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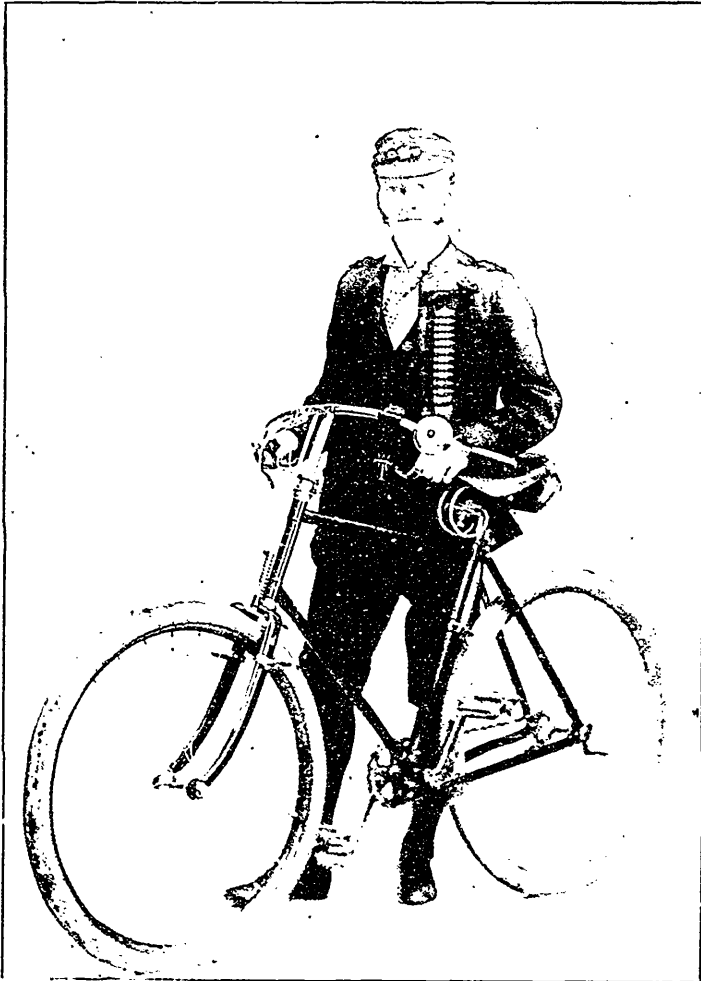
# CYCLING

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

Vol. II.

TORONTO, JUNE 9, 1892.

No 14.



WALTER H. THOMAS,  
WINNER OF THE FIRST ONE THOUSAND MILE BADGE OF THE C. C. R. C.

## Walter H. Thomas.

## The Queen City Road Race.

We have pleasure in presenting our readers this issue with a portrait of Mr. Walter H. Thomas, of the Toronto Bicycle Club, and the first member of the Century Road Club of Canada to claim the 1,000 mile badge presented by that club.

Some nine years ago Mr. Thomas first took to wheeling, and has been a member of T. B. C. since 1884, and has always been an ardent admirer of the high wheel, upon which he has done some good work in long distance riding, he being the first member of the T. B. C. to win the Webster medal for the greatest club mileage in any one season. This was done during the season of 1886.

Early this season he forsook his first love and purchased a "Comet" pneumatic safety, and shortly after the formation of the C. R. C. C. he made his maiden effort at making a century by riding to Newcastle and return with such success and so little fatigue that in a few days he tried another, this time taking the route to Peterboro'. At this early date he had little hopes of having the honor of carrying off the first 1,000 mile badge, for Mr. Nasmith had completed three centuries before Mr. Thomas had ridden any, and as Dave had such a good start, which he was still holding, it seemed to be a foregone conclusion that he was going to be the first to finish the tenth century, but Mr. Thomas did not lose an opportunity to place another hundred to his credit, and was following close upon Nasmith's heels; and when the latter had finished his ninth, Mr. Thomas was only one behind. Taking advantage of his opponent's absence in Buffalo, he rode the remaining two hundred, thus securing the prize.

The route usually chosen was from Toronto to Newcastle and return, and although there are a number of very bad hills on this road he made remarkably good time, on one occasion beating the previous record by doing the distance in 9 hours and 5 minutes.

The farmers along the Kingston road have become quite accustomed to see his fine, manly figure appear over the brow of some distant hill, and are ever ready with the usual drink of milk; in fact it is said that a fair milkmaid has a cow which she calls "Walter's Cow."

Walter is of a quiet, unassuming disposition, which has made him a general favorite among his club mates, who all join in congratulating him upon his success, and trust that he may continue in the good work.

From particulars published in the *Mail* a few days ago we learn that Inspector Stark, President of the C. A. A. A., is to act as referee for the Queen City road race. We have no objections to the popular inspector as a gentleman, or even as referee for any other class of athletic sport, but we have a hazy idea that the inspector is not a cyclist, and one of the C. W. A. racing rules distinctly says that a referee for a cycle race must be an amateur wheelman. Better make another choice, friend Gerrie, before getting yourself or the riders into difficulty with the C. W. A.

One of Billy Hyslop's prizes won at Woodstock is a very neat diamond ring, but unfortunately too small for his little finger. We will not be surprised to hear of his engagement with some fair maid, for we cannot see any other use he can make of it. It is rumored a certain young lady in Woodstock is at present carrying Will's heart in her pocket, and may in a short time be carrying the ring also.

CHICAGO, May 30.—Gen. Nelson A. Miles made an experiment to-day to test the value of bicycles for army tactics. In obedience to the first order ever issued by an American army officer for the use of bicycles in transporting troops, Lieut. Hunt, of the 15th Infantry, stationed at Fort Sheridan, with eight non-commissioned officers, started from Pullman at 7.30 o'clock this morning on their safeties for the Pullman building in Chicago. They carried the full equipment that would regularly be carried on a cross country march, moving in what is called by the soldiers, heavy marching order. The men were not expert riders and fast time was not expected. Each man carried about thirty seven pounds of extra weight, consisting of the ordinary military equipment of an infantry soldier. The road was partly submerged by recent rain, so that the trip was a severe test of the utility of the "wheel" for military movements. Just one hour and twenty-five minutes after the start the whole command presented themselves before Gen. Miles, looking none the worse for the trip. Gen. Miles was highly pleased with the result. "It was a complete success," said he, "and it is a satisfactory demonstration that a military command can move over the country roads in heavy marching order mounted on a wheel a great deal faster than on the ordinary march. It would have taken at least five hours for a body of soldiers to have travelled the same distance." The run was 18 miles.

# 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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JUNE 9, 1892.

## Transportation to Kingston.

Mr. Webster has been able to make very good arrangements for transportation of the contingent from Toronto. The C.P.R. have offered through him to supply sleepers which shall be at the disposal of the wheelmen from the start of the journey until its finish, including sleeping accommodation on Thursday, Friday and Saturday nights, and fare both ways for five dollars per head, provided one hundred fares are guaranteed. This is remarkably cheap, and there should be no trouble to secure the required guarantee from the Wanderers, Torontos, Athenæum, Royal Canadians and other Toronto cyclists. Even those who intend returning by wheel will save money (in hotel accommodation at Kingston) by taking in the big excursion. And what a high old time one hundred cyclists could have with the whole train at their disposal! Of course all clubs North and West of Toronto are invited to make use of this train, and may send their guarantee lists to A. F. Webster, 64 Yonge St., Toronto.

## Warning to York Co. Wheelmen.

The authorities of York Township are at last indignant, and the cause is the sidewalk fiend. The North Toronto *Recorder*, of May 26th, publishes full particulars of the summoning and fining of four Upper Canada College boys, who were caught "in the act." Hereafter it is the intention of the constables to arrest offenders, as so many of them have given wrong names. City wheelmen will therefore be careful how they offend the inhabitants of the village, for though the

Club men do not usually ride the sidewalk, yet some have, and it would not be pleasant spending Sunday in the lock-up.

## The Martin Road Race.

Our Buffalo friends have our sympathy in regard to the unfortunate finish of what was otherwise a very fine race. The folly of finishing the race by circling round open ground where the multitude had the opportunity of obstructing was made apparent, and the Buffalonians have learned a lesson by which they will no doubt profit in all future events.

F. C. Graves is reported to have taken eighth position and time prize, and Hyslop thirteenth position, whereas the latter had ridden *five* times round the Parade, and was standing in the crowd when Graves came to the Parade. The Toronto riders showed well, two out of the four getting positions, and but for the unfortunate tangle at the finish would have fared much better than they did. Following are the prize winners, as announced:

	Name.	Start.	Finish.	Time.	Handicap.
1	Nick Mader, C.C.C....	3:02:16	4:26:32	1:24:16	11 min.
2	W. F. Buse, W.B.C. ...	3:06:16	4:26:35	1:20:19	7 "
3	E. F. Weing, R.B.C. ..	3:05:16	4:28:19	1:23:03	8 "
4	C. H. Callahan, P.C.C. .	3:04:16	4:28:20	1:24:04	9 "
5	B. Cleveland, T.R.B.C. .	3:03:16	4:28:22	1:25:06	10 "
6	J. P. Smith, T.B.C....	3:06:16	4:28:26	1:22:10	7 "
7	G. W. Luce, P.C.C....	3:02:16	4:28:27	1:26:11	11 "
8	F. C. Graves, S.B.C....	3:13:16	4:28:30	1:15:14	Scratch.
9	L. A. Callahan, P.C.C. .	3:00:16	4:29:00	1:28:44	10 min.
10	A. T. Crooks, B.A.C....	3:11:16	4:29:16	1:18:30	2 "
11	F. W. Runser, C.B.C. .	3:02:16	4:31:23	1:29:07	11 "
12	A. E. Strong, P.C.C....	3:03:16	4:32:18	1:29:02	10 "
13	W. Hyslop, Jr., T.B.C. .	3:07:16	4:34:12	1:27:04	6 "

Hyslop smashed three wheels in the race, finishing on the fourth. McClelland and Nasmith finished well up to the front, but not getting a place their times were not taken.

All the Torontonians speak in high praise of the hospitality of the Buffalo riders. We will probably have an opportunity of reciprocating before the summer is over.

J. E. L. Bates is twenty-five years old in May, and stands 5ft. 9in. He won the fifty miles championship of the Surrey B.C. last year. In 1890 he ran third in the N.C.U. fifty miles, being the only competitor on a solid tire safety. He is the *Fidus Achates* of S. F. Edge, with whom he beat the 100 miles tandem record in 5h. 30m. 31s. He ran into fourth place in the Bordeaux-Paris race, covering 360 miles in just over 30h. He has also done 192½ miles in 12h. on the North Road.

### Cleveland's Road Race.

Plenty of mud was on hand to greet the riders in the Cleveland W. C. race, on Decoration Day. The handicap limit was 23 minutes—rather long, we think,—and the first place fell to A. Winter, a 20-min. man; the time prize being captured by F. G. Turner, a 7-min. man, in 1 h. 19 min. 30 $\frac{1}{2}$  secs.

### The Pullman Race.

The great Pullman race is over, and the country—particularly the West—has another opportunity to rest. Of the 387 entries, 248 started and about 175 finished, 48 of whom are to receive prizes, when the judges have arrived at some sort of a definite idea as to who are entitled to them. The roads were in very bad condition, and the time was consequently rather slow. The first to finish was J. B. Woolas, of the Lake View C. C. of Chicago, who had a six-minute handicap. H. R. Winship, of the Englewood C. C., with a handicap of 1.15 min., secured the time prize for the third time in 51.28 min., the course being this year 14 $\frac{1}{2}$  miles. Palmer and Skerrett, of the Hamilton B. C., were the only Canadian entries, but on account of delay in receiving their wheels were unable to compete. Owing to poor train accommodation the officials were unable to reach Pullman in time to see the finish, but fortunately Chairman Randall, of the associated clubs, had a day or two before appointed deputies in Pullman, who did the work at that end of the line. It would be interesting to know how many of the starters retired on account of broken wheels. One thing is certain, a limit will have to be set on the number of starters, or future races run in heats, as the race was one mad plunge from start to finish.

### Irvington-Milburn.

The weather and course for this race were in perfect condition on May 30, and the time made, excellent. R. W. Steves, of the K. C. W., secured the coveted first position, while Hayland Smith made the fastest time, viz.: 1 hr. 17 min. 11 secs. The Irvington-Milburn race is perhaps the most interesting of all the Decoration Day races for the sightseers. The course is the five-mile stretch between Irvington and Milburn; the surface hard, firm and smooth, and with a series of hills—one of them a stickler three-quarters of a

mile long. The race is started in the centre; the men ride two and a-half miles to Irvington, turn, ride five miles to Hilton and turn—making five trips to complete the twenty-five miles. The five turns lose the men from ten to twenty-five seconds of total time, lost in slowing up and in rounding about the mark. The men are scored and timed at every five miles and scored at each turn.

The Irvington-Milburn race is certainly well officered, and seems to be the only one of the larger events which passed off without a hitch, this result being attained from experience in the past and a sufficient number of officers to prevent too much work for any one.

### Should be an Easy Victory.

About June 22 the four C's will run a relay ride, Springfield to Jacksonville and return, seventy miles. When the announcement was made, two local horsemen offered to run three relays of horses against six relays of bicycles each way, to test the relative speed and endurance of the two. Of course the offer was accepted, and the wheelmen have put themselves in active training for the event. This will probably be the first ride of the kind in this country, and the result will be looked forward to with a great deal of interest, both by horsemen and wheelmen. In case the roads are bad the horsemen will only use two horses against six wheelmen each way. The horsemen seem to be very sure of winning, but to a man up a tree it seems a one-sided scheme in the cyclists' favor.—*The Bearings.*

### Garford Saddles.

We had a long chat a few days ago with Mr. A. E. Garford, inventor and manufacturer of the famous Garford Saddle. He informs us that he has sold the Canadian patent to James A. Garvin, who will have control of the manufacture of the saddle in Canada. The present Canadian-made saddle, though a very fine one, is still about one pound heavier than the original roadster saddle, and it is Mr. Garvin's intention to produce for Canadian riders, a saddle in every way equal to the American, and of the same weight, viz., 3 lbs. We were shown a couple of samples of the Garford Scorcher, each weighing 1 $\frac{1}{2}$  lbs., and a beauty it is. It may be of interest to our readers to know that E. J. P. Smith, the Toronto crack, has ridden a roadster Garford in all his races this year.

### Entries in the Queen City Handicap.

Following is a list of the entries for Saturday's race:—

1. W. B. Parr, Ottawa.
2. C. W. F. Lennox, T. B. C., Toronto.\*
3. G. S. Karr, unattached, Toronto.
4. H. W. Love, R. C. B. C., Toronto.
5. E. G. Downey, Bowmanville.
6. W. W. Campbell, unattached, Toronto.
7. Thos. Harvey, Hull, Que.
8. A. W. Smith, T. B. C., Toronto.\*
9. F. Creed, R. C. B. C., Toronto.
10. C. Bews, H. B. C., Hamilton.
11. L. F. Riggs, A. B. C., Toronto.
12. C. McQuillan, W. B. C., Toronto.
13. G. W. F. Stephenson, T. B. C., Toronto.\*
14. S. Hitchcock, Sarnia.
15. E. J. P. Smith, T. B. C., Toronto.\*
16. J. W. Johnston, W. B. C., Toronto.
17. G. A. Binns, Newmarket.
18. F. W. Doll, W. B. C., Toronto.
19. G. S. Lowe, Montreal, Que.
20. Geo. Baldwin, Seaforth.
21. S. L. Dunn, Newmarket.
22. John Smith, unattached, Toronto.
23. W. Rigby, unattached, Toronto.
24. J. H. Nash, W. B. C., Toronto.
25. D. McCall, W. B. C., Toronto.
26. A. Rudolph, Walkerton.
27. J. F. Deeks, W. B. C., Toronto.
28. F. Baird, W. B. C., Toronto.
29. S. H. Gibbons, R. C. B. C., Toronto.
30. A. M. Lyon, A. B. C., Toronto.
31. D. Slack, unattached, Toronto.
32. A. W. Palmer, H. B. C., Hamilton.
33. F. H. Skerrett, H. B. C., Hamilton.
34. J. G. Gauld, H. B. C., Hamilton.
35. C. W. Powis, H. B. C., Hamilton.
36. R. B. Griffith, H. B. C., Hamilton.
37. S. J. Aikins, H. B. C., Hamilton.
38. J. Gifford, H. B. C., Hamilton.
39. W. F. Dineen, W. B. C., Toronto.
40. Percy Smith, Toronto.
41. D. Nasmith, T. B. C., Toronto.
42. G. M. Wells, W. B. C., Toronto.
43. W. N. Robertson, M. D., Stratford.
44. Bert Brown, W. B. C., Toronto.
45. C. H. Riches, W. B. C., Toronto.
46. D. F. Maguire, W. B. C., Toronto.
47. Bruce Robinson, W. B. C., Toronto.
48. W. Powers, W. B. C., Toronto.
49. W. J. Moodey, W. B. C., Toronto.
50. R. Jaffray, W. B. C., Toronto.
51. W. J. Darby, W. B. C., Toronto.
52. F. J. Brimer, W. B. C., Toronto.
53. A. L. Lyon, W. B. C., Toronto.
54. A. Knowlton, W. B. C., Toronto.
55. A. Doherty, W. B. C., Toronto.
56. Jas. Brown, unattached, Toronto.
57. L. D. Robertson, A. B. C., Toronto.
58. W. J. McBride, W. B. C., Toronto.
59. W. K. Booth, W. B. C., Toronto.
60. R. Johnson, unattached, Toronto.
61. G. W. Lloyd, H. B. C., Hamilton.

\* Withdrawn.

In order to stop Sunday racing in England the cycling papers are threatening to publish the names of any clubs supporting them.

### Items of Interest.

The *Bearings* is organizing a lantern parade for Chicago. It will come off either on the 18th or 25th inst.

Osmond rode in Dublin on the 21st, the date he was expected to have met Zimmerman at Herne Hill.

Our American friends are having some difficulty with their novice definition. Why not try ours?

The last issue of the *English Cycling* contains an engraving of "A. W. Palmer, Canadian safety champion."

We met E. J. P. Smith the other day limping along. He had a tumble on the asphalt, but is getting along all right.

The Buffalo Athletic Club racing team for 1892 is composed of Dorntge, Penseyers, Crooks, W. D. Banker and Arnolds,—a strong combination.

Tommy Edge was to have started on Monday last from Land's End to John O'Groat's and back to London, making in all about 2,000 miles.

About the first of the season we heard rumors of a combined parade of the Toronto cyclists, but, some how or other, the matter seems to have dropped.

We notice from the daily papers that the city aldermen count upon a large number of wheelmen being in the city on July 1. This, however, will not be the case, as all who can will no doubt journey to Kingston.

The Coventry branch of the Humber Company have recently turned out a lady's safety, with brake, guards and pneumatic tires, weighing only 34½ lbs. This is as it should be, and we trust the day is not far distant when every maker will be supplying light wheels for ladies.

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### The Fastest Surface.

Of what material will the race path of the future be constructed? This is a question which often crops up when cyclers are engaged in conversation, and many are the opinions generally expressed. For our part, we believe that nothing which has yet been used as a surface for racing can approach cement. It is hard, requires very little attention, and is wonderfully fast. At any rate, it is immeasurably superior to any of the surfaces used in England up to the present. Of course it is not a pleasant substance to fall upon, but this is a secondary consideration; wet weather does not decrease its speedy qualities, and this is an item of paramount importance. There is no doubt that the idea of making race paths of cinders, gravel, and similar combinations is a crude one, and must very soon be replaced by some surface of a more permanent character, and one that will be equally fast under a broiling sun or in a hailstorm, and we fancy that nothing would make a speedier, safer and more reliable substance than one of woodblocks. In this opinion we are backed up by several of the best judges of racing matters, and are convinced that if such a track were laid down, it would—other conditions being equal—be second to none. It would be interesting, however, to learn the opinions of racing authorities on the point, and we invite discussion upon it. Which do you consider the best surface for a racepath? Our own vote is cast in favor of woodblocks.—*Cycling*.

Zimmerman has at length begun to score in English races, winning a half-mile and a three-mile race at Paddington track on May 28th.

The Equity Court, Judge Hagner, has passed a final decree in the case of H. S. Owen vs. Overman Wheel Company. This was a suit claiming damages, injunction, etc., for the infringement of the plaintiff's design, patent and trade-mark Psycho on drop-frame safety bicycles. The form covered by the patent is that commonly known as the ladies' bicycle, which Mr. Owen, of the Capitol Cycle Company in this city, was the first to introduce. The validity of the patent was contested by the defendant, the well-known manufacturer of the Victor cycles. The court sustained the patent and trade-mark, found infringement and ordered a perpetual injunction against further infringement and an accounting for damages, etc.—*The Wheel*.

In order to overcome the difficulty of classing what may be termed "maker's" amateurs apart from "pure" amateurs, some English writers advocate the formation of a separate class for the former, among whom would be such men as Mills, Shorland, S. F. Edge, Ede, Osmond and Adams, all of whom are connected with the trade in one way or another.

Our English contemporaries are crying down road racing, on account of the recent fatal accident to one of the riders—Mr. A. D. Ward. Several of the more prominent English clubs, including the Caston and Polar-technic, have already decided to omit road racing from their programmes, and the North Road Club had called a special meeting to consider the matter.

The competitors in the I.R.C. 50 miles road race on Saturday, April 23, were perfectly unrecognizable. For 45 miles streams of liquid mud, from before and behind, poured over them, and the aspect they presented at the finish was ludicrous. No one knew who was who until they spoke, even the wife of one of the competitors, who was present, failing to recognize him. Some of the men finished almost blind, but none appeared to suffer any ill effect afterwards. The scene at the Leinster Arms, Maynooth, was most amusing, as the men were gradually unearthed. The club is most unfortunate. No matter how fine the weather may be, before and after, it nearly always rains on the day selected for its events.—*Irish Cyclist*.

A lady who lives not very far from Portsmouth was relating her cycling experiences to a friend of mine the other day. She rides into Portsmouth every few days with a basket on her handle-bar, to do the family shopping. Now-a-days, she says, she is quite unnoticed, and nobody thinks it worth their while to turn and look after her, or to make unflattering observations. Yet, when she first began to ride, not so many years ago, she used to be actually hooted by the boys in the neighborhood. She would much like to try a safety, but says she has really not the moral courage to face the scoffs she knows would fall to her share. Anything trimmer or neater than her appearance awheel it would be hard to see, in her dark navy serge suit and straw hat, but she says a circus rider could not receive more audible comments than she should on two wheels. She first, like a good many of her sisters, took to cycling by her doctor's orders, and she has never known such health and strength as since she did so.

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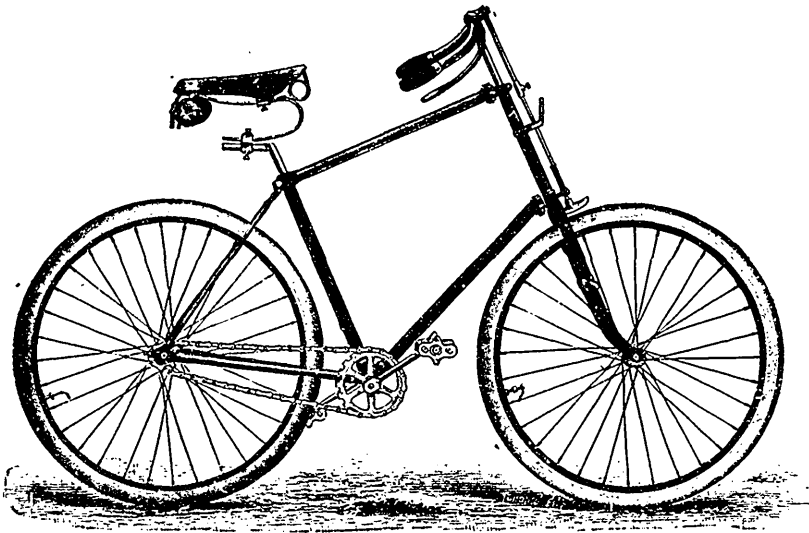
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Matter appearing in this column is furnished and paid for by the Toronto Bicycle Club, consequently the proprietors of this journal do not hold themselves responsible for anything contained therein.

**CLUB NOTICE.**

A special meeting of the T. B. C. will be held in the club rooms on Monday evening, 27th inst., to make definite arrangements to attend the C. W. A. Meet at Kingston. A large turn out is looked for at this meeting.

S. J. SCHULTE,  
*Hon. Sec.*

**CLUB RUNS.**

June 11.—Islington and Lambton Mills for supper.

June 18.—Whitby for supper; leave 2.30 sharp.

Club runs every Tuesday and Thursday evenings, leaving club house at 7.15.

Peoria is to have a one-day meet this year, with prizes aggregating \$2,000.

Toronto wheelmen need an association of the clubs, and each day brings out some fresh point wherein such an organization would be useful and advantageous to all concerned. Who will be the man to step to the front and bring the matter to a head?

SIR,—In reference to your par on the subject, I do not consider that a soft material is of any use for keeping mud off a chain, as I have tried various kinds, and find they all ride off and get mixed up with the chain. For about five years I have used a strip of thin patent leather on the chains of various safeties, and although I have ridden some thousands of miles it has never ridden off, and is as good as ever, being only a trifle worn inside owing to its travelling faster than the chain. I believe the leather cost me nine-pence. It certainly keeps off the mud thrown up by the front wheel. The leather should be a little wider than the chain, and before being fastened on, both edges should be bent down about one-eighth of an inch with a hot iron. It should be fairly tight on the chain, the two ends being joined by ordinary brass paper fasteners, also about one inch longer than required; then should the chain require tightening, by making fresh holes for the fasteners, the leather guard can be lengthened.—*Eff. Kay, in Cycling News.*

Boston is to have a new half-mile track.

Barrie, Orillia and Newmarket are shortly to have an inter-club road race.

Bay City, Mich., wheelmen may procure licenses for riding on the sidewalks.

Paddington race track in London, Eng., is about to be broken up into building lots.

The R. C. Archbishop of Dublin forbade members of his Church to take part in the Masonic sports on the 21st inst.

At the annual meeting of the Rover Bicycle Club, of Tilsonburg, the following officers were elected:—C. S. Rennie, President; E. C. Jackson, Vice-President; Ed. Wood, Sec.-Treas.; E. G. Sutherland, Captain; J. M. Benzie, 1st Lieut; John Hutchinson, 2nd Lieut.; O. Darrow, Bugler; M. C. Colborne, Standard Bearer; Frank Bain, Whipper-in.

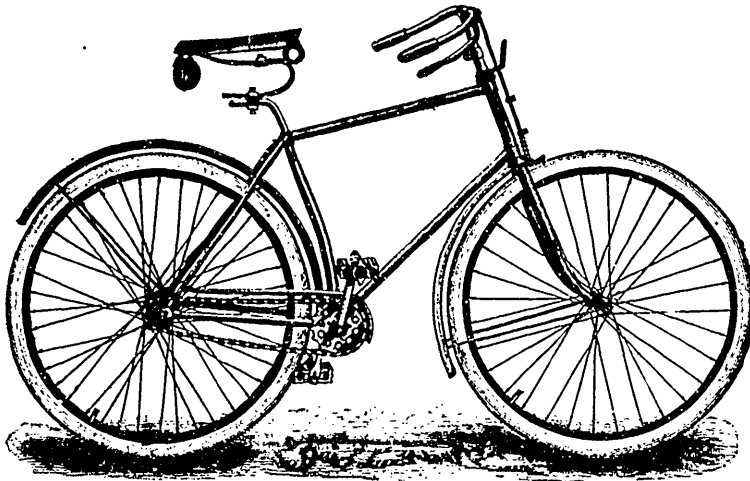
On Tuesday, 10th inst., at Paddington track J. Wass and J. N. Still broke the tandem safety records up to  $\frac{3}{4}$  mile and including the flying  $\frac{1}{4}$ . Owing to a misunderstanding the riders did not complete the mile. Following are the times as taken by Coleman:—

	M. S.	Old Record.	M. S.
* $\frac{1}{4}$ mile ..	38 $\frac{3}{4}$ .....	40 $\frac{3}{4}$	
* $\frac{3}{4}$ mile ..	1 13 $\frac{3}{4}$ .....	1 18 $\frac{1}{2}$	
* $\frac{3}{4}$ mile ..	1 50 $\frac{1}{2}$ .....	1 58 $\frac{3}{4}$	
* $\frac{1}{2}$ flying..	35 $\frac{1}{2}$ .....	37 $\frac{3}{4}$	

\*Denotes record.

WANTED: GOOD LIVE AGENTS TO PUSH

# "Imperial Wheels"



"MODEL A."

WE CAN MAKE  
IT  
INTERESTING  
FOR YOU.



SEND FOR '92 CATALOGUE

Showing all styles and  
at all prices.

AMES & FROST COMPANY, MAKERS, 302-4 WABASH AVE., CHICAGO, U.S.A.

## **BICYCLE UNIFORMS**

We wish to especially call the attention of Wheelmen to the fact that our abilities in the production of Uniforms is not equalled in Toronto, being based on a large experience with the well known houses, Hine, Ellison & Co., and Work Bros. & Co., Chicago. We also are showing a choice range of

Spring Suitings, Overcoatings, Trouserings, Fancy Vestings, etc.

THE NEW SHADES ARE EXCEPTIONALLY ATTRACTIVE.

JACKLIN & WARK, ART TAILORS AND DRAPERS, - 171 YONGE ST.

North Toronto Cycle Works  
683 YONGE ST.

We make a specialty of changing Safetys to Pneumatics, also repairing of high grade Cycles.

NOTE THE ADDRESS.

JOHN M. SELLEY  
Photographer

472 Yonge St., - Toronto.

Printing and Developing done for  
Amateurs.

## Athenæum Bicycle Club.



### OFFICERS :

J. P. EDWARDS .....	Honorary President.
W. C. MEREDITH .....	President.
L. P. LANGLEY .....	Vice President.
J. H. EDDIS .....	Hon. Sec Treasurer.
A. M. Lyon .....	Stat. Secretary.

### OFFICERS OF THE ROAD :

A. BYRON .....	Captain.
L. D. ROBERTSON .....	1st Lieutenant.
JAMES E. DOANE .....	2nd "
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.

### CLUB RUNS.

June 11th—Kingston Road to witness the road race. Every member is requested to turn out.

Club runs will be held every Thursday evening, leaving club house at 7.30.

R. L. Ede, the "Packet Hercules," has again been settling down to work, and on the 24th ult., at Herne Hill, broke all records from 15 to 24 miles, as well as the hour record, having covered 23 miles 1520 yards in the hour. On the same evening Louis Stroud broke the world's record for a half-mile, making the distance in 1 min. 6 $\frac{2}{3}$  secs., while Zimmerman captured the English quarter record in 30 secs.

The Montreal Bicycle Club held its annual meeting on April 21. The report of Secretary Arthur Harries summed up the work of the club for a year, which was the busiest one in its history. The mileage medal was won by A. A. Simpson, 1,054, who attended ninety out of the ninety-one club runs held during the year. Officers were elected as follows: President, A. T. Lane; First Vice-President, S. Kingan; Second Vice-President, H. McKenzie; Hon. Secretary, David J. Watson; Treasurer, W. S. Weldon; Captain, Louis Rubenstein; First Lieutenant, F. E. Adams; Second Lieutenant, A. A. Simpson; Committee, A. Harries, W. Chapman, F. Scott, D. S. Louson; Bugler, W. Darling.

## For Smoking Scorchers.

Some time since a correspondent asked us if snuff taking were injurious to him as a cyclist. We couldn't say that it was, and we didn't say that it was not. Within the past few days we have been asked as to smoking. We think that smoking, like something else, is not as black as it is painted, and we always regard A. T. Mole as a standing proof that a man may smoke and smoke and be a scorcher, and a successful path-racing scorcher to boot. The writer would as soon think of doing without his dinner as his pipe, holding as he does that there is nothing like a big pipeful of good tobacco at the end of the day, when all work has been put aside. Some of the greatest brain workers the world has ever produced were ardent smokers; and so, too, have been the majority of those who excelled in physical ways. Nevertheless, we would not advise any man to contract the habit, and we envy the man who can renounce it. Sir Morell Mackenzie's advice was: "I would say to any one who finds total abstinence too heroic a stretch of virtue, let him smoke only after a substantial meal. Let him smoke a mild Havana or long-stemmed pipe charged with some cool-smoking tobacco." Our candid opinion is that it is best to do without tobacco in any shape, and that if one must smoke there is nothing like an honest pipe. Cigarettes are poison, and one of the most fruitful sources of liver complaints. — *Wheeling.*

The degrading effects of bicycle riding are but too well-known. The young man who recklessly joins a club of wheelmen is unworthy of further respect. As he goes whirling along in the country, feasting his eyes upon beautiful scenery and drinking in deep draughts of pure, health-giving air, he is a pitiful sight to gaze upon \* \* \* How does the debauched bicycle rider ever expect to become rich, stingy and dyspeptic, if he disregards the American golden rule that the pocket should never be sacrificed to health? — *C. V. Teixeira, in "Cranks," Puck's Library.*

### THE BLOOD IS THE LIFE.

Good health without pure blood is simply impossible, and to secure pure blood is therefore absolutely necessary, especially in spring, when bad blood is very prevalent. Burdock Blood Bitters is the remedy, without an equal in the world of medicine. It drives out all poisonous humors of the blood from a common pimple to the worst scrofulous sore.

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

---

# PSYCHO ♦ BICYCLES

---



With 1½ inch Cushion Tires. Are as Fast, as Light, as Resilient, and as Comfortable to ride as any cheap Pneumatic Tire on the market.

## NO DANGER OF PUNCTURE OR LEAKAGE

We have seen these tires after two seasons' hard riding over the roughest roads in Canada without a cut or scratch, and as perfect as the day they left the factory.

### AS A ROAD MACHINE

### FOR SPEED, COMFORT, STRENGTH AND DURABILITY

Combined, they cannot be surpassed by anything made.

1892 CATALOGUES NOW READY. . . . WRITE FOR ONE.

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## THE CHARLES STARK COMPANY, Limited

56, 58 and 60 Church Street, Toronto, Ont.

SOLE AGENTS IN CANADA FOR

### HUMBER, PSYCHO AND ROVER BICYCLES

The Oldest and Largest Sporting Goods Dealers in Canada.

The Largest Cycle Importers in Canada.

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Our Bicycles are sold entirely on their merits. We offer no premiums, large or small, as inducement for fast men to ride them.

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♣ **THE RAGLAN** ♣  
 IS A  
**RECORD BREAKER**

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Wins 4 Firsts and 2 Seconds on  
 24th of May.

---

**AT WOODSTOCK—**

Wins 1 mile in 2.41 1-5, lowering the Canadian Record.  
 “ 5 “ “ 14.16, “ “ “ “

**AT ST. THOMAS—**

Wins 2 mile - - - - - Open  
 “ 3 “ - - - - - “

On 25th of May wins the 12 mile Road Race at  
 Woodstock by 1 1-2 miles.

Once more lowers Century record Toronto to Trenton ;  
 time 8.08. Lowered by 57 minutes.

The above goes to prove that the **RAGLAN CYCLES**  
 lead all others.

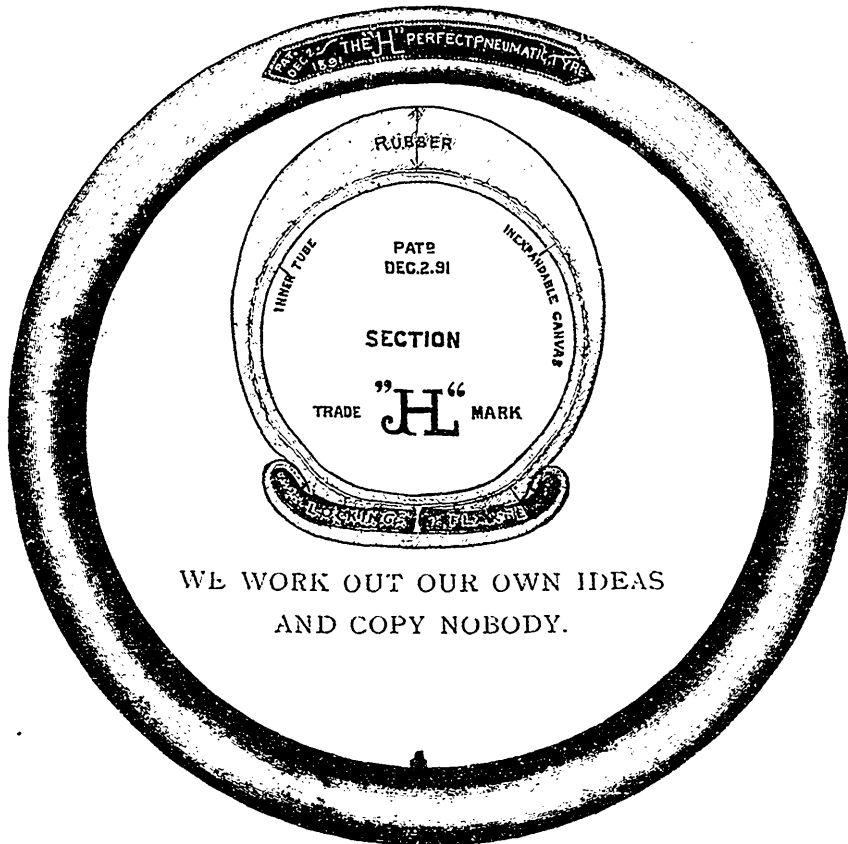
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**Canadian Representative**

**GEO. F. BOSTWICK,**

24 Front Street West, - Toronto, Ont.

# THIS CUT REPRESENTS OUR TIRE AS PATENTED



WE WORK OUT OUR OWN IDEAS  
AND COPY NOBODY.

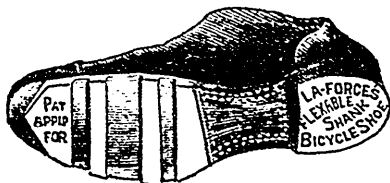
The Purchaser of Our Patent Pneumatic Tire  
**BUYS THE ONLY PERFECT DETACHABLE PNEUMATIC TIRE YET KNOWN.**

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.

**A BOON TO OWNERS OF HARD TIRE WHEELS.**

We are changing safeties of any make to Pneumatic Tires, Readjusting and Enameling for \$40.00, making a saving for the owner of from \$60.00 to \$75.00.

Trade Supplied in Small and Large Quantities.



The only Manufacturer of the

## LaForce Flexible Shank Bicycle Shoe

Made to order and Trade supplied.

Specialties:—Dunlop Tires Repaired and Lawn Racquets Restringed.

**H. J. LA FORCE, - CHURCH ST., TORONTO.**

### A French Tire.

"The Torrillon system is simply an ordinary rubber air tube, the middle inner portion of which is furnished with an endless chain of thin rubber flaps or clasps, closely cemented one behind the other on one of their edges. These flaps are so placed that flap No. 1 is covered over two-thirds of its surface by flap No. 2 and so on right round the entire, so that, in case of puncture of the outer casing and air tube, and one of the flaps, it is absolutely for the second or third flap to be pierced, one or two of these latter giving way when the air tube is being punctured, thus ensuring at least one of the flaps being saved, the internal pressure presses these flaps down to the tire as soon as the outer case has released itself from the cause of puncturing, thus no air escapes the tire.

"To make assurance doubly sure, in case of a very broad puncture, the tire is deflated and half a glass of water poured into it through the valve, then the tire is blown out again and the water rushing to these flaps glues them all down over the other, as tightly as when two pieces of wet glass are pressed together, and which everyone knows is extremely difficult to get asunder.

"Many members of the press, political and sporting, cycle agents and amateurs witnessed the several severe tests put to this new tire; we personally drove our pocket knife through it several times, but in not one single instance did the air escape in the slightest, not even after being punctured forty times, by broken bottles, dry or wet, hob nails, etc., loose, and driven through a board, the points of which projected more than half an inch upwards; this board was 3"50 in length, over which the Torrillon tired bicyclettes were run lengthways and sideways."

The tire was experimented with in many other ways, and although it was repeatedly punctured by glass, nails, and tacks, the rubber clasp valves acted admirably and the tire remained as hard and firm as it was before being punctured. Mr. Bovery, an engineer in the employ of Mr. Torrillon's firm, is the inventor of the tire.

### Centuries Scored.

Since our last issue the following have been fortunate in securing the coveted bar: 49, A. Worth, T.B.C.; 50, W. Thomas; 51, W. Thomas; 52, W. Thomas; 53, G. F. Stephenson.

### The Wheel is a Life Saver.

A New England doctor is quoted as saying: "I have been making my late calls on a bicycle and find it to be a splendid substitute for a horse. The other evening I had an urgent demand for my presence in a remote part of the city, the message reading, 'Come quickly, Mrs. M— is dying.' I jumped upon my wheel, which I kept in the front hallway, and, in less than a minute from the time I received the summons, I was on my way, and arrived in time to save my patient's life, as she was suffering from a severe attack of epilepsy. Suppose I had waited to have my horse harnessed, which would have taken fully a quarter of an hour, who can tell what might have happened in those precious moments. Then, again, when I return home, there is no time required in putting my steel horse away, neither does he require grooming."

In a recent French open road race a peculiar incident, illustrating the quaint temperament of the French cyclist, occurred. At a narrow part of the road a peasant gardener blocked up the whole of the rideable portion with his truck and refused to move when a cluster of competitors dashed up. Chut! in a second they all dismounted, grabbed carrots, beetroots, cabbages, etc., from the man's truck, pelted him unmercifully with them, turned his truck over into the ditch, and, remounting, all dashed off again, intent once more on the race. And yet they did 6 hrs. 41 min. for 107½ miles.—*Ex.*

**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 Bilioussness, 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.

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

There is Nothing to Touch it, let alone Beat it

— IT HAS —

NO RAGS, NO GLUE, NO WIRES,  
NO HOOKS, NO STRINGS,  
NO BOLTS, NO SLIPS.

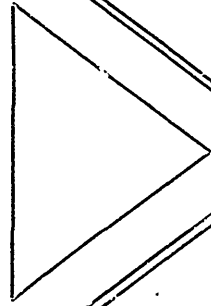


Your Machine will never  
be complete without  
it.

# THE G. B. C. PNEUMATIC TIRES

## TAKES THE CAKE!

It is a Triumph  
of  
Genius.



They cost  
more than other  
Tires, but nothing  
but the Best of every-  
thing is Good Enough for

### THE BRANTFORDS

MANUFACTURED BY

## THE GOULD BICYCLE CO.

LIMITED

Brantford, Ont.





### A Pointer for Pneumatic Riders.

Most riders of pneumatics have had to growl about blistered fingers when using small pneumatic pumps. A friend of ours, Mr. A. Stuttaford, gave us a pointer the other day. Take the end of the piston in the grip of the wrench, which can then be used as a handle instead of the small milled end of the pump. It works like a charm, as the wrench will not slip if properly fastened.

### Sutton Road Races.

On Wednesday, July 5, 1892, the clubs of Barrie, Aurora, Newmarket and Orillia are to have a twenty mile road race for a thirty-five dollar cup presented by the Chas. Stark Co. (L<sup>td</sup>). The course will be from Sutton ten miles east and return to finish at Sutton. Teams of five men representing each club. J. H. Gerrie, of the *Mail*, is to be referee; L. Atkinson, of Newmarket, and J. T. Sproule, of Barrie, time-keepers; Geo. Thomson, of Orillia, starter, and a member from each club competing to be judges.

### Excelsior Cycles.

We had an interview this week with Mr. Hadden, who is representing Bayliss, Thomas & Co., Coventry, England, makers of the above well-known wheels. We also had the pleasure of testing two of their wheels, one an "Excelsior Road Scorchers," weight 32 lbs., and the "Eureka Ladies' Safety," weight 36 lbs. The machines have the extended wheel base, are built throughout of weldless steel tubing, hollow rims, tangent spokes, Dunlop tires, etc., and are splendidly finished in every respect. Mr. Hadden guarantees these wheels, but for riders who fancy a heavier wheel, he recommends the "Excelsior, No. 1," weight 40 lbs. Mr. Hadden is making arrangements with one of the leading bicycle firms in Toronto to represent Bayliss, Thomas & Co. in Canada. Seeing that the "Excelsiors" are marvels of lightness and strength, we are confident an enormous sale will accrue, and from our interview with Mr. Hadden, we understand every effort will be made by Bayliss, Thomas & Co. to place them in the first position on the Canadian Market.

### FOR SALE, WANTS, EXCHANGE.

Two insertions ..... 25 cents.  
Four " ..... 40 "

**N**O. 1 Rudge Safety, spring forks, spade handles, tangent spokes, only in use short time and good as new. H. English, 82 Front Street East. Evenings, 112 Maitland Street.

**N**O. 1 Comet Rational, in first class condition, for sale, cheap, cushion tires. Apply CYCLING office, 5 Jordan Street.

**F**OR SALE.—Premier Safety Bicycle in first class condition, ball bearings; will sell cheap for cash. Apply evenings to H. E. Smith, 90 Wellesley Street.

## WHEELMEN'S HEADQUARTERS.

**TORONTO.**—Walker House, cor. Front and York streets, near Union Station. \$2.00 and \$2.50 per day. Special Rates to Wheeling Parties.

### WEST

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

**WESTON.**—Eagle House. C. R. Dade, Prop. Wheelmen will receive the best of attention. \$1.00 per day.

**GEORGETOWN.**—Clark House. T. H. Campbell, Prop. \$1.00 to \$1.50 per day. Special rates to wheeling parties.

**LONDON.**—Tecumseh House. Chas. W. Davis, Prop. Special rates for wheelmen. Headquarters for Western Ontario.

**COOKSVILLE.**—Jas. 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.

**TRENTON.**—Grand Central Hotel. A. Parent, Prop. The best \$1.50 to \$2.00 a day house in town. Special rates to visiting wheelmen.

**KINGSTON.**—Hotel Frontenac. E. H. Dunham, Manager. The leading hotel in the city. Every comfort for wheelmen. Excellent storage for wheels. Special rate of \$2.00 per day.

### 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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# FRANK S. TAGGART & CO.

87 & 89 KING STREET WEST, TORONTO.

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Coventry Machinists Company's

## "SWIFT" WHEELS

NEW MODELS!

NEW MODELS! NEW MODELS!

FITTED WITH

Dunlop, LaForce, Boothroyd and Clincher Pneumatic Tires

DO NOT BUY UNTIL YOU HAVE SEEN THESE WHEELS, THEY  
ARE THE LIGHTEST, STRONGEST, AND MOST HIGHLY  
FINISHED WHEEL YET PRODUCED.

---

## A "Dark Horse" in Pneumatic Tired Wheels

Watch this page for our advertisement regarding Pneumatic Tired Wheels. We have a sensation in store for intending purchasers, and when the wheeling season fully opens will have an advertisement here that will pay you to read

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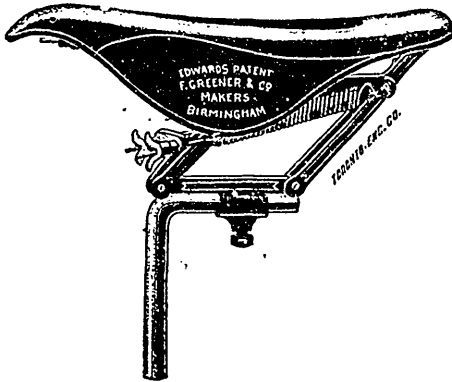
# FRANK S. TAGGART & Co.

87 & 89 KING ST. WEST, TORONTO,

# WANDERER CYCLE CO.

LOMBARD STREET, TORONTO

SOLE AGENTS OF



## EDWARDS' ANTI-VIBRATION SADDLE

Beats all for Solid Comfort

LONG FELT WANT SOLVED

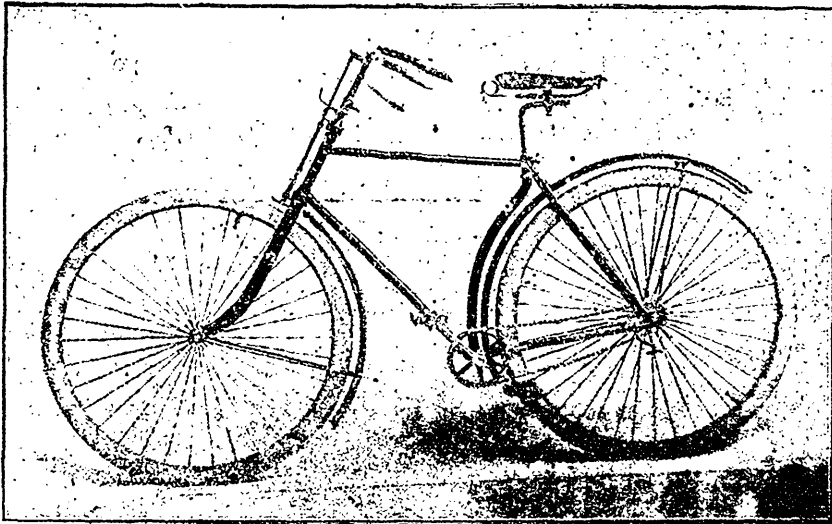
Neither tips forward nor backward, thus doing away with the distressing effects often sustained from other saddles on long runs.

PRICE \$4.25.

We have a big stock now of "GREENER" SAFETIES on hand.

• AN ABSOLUTE PERFECT WHEEL •

They are fitted with Dunlop Tires.



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

SEE OUR SAMPLE MACHINE

We are making "it a gem." Fitted with any Tire you desire, and handles made of any design to suit you. Can mount you as you like,

# H. S. HOWLAND, SONS & CO.

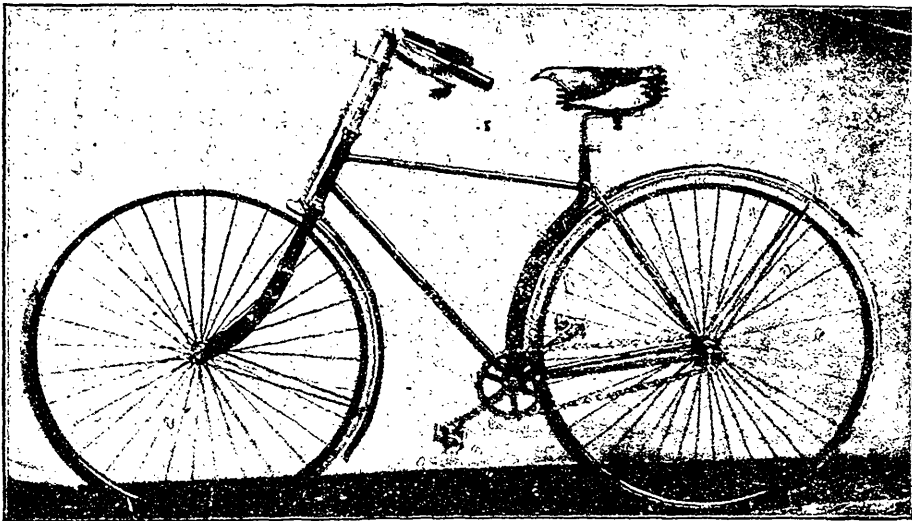
## Wholesale Hardware

37 FRONT ST. WEST, - TORONTO

Agents for

# LOYD, READ & COMPANY

COVENTRY, ENGLAND



No. 1 DIAMOND FRAME CUSHION.

Overstone Diamond	Safety
“ London	“
“ Semi-Diamond	“
“ Ladies’	“
“ Popular	“
“ Cross Frame	“

Narrow or Wide Heads; Solid, Cushion, and Dunlop, Boothroyd or MacIntosh Pneumatic Tires.

# THE GENDRON CYCLE EXCELS

MIDDLEMAN'S PROFITS GIVEN TO THE CUSTOMER

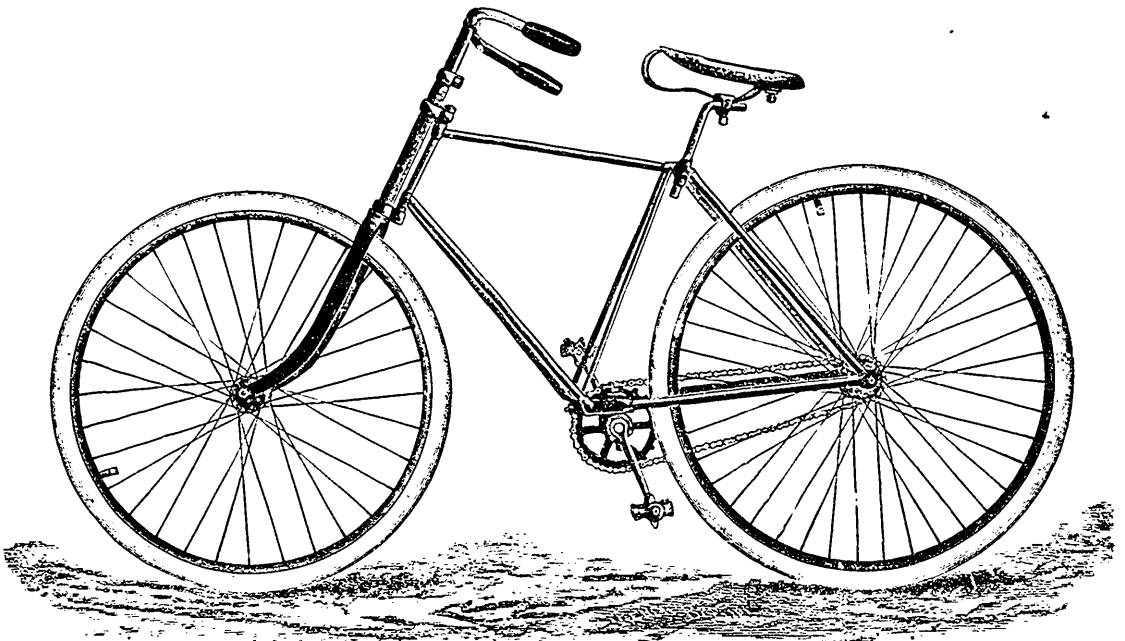
By buying from us you buy from the Manufacturer.

**FRAME.**—A pure diamond pattern made of the best weldless steel tubing and drop forgings; double lower tubes and double diagonals from seat pillar to crank shaft bracket; hollow front forks with wide drop forged fork crown; eight (8) inch long ball centre steering head; detachable mud guards.

**WHEELS.**—28-inch steerer and 30-inch driver; having cold rolled deep crescent rim with beaded edge;  $1\frac{1}{4}$  inch best cushion tire of long length, compressed into the rim; single tangent butt end spokes, nicked and tied at crossing; bronzed nipples.

**BEARINGS.**—Gendron ball bearings to both wheels, pedals, crank shaft and steering head.

**GEAR.**—57 inches; Abingdon-Humber chain with our new adjustment; round detachable cranks, side keyed. Double grip, square, recessed pedal rubbers.



PNEUMATIC TIRE, \$130.

CUSHION TIRE, \$115.

**HANDLE BAR.**—Of  $\frac{7}{8}$  inch weldless steel tubing, bent to the most comfortable shape, with seamless, hollow steel post; vulcanized grips; steel lamp bracket.

**BRAKE.**—Powerful spoon to the front wheel, fitted to a hollow steel connecting tube; spiral spring and set screw adjustment.

**STEPS.**—Adjustable steel coasters and corrugated round step on end of rear axle.

**SADDLE.**—Garford's new roadster saddle, furnished with best quality russet leather telescope tool bag, containing first class oiler, wrench and screwdriver.

**FINISH.**—Is of three coats of baked black enamel, hand rubbed and polished; usual light parts heavily nicked on copper.

**OPTIONS.**—Rat-trap pedals; Garford's scorcher saddle. Weight, all on, 45 lbs; strips to 40 lbs.

## GENDRON MANUFACTURING CO., Ltd.

Factory, Cor. Duchess & Ontario Sts. Salesroom, 183 Yonge St.,  
6 doors North of Queen St.

Do not fail to write for full descriptive Catalogue and Price List.