu, or hear anything of the bicyclist, Billy Bowlegs.—*Bicycling News*, April 15th.—*Bi. News*.

What Frank G. Lenz, "Outing's" Correspondent, Says of Toronto.

Though comparatively a young city, Toronto has a population of nearly 200,000, and extends over an area of twenty-eight square miles from Lake Ontario back into the country. The buildings are mostly two and three storeys high, but several more imposing structures are noticeable.

In the evening Dr. P. E. Doolittle, one of the oldest riders in Canada, kindly piloted me to the places of interest, showing me the fine residences of Rosedale, Bloor, Jarvis and Sherbourne Streets, the beautifully shaded

Queen's Park, the imposing new Parliament and University buildings, the Lieut.-Governor's residence, and many other places of interest too numerous to mention.

Toronto has several bicycle clubs and about one hundred lady riders. The two principal clubs are the Toronto and Wanderers, the latter having a membership of about one hundred, among whom are Mr. Marshall Wells and Harry Nash, the racing men.

The Torontos have a finely-furnished clubhouse on one of the fashionable avenues and about two hundred members. Mr. Chas. Lailey is president and Mr. E. B. Ryckman, secretary. Among their fast racing men are W. M. Carman, Wm. Hyslop, E. J. P. Smith and D. Nasmith.

Chas. Lavender, of the Comet Cycle Co., Dr. P. E. Doolittle and F. Campbell, the old-time racing men, have retired from the racing path, but are as enthusiastic as ever. There are also some newly organized clubs, the most promising being the Athenæum and Royal Canadian.

Mr. Pugh, of the Whitworth Works Co., informs us that one of the Pneumatic Tire Company's new patterns for 1893 is an exact duplicate of the Comet tire manufacturer's for Fane & Co.

On Saturday, October 1st, members of the West Association B. C. and Y. B. C., to the number of 28, held a combined run to the Halfway House, where they had tea and rode home in the moonlight. The strong north-east wind was rather hard to fight against, and two of the ladies were "assisted" by some friendly farmers, who picked them up wheels and all and brought them safely along in time for tea.

Burdock
BLOOD
BITTERS

THE KEY TO HEALTH,
Unlocks all the clogged secretions of the **Stomach, Liver, Bowels and Blood,** carrying off all humors and impurities from the entire system, **correcting Acidity, and curing Biliousness, Dyspepsia, Sick Headache, Constipation, Rheumatism, Dropsy, Dry Skin, Dizziness, Jaundice, Heartburn, Nervous and General Debility Salt Rheum, Erysipelas, Scrofula, Etc.** It purifies and eradicates from the **Blood** all poisonous humors, from a common **Pimple** to the worst **Scrofulous Sore.**

Measurement of Tracks.

At the present time there are, we believe, only six tracks, the standard of whose measurement is up to the requirements of the Association, viz: those at Sarnia, Woodstock, Hamilton, Toronto, Kingston and Montreal, whereas during the past season open events were held at St. Thomas, Seaford, Stratford, St. Catharines, Newmarket, Barrie and Morrisburg, and on the Exhibition and Woodbine tracks in Toronto. These tracks should in all fairness be measured according to the C. W. A. standard, and certificates be filed with the proper officers, and events run on them should in all cases be for the full distance, so that the records of riders who win races on them may be properly classified. A rider might attend and win at all these tracks, and still have the privilege of entering the three minute class at the end of the season, whereas, had he ventured on one of the tracks in the first list he might be required to ride in the 2.30 class. In handicap races, however, the boot would be on the other foot, for a man with a 2.28 record on Newmarket could hardly expect to get as good a mark as a man with a 2.40 record on a properly measured track. We therefore think that it would be only fair to all concerned to have all tracks, on which cycle races are run, measured in accordance with the rules of the Association.

Switzerland has a military cycling school—the first to be founded.

The *Southern Wheelman* published three editions on Sept. 29 and 30, and Oct. 1, on the occasion of the Louisville "Electric" Meet.

Commenting on the question of cash prizes the *American Cyclist* says. We can see no reason why such an association should not try the experiment of cash prize if it wants to, but do not believe it would be policy for the League of American Wheelmen to have anything whatever to do with the scheme. At the present time cycle racing is a clean sport and all of the surroundings of the track are unobjectionable. It certainly will not tend to increase the interest of a large class of people in cycle racing if they find the sport allied with such surroundings as the *News* predicts.

Who shall say that there is any limit to the uses of adversity? The man who has gone through the various trials incident to

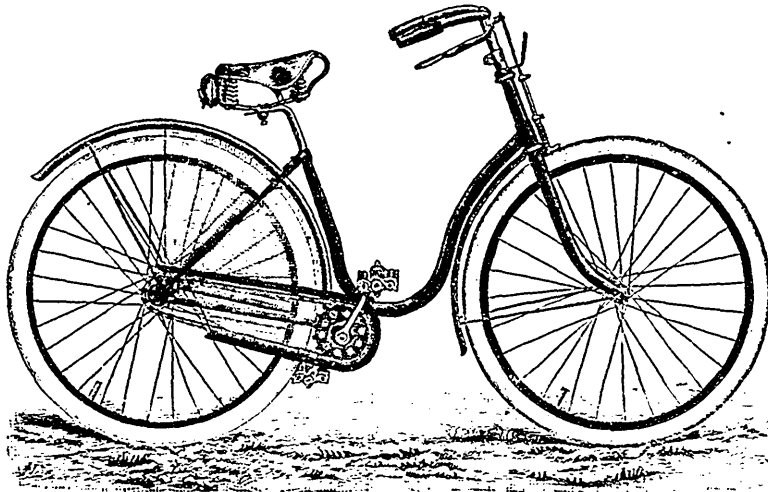
puncturing, bursting, and mending, comes forth with a varied stock of useful knowledge to apply to the needs of everyday life. He can put on sticking-plaster like a surgeon; he can bandage like an hospital nurse; he can sew more or less; he can keep his temper and his patience in a way unknown before; and he knows exactly where his mother, sister, or wife keeps her needles and thread, and corn-flour, and tape and scissors, and how best to get hold of them quietly when he so desires.—*Irish Cyclist*.

The very latest invention (hailing from the Continent) is a delightfully handy sort of bicycle that can be taken to pieces and put into a gentleman's walking-stick and bag! Imagine the pleasure of taking your machine with you in your dressing-bag when you go-a-visiting, or storing it away in the top shelf of your cupboard when you want to keep it clean and dry! The wheels are the puzzling part of this ingenious idea. How does the inventor manage the spokes and rims? Does he buckle the wheels for purposes of storage, and spring them back again when they are wanted? What part of the machine goes into the walking-stick? Are the spokes unscrewed and dropped in, together with the balls and oil out of the bearings, and all the nuts from different parts of the frame? It is to be hoped the ingenious inventor will have his machine on view at the Stanley Show, bag, walking-stick, and all, for the information of a thirsting public.—*Irish Cyclist*.

We have preached times out of number against the (almost criminal) folly of carrying children on tricycles and bicycles. Quite apart from the danger of a fall, the excessive excitement to the child's brain is most injurious to it, and we can at this moment trace insomnia in a child of 12 to early rides and consequent undue cerebral excitement at the age of five or six. Last Sunday we saw a fond young father—very young and very "fond," in the Lancashire expression of the term we should say—pass the Angel going at perhaps 10 miles an hour with a boy of five just abaft the handle-bars of his safety. "It is a fool's game," we had just said to C. E. Liles and P. C. Wilson, with whom we were conversing, when a greyhound went for the safety, and in a moment it was over. The child, with a bleeding forehead and crying bitterly, was carried into the Angel by P. C. Wilson, and, as it fortunately turned out, was more frightened than hurt; but it so grasped the situation that it said to its parent: "You ride home, I'll walk."—*Wheeling*.

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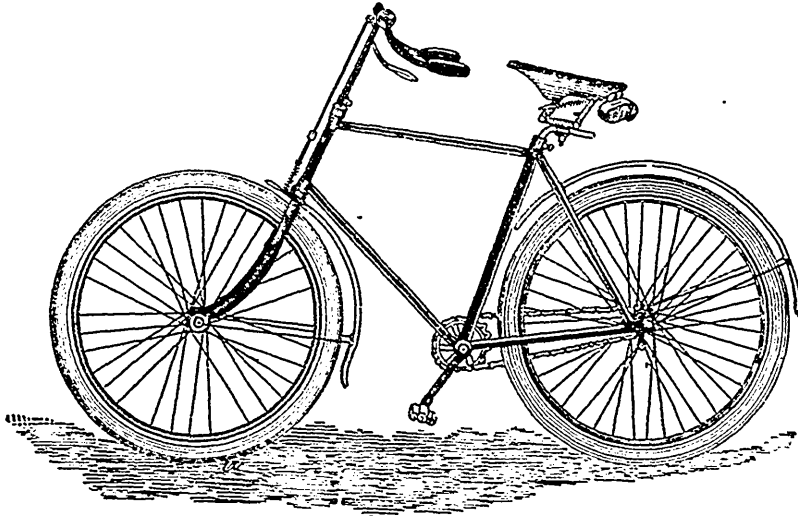
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The WANDERER as a road machine has no equal, and is especially adapted to Canadian roads. Repairing and altering to Cushion and Pneumatic Tires a specialty.

22 and 24 LOMBARD STREET, - - TORONTO

RECORDS OF CANADIAN RIDERS.

As might have been expected, some few errors crept into the first list we published in our last issue. The time made by D. F. McGuire in his novice heat at Kingston not having been taken, while the heats won by C. McQuillan and F. Gullett were overlooked. We have also added the names of three St. Catharines riders to those who are ineligible for the novice, and we believe the following to be correct.

NAME.	CLUB.	TRACK.	DATE.	DISTANCE.	TIME.	PRESENT. CLASS.
*Hyslop, W	Toronto	Kingston	Aug. 29, '92	½ mile	1 13	2.25
*Wells, G. M	Wanderers	"	"	½ "	1.13	2.25
Carman, W M	Toronto	Woodstock	May 24, '92	5 "	14.16	2.30
Smith, E. J. P	"	Montreal	Aug. 27, '92	½ "	1 16 4-5	2.35
Sherrett, F. H	Hamilton	Hamilton	July 1, '91	½ "	1.17	2.35
Bews, C	"	Toronto	Aug. 15, '92	1 "	2.39	2.35
Palmer, A. W	"	Hamilton	July 1, '91	1 "	2.42 1-5	2.40
Sliter, E. O	Kingston	Kingston	" 1, '92	1 "	2.44 2-5	2.40
Nasmith, D	Toronto	Hamilton	Aug. 8, '92	1 "	2.41 1-5	2.40
†Love, H	"	Toronto	" 15, '92	1 "	2 43 1-5	2.40
Griffith, R. B	Hamilton	Hamilton	" 8, '92	1 "	2.43 1-5	2.40
†Schultz, C	Essex	Toronto	Sep. 24, '92	1 "	2.43 2-5	2.40
MacFarlane, R. R	Stratford	"	"	2 "	5.40	2.40
Miln, J	Toronto	"	"	1 "	2.47 1-5	2.45
†McQuillan, C	Wanderers	Kingston	July 1, '92	1 "	2.47	2.45
†Gullett, F	Toronto	"	"	1 "	2.47 2-5	2.45
Robertson, L. D	Athenæum	Toronto	Aug. 13, '92	1 "	2.46	2.45
Gibbons, S. H	Royal Canadian	Woodstock	May 24, '92	1 "	2.47 1-5	2.45
†McGuire, D. F.	Wanderers	Kingston	July 1, '92	1 "
Nichol, W	Hamilton	Hamilton	Aug. 8, '92	2 "	5.42	2.45
Bendelari, F.	Toronto	Toronto	" 13, '92	2 "	5.42	2.45
†McMahon, A	Kingston	"	" 15, '92	1 "	2.46 2-5	2.45
Doll, F. W	Wanderers	Kingston	July 1, '92	2 "	5.50 1-5	2.50
*Tatley, J. W	Montreal	Montreal	Aug. 27, '92	1 "	2.50 1-5	2.50
*Louson, D. S	"	"	" 27, '92	1 "	2.50 1-5	2.50
McCarthy, T. B.	Stratford	Sarnia	Aug. 17, '92	1 "	2.55	2.50
*McKay, J.	Kingston	Kingston	" 29, '92	1 "	2.51	2.50
*Hughes, L.	"	"	" 29, '92	1 "	2.51	2.50
†Power, W. C	Wanderers	Toronto	Sep. 24, '92	1 "	2.53	2.50
Lowe, G. S	Montreal	Montreal	Aug. 29, '91	3 "	9.00 4-5	2.50
Smith, W. J	"	"	" 27, '92	1 "	2.55 4-5	2.55
Pearsall, S	Wanderers	Hamilton	July 1, '91	1 "	3.00 1-5	3.00
Gerrie, J. H	"	"	"	1 "	3.00 2-5	3.00
McClelland, W. G.	Toronto	Toronto	Aug. 10, '91	5 "	16.33 2-5	3.00
Everett, R.	Sarnia	Sarnia	" 17, '92	2 "	6.26 2-5	3.05
Symington, W	"	"	" 19, '91	5 "	18.07 2-5	3.10
Lennox, C. W. F.	Toronto	Montreal	" 29, '91	1 "	3.10 1-5	3.10
Wise, A	Ramblers	Woodstock	May 24, '92	1 "	3.14 4-5	3.10
Scmerville, A.	Princeton	"	"	1 "	3.15	3.10

* Tie. † Won a heat.

The following are not eligible to compete in novice races, but are not debarred from any of the class races:—

NAME.	CLUB.	TRACK.	DATE.	EVENT WON.
Gauld, J G	Hamilton	London	Oct. 7, '91	1 mile
Owens, W. G	Forest City	"	" 7, '91	2 "
Hitchcock, S	Sarnia	"	" 7, '91	2 "
Manville, C	Forest City	"	" 7, '91	2 "
Robertson, W. N.	Stratford	Seaforth	Aug. 5, '92	5 "
Livingston, J	Seaforth	"	"	1 "
Baldwin, G	"	"	"	2 "
Jafray, R	Wanderers	Stratford	Aug. 31, '92	1 "
Daville, H.	Aurora	Newmarket	" 24, '92	1 "
Binns, G. A.	Newmarket	Barrie	May 24, '92	5 "
King, N. W. E	Barrie	"	"	1 "
Martin, H. C	"	Morrisburg	Sep. 16, '92	1 "
Parkis, G. E.	Morrisburg	"	"	2 "
Deeks, J F	Wanderers	"	"	1½ "
White, C H	Forest City	Seaforth	"	1 "
Shaw, W	Seaforth	"	"	½ "
Lloyd, M	Aurora	"	"	1 "
Hancock, W.	Owis	St. Catharines	Sep. 9, '92	1 "
Gilmore, G.	"	"	"	½ "
McCauley, F.	Beamsville	"	"	2 "

THE HUMBER WINS

The Great 25 Mile Queen City
Road Race.

Also four out of the first five places were secured on HUMBER Bicycles.
They are like the people who ride them,

"THEY NEVER GET LEFT."

While in conversation with a prominent Freight and Forwarding Agent,
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OUR IMPORTATIONS OF BICYCLES FOR 1892

Are Larger than those of all other Bicycle Dealers Combined. This speaks
volumes for the Lines we are handling.

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ARE THREE MAKES WHICH CANNOT BE BEATEN.

THE HUMBER pattern of 1891 has been copied by nearly every manufacturer both in England, Canada and the United States, and in fact agents for other makers have been compelled to mount a Humber in order to successfully compete in races. It cannot be beaten.

THE PSYCHO enjoys a reputation for lightness, speed, durability and excellence of workmanship. It is manufactured by one of the oldest and largest bicycle firms in England.

THE ROVER, for pleasure, comfort, easy and graceful position, is right in line, while for speed it is a hard one to compete with. They are made in all weights to suit different riders. The workmanship and finish are the best.

We have Machines new from \$45.00 up to \$175.00. Send for Catalogue.

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The Oldest and Largest Sporting Goods Dealers in Canada.

The New Howe representative, Mr. S. Golden, is expected in Toronto next week.

Mr. A. A. Barrows, secretary and manager of the Rudge Co., is a guest of H. P. Davies, at Rosedale.

Messrs. H. P. Davies & Co. have placed their Saladee Saddle in England with the Adam's Saddle Co., who have heretofore manufactured the Garford.

Mr. Bednell, of the Raglan Cycle Co., has been in town for the last few days. In conversation with our representative he stated that the look-out for next year was far in advance of this year. The Raglan is to be improved and built especially for Canadian Roads.

First Boy—"Why didn't you get a safety like mine?" Second Boy—"Huh! Wouldn't have a safety that's why." "But that big wheel kind you've got is old-fashioned." "That's all right. These old-fashioned ones suit me. Can't carry bundles on 'em."—Exchange.

At "head work" he was quite an adept,

He knew all the tricks of the track
From ankle motion to final spurt—
This wonderful racing crack.

They could not pocket him he said

For he always rode very wide,
But the man who won, like the Levite of old,
Pass'd by on the other side.

—*William D. Kempton, in Bi. World.*

We heard a rider the other day boast that he never carried a tool bag or tools with him on a run: "There's always some one who does, and I can borrow." He is of the class who never have a luggage carrier, but possess "cheek" enough to ask some long-suffering friend to carry a double load, while

they scorch ahead with the fast crowd. We wonder they are not surprised at their own selfishness.

On Thursday, September 15, Osmond, on Herne Hill track, attempted to lower the fifty mile record. He was not successful, though he clipped the records from 26 to 41 miles inclusive, which now stand:—

Mls.	H.	M.	S.	Mls.	H.	M.	S.	Mls.	H.	M.	S.
26....	1	8	30½	32....	1	24	24½	37....	1	38	25½
27....	1	11	13½	33....	1	27	11½	38....	1	41	22½
28....	1	13	48½	34....	1	29	56½	39....	1	44	14½
29....	1	16	29½	35....	1	32	40½	40....	1	47	16½
30....	1	19	7½	36....	1	35	27½	41....	1	50	21½
31....	1	21	44½								

Cyclists having captured the trotting record are now looking towards the running figures, and the following comparison will consequently be of interest:—

Running horse records and cyclist, compared:

Quarter, "Jim Miller" 21 1-2s.; J. S. Johnson 25 1-5s.

Half, "Geraldine" 44s.; Johnson 55 1-2s.

Three-quarters, "Fides" 1.10 1-4; Johnson 1.23 1-2s.

One mile, "Salvator" 1.35 1-2; Johnson 1.56 3-5.

Nearly every paper that reported Stephane's ride made a curious mistake through working out the mileage on the rough-and-ready $\frac{5}{8}$ system. As a fact, eight kilometers is not quite five miles, and in a long journey the slight difference tots up to a large amount, so that Stephane's distance was not 421½ miles, as generally reported, but 418¾ miles. For the information of readers we may say that the safest way to reduce kilometres to miles is to multiply the number of kilometres by 1,000 and divide by 1,609. This will give the result in miles.—*Cycling, Eng.*

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To Renew Physical and Mental Vigor.

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The Finest Strength Producer in the World.

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“NEW HOWE”

Taking with surprising rapidity among the English
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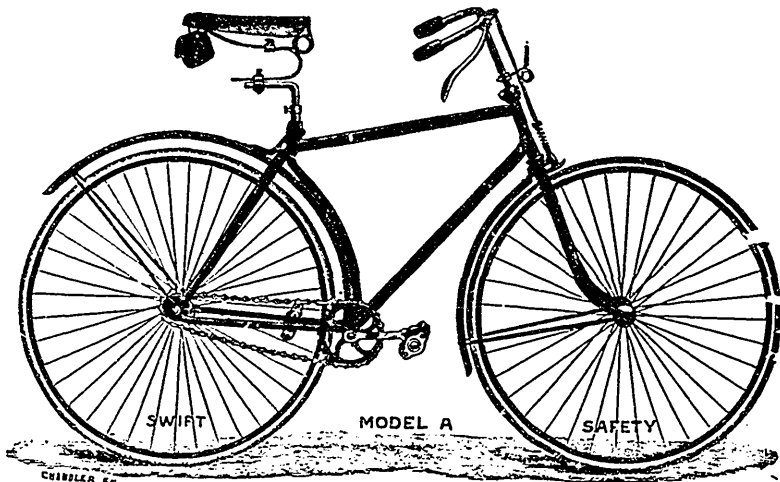
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Our Wheels Excel in all Points.

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



SPECIAL PRICE THIS MONTH OF \$95.

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

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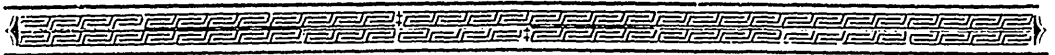
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 Premier Cycles
 Eureka Cycles

Raglan Cycles
 Excelsior Cycles
 Premier Cycles
 Eureka Cycles

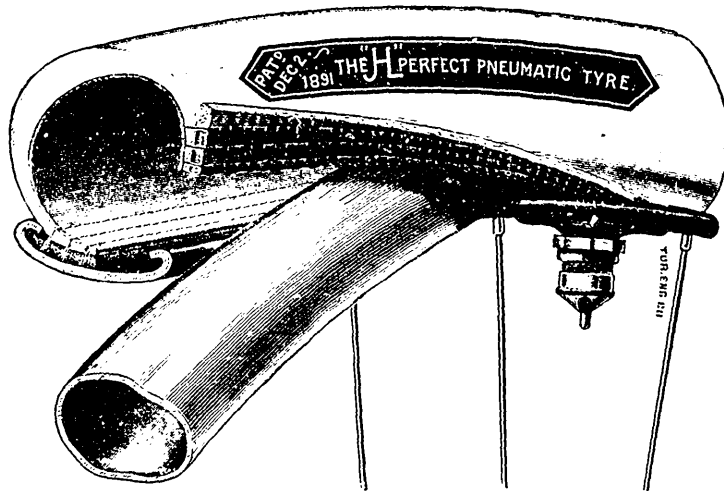
Raglan Cycles
 Excelsior Cycles
 Premier Cycles
 Eureka Cycles

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

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PORTLAND, Me.—For deep sea fishing.

ANDROSCOGGIN LAKES (via Bryant's Pond or Bethel)—Excellent trout fishing and game, large and small of every description.

THE WHITE MOUNTAINS (via Gorham, N.H.)—For trout and varieties of game.

THE SALMON RESORTS of Quebec, New Brunswick and Nova Scotia, reached via Quebec.

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

THE RIVER ST. LAWRENCE, in the neighborhood of the line for 400 miles—For muscalonge, pike, bass, whitefish, pickerel, perch.

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

MUSKOKA LAKES—The best place on the continent for fishing, shooting and camping. All varieties of fish and game.

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

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