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CYCLING

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

Vol. 1.

TORONTO, AUGUST 12, 1891.

No. 18.

A Summer's Cycling Reminiscence.

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

BY ONE OF THE PARTY.—X.

Without waiting to investigate the points of interest in Derby, we resumed the road at an early hour the following morning, and soon experienced an amount of heat from the morning sun which gave promise of a day of warm riding. Passing through a very ordinary and uninteresting stretch of country we arrived at Lichfield in time for dinner; we repaired to the C. T. C. hotel and partook of *table d'hôte* dinner which was just ready. The repast was a very fair one, but when we got our bill! well, we were afforded a surprise. When one of our number intimated to the proprietress that we had no immediate intention of taking up our residence with her for a week, and had such a philanthropic idea occurred to us we did not care to pay our bill in advance, she seemed somewhat pained, and with an expression of serene beneficence on her countenance told us that the amount was in payment of our dinner. The day was too hot for argument, so we settled our indebtedness to the fair hostess of the hotel, and sallied forth to calm our perturbed state of mind by visiting the grand old cathedral. In all the churches and cathedrals seen on our tour, I do not know one that impressed me more in respect to architectural magnificence (with the exception of the Notre Dame in Paris) than that of Lichfield. We were successful in obtaining some excellent pictures of this old church with our cameras, and, as the cathedral was the one point of attractive interest in the town, we spent no further time there, McBride and Peard taking the road for Coventry and Langley leaving for Willenhall, where he had some business to transact.

It is not probable we will ever forget that ride to Coventry. Existence in the Sahara Desert would, it seemed to us that afternoon, be only a circumstance compared to the heat

we experienced in these few hours' ride under the burning sun. Ever and anon we would stop for a few minutes at some friendly way-side inn to quench our thirst with a home-brewed "cordial," then riding on over another stretch of country, only to find ourselves all the warmer for our recent refreshment. We were buoyed up, however, with the knowledge that there is an end to everything, and as the shades of evening began to throw their shadows across our path, we were informed by our silent yet truthful friends, the mile-stones, that we were nearing the ancient town of Coventry, noted for its historical reminiscences, and as the birth-place of the majority of our modern bicycles.

Just a few miles out of Coventry we passed through a little hamlet that was enjoying a veritable *fête* day in the old fashioned way. The travelling showman was there with his wagon, the wonder of wonders to the children gathered about, who absorbed the pleasures that they could long look back upon with delight. At this point the road was so blocked by people who were enjoying themselves according to their notion of enjoyment, that we were obliged to dismount and push our machines with some little difficulty through the throng; this scene of festivity passed, we arrived at a tremendous hill, that was not ridden by all the party, and then we were on the direct road to Coventry, distant only about four miles. We were soon made aware of the fact that we were approaching a centre where bicycles were not novelties, as we passed riders on every conceivable kind of wheel, although the Safety was then beginning to secure its foothold; and we noticed that coming down through England, the nearer we arrived to the cycle manufacturing centres, the less the ordinary was to be seen.

We were joined by a rider shortly before reaching the town; he was one of the class of Englishmen that kind fortune has but occasionally placed in our way, exhibiting his sympathy for the poor Colonists, who are compelled by circumstances to reside in Canada, or America, as every one over there calls our country. When we remarked on the lack of attention shown visiting wheel-

men by the ordinary run of English cyclers (although I am pleased to testify to a great many exceptions to this class), he was highly indignant, insisting that the every-day English cyclist was the most companionable, hospitable, pains-taking fellow to be found in wheeldom. We admired his self-satisfied persistency, and looked forward to a pleasant evening in Coventry under his guidance. This expectation was heightened when he asked what hotel we proposed stopping at. We told him, and just after getting to the outskirts of the town, with more expressions of disdain at the opinion we had given in a moment of rashness, and again assuring us of our error of judgment, gave us the direction to our hotel and left us. We could not but make the comparison in our minds of how differently an American or Canadian cyclist would have used a Continental tourist on this side of the water. We were soon safely ensconced in the comfortable Queen's Hotel, which, after the wearisome ride of the day, seemed a veritable haven of refuge.

We had the historian of the party repeat the legend of Lady Godiva with which almost every one is familiar, and then on our way to the Rudge factory, viewed the effigy of Peeping Tom, that early martyr to the cause of curiosity. We were told that some of the wall surrounding the city in the time of Richard II. was still standing, but as our time was limited, we chose the portion of Coventry that particularly interested us, and went at once to the region of the cycle manufactories. Armed with a letter of introduction to the manager of the Rudge works, we made our first visit there. Our approach to the office was barred by a military looking individual in full regulation uniform, who very cordially deigned to address us without the medium of a subordinate, and asked our business. It was the matter of a moment's hesitation with us, whether our continental passport would not be required as well as our introductory letter, to gain admittance to the manager's presence. The functionary left us standing in the court, and, after a long time of waiting, returned and bade us follow. Giving the pass word to enable us to get through numerous passages with the legend "no admittance" on as many doors, we were ushered into a hall-way, and after more waiting, were gladdened with the sight of one of the counting-house staff. He treated us with as much civility as he could muster to his assistance, and sent us through the works in the charge of one of the under boys, who appeared to know less about the various mechanical contrivances than we did.

Having received such a frigid reception from the reputed foremost manufacturers, we had but little inclination to further investigate the cycle industry. McBride desired to see the Singer people respecting some alteration to his wheel so we accompanied him. This company has not, as some are inclined to imagine, any connection with the American sewing machine company of the same name. Their present works are comparatively new, and they are constantly adding additional buildings, as the requirements of their business demand—their system being to keep the various departments in different buildings, when such is feasible. Our reception here was quite a contrast to our last call. A great deal of trouble was taken by the gentleman who received us, and every detail of construction employed in the bicycle was illustrated and patiently explained to us. We left the Singer Co.'s office impressed with a very different idea of British business hospitality and amiability than the conviction we carried with us to the same establishment. I merely mention these two experiences to give the reader some idea of the firm having all the business it can handle, and consequently so independent, that it evidences a manner of independence too pronounced, compared with which is the corporation of, possibly, equal wealth and out-put, but having that grace of manner as one of its constituents, which marks the individual who is always ready to extend a courtesy, even if no immediate results of advantage are perceptible.

(To be continued.)

A Startler.

"Seventy-three miles an hour!" That's what a Worcester (Mass.) inventor claims is the speed which riders can attain on one of his cycles. Is it safe to laugh at this man? Let us see. Twenty miles an hour was deemed impossible only a few years ago; 2m 20s. for the mile was scoffed at, as being beyond the range of possibilities a few months ago, and yet these performances are now known to be very much within the bounds of reason to-day. Yet in spite of these facts I imagine it will be perfectly safe to risk a very loud chuckle at the claim of seventy-three miles an hour on any manumotive machine. The description of the machine, to my unmechanical mind, is vague, and all I can seem to grasp is that it is one big wheel with two rims and the rider sits suspended from the inner rim.—*Outing for August.*

Cycling

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

EDITORS:

F. F. PEARD, - - - CHRIS. B. BRYERS.

PUBLISHERS:

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

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

The "Canadian Wheelman."

The issue of August 3rd of the *Wheelman* marks a new era in its history, as it is now in the hands of Secretary Donly, of the C.W.A. We congratulate the publisher on its improved typographical appearance and are sure that succeeding issues will only add to the tone of its literary matter.

"Better Drop It."

Such is the heading of a leader in the last issue of the *Wheelman*, which, we think, reflects little foresight in its editor. It is not a question of whether Mr. Robertson should have been elected or not. It is quite sufficient to say that he was not elected, and, moreover, Mr. Hill was. We think the organ of the Association has no right whatever to criticize the action of one of the members of that Association—the Toronto Bicycle Club—in the exercise of its franchise. The Toronto Bicycle Club could not alone defeat Mr. Robertson, as there are other clubs nearly as strong who voted on that occasion. In our opinion, it is time that the *Wheelman* looked at this matter in a proper light and acknowledge the fact that Mr. Hill is President of the C.W.A., and that it is the duty of that paper and its editor to remain loyal to the officers so long as they perform their duties in a proper and sufficient manner. We may just say here that this discussion should never have arisen, and would not, if it had not been for the uncalled for and unwarrantable article in the July issue of the *Wheelman*.

Lady Riders.

Some months ago we wrote a short note asking why the ladies of Canada do not ride bicycles, and as this note has been freely

copied into several of our English and American exchanges, we desire to say that the fair sex here are freely following the example of their American sisters, and we now have in Toronto a good sprinkling of lady riders, who may be seen almost any fine evening enjoying a quiet spin over our asphalt streets. The dealers report quite a demand for the drop frame, not only in the city, but in various sections of the country, where the roads are at all suitable, and we have not the slightest hesitation in saying that the demand will rapidly increase, for when a few of the more courageous have set the example and taken to the safety, there is no doubt but their appearance will speedily be followed by the more conservative, and next year will certainly see a strong contingent of wheelwomen in the C.W.A.

Second Challenge Accepted.

The Torontos have accepted the second challenge of the Wanderers, and at a meeting of the joint committee last night a track race was decided upon, five men a side, distance ten miles, date about August 25 or 26, course, Rosedale Grounds.

A correspondent in the *Referee*, describing a run near Los Angeles, Cal., says:—

"Again we mount the silent steeds for a push up a hill, one mile in length, with a rise of 200 feet to the mile. *When riding up this hill it looks as if you were going down grade*, though it don't feel like it, as it is a steady grind up a dusty, rough road. When rounding a curve, and this hill came in view, Meyers put his feet on the foot-rests to *coast up the hill*, and finding that he could not do it, he thought there was something wrong with the wheel, so he dismounted and oiled his machine. Having mounted again he found that his wheel still ran hard, and was very much perplexed, but this was too good to keep and the boys began to guy him unmercifully, telling him that we were going up a hill, which we could not make him believe until we had reached the top, and then it was very apparent that it was a hill."

We have sometimes found it difficult to persuade ourselves that we were not going uphill when we were actually descending, but this is the first time we have heard of a rider being so deceived as to try and coast uphill.

A Reply to "Karl."

DEAR EDITOR,— I have not the pleasure of Mr. "Karl's" acquaintance so have no means of knowing whether his letter, in your last issue, is "inspired" or not. I may misunderstand his reference to "hot house plants" and "giddy heads," etc., but presume he means the Hamilton Team. I can assure him that our heads did not swell to any great extent after the road race. We were, of course, much pleased to win it, and were very glad we did not spoil our chances by falling off or running into ditches, or a hundred other foolish things we might have done. For Mr. "Karl's" edification I might say that if any member of the Torontos' Team finds twenty miles too slight a strain on his endurance, that two of Hamilton's "hot house plants" will be most happy to accommodate him at any distance from one mile to one hundred, and over any road that will be considered a sufficient test of endurance. It would be as well not to take too much for granted. Yours truly,

R. A. ROBERTSON,
HAMILTON, Aug. 1, '91. *Captain, H.B.C.*

"Spokes From My Wheel."

BRUCE.

The summer sun was shining,
The sweat was on his brow.

A hundred miles or so north-east by east from the Queen City you strike the backbone of the continent, figuratively speaking, and find yourself if you be a wheelman among hills on hills where riding loses its pleasure and walking is a struggle for life against heavy odds. Those unhappy mortals tempted by tales of sport unrivalled and of roads of asphalt smoothness near journey's end have turned aside from the time-honored paths of Lake Shore road and are found walking their steeds up an incline the steepest yet encountered. Meeting them as they reach the summit and see before them yet greater things to be surmounted, we hear one say, "Well, I'll be darned if every hill in creation aint on this cussed road." Thus 'tis man poureth out his soul in anguish and refuseth to be comforted.

A faithful dog is man's truest friend, so sings the scribe in poetry and prose from time's earliest records, but such were not the feelings of at least one safety rider not many moons ago, as coasting down a rough and

stoney hill he was beset by canine thirsting for his calves' best blood. Bite or not bite, that was the question. Feet off pedals which keep time zip, zip to cur's savage bark as faster and yet faster speeds the chased and chaser until steel wins and leaves the foe to go back to his den; but not yet, not yet, for lo! coming down to meet him is another cyclist, who, dismounted, draws a pistol and one instant later aiming is about to deal out vengeance, when he hears ring out upon the summer air, "Oh say, mister, don't shoot me dog, he's a good dog; I never knew him to do that before. Don't, don't kill him, I'll do anything—I'll tie him up, I will, so I will." And his prayer is answered and a life is spared, perhaps to meet a happier end—who knoweth.

Ottawa Letter.

DEAR CYCLING,—The wheelmen of Ottawa are as usual so far as health and enthusiasm are concerned. A number of us have taken rooms at Britannia, and have constituted the same a club-house. Our quarters are nicely furnished with chairs, tables, badges, pictures and dishes. We also have beds but we seldom get a chance to use them; they are but to give visitors the impression that we sleep occasionally.

On Lake Deschene, which is about six miles from Ottawa, lies the village of Britannia, which is not far from the immortal Sandy Beach, and to which we have taken this year on account of various inconveniences that have lately accrued to our old grounds, notably the erection of an abattoir within nose range. Right on the shore at the said Britannia there once stood a saw-mill which has been converted into habitable quarters. It is divided into about twelve sections of two rooms each, about four of which sections are occupied by "The Boys of the O. B. C."

A number of the boys ride to and from Britannia, and some of us avail ourselves of the C. P. R. and buy season tickets at four cents a trip.

On Saturday night I retired at about twelve expecting to enjoy a good sleep to make up for any lack of the same during the week. At about one a.m. the redoubtable No. 5 procured to himself a fish-horn and played a melody thereon, then Dave struck up on a comb and several others let her go on tin whistles, mouth-organs and lungs. 'Tis said "music hath charms." I agree with you, but will show you where you're wrong. The comb was too flat while the tin whistle was

on the roof, besides the whole concern was *presto* and there was a general lack of harmony. To recapitulate: The music may have been below Parr but it had a Blyth ring about it, and when it struck up a Gallup the air seemed Thicke with the melody that Burns the heart. They did it up Brownley. There was a Quain-tness about it that was a-Mason and led one to suppose it to Beaumont for music Here I mosquito. About three a m. the storm abated and gentle sleep took a hand. That night I dreamed that a gigantic speaking tube some fifty feet long and thirty feet in diameter at the big end was thrust into my ear, while a steam caliope, a turkey gobbler and a Salvation Army band were competing for a "pewter" with the muzzles of their various weapons jammed into the big end of the tube.

By the way, I see that several clerical gentlemen have raised a howl against wheeling for ladies. It is surprising that among a class in which education and intelligence should be so marked there could be found objectors to this new field of enjoyment for the fair sex. It is still more surprising and not a little amusing that some of the most dogmatic objectors are so ignorant of the actual construction of a lady's wheel that they imagine that it requires to be straddled in a manner similar to that employed in the broomstick transit indulged in by the festive witches of former times.

People that speak loudly enough at a telephone to alarm a whole block, talk about feeling electricity in the air when on board a street car or visiting an electrical plant, and imagine that women should not enjoy the same privileges in business and enjoyment as do the sterner sex, should be placed in some institution in which their ideas could be evened up with those of the age.

Another item and I close. This *nom de plume* business is misleading and a nuisance, so instead of subscribing myself "Arto" as in times past, I am, yours fraternally,

MARK G. McELHINNEY.

OTTAWA, July 27, 1891.

Bicycling World of July 3 contains the announcement of a successor to ex-Chairman Randall of the L. A. W. racing Board in the person of Geo. S. Atwater of Washinton, who has been a member of this year's board.

F. Terry Andrae, of Milwaukee, has succeeded in riding twenty-five miles in the remarkable time of 1 hr. 21 m. 32 s., lowering the record of Van Wagoner by some 4 1/2 m. The course was over the White Fish Bay road; distance 6 3/4 miles.

H. E. Joly Rides One Hundred and Sixty-one Miles in Twelve Hours.

On Saturday H. E. Joly (Clonbulloge, Co. Kildare) of the Wander's C. C. and Irish Road Club was started from the Leinster Arms Hotel, Maynooth, at nine a.m. on Saturday, and rode for the twelve hours record *via* Enfield, Edenderry (26 1/2 miles, 10.35 o'clock); Rathangan, Bracknah, Clonbulloge (44 1/2 miles, 11.45 o'clock); stopped thirty minutes here for luncheon, and continued *via* Mangan's Cross, Philipstown, Tullamore, where P. J. McGlynn, W. C. C., took him on to Clara (72 miles, 2.30 o'clock), and turning him, paced him back through Tullamore to Philipstown. Joly, riding on alone, *via* Magan's Cross to Clonbullogne (4.20 o'clock), stopped here thirty minutes for dinner, and continued on *via* Bracknah, Rathangan and Edenderry, Mr. S. Ridgeway looking after him here. At Carberry Captain Godfrey checked him and sent him off to Enfield (6.40 o'clock), from which place he was brought on by Delaney and Woods, N. C. C., and Joyce, W. C. C., to Maynooth (44 1/2 miles, 7.40 o'clock); thence *via* Barbarstown Cross Roads, he finished quarter mile beyond Obers-town Cross Roads, at nine o'clock p.m., being 161 miles for twelve hours. The previous record (133 miles) was held by Turner, B. C. C. Joly rode a Raleigh Pneumatic Safety, weighing forty-five pounds, of which he speaks highly. He is twenty-five years of age, five feet eleven inches high, and weighs thirteen stone. A. Wayte, L. C. C., while pacing from Maynooth, collided with a pony and trap, smashing his machine. Joly stopped at the Leinster Arms, Maynooth, where he was well cared for by Mr. Flood. The record is another feather in the cap of the pneumatic. —*Wheeling*.

Rochester Notes.

Every effort is being put forth by the Wheelman's League to make the coming meet of the New York State Division L. A. W. a great success. The meet will be held here on the 19th and 20th of this month. There are to be prizes for the largest league and for the largest non-league clubs in line in the grand parade, in fact prizes for everybody and everything.

We are also to have a minstrel show managed and run by our own boys, and expect to have lots of fun. In fact we are to have a great time, and want the wheelmen from everywhere to come and get their share of it.

CRANKSLINGER.

Toronto Bicycle Club's Races.

On Monday last the Torontos held their Tenth Annual Race Meeting in the Rosedale Grounds, which was attended by a crowd of 3,000 or 3,500, among whom the ladies predominated. The heavy rain of Sunday had well soaked the track, and the rolling given it on Monday morning packed it thoroughly, so that it was as good as could be expected of the Rosedale course.

It is to be regretted that the outside American and Canadian flyers, who had entered, did not put in an appearance, as the crowd no doubt would be under the impression that the racing was not as fast as it otherwise would have been. However, be that as it may, the time in most of the events was equal to previous records on Rosedale track and those of the safety events were a long way ahead. We think that Hyslop's m in 2.44 was fully equal to Palmer's 2.42½ on the Hamilton track, while the half-mile dash record was lowered 1½ seconds.

The prizes were the best ever offered by the Club, and were certainly the handsomest offered at any similar event in Canada. As all but three seconds went to members of the Toronto Club, it was emphatically a Torontos' day. Everything went off smoothly and well up to the advertised time. No serious accidents occurred and the crowd were well-pleased with the day's enjoyment.

Heintzman's Band with Mr. H. L. Clark, the cornet player, as leader, was in attendance and supplied a very pleasing program.

The officers of the day were: E. C. Hill, President C. W. A., referee; Charles Pearson, President Athenæum Club; W. Logan, Vice President T. L. C.; Ald. J. B. Boustead, judges; W. H. West, F. J. Whatmough, H. C. Pease, clerks of the course; H. Ryrie, ex-President C. W. A.; J. P. Langley, Captain Athenæum B. C.; Fred. Foster, ex-Captain W. B. C.; H. Chandler, ex-Captain T. B. C., time-keepers; Charles F. Lavender, handicapper; W. H. Cox, J. B. Laidlaw, scorers.

The following are the Race Committee of the Club, who had charge of the races:

Chas. Langley, chairman; J. Wood, secretary; C. J. W. Lowes, treasurer; C. W. Hurndall, F. J. Whatmough, H. C. Pease, A. Henderson, C. E. Lailey, J. Miln, F. B. Robins, B. Brough, C. A. Tubby, E. Scott, W. Robins, C. F. Lavender, R. H. McBride, W. G. McClelland, A. E. Stovel, F. Bryers, J. F. Lawson, W. H. Cox, H. English, G. M. Begg, J. Sinclair.

Following is a record of the events:—

1. Two-Mile Novice Ordinaries (open).—In this event there were six starters: W. G. McClelland, T. B. C.; W. Hunter, W. B. C.; Jas. Miln, T. B. C.; C. W. F. Lennox, T. B. C.; C. W. Hurndall, T. B. C.; Jas. Baine, Ramblers (Hamilton) B. C. Hunter got the start and led for the first few laps, when he was passed by McClelland, who won the race handily, the contest being for second place between Miln and Lennox, the former winning by a few feet. Time, 6.18.

2. Two-Mile Novice Safeties (open).—Six starters came to the scratch: E. O. Sliter, Kingston B. C.; E. J. P. Smith, T. B. C.; S. Bulley, T. B. C.; A. W. Smith, T. B. C.; T. W. Tartye, Montreal B. C., and E. C. Perry, Ramblers (Hamilton) B. C. Perry led first lap, but was then passed by Smith and Bulley, who finished first and second. Time, 7.05½.

3. One-Mile Handicap Ordinaries (open)—1, Jas. Miln, T. B. C. (140 yards); 2, James Baine, Ramblers B. C., Hamilton (140 yards); 3, J. H. Palin, T. B. C. (125 yards). Time, 2.50½. This was a very evenly contested race with a close finish, Begg, of the T. B. C., who was well up, fell, about fifty yards from the finish.

4. Half-Mile Dash, Safeties (open).—1, W. Hyslop, T. B. C.; 2, M. Wells, Wanderers B. C.; 3, E. J. P. Smith, T. B. C. Time, 1.15½. This was the race of the day, and in it the record of 1.17 made at Hamilton by Skerritt was lowered. Hyslop and Wells kept close together until within 100 yards of the finish, when the latter, riding too close to the turf, touched his pedal and was nearly thrown.

5. Two-Mile Club Championship.—1, W. G. McClelland; 2, F. Gullett. This was a sort of funeral procession and the only uninteresting event of the day. There were several entries, but, after Mac. won the Novice so easily, the others dropped out. Time, 6.51.

6. Half-Mile, Boys—14 and under—(open).—1, H. Bendelari; 2, Percy Brown; 3, H. J. Dorien. This was a close finish, Bendelari winning by a couple of feet. Time, 1.32½.

7. One Mile, Safeties (open).—1, W. Hyslop, T. B. C.; 2, M. Wells, W. B. C. Time, 2.44. It was fully expected to be a race of flyers, as Carman, Palmer and Skerritt, Merrill and Dorntge had entered, but failed to show up, and the race was between Bulley Hyslop and Wells, the two latter on pneumatics, being penalized 75 yards. The time was, however, very fast, being only 1½ secs. behind the Canadian record made by Palmer on the Hamilton track.

8. Five Miles, Ordinaries (open).—1, W. G. McClelland, T. B. C.; 2, J. H. Palin, T. B. C.; 3, Jas. Miln, T. B. C. Time, 16.33½. Pearsall, of the Wanderers, and Gullett, of the Torontos, also started, but the pace was too hot, and, though Pearsall held McClelland for the first three miles, he finally dropped out and the latter won easily. Palin and Miln made a good race for the second place, the former allowing Miln to make pace until the last lap, when he spurred and took second place by about ten yards.

9. Two-Mile Handicap, Safeties (open).—1, E. J. P. Smith, T. B. C. (250 yards); 2, W. Hyslop, T. B. C. (50 yards). There were five other starters: Powis, Hamilton B. C. (200 yards); E. C. Sliter, Kingston B. C. (220 yards); S. Bulley, T. B. C. (150 yards); J. W. Tatley, Montreal B. C. (200 yards); E. C. Perry, Ramblers B. C. (200 yards). Hyslop was penalized 75 yards on account of his pneumatic, and started 25 yards back of scratch. He gradually overtook and passed all except Smith, who, however, had too much of a handicap, and won by 100 yards. Time, 6.30½.

10. Half-Mile Combination (open).—1, F. McMahon; 2, C. W. Hurndall; 3, W. Robins; 4, W. H. Lee; 5, G. S. Abrey. This was the comical event of the programme, and the spectators loudly cheered the contestants when something particularly ludicrous occurred. The following were the conditions of the race:—1st, run pushing bicycle in front, with little wheel in air; 2nd, run drawing bicycle behind, with little wheel in air; 3rd, leave your wheel and vault first hurdle, run to second hurdle and vault, run and crawl under pole, run and crawl under net, lift bicycle over hurdle, ride to second hurdle standing on step

pedalling with one foot, lift bicycle over second hurdle, ride to next mark, dismount, and run in with both wheels on ground, being held perpendicular, little wheel in front, hands on handle bar.

11. One-Mile, Safeties (Club).—1, W. Hyslop; 2, E. J. P. Smith; 3, S. Bulley. Time, 2.48½. Hyslop was penalized 75 yards, but soon overtook Bulley, and, after a couple of attempts, passed Smith on the last lap, about 150 yards from the finish.

After the races the prizes were presented to the successful contestants by Ald. J. B. Boustead, the Club's first President.

In the evening the Torontos were At-Home to their friends in the Club House, 346 Jarvis St., where a large number of ladies and gentlemen enjoyed their hospitality until midnight.

Oiling Up.

The passion of oiling up which rages in the breasts of her masculine relatives is always a mild marvel to a cycling woman. I take it upon myself to say with confidence that there is not one man among ten, through my whole circle of friends and acquaintances, to whom I would entrust the oiling of my machine. Women oil sparingly and carefully. They drop the oil well into the hole, and don't spill it all over, and they wipe off that and the surrounding regions with scrupulous care after the operation is over. Men, on the other hand, move on broader lines. They dash in their oil, not minding in the least if some of it flows over; and they put in enough to last a month, and more; result—death and destruction to one's cycling frock, and anguish to its wearer. I know a man who, when he is riding with a lady, dismounts now and then, when he can do it undetected, and oils up her machine, without ever mentioning the matter to her. He feels so sure she has not let him put in enough before. There is something in the matter that seems to rob a man of his reason. You may trust him with your purse, your life, your happiness, the steering of a tandem, but you cannot trust him with the indiscriminate use of your oilcan!—*Violet Lorne, in Bi. News.*

Lantern Parade.

Last Saturday the T.B.C. held a Chinese lantern parade, for the purpose of giving the citizens a gentle reminder to attend the races on the following Monday. Owing to the doubtful nature of the weather the parade was much smaller than on former years, there being about thirty in line. The majority of the wheels were handsomely decorated.

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. ROVINS.
1st Lieutenant	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 was held in the Club House, 364 Jarvis Street, Monday evening, August 3, 1891. Satisfactory reports were brought in from Donation and Picnic Parties.

The following were elected as the Club representatives on the House Committee to act in conjunction with members to be elected by the Board of Directors: Messrs. W. G. McClelland, H. C. Pease and J. Miln.

J. Wood,
Hon. Sec.

RUNS.

- August 15.—Thornhill, Steele's Hotel.
- " 22.—Highland Creek and return, or Whitby.
- " 29.—Cooksville and return, or Oakville.

On Monday evening, after the race, a very pleasant time was spent at the club house, the members bringing their lady friends with them. After showing their fair friends through the house, they retired to the parlor, where Mr. Tubby had an impromptu programme of music and recitation in store for them, Messrs. Pease, Stuttaford, J. Miln and W. Miln being the performers. After indulging in several dances and a little refreshments the party broke up about 11.30.

Hamilton Letter.

DEAR CYCLING,—One of the most enjoyable runs in the history of the Hamilton Bicycle Club took place on 25th July, the destination being Port Dover. That those on the run enjoyed themselves is but expressing it mildly. On the arrival of the club at Port Dover, the members were invited to a sail on Lake Erie, which was accepted. The kind ladies of the town tried to make everything pleasant, and as an orchestra was on board dancing was indulged in. Every one regretted when the sail was ended. Although the ride is a long one from Hamilton to Port Dover, the boys are looking forward to the next trip. The usual chapter of incidents occurred; for particulars, you should see the club run book.

The annual club run to Buffalo takes place this month, and already a large number are preparing for the trip. When the boys go in for anything it is sure to be a success, and with fine weather this will be the run of the season.

Already quite a number of our members have gone touring, and next week Treasurer Lloyd and Lieut. Griffith intend to guide a party through London to Goderich, returning about the 8th. The pace is promised to be slow, but we anticipate a record for the round trip notwithstanding this assurance.

On looking over my last CYCLING, I notice an eulogy on E. C. Hill, the President of the C. W. A. This just reminds me that the Association intends issuing a new guide-book next year, and as a month has now elapsed since Mr. Hill's election, is it not about time he should take some action in preparing the matter for the printer, if the book is to be ready by the first of the year? The Secretary of the C. W. A. is good-natured enough to undertake the work, but when we have a head, why not use it? This letting the Secretary do everything has gone far enough. It is time for others to do their share of the work.

We hope to capture a few first prizes at the flower show at Rosedale on 10th inst. While on a tour through the Conservatory, I was told several entries had been made, and our Lily is hard to beat.

I would suggest to the Racing Board of the C. W. A. that they recommend to the Association that in future all road races for the championship be run in the vicinity of the North Pole, so that all clubs may be placed on the same level. It is not fair to favour some clubs.

HOBBS.

August 1, 1891.

Stratford News.

The first heat of the Stratford Bicycle Club road race was run Friday, July 10, from Monteith's to Conroy and return, under the management of Messrs. Macfadden and Kenner, in the absence of the president, C. E. Nasmyth. The arrangements were carried out to the letter, excepting the start being a little late the result apparently was satisfactory to all concerned. A goodly number of spectators witnessed the finish, and at each concession crossing many friends in the rural district adjacent assembled to see the noiseless steed rolling by. The road was in fairly good condition and the atmosphere all that could be desired. At 7.29 Litt led away reaching Conroy in 24½ minutes, returning in 22½, total 47 minutes; at 7.33 Welsh and Pequegnat started doing Conroy in 23 and 23½ respectively, total 46½ and 52; at 7.34 Hyslop led away doing Conroy in 22¾, Monteith's 32½, total 55 minutes. Mr. Hyslop was somewhat indisposed or he would in all probability have been a winner. At 7.39 McFarlane, scratch, made Conroy in 21½, and Monteith's 22½, total 44 minutes; Robertson, also scratch, did Conroy in 18½, and Monteith's in 19½, total 38 minutes, the fastest time of the heat by 6 minutes and record for the club, although this is far behind his road record of two years ago when he pushed his wheel from Stratford to St. Mary's in 41 minutes. Wm Jeffrey acted as judge, W. L. Scott and G. F. Preuter acted as time-keepers and referees. The race for this heat stands, Litt, 1st; Robertson, 2nd; Welsh, 3rd. This being the first heat of a series of four races to take place on the first Friday at 6.30 p.m. of each month. The winners receive two valuable silver medals.

On Monday, July 13, P. C. Twentyman, of the Stanley and North Road Cycling Clubs, increased the twelve hour Safety record by four miles, covering 181½ miles in the time. On the Wednesday following, this record was again beaten by George Smith, of the Stoke Newington C. C., who made a little over 191 miles.

F. J. Osmond, of the London County and Athletic Club, on Monday, the 13th July, made new path records for the half mile, three-quarter mile and mile as follows: half mile, 1 m. 7½ s.; three-quarter mile, 1 m. 42 s., and the mile, 2 m. 16 s., the latter being 4½ secs. better than W. C. Jones' time on September 9, 1890. Osmond's feats were accomplished on the new Herne Hill track—the fastest track in the world.

Athenæum Bicycle Club.

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.
R. L. WEMYSS	2nd "
A. ECKLEY	3rd "

CLUB NOTICES.

The Club will start from the Rooms every Thursday evening, at 8 o'clock sharp, and on Saturdays, at 3 o'clock

The Club, though only recently started, has now a membership of fifty, and hope to have double that number in course of time. When the new building is completed the Club will have one of the finest stables in Canada or the States, and will then be in a better position to entertain their friends than at present.

RUNS.

August 15.—Cooksville. Dinner at Lambton Mills on return trip.

" 22.—Weston.

" 29.—Whitby, to start at 2 p.m. sharp.

Club Runs and "Pneumatics."

Something must be done on behalf of the clubman who, desirous of enjoying a run in company with his fellow clubmen, very seldom has that opportunity, simply because he is mounted on a "poor old solid," and is, consequently, very much handicapped in the speed department. It rests with the committees of the various clubs to remedy this cause of complaint, which is just enough in all faith, on the part of the novice, who joins a club for social benefits. The way out of the difficulty, as we seem to see it, is: Divide your club into two sections before starting for the run destination. Let, say, the "solid" contingent leave headquarters a clear half an hour before the pneumatic and cushion party, then the whole club would be more or less together at about the same time. Anyway, the rider of the original tire will feel that he is certain of a companion, and will not have to move along at a killing rate to hold him in view, as is the case just now when inflated and solid tired riders move away together. The pitiful wail of several riders of solids has caused us to pen the foregoing, and we fancy if club committees will just give the matter due consideration there will be better unanimity and less dissention amongst the members, than with the present state of affairs.—*Cycle Record.*

Lady Racers.

Early this season the Brooklyn clubs offered a \$50 gold medal for a race between female riders. It is greatly to the credit of lady cyclists that there are up to this date no entries, and we think it would only be to the interest of the sport if the offer of the club were withdrawn, as it in our opinion tends rather to degrade than to elevate, and will have a tendency to deter many ladies from entering into the enjoyment of the pastime.

Thick Solid Tires.

The opinion has been expressed in your columns that machines fitted with thick solid tires are faster and far preferable to cushion-tired ones.

May I be allowed to give my experience *re* solid tires. Through the winter I have, and, in fact, am still, riding an ordinary, fitted with $1\frac{1}{2}$ in. front wheel and $1\frac{1}{4}$ in. back tires, and am of opinion that, compared with a cushion-tired machine of the same class, greater speed is obtained. Other advantages which will be found—and, I think, great ones—are that in hill-climbing solid tires do not drag, and also when the roads are unusually muddy and heavy—which, unfortunately, is too often the case—when the pleasures of cycling are turned into laborious mud-plugging, then, in my opinion, the thick solid tire scores heavily. Apologising for troubling you.—*A. Lloyd Owen, in Wheeling.*

On Saturday, July 11, U. L. Lambley won the mile ordinary amateur championship of London, and lowered the flying quarter from $33\frac{1}{2}$ s. to $32\frac{1}{2}$ s.; half mile in 1 m. $12\frac{1}{2}$ s. record.

It's all right before the race to parade around with a grip, have a trainer push your racing wheel in front of you, have the people look upon you as a racing man, and get the girls stuck on you. But all this is very cheap after you have been ignominiously beaten, and the remembrance of it causes you to shudder and wonder how you could have been so foolish. It's human, though, after all.—*Ex.*

The Harvard University Cycling Association seems to have become aware of the fact that there are a few prizes and some little racing glory to be gained by meeting the riders of the different bicycle clubs on an equal footing, for it has made application for membership in the Inter-Club Road Racing Association.

Montreal Race Meet.

The Montreal Bicycle Club will hold their Annual Race Meet on Saturday, 29th August, 1891, commencing 3 p.m., rain or shine.

PROGRAMME.

FOR ORDINARIES.—One Mile Green, Roadster, 35 lbs. or over; One Mile, 3-minute class; Half-Mile, open; One Mile, open; Three Miles, open; Five Miles, open.

FOR SAFETIES.—One Mile Green, Roadster, 35 lbs. or over; One Mile, open; Two Miles, handicap; Three Miles, open.

FOOT RACES.—100 Yards, handicap; 440 Yards, handicap; 880 Yards, handicap; One Mile, handicap.

ARTHUR HARRIES, *Hon.-Secretary*

Sarnia.

The following is the programme of bicycle races to be held Wednesday, August 19, on the Bayview Athletic Grounds, Sarnia, at 2 o'clock p.m. :—

1. One Mile (Novice) Ordinary, open. 1st, Gold Medal. 2nd, Silver Medal.
2. One Mile (Novice) Safety, open. 1st, Gold Medal. 2nd, Silver Medal.
3. One Mile, Ordinary, open. 1st, Gold Medal. 2nd, Silver Medal.
4. One Mile, Safety, open. 1st, Gold Medal. 2nd, Silver Medal.
5. Two Mile County Championship, County Championship Gold Medal.
6. Five Mile, Ordinary, open. 1st, Gold Medal. 2nd, Silver Medal.
7. One-Third Mile Combination (run and ride), open. Two prizes.
8. Two Mile, Safety, open. 1st, Gold Medal. 2nd, Silver Medal.
9. Five Mile Club Handicap, Sarnia Club. Three Place, and One Time Medals.

The above is subject to alteration.

The track is one-third of a mile cinder bicycle track No better in the country.

Races governed by C.W.A. Rules.

Entry Fee, fifty cents. No Entry received without the same.

Position at start decided by priority of Entry.

Numbers 1, 2, 5 and 9 open only to Road Machines, 35 pounds and over.

Pneumatic Tires penalized 75 yards on the mile.

Entries positively close Saturday, August 15, to be made to W. B. CLARK, JR Sarnia.

B. Crook, of the Ramblers, won the 50-mile handicap at Buffalo last month on a Rover pneumatic, the prize for which was an Ormonde pneumatic. He also won the time prize—an Iroquois safety—so that he is now well set up with wheels. Van Wagoner secured the prize for the best time on a cushion or solid, he having ridden a cushion tired Eagle.

A Glimpse at Our Exchanges.

Man wants vacation here below; he wants it soon and long.—*Ex.*

Very light cycling suits are rapidly becoming universal. Two-thirds of the riders one meets have abandoned the somber grey and dark blue of past days.—*Bi. News.*

We think that in these days it is rather ridiculous to talk of the one mile ordinary championship as the blue riband of the path. The ordinary as a racing instrument is moribund.—*Wheelman.*

Bicycling News, of August 1st, contains a very fine photo-engraving of F. J. Osmond, 25 and 50-miles Amateur Safety Champion of England, who recently lowered the mile record to 2 min. 16 sec.

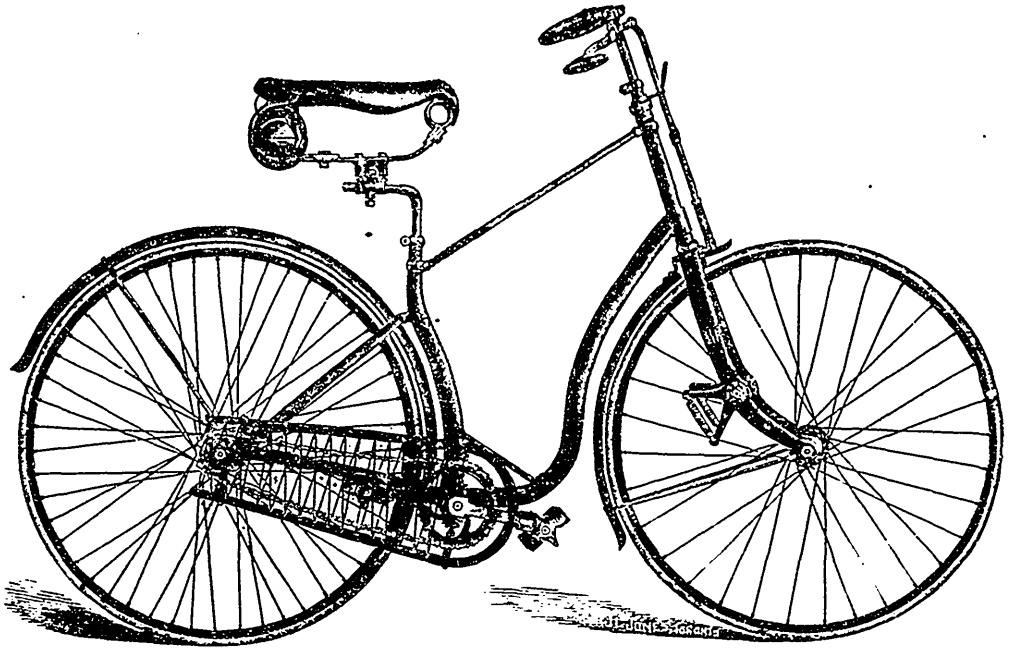
Bicycling News has for sometime maintained the theory that large and heavy riders on the Safety would not be able to make as good pace as lighter men. F. J. Osmond's recent mile record of 2 16, however, effectually puts that theory to rout as he is one of the heaviest path-riders in England.

During a road race in France the proceedings were interrupted, but not by a "road-hog." At one side of the roadway a goat was fastened by a rope about twenty-five feet long, and when a party of the racers rapidly approached, the goat darted across the road, stretched the cord taut in front of them, and mixed those children up in great style. No serious results, however.—*Exchange.*

The new Tillinghast pneumatic tire, a Providence invention, is meeting with much favorable comment among wheelmen and is destined to become a very favorite appliance with bicyclists. The tire has been put on one machine, and the wheel was ridden by nearly a hundred wheelmen in New Haven, and all express themselves as wonderfully well pleased with it. As an experiment it was ridden over nearly two miles on crushed stone without injuring the tire in the least. It also rode very easily.—*American Cyclist.*

To Miss Mabel E. Beers, of the Mystic (Mass.) Wheel Club, belongs the honor of being the first wheelwoman to ride from Boston to Providence, R. I., Portsmouth, N.H., Newburyport, Gloucester, Concord, Sharon and many other cities. She, escorted by her brother, the noted long distance and mileage rider, has visited almost every city or town in the State, and her only rivals are the Kirkwood sisters, who have also ridden long distances.—*Am. Cyclist.*

THE NEW CUSHION TIRE SAFETY.



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Items of Interest.

The C. T. C. membership is decreasing steadily.

Mr. Chas. Duncan, of the Brantford B. C., passed through Toronto last week on his wheel, being *en route* for Napanee, in which vicinity he intends spending a few weeks camping.

We have it on the best authority that W. W. Windle will race again this year. He will ride a pneumatic shod racing safety, and will only appear at the Rochester, Providence, Hartford, Springfield and Peoria tournaments.—*American Cyclist*.

We have received from the Secretary of the Forest City Bicycle Club of London an invitation to join them in their annual tour to Goderich, August 15, 16 and 17. Unfortunately we have just had our holidays and will be unable to join our London friends, but nevertheless they have our best wishes for a good time and pleasant outing.

New York correspondence to the *Referee* reports Windle to have made the mile on his five lap track, unassisted by pace makers, in 2.18. If this is a fact we may expect to see him, on a fast track, lower Osmond's 2.15 before the season closes.

A deplorable bicycle accident occurred near Stourbridge late on Friday night. Three bicyclists, who had been out training, were riding home, and met two delivery carts. They passed the first driver, who shouted there was another cart behind. Being dark, however, they ran into it. Albert Knowles was thrown from his machine and killed on the spot. Herbert Handy was thrown down and found afterwards under the cart badly cut. The other rider escaped by dismounting. The horse's legs were caught in the bicycles, and it was thrown down and severely hurt. Two men in the car, were shot out of it, and the driver, Thomas Grinnall, was found under the horse's head. No hopes are entertained of his recovery. His companion was also injured, but not dangerously.—*Wheelman*.

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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.

The Tourist's Decalogue.

We copy from the *Wheelmen's Gazette* the following, which, though written originally more particularly for the tourist, will we think apply universally:—

1. I will not run needless risks, remembering that however smart my fancy riding may appear to these strangers, they will never see me again; whereas it will probably be, not the traditional fair maiden, but the hotel boot-black, who will care for me while my bones are mending.

2. I will not forget that a look in time saves a break-down.

3. I will not run risk of violating the cycling laws of the towns I pass through, thus discrediting the wheel in that community.

4. I will not ride in the heat of the day.

5. I will not be ashamed to walk when I get tired and a mile on foot would rest me.

6. I will not "sass back" the small boy, because that encourages him to pay similar attentions to the next cyclist; nor will I consider any man's crossness a blot on my sky, but only on his own.

7. I will not carry heavy burdens, while our American civilization runs express trains.

8. I will not run my bicycle by ice-water or soda-water or fire-water, or any other kind of water than Adam's ale.

9. I will not ride at night, unless guaranteed nine hours' sleep before sunrise the next morning.

10. I will not fail to drop a comical postcard for the folks at home into every post-office on the way.

Dan. Godfrey, the famous bandmaster of the Grenadiers, kept his eightieth birthday last Sunday, and continues to be passionately fond of cycling.—*Bi. News.*

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LAMBTON MILLS.—Scott's Hotel. Every accommodation for Wheelmen. \$1.00 per day.

COOKSVILLE.—J. S. H. King's Hotel. Special attention to Wheelmen. \$1.00 per day.

OAKVILLE.—Oakville House. M. H. Williams, Prop. Would be pleased to have Wheelmen call and see me. \$1.00 per day.

HAMILTON.—Royal Hotel, cor. James and Merrick Streets. \$2.50 to \$4.00 per day. Special rates to Wheeling parties.

EAST

KINGSTON ROAD.—Woodruff's Hotel. Special attention to the wants of Cyclists. \$1.00 per day.

NORWAY.—East Toronto Hotel John Warren, Prop. Every accommodation to Wheelmen. \$1.00 per day.

HALF-WAY HOUSE.—Beatty's Hotel. Every attention given to travelling Wheelmen. \$1.00 per day.

HIGHLAND CREEK.—Kellar's Hotel. The best place on the Kingston Road for meals. Wheelmen given every attention. \$1.00 per day.

LIVERPOOL MARKET.—Secker's Hotel. Travelling wheelmen receive every attention. \$1.00 per day.

PICKERING.—Gordon House. James Gordon, Prop. Wheelmen's patronage solicited. \$1.00 per day.

WHITBY.—The Royal Hotel. Emaney and Mallett, Proprietors. The favorite house of the East. Special rates to Wheelmen.

PORT HOPE.—St. Lawrence Hall. Mr. Owen, Prop. This house is noted for its attention to Wheelmen. Special rates to Wheelmen.

COBOURG.—Durham House. Mr. M. B. Williams, Prop. Every attention paid to visiting Wheelmen. Special rates to Cyclists.

NORTH

THORNHILL.—Green Bush Hotel. J. C. Steele. The favorite house for Wheelmen. \$1.00 per day.

NIAGARA FALLS, CANADIAN SIDE.—Parkside Inn. F. DeLacy, Prop. It is situated directly opposite Queen Victoria Park, and adjacent to the Clifton House. We have every accommodation, and offer special rates to Wheelmen.

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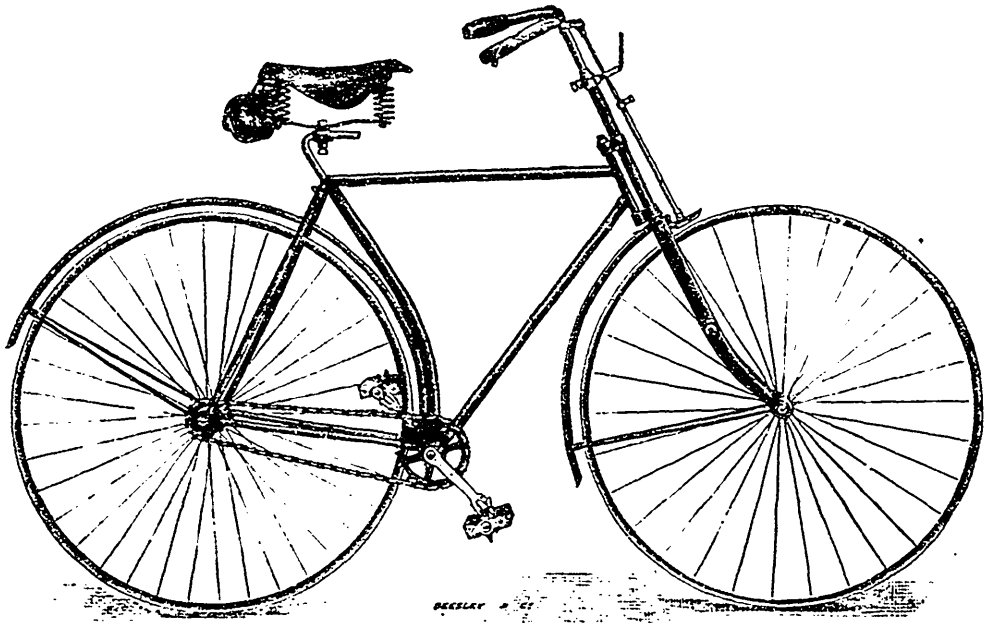
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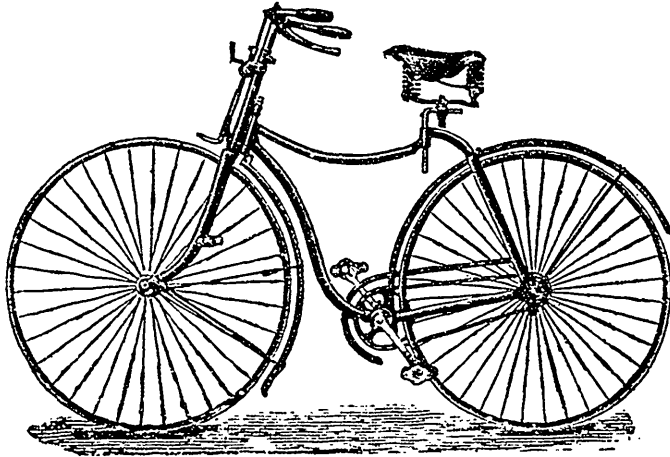
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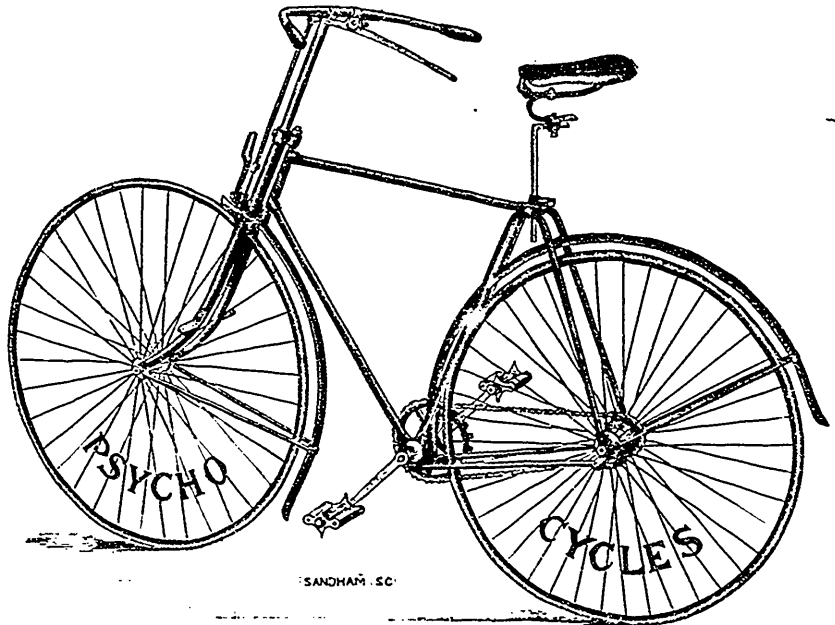
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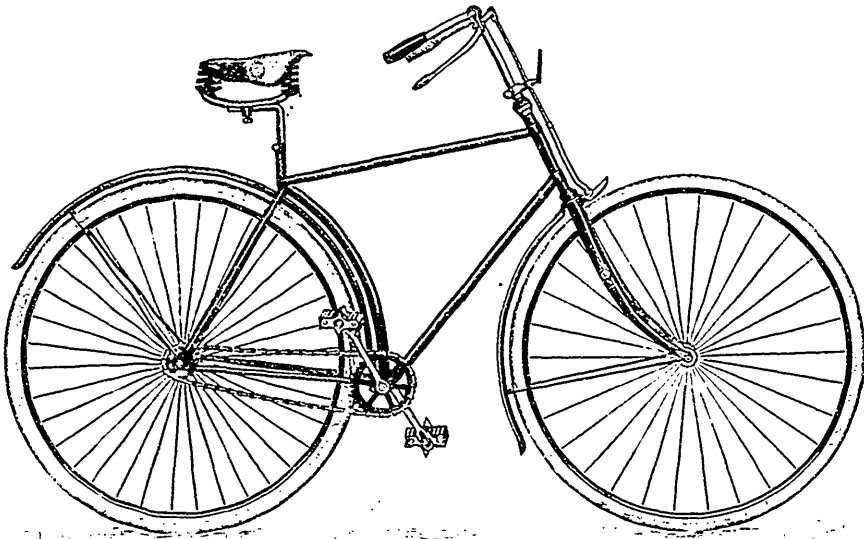
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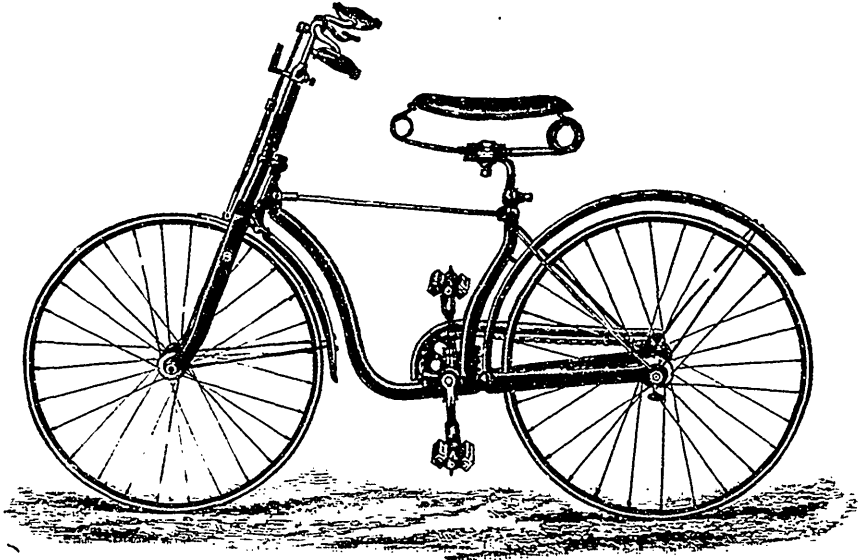
Model "A," Solid Tyre, \$115 00	Model "D," Solid Tyre, \$90 00	Model "H," Solid Tyre, \$75 00
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THE GENDRON MANUFACTURING CO. Limited

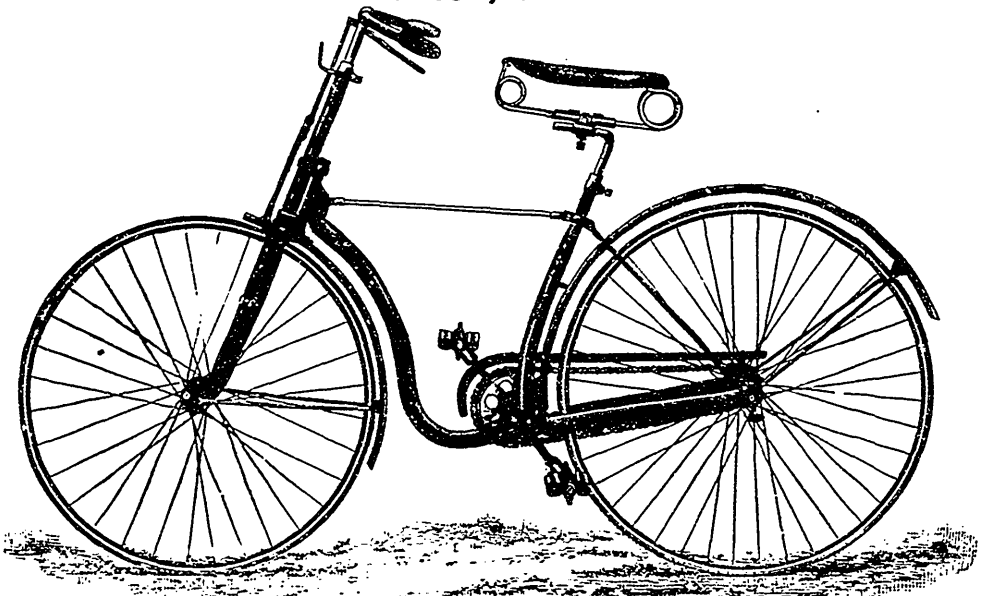
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Wheels—Both 24 in. x $\frac{3}{4}$ in. tires; tangent spokes with adjustable nipples; geared to 38 in
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