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CYCLING

New Rapids

FOR 1897

The following letter needs no comment from us:

December 24th, 1895.

THE TANGENT CYCLE CO.,
270 College St.,
Toronto.

Re "New Rapid" Bicycles for Police.

Dear Sirs,—

In reply to your letter of 22nd inst., I have much pleasure in stating that the ten "New Rapid" bicycles purchased for the use of the Police Department last June have given entire satisfaction. I regard them as superior even to the wheel you supplied the Police with on previous occasions, as up to the present time they have required no repairs, though the state of the roads has been such as to impose a more severe test upon them.

Yours truly,

H. J. Grasett,
Chief Constable.

SOLE AGENTS FOR CANADA

THE TANGENT CYCLE CO.,

270 College St., TORONTO.

Wheelmen's Headquarters.

ACTON.—Dominion House. R. Agnew, Prop. \$1.00 to \$1.50 per day.

AILSA CRIAG.—Munro House. A. M. Munro, Prop. Special attention to Wheelmen.

ARNPRIOR.—Richmond House. Geo. Richmond, Prop.

ALMONTE.—Almonte House. M. Dixon, Prop. \$1.00 per day.

ARTHUR.—The Queen's. J. C. Morrison, Prop. Wheelmen welcome. \$1.50 per day.

AURORA.—Lemon's Hotel. Geo. Lemon, Prop. Every attention given to Cyclists. \$1.00 per day.

AYLMER.—Brown House. J. Wallace, Prop. Special rates to Wheelmen.

BARRIE.—Vespra House. John Coffey, Prop. \$1.00 per day. Wheelmen cordially welcomed.

BARRIE.—Barrie Hotel. T. R. Skelsey, Prop., late of Rossin House, Toronto. Headquarters for Wheelmen. \$1.00 per day.

BELLEVILLE.—Anglo-American Hotel. D. Coyle; \$1.00 per day.

BELLEVILLE.—Mineral Springs. As you wheel into Belleville from the west, stop and take a refreshing bath in the Quinte Springs. Clear and cool. 10 cents. Come and see. W. N. Ponton, Prop.

BELLEVILLE.—Great Western. John Newburn, Prop.

BELLEVILLE.—American Hotel. John Fricker, Prop. 10 spacious rooms. \$1.00 per day.

BELLEVILLE.—American Hotel. J. G. Enugh, Prop. Special attention to Wheelmen.

BELLEVILLE.—Bennett House. R. Bennett & Sons, Props.

BRADFORD.—Queen's Hotel. J. Armstrong, Prop. Wheelmen's headquarters. \$1.00 per day.

BRAMPTON.—Queen's Hotel. J. K. Hersey. Special rates to Wheelmen.

BRAMPTON.—Hulse House. Walter Hulse, Prop. Special rates to Wheelmen.

BRANTFORD.—Hotel Belmont. Fred Westbrook, Prop. Rates, \$1.50 per day.

BRIGHTON.—Hotel Central. G. D. Prentis, Prop. \$1.00 and \$1.50 per day. Headquarters for Wheelmen.

BROCKVILLE, ONT.—The Revere House. J. C. Bann, Prop. Headquarters for Wheelmen.

BURLINGTON.—Queen Hotel. W. J. Brush, Prop. \$1.00 per day.

CAMPBELLFORD.—St. Lawrence Hall. \$1.00 per day. Headquarters for Wheelmen. D. Kerr, Prop.

CARLETON WEST.—The Heydon House, Heimrod & Co., Prop.

CATARAQUI.—Villa Park Hotel. Lewis Martin, Prop. 3 miles from Kingston. Every attention to Wheelmen.

CHATHAM.—Hotel Garner. Terms \$1.50 and \$2.00 per day.

CLINTON.—Hotel Clarendon. J. C. Miller, Prop. Special accommodation for wheelmen.

COBOURG.—Balmoral Hotel. P. J. Lightburne, Prop. Best \$1.00 day house in Canada.

COLBORNE.—Hotel Bristol. G. M. Teasdale, Prop. \$1.00 per day.

COLEMAN.—Empringham House. \$1.00 per day.

COLLIN'S BAY.—Collin's Bay Hotel. J. A. McKay, Prop. 5 miles from Kingston, nice run for Wheelmen.

COOKSVILLE.—Jas. H. King's Hotel. Special attention to Wheelmen. \$1.50 per day.

CORNWALL.—Balmoral Hotel. S. Crosbie, Prop. \$1.50 per day. Special rates to Wheelmen.

DANFORTH ROAD.—Bay View Hotel. Isaac Scott, Prop. Every attention to Wheelmen. \$1.00 per day.

DESERONTO.—Deseronto House. George Stewart, Prop. \$1.00 to \$1.50 per day. Headquarters for Wheelmen, convenient and first-class.

DRESDEN.—The Westcott House. S. M. McIntyre, Prop.

DUTCH FARM.—Mr. Heber, Prop. \$1.00 per day.

DUTTON.—McIntyre House. J. H. McIntyre, Prop.

EAST TORONTO HOTEL.—John Warren, Prop. Accommodation to Wheelmen. \$1.00 per day.

ELORA.—Dalby House. F. Dalby, Prop. \$1.00 per day.

EXETER.—Central Hotel. W. T. Acheson, Prop. Special rates to Wheelmen. \$1.00 per day.

GALT.—Imperial Hotel. G. A. Graham, Prop. The leading hotel of the town. Rates to Wheelmen \$1.50 per day.

GAVANQUE.—International Hotel. A. M. Gamble. Prop. \$1.00 per day. Headquarters for Wheelmen.

GEORGETOWN.—Bennett House. H. A. Coffin. \$1.00 and \$1.50 per day. Every attention to Wheelmen.

GODERICH.—British Exchange. Thos. Tilt, Prop. Rates \$1.50.

GRAFTON.—Summer Resort. Homewood House. Mrs. Rogers. Mgr. Special attention to bicycle parties on reasonable notice.

GRAVENHURST.—Windsor Hotel. Wm. McDivitt, Prop. Wheelmen's headquarters. \$1.00 to \$1.50 per day.

GRIMSBY.—Lincoln House. J. W. Van Dyke. Prop. Special attention to wheelmen. Rates \$1.00 and 1.50 per day.

GUELPH.—Wellington Hotel. D. Martin, Prop. Travellers Headquarters, spacious sample rooms.

HALE-IVAY HOUSE.—Sandersons's Hotel. Every attention given to Wheelmen.

HAMILTON.—St. Nicholas Hotel. N. A. McLean, Prop. Wheelmen's rates \$1.50 per day. Wheelmen and wheeling parties well looked after.

HARRISTON.—Royal Hotel. J. D. Bingham, Prop. The best house in town. \$1.00 to \$1.50 per day.

HESPELER.—Queen's Hotel. J. Wayper, Prop. \$1.00 a day.

HOLLAND LANDING.—Sheppard's Hotel. Charles Sheppard Prop. \$1.00 per day.

HUMBER.—Nurse's Hotel. \$1.00 per day.

HUMBER.—Humber House. D. Bica, Prop. \$1.00 per day. Cyclists specially catered to.

INGERSOLL.—Atlantic House. Chas. Kennedy, Prop. Rates \$1.50 per day. Every attention paid to Wheelmen.

IROQUOIS.—Bowen House. Bowen Bros., Props. Leading house in town.

KEMPVILLE.—White House. Thos. Warren, Prop. Terms \$1.00 per day. Wheelmen cordially welcomed.

KINCARDINE.—Queen's Hotel. Wm. Bishop, Prop. Headquarters for Wheelmen.

KINGSTON.—Hotel Frontenac. Thos. Crate, Prop. The leading hotel in the city.

KINGSTON ROAD.—Ontario House. R. H. Crow, Prop. \$1.00 per day.

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

LAMBTON MILLS.—Lambton House. A. J. Shaw, Prop. Situated at foot of hill.

LINDSAY.—Benson House. J. Crum, Mgr. Best hotel in town. Rates \$1.50 per day. Headquarters for Wheelmen.

LIVERPOOL MARKET.—Pecker's Hotel. Jos. Gormley, Prop.

LONDON.—Tecumseh House. W. Davis, Prop. Headquarters for Western Ontario. Special rates to Wheelmen. Largest hotel in the city.

LUCKNOW.—McGarry's Hotel. J. McGarry, Prop. Headquarters for Wheelmen.

MALLORYTOWN.—Avery House. James Avery, Prop. Wheelmen cordially invited.

MARKHAM.—Franklin House. J. Torrance, Prop. Every attention given to Wheelmen. \$1.00 per day.

MORRISBURG.—St. Lawrence Hall. W. H. McGannon, Prop. Every convenience for Wheelmen.

MOUNT FOREST.—The Coyne House. H. Cantelon Prop. Wheelmen receive special attention. \$1.00 to \$1.50 per day.

NAPANEE.—Campbell House. The leading hotel. Special rates to Wheelmen. R. Milling, Proprietor.

NAPANEE.—Faisley House. A. E. Douglas Prop. \$1.50 per day.

NEWCASTLE.—Royal Hotel. F. T. Bennett, Prop. Best house in town. \$1.00 per day.

NEW HAMBURG.—Imperial Hotel. John Buckel, Prop. \$1.00 per day.

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NEWTONBROOK.—Popular Hotel. J. C. Steele, Prop. Situated one mile south of Thornhill. \$1.00 per day.

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OAKVILLE.—Oakville House. M. H. Williams, Prop. Rates moderate. This house has all modern conveniences, Prop. also runs Cliffburne House, Aime Harbor.

ODESSA.—Queen's Hotel. R. Bennett, Prop. \$1.00 per day. Headquarters for Wheelmen.

ORILLIA.—Orillia House. James Haw, Prop. \$1.00 per day. Wheelmen's headquarters.

OSHAWA.—Queen's Hotel. J. W. Ray, Prop. Only first-class hotel in town. Special rates to Wheelmen.

OTTAWA.—The Russell. The best hotel in the city. Rate, \$2.00 per day for Wheeling parties.

OTTAWA.—The Grand Union Hotel. Alexander & Daniels, Props. Special rates to Wheelmen.

OWEN SOUND.—Patterson House. W. M. Matthews Prop. \$1.50 per day.

PALMERSTON.—Hess House. Adam Hess, Prop. Every attention given to Wheelmen. Rates \$1.00 per day.

PARIS.—Hotel Grey. C. Lowell, Prop. Hot and cold baths for Wheelmen.

PARKHILL.—Hastings House. N. A. McKinnon, Prop. Every attention given to Wheelmen. Rates \$1.50 per day.

PERTH.—The Allan House, all conveniences. Andrew Robinson, Prop.

PICTON.—Royal Hotel. Jas. Clapp & Co., Prop. Strictly first-class throughout. Headquarters for Wheelmen at special rates.

PORT HOPE.—Queen's Hotel. A. A. Adams, Prop. Leading house in town. Wheelmen receive every attention.

PORT PERRY.—Oriental. J. M. Brooks, Prop. 30 miles from Toronto. Wheelmen, come and see Lake Scugog.

PRESCOTT.—Daniels' Hotel. L. H. Daniels, Prop. Established 1864. First-class in all its appointments. Wheelmen's headquarters for Central Canada.

PRESTON SPRINGS.—Hotel Del-Monto. R. Walder Prop. Mineral Springs and Baths. Rates \$1.50 per day.

RENFREW.—Ottawa House. James Young, Prop. \$1.00 per day.

RICHMOND HILL.—Dominion Hotel. J. E. Ellston, Prop. Every convenience for Wheelmen.

RIDGETOWN.—Arlington Hotel. P. R. Campbell, Prop. \$1.50 per day.

SARNIA.—Vendome Hotel. Every attention to Wheelmen. \$1.50 per day.

SCARBORO' JUNCTION.—Victoria Hall. R. S. Clark, Prop. \$1.00 per day.

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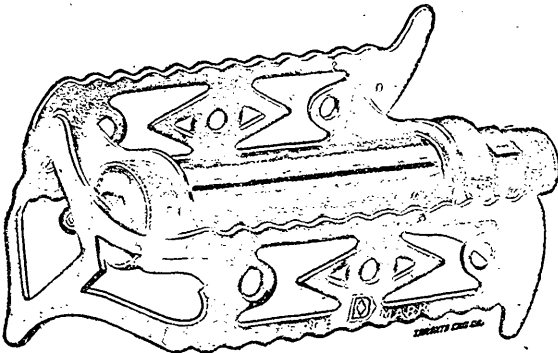
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OUR 1897 CATALOGUE
IS NOW READY

As this catalogue is issued only in the interests of the Bicycle Trade, we will be pleased to forward a copy on receipt of business card.

RICE LEWIS & SON,
LIMITED
Cor. King and Victoria Sts., - - TORONTO.

The New "Diamond" Pedal



.....Has, as we anticipated, proved to be an unqualified success, and has met with decided approval from all experts in the trade and others who have examined it.

THE LINE COMPRISES

- No. 97—Ladies'—Rubber . . . 13 ozs.
- No. 99—Men's—Rubber . . . 16½ ozs.
- No. 100—Men's Double Plate, alternate bevelled corrugation . . 14 ozs.
- No. 101—Men's Razor, light . . 11½ ozs.
- No. 102—Men's Alternate Corrugated Double-Plate 14½ ozs.

—Possesses every qualification of a First-class Pedal; has a very attractive appearance; is plated on copper, and has a perfect oiling apparatus in a dust-proof cap; three-point contact bearings. We direct special attention to Nos. 100 and 102. These are a men's combination; steel in lieu of rubber, and are formed by a double steel side plate with a double alternate corrugated tread, which takes firm hold of the boot without the slightest injury and is pleasanter and more reliable in use than is the rubber. They have none of the disadvantages of the ordinary rat-trap, and are light, strong, and exceedingly handsome. We consider

them greatly superior in every respect to any other man's pedal now in use. To all riders we would say that the "Diamond" Pedal will add materially to the beauty of your wheel and to your pleasure and comfort while using it.

We have also in stock, and are manufacturing, a very superior line of Rear Fork Ends and Rear Brace Tips for ½ and ¾ D Tubing; angles are made in three sizes for 22, 24 and 26-inch frames. These are made from highest grade steel, and are hot pressed and well finished, and will be found to be a very satisfactory article. Also bottom bracket ball retainers, very good. Correspondence solicited.

THE DIAMOND MACHINE AND TOOL CO., 72½ AND 74 WELLSINGTON ST. WEST, TORONTO, CAN.

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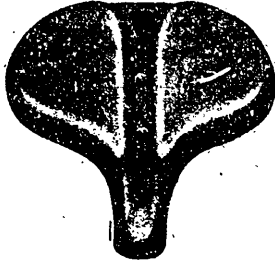
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Specify our line on your wheel
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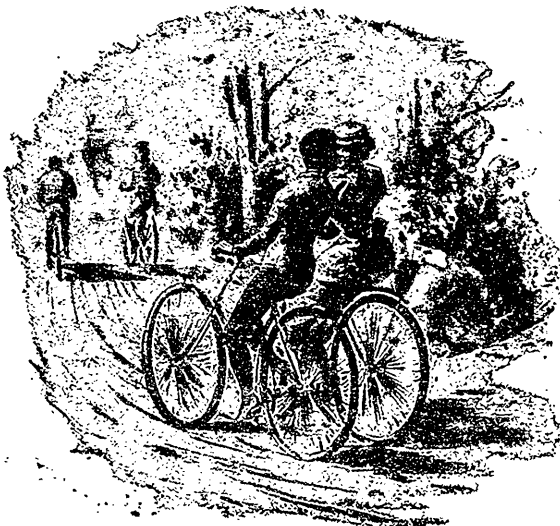
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HAZELTINE PUNCTURE-PREVENTIVE
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Manufactured by
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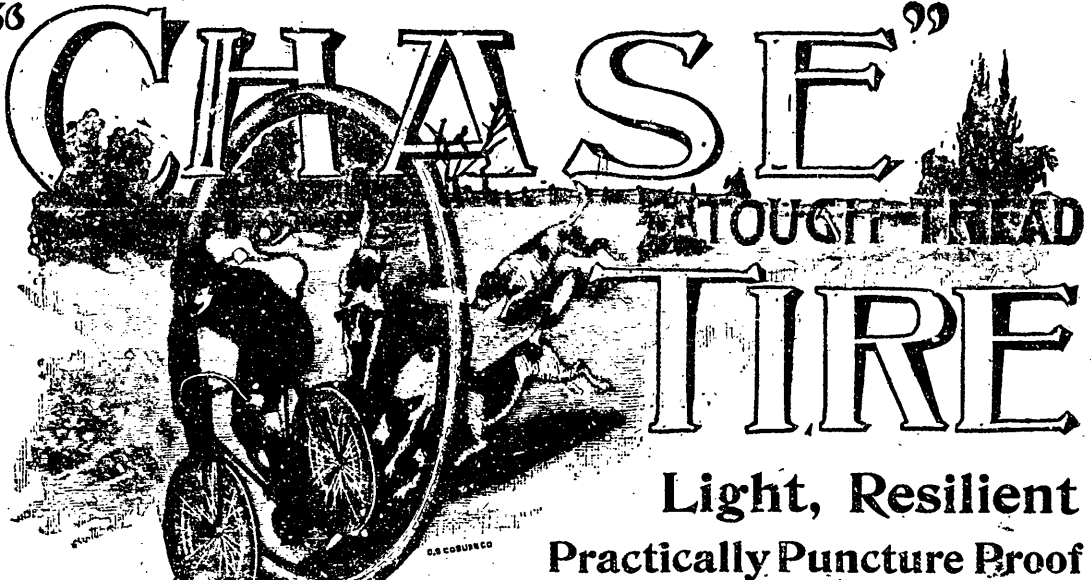
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Light, Resilient
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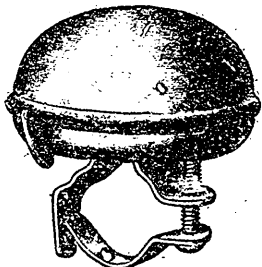
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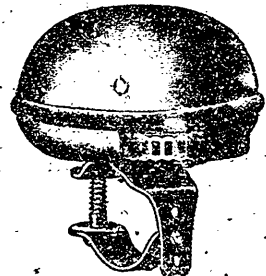
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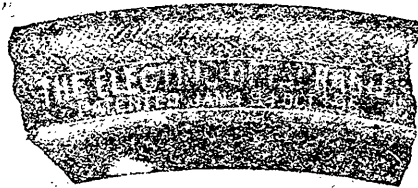
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The Pebbled Tread Electric.

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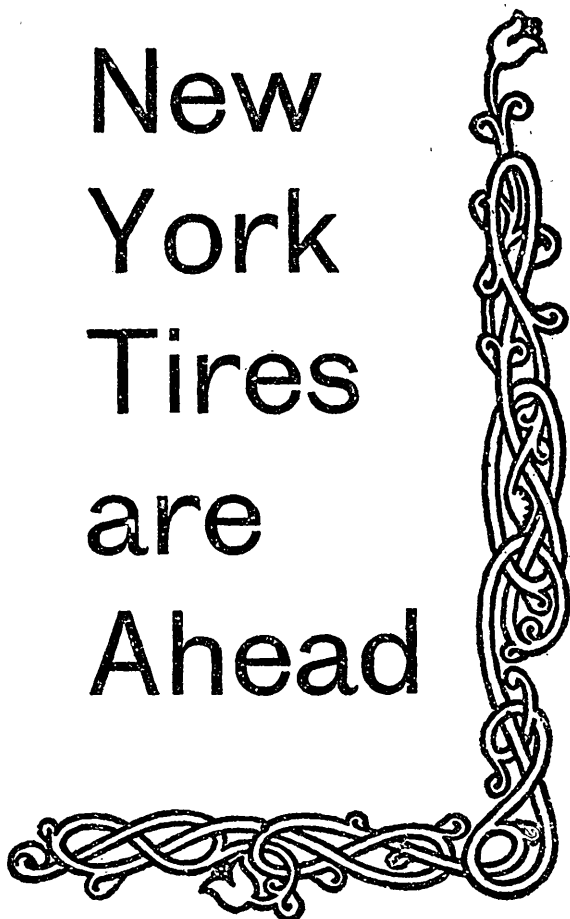
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R. E. O'Connor, of
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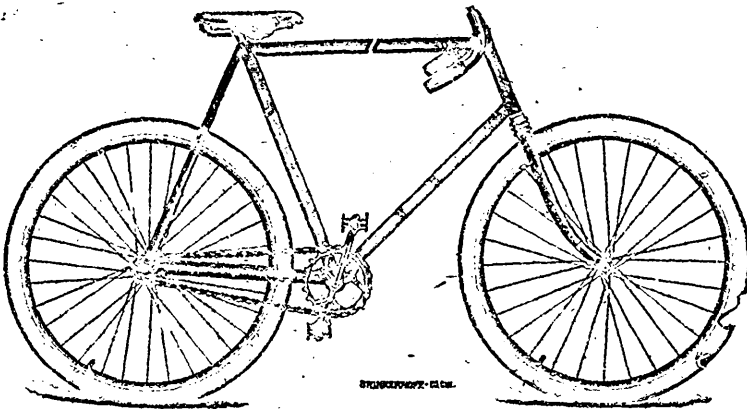
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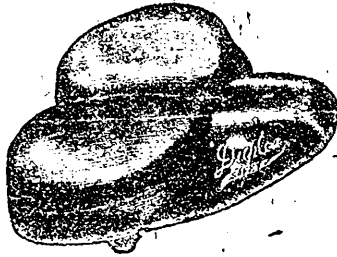
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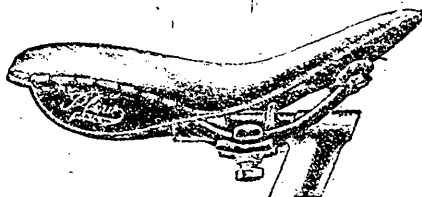
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Over 100,000 miles of Road Riding
over rough New England roads and
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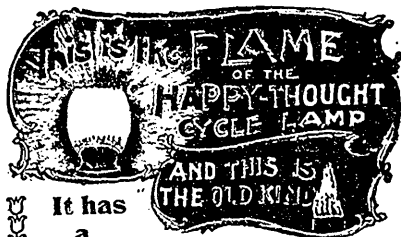
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Which spreads the flame, something not found in any other cycle lamp, and a

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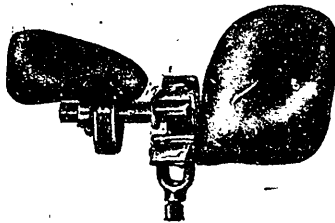
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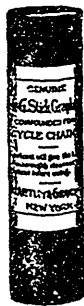
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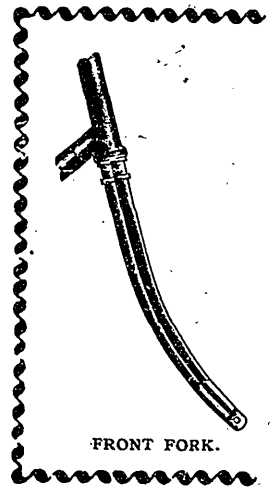
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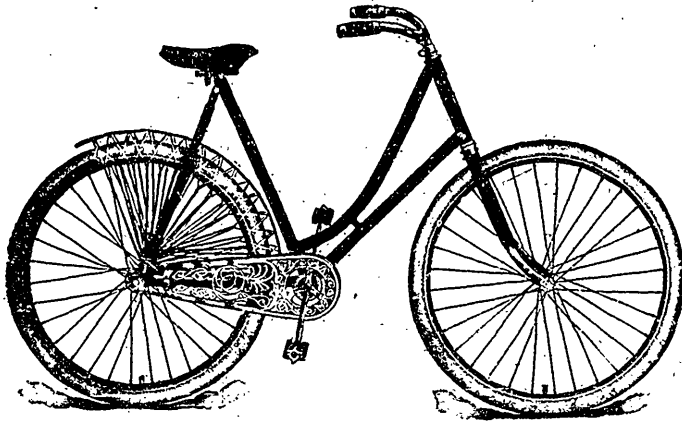
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CYCLING.

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

VOL. VII.

TORONTO AND MONTREAL, APRIL 8, 1897.

No. 10

CYCLING IN JAMAICA.

BY F. ED. HARRISON.

SIX o'clock Sunday morning, March 7th, and one of our most glorious dawns the writer has ever seen in a varied experience of the Tropics. Those of my readers who are acquainted with Kingston are aware that no lovelier sight is afforded by nature than the beautiful combination of sea and mountains in the background and the effect they have in enhancing the beauty of a tropical sunrise. The sun is, even as I write, just rising in a flood of molten glory over the mountains which provide such a picturesque background to the city. And the peculiar amber-gold hues of old "Sol's" rays have a magnificent effect. It is usually nice and cool at this time of the morning, but to-day it is posi-

except during the rainy seasons, owing to the amount of traffic which churns up the bed into a very fine dust. When the rain comes, which, with the exception of a local shower two weeks ago, has not happened for at least two months, this being the dry season, the road is washed as clean as a new pin and then it would be hard to imagine a nearer approach to a natural bicycle track than the roads of Jamaica. This particular road runs for a couple of miles along a



Xmas Market at Kingston, Jamaica.

tively chilly, or I should say it was, for the sun is rapidly gaining strength and force and in an hour or two hours' time will beat down upon this lovely spot, forcing everyone to seek shelter on the western side of their verandahs and the amber hues will change to a burning gold. But it is of wheeling in Jamaica I propose to write you a short account.

Sunday morning, for instance, is a very popular time for a four-mile run along the Rock Fort road to a constantly running spring bath, provided by the Government. This road unfortunately is a very dusty one,



Montego Bay, Jamaica.

rather uninteresting neighborhood, and then skirts the famous harbor, which ranks about fourth among the finest in the world. Along this stretch in the early hours of the morning the cyclist gets a lovely view of the rising sun and its effect on the waters of the harbor and the usually placid Caribbean Sea beyond. The road takes its name from an old fort built on the rock near the junction of the Palisadoes—a narrow stretch of land which forms the harbor—with the main land. 'Tis fully a hundred years since this fort was occupied and the old portcullis, guarding the city of Kingston on the west, lowered, but it is a fine old place for a rest, ramble or a moonlight picnic, the latter being frequently held there. This road again is the "Rotten Row" of Kingston, much frequented on Sunday afternoons by the Jewish community.

Returning the other morning after a refreshing swim, we had a very fine view of

CYCLING

the North American and West Indian fleet, or part of it, comprising five men-of-war lying about four miles down the harbor and presenting a most respectable appearance as the sun just rose and lit up their white hulls. That was the morning after the shower mentioned. You may not all know what a tropical shower is. On this particular Saturday, after a drought of several weeks' duration, just as many people, myself included, were preparing for tennis, cricket, golf or football (fancy playing football with the thermometer at 80 in the shade!), down comes the rain, literally in bucketfuls, with a force almost sufficient to cave in the roofs of the miserable huts and shanties the natives live in. The streets become rivers and woe betide the unfortunate individual who gets caught in such a shower and no shelter within one minute's distance, for in that space of time he is drenched to the skin and looks more like a drowned rat than anything else. This shower lasted for about three-quarters of an hour, and we cyclists at least congratulated ourselves that the roads would be in beautiful condition for a few days, as a consolation for the upsetting of our plans for tennis, etc. What was my astonishment to find the next morning on wheeling down to Rock Fort that at a certain point the rainfall must have ceased as if the cloud were cut off sharp with a knife, for in the vicinity of the bath not a drop of rain had fallen. Worse than this, I drove up the South Camp road (in a northerly direction) for about three-quarters of a mile on Sunday afternoon and the same thing had occurred, for the rain had mysteriously fallen only about half a mile up this road, proving that it was confined to a space about one mile wide and perhaps several long, as I do not know how far east it extended. But I am digressing. My subject is cycling in the Tropics, and to that I must confine myself or my feeble attempts at description of life, country and manners and customs, etc., would occupy a volume.

Well, then, cycling in Jamaica and in the other islands of the West Indies has in the short space of nine or ten months become a craze and taken thorough hold of the people. When I left Jamaica for my usual visit to Barbados, Trinidad, Demarara, etc., on June 23rd last, one would hardly have known that there were such things as bicycles in Jamaica. A few solitary individuals did possess a wheel I suppose. But on my return on Dec. 14th last, I was simply astonished to find that hundreds of bicycles were to be seen on the streets of Kingston, bad as they are, and from that time to the present not a steamer arrives without bring-

ing down from one to several packages of bicycles of every known description, grade, price and color. In fact, it is difficult to hame a wheel that is not to be found in somebody's possession, either English, Canadian or American.

The English machines do not find favor here generally, the patterns imported being not up-to-date and those that I have come across so far are heavy and fitted with steel rims, mud guards and gear case, and the unsightly wheelbarrow handle-bars. Of course the standard English makes hold their own, as in all parts of the world, but there are very few of them there yet. I am glad to say, however, that Canadian manufactures and manufacturers are regarded as reliable and honest, though rather more expensive than our American friends. Generally speaking Canadians do enjoy a preference even with these prejudiced individuals owing to Canada being a sister colony under the British flag. While on this subject I may point out that the reason why Canadians have been unable to command any extensive foreign business in this part of the world, at least, is the very fact that they do make good honest goods, and cannot therefore compete with the shoddy manufactures produced under the sweating systems of labor in England and the States. And this applies to nearly all lines of manufactured goods, especially in a country where the masses are negroes and uneducated and poor, as they are in Jamaica. They do not understand that the cheapest article is generally the dearest in the long run. Another disadvantage Canada labors under is the very poor communication that exists with Jamaica, only one boat a month arriving from and leaving for Halifax, whereas there are two or three boats a week at least to and from New York, Boston and other American ports.

The heat is a great obstacle to extensive wheeling. During the day at this time of the year the average heat varies from 75 to 85 degrees in the shade. In the summer from 80 to 95 is nearer the mark. The sun is always shining; I do not remember ever seeing a cloudy sky for a whole day and the glare reflected from the white roads is dazzling. But with all this cycling is indulged in very generally, after 4.30 during the winter months, the evenings then being nice and cool, but during the summer months the heat is something awful day and night.

To be continued.

Over a quarter of a million of cycles were sold in France last season.

CYCLING

Cycling.

Devoted to the interests of Cyclists and the Cycling
Trade of Canada.
PUBLISHED BY THE

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H. C. Pease, Mark G. McElkinney,
"Percy," "Ariadne," "Red Random."

April 8, 1897.

OUR MONTREAL OFFICE.

On account of the great demand amongst the intelligent cyclists of Montreal for CYCLING, and to look more closely after the interests of the ever increasing army of cyclists of that city, we have opened a branch at 2311 St. Catharine street, under the management of Mr. Arch. L. McDougall, a gentleman who has long been prominent in wheeling ranks. It is our intention to devote considerable of our space to Montreal, and the trade may depend on having our best attention in their interests. We sincerely hope that the cyclists and trade of Montreal will appreciate our move, and that they will extend to CYCLING and Mr. McDougall the glad hand on all occasions.

WHEELMEN'S RIGHTS ON THE ROAD

The Bicycle Bill has been stamped with the assent of the Ontario Legislature, so that in this Province, at least, the wheelmen now have some rights on the road. The bicycle, under it, is fully recognized as a vehicle (there were judicial decisions to this effect given before, but under the old act a different interpretation could be given according to how each individual judge looked at it), and as such is entitled to similar consideration in following the rules of the road. The untrammelled reign of the "hog" is therefore over; no more can he with impunity crowd the unfortunate cyclist into the ditch.

While the bill is not by any means perfect, the wheelmen can well afford to plume themselves on the fact that their influence has

become so potent that it cannot be overlooked. The weakness in the enactment lies in clause A, which sets out that the driver of a vehicle must "where practicable allow the person travelling on a bicycle or tricycle sufficient room on the travelled portion of the highway to pass to the right." The saying is that every law is framed with a loop-hole or two sufficient to afford the legal lights to earn in the interpretation thereof a shilling or two in fees. Why is not the meaning of "where practicable" defined? What prolific opportunities for dispute will it not be productive of? Drivers may, for example, be prone to think that any kind of load is too heavy to permit their giving any way at all, and when cases come to trial, may not magistrates' opinions vary very widely on the point?

ANENT BICYCLE THIEVING.

With the opening of spring the bicycle thief is back at his old tricks, tidings of his depredations being reported on all sides. So systematically, too, is the work being done, that the police have arrived at the conclusion that there is in Toronto an organized gang, who, after purloining the mounts, turn them over to certain small repairers, who, acting as "fences," so interchange the parts and alter them that identification is rendered exceedingly difficult.

The Toronto Detective Department practically acknowledge that the use of the wheel has increased so rapidly that under their present system they are unable to successfully cope with the cycle thief. To remedy matters the City Council must come to the rescue with a new by-law or two. In the first place, the registration of all bicycle dealers and repair men with the city clerk or some officer should be requisite, and these should be compelled to keep a daily register of the bicycles coming into their places for repair. In the extension of this system might be employed one, or, if necessary, two detectives, whose duties would lie in making daily visits to the several repair shops and in ferretting out such cases as may come to their notice from time to time. The introduction of some such method as this would, we believe, go a long way towards restricting the operations of the contemptible cycle sneak thief; it has been tried in several large American cities and found effective. Why not here? We would recommend that the Toronto Cyclists' Association take the subject under consideration at their next meeting.

In the contest for C. W. A. offices on Good Friday, C. W. Wells and T. T. Cart-

wright are at the bat hot and heavy for the vice-presidency; T. A. Beament, Ottawa, A. E. Walton and A. O. Hurst are having a pretty triangular duel for the chairmanship of the Racing Board (if the last named has hustled to the same extent among the outside clubs as last year the chances are in favor of his getting there). R. J. Wilson, Kingston, in general opinion, should get the chairmanship of the Transportation Committee.

The "Rival Meet claimants," Brantford, Chatham and finally London, have been putting forth strenuous efforts during the past two weeks. Both the former appear to be equally confident of success, each claiming that they can figure out a majority their way. The "Forest City" men also aver that, although late in the field, they will be found strictly in the running when the votes are counted. They point out that London's natural advantages and facilities for handling crowds will be sufficient to overcome the handicap accorded by them to their rivals.

The attendance of delegates at the annual C. W. A. Good Friday business meeting to be held in the Toronto Athletic Club, promises to be the largest in the history of the Association. Several important matters are on the agenda; among them being C. W. Wells' Provincial Meets scheme, and T. T. Cartwright's golden bricks for amateurs idea. As previously intimated in these columns, the first named proposition we do not look on with favor, while the second we think should carry.

THE CRACKS AT SAVANNAH.

SAVANNAH, Ga., April 5.—The speed merchants have begun to arrive, and the famous quarter-mile cement track out at Thunderbolt presents a busy appearance. The Morgan & Wright team, always the first to begin training for the season's campaign, is beginning to arrive in detachments, and already cycle racing is the topic of the day in Savannah. The first party to put in its appearance consisted of Jimmy Michael, the middle-distance world's champion, and Tommy Cooper, the mighty man of last year's national circuit. They were accompanied by "Mother" Webb, Cooper's trainer, and by Will C. Pelot, manager of the Morgan & Wright team.

Michael has received his two specially built Union racers, and the tiny machines create as much excitement as the appearance of the diminutive Welsh champion himself. The machines have 20-inch frames, 25-inch wheels, 6½-inch cranks and are geared respectively to 38-inch and 96-inch. Michael

will train on the lower gear, but expects to go into competition on the 96-inch and to ride his exhibition and record trials on his old gear, 105. The fact that he weighs 105 pounds in condition and can race on a 105 gear seems to make a hit with the Savannah sports. Tom Cooper will use his old Monarch wheels this year, preferring to employ the machines that have already carried him so successfully rather than to experiment with new models. The Monarch people are building him a racing tandem, however, which he will carry with him on the circuit.

This party was the first of the racing brigade to make its appearance, and its coming is expected to divert to Savannah the greater part of the speed merchants who have intended making California their training grounds. The Morgan & Wright team will train here in its entirety, and an effort will be made to bring all the other cracks of the game here. After Savannah, the party will put on the finishing touches at famous Fountain Ferry. Johnny Johnson will arrive from Hot Springs next week, Arthur Zimmerman has written that he will make an effort to find his old-time speed here in a week or so, Eddie Bald is expected from Jacksonville, and Trainer West will bring Arthur Gardiner here as soon as his star has recovered from the effects of the Detroit meet.

In addition to these, Dave Shafer will come through from the coast at the conclusion of the San Francisco meet with Ziegler, Loughhead and McFarland, and several of the lesser lights of the coast may come with him. Shafer will probably handle Michael this year, but in the meanwhile Jim McIntosh, a local trainer, is taking care of him. An effort will be made by the local dealers to promote a meet before the top-notchers get away. There is one professional here, I. U. Kinsey, who divides the honors of the Georgia track with Walthour, of Atlanta, and a match race between these two is being discussed. There are about twenty local amateurs in Savannah, and the local patrons of the sport realize their opportunity to get in a successful meet ahead of the national circuit date.

WILL C. PELOT.

Bicycles will be taxed in St. Louis, but the announcement is not distasteful to the riders; in fact they asked the City Council to pass a bill imposing a tax of \$1 on every wheel owned by persons over the age of twelve years. This is, however, included in a wide-tire ordinance that was prepared by the Good Streets Committee and the Vehicle Owners' Association.

CYCLING

THE ATHENÆUM NATION SHOW.

It is becoming generally understood that the voting contest to be held at the Athenæum Club during the Nation Show, for the most popular club in Canada, will be an expression of the wishes of the Toronto wheelmen as to where the C.W.A. Meet will be held on the 1st of July. The Athenæum Club, and several other clubs of the city, have declared themselves free lances and have given their delegates power to vote individually as they may see fit, the clubs guaranteeing to support which ever town wins the Meet.

Chatham and Brantford both have large blocks of Athenæum tickets, each one of which entitles the holder to a vote. The Athenæums expect every wheelman interested in the Meet to be at the Cycle Show on Thursday night, the 15th April, and express their wishes by placing a vote for which town they wish the Meet to be held at. The result of the Thursday night's contest will be published in the morning papers on Friday, and, no doubt, will have a decided

bearing upon the delegates. The polls will not be closed until 12 p.m., and an entertainment will be given after the regular show, so that all who come will be thoroughly satisfied. London, Chatham and Brantford have all declared their intention of sending good speakers, who will each be given ten minutes in which to express their reasons why the C.W.A. Meet should be held at their town.

As well as an expression of opinion, the club that totals the most votes will receive a handsome club trophy. The Athenæum Club are not in the running, so it is free and open to all.

Although the "Nation Show" is open for ladies during the whole three nights, the club have decided to call Thursday "Ladies' Night." Everything will be in full running order and the floral decorations will be made especially attractive. The tulip has been chosen as our club flower on this occasion and it is expected there will be a gorgeous display of them.



Schlossenburger's String Band.



Dahoney Family.



Li Hung-Chang and Site.

CYCLING



ITEMS OF INTEREST

Jin-ten-sha is Japanese for bicycle.

The kilometre is 1093.633 English yards.

There are only sixteen miles of road in all Alaska.

It is said that more than 17,000 bicycles were stolen in the United States during 1896.

Lou Horne, the popular ex-captain of the Athenæum Cycling Club, has left Toronto to try his luck in Vancouver.

Michael has been suspended by the L.A.W. Racing Board. This is a result of that rider's trouble with the N.C.U.

J. W. Stocks, of England, will attempt to ride 32 miles within the hour during '97. It is said that he will push a 119-gear.

The main roads of Oxfordshire, England, cost the ratepayers £20,384 16s. 11d. for the year 1896. The roads cover an area of 484¼ miles.

The track upon which the world's championships will be run will be 3½ laps to the mile, with a width of 20 feet and banked 9 feet at the bends.

A gas motor to be applied to a bicycle has been invented by T. Anderson, of Cleveland. It is claimed that the motor will furnish a speed of 50 miles an hour for 350 miles.

The Goold Bicycle Co. now state that they have definitely decided not to keep a racing team for '97. They have no intention of paying a salary for any racing during the year.

S. A. Miles, editor of the Chicago *Referee*, sailed for England last week to make preparations for publishing the English edition of the *Referee*, the first issue of which will appear on May 8th.

According to a recently published trades directory there are in England no fewer than 5,270 cycle agents; in Scotland 512, and in Ireland 512, and the total number of makers, both small and great, is set down as 2,595.

The Vancouver Bicycle Club has a membership of 205 (53 of whom are ladies), and a cash balance in the treasury of \$314.82. The club is working hard for good roads. Race meets will be held in Vancouver on May 24th and July 1st and 2nd.

John Davidson informed us last week that he had decided to ride in the world's amateur championships, which will be run

off at Glasgow, Scotland, on July 31st and Aug. 2nd and 3rd next. It is not yet known if there will be any other Canadian contestant.

A fat men's race occurred in Vienna, Austria, recently, the conditions being that each contestant should weigh at least one hundred kilos. When the winner was weighed it was found that he had lost three pounds during the race, and was therefore disqualified.

With the exception of the districts adjoining the populous towns, the whole of South Africa is practically without roads. In spite of this, wheeling imports from Great Britain during the month of December last amounted to over \$70,000 and the total imports of cycles and parts for the year will not fall much below \$1,250,000.

W. G. George, the ex-champion mile runner of the world, and Jack Keen, the once-famous bicycle rider, were matched last week to ride a bicycle and run on foot alternate miles and to ride or run a mile only at one time, the stake being £50. The race will probably take place at one of the London, England, cycle enclosures in about two months' time.

The roads 100 miles around Buenos Ayres in the Argentine Republic are said to be unexcelled in the world. In spite of this, there are only 50 bicycles in the place, but the public eagerness for them is shown by the fact that seven private wheels, which are to be rented, net their owners about \$5 every fair day. Here is a field awaiting our Canadian bicycle makers.

The city of Kobe, Japan, has recently issued a series of regulations governing the use of bicycles in its streets. They are much the same as those adopted in this country except that riding for pleasure is prohibited after dark. One may ride on business provided he goes slowly and carries a lantern.

The celebrated Herne Hill track, England, has been entirely reconstructed. The wooden battens have been removed and replaced by a cement surface called "Granilite," because powdered granite forms a principal ingredient in it. The banking has been lifted up to eight feet and laid on the theoretically correct surface contour of regular curves. This is known as hog-back banking, because the surface line is not a regular curve, rising somewhat abruptly from the inner edge and easing off towards the outer circumference in a sort of resemblance to the back of the hog.

CYCLING



Blossom and leaf and song,
Joy at the morning door;
What though the night were long,
April has come once more.

And aren't we glad? Glad hardly expresses the feeling, as we see the asphalt streets bare and dry as a chip, while we know that Old Sol is playing havoc with the remaining snow and mud of the country roads. It is a pleasure to be out on the wheel once more, even though there is a deal of dust on the dry streets, while a spin out in the country to the Half-way House is exhilarating. A good rain storm would do a world of good to the roads now, taking the frost out of the ground and reducing any snow that there may be, so that when the roads dry up again they will be in excellent condition. Wheeling at this time of the year was entirely unexpected, and owing to the delightful weather that we have had, our dealers have been exceedingly busy booking orders and putting out wheels. Altogether the trade this season will be a very heavy one.

There promises to be many new developments in club life this year. Rumors are flying in all directions, like so much dust on the street, and I would not be at all surprised to see the majority of them turn out to be gospel truth. The report that the Ramblers will soon be a pleasant crowd of the past will, I hear, actually come to pass. There is already one club which has sprung up out of the Ramblers, bearing the name of the Canadian Cycle Club. They have adopted the maple leaf as the crest. Club rooms have been secured, so it is stated, at 288 Magdalen street, which is in the Point. They propose holding club rides on Wednesday evenings and Saturday afternoons. The following are the officers for the season of 1897: President, George Tate; secretary, John T. Gamble; treasurer, John Hale; captain, F. J. Greenfield; lieutenant, Henry J. J. Lawson. Doubtless the club proposed to be started in conjunction with the Grand Trunk Boating Club will be the leading one of the Point district. The majority of the Ramblers belong to the Boating Club.

Then, there is a rumor to the effect that

the Wanderers will abandon their racing team this year. The club do not possess a track, and their racers have had to resort to the M. A. A. track in the past. This has proved rather an inconvenience, and the question of throwing up the sponge, as far as the racing team is concerned, is occupying the attention of the executive at the present time. Should this move be consummated, it will be only fair to expect to see the flyers of the Stanley street aggregation carrying the M. B. C. colors to victory.

It has been the practice of the racing men of this city to join the M. A. A. for the privileges of the track, it being the only one in town, and I heard a report recently, the accuracy, or otherwise, of which I cannot state, that the M. A. A. refuse to allow the Voltigeurs to bring their trainer to the grounds when practising. It seems rather odd to imagine that the M. A. A. trainer, Mr. Bennett, can attend the big string that will be racing this year.

Talking about the track, the Bicycle Club intend asking the board to have the track banked, and otherwise fixed, so as to make it faster.

Wheelmen were startled a few nights ago by an announcement in the daily papers that the association to be organized at the Point intend building a track. On inquiry I ascertained that the grounds of the proposed association were excellent for the purpose of erecting a track, and that the track, if built, would be a third-mile, either board or cement. Needless to say that should this become a reality it would be filling a long-felt want and at the same time, I am sure, would prove a financial success.

There is an apparent apathy here in connection with the C. W. A. annual meeting and the result of it. From all I can hear, only two of the clubs are sending up delegates, the M. B. C. and Wanderers. Chatham for the Meet and Wells for vice-president is the choice down here.

It is pleasing to note that the C. W. A. have done one thing, which affects the wheelmen of this province, viz., succeeded in getting a bill introduced into Parliament to compel railroads to carry bicycles as baggage. This mere fact shows that the Executive have not forgotten us.

The Meet edition of the Chatham *Planet* elicited much praise from those who were fortunate in receiving copies. The subjects dealt with were read with much interest.

In a couple of issues back I inadvertently

used the name "Herb" in referring to Mr. Walters, of the Warwick Co. Why, I do not know. His name "Harry" is as familiar to me as my own. Excuse my error, "Harry."

TRADE NOTES.

Jas. Hutton & Co. have secured the agency for Canada for the Adalake wheels.

Sam Ewing, an old Toronto boy, may be found at W. H. Fligg's Columbia agency.

Macphail & Lloyd, agents for the Stearns "Yellow Fellow," will move into their new premises, 2414 St. Catherine street, in a few days. They report a good demand for wheels, the orange color being mostly called for.

J. F. Bannister has a fine line of Monarch and Defiance wheels. He has the up-town agency for these makes. The Victor has also an up-town branch, in charge of W. H. Chapman.

G. A. Holland & Son, who handle the Viking, Comet, Gendron and Norseman, report things lively. There has been a good demand for the Comet wooden wheel.

The Eclipse and Barnes "White Flyer" have opened up an agency here. Already some of their wheels have been noticed on the road.

The John Griffiths Cycle Corporation have also decided to open up here.

D. Drysdale's window looks charming at present. He has evidently not forgotten that this is Jubilee Year, as the Union Jacks and other emblems will testify. He carries an excellent line of Victors. The Overman Wheel Company offer \$5,000 in case of injury or break down when riding their wheel. Mr. W. F. Van Vliet, late of the company's head office, is assisting Mr. Drysdale.

R. & W. Kerr, agents for the Cleveland, report a good demand for wheels, the new shade of brown meeting with approval here.

Wright & Cowper is another firm who claim that the cycle show had a good effect on the sale of wheels.

The Gendrons are very prominent on our streets just now. The company report a big sale.

Business is good with John Millen & Son, and they have doubtless made no mistake in opening their up-town store.

J. H. Blumenthal & Sons, clothiers, Craig street, are handling the Crescent No. 9.

The Warwick people have booked so many orders that Mr. T. T. Cartwright has gone to Springfield to hustle the wheels on.

The Spaulding is being looked after in the Point by Mr. J. Borrie, the Wellington street stationer.

The Mountain City Cycle Co., represent-

the Welland Vale Manufacturing Co. and World wheels, are at present undergoing extensive alterations, to meet the increasing demand for their line of wheels.

R. J. Latimet, agent for the White and March-Davis, is showing a good line, the White racer being in good demand.

Munroe Bros., the popular haberdashers of St. Catherine street, are making a specialty of bicycle suits and already have received an order from one of the large clubs here.

The Dunlop Tire Company's branch is now running in full blast. It received a good amount of patronage. Harry Syms is getting himself well liked among the boys.

Mr. J. L. Gurd, of 2383 St. Catherine St., has invented a practical device for hanging a wheel on the wall.

T. W. Boyd & Son are receiving their share of business.

The Toronto Tire Co. are making friends every day for the Vim and Hartford Tires.

Messrs Smith, Patterson & Co., the wholesale jewelers, have been appointed agents for the following wheels for Canada: New Haven, Elm City and Bostonian.

W. Stavert, who last year handled the Antelope, this season will push the Geneva and Ohios.

KOPH.

THE RAILWAY RATES TO THE MEET.

The two trunk railway lines, Grand Trunk and Canadian Pacific, have agreed upon the following terms of transportation to and from the C.W.A. Meet, wherever it may be held: "Three cents per mile for the first twenty miles, and one cent per mile each way for the mileage over and above twenty miles. The selling date and return limit to be fixed later. The single rate for the round trip will be granted to contestants on the surrender of a certificate signed by the secretary of the C.W.A. certifying that they are entitled to a reduction, such tickets to be sold seven (7) days prior to first day of meeting. The privilege of running special excursions on any other basis than the above terms will not be allowed."

In Salem, Mass., an order has been introduced to the Board of Aldermen providing for the registry of bicycles in the office of the city clerk, where the owner can file a description of his machine with the number and make, on payment of a registration fee of \$1. A transfer of this registry will cost 25 cents and a reissue to the same party for a new machine will cost 50 cents. It is thought that this scheme will prove effective in putting a stop to bicycle thieving.

THE CANADIAN ROAD CLUB AND GOOD ROADS.

Judging by the early omens, this will be a busy year for the Canadian Road Club. Already the men are plugging out centuries and arrangements are under way for sundry and divers road events during the season.

The Executive are in a position to announce that, thanks to the generosity of the Gendron Manufacturing Co., a Gendron bicycle will be presented to the rider placing to his credit the greatest number of centuries during the present year. The subjoined reproduction, a letter in the matter, explains itself.

Mr. Schulte

*Sec Canadian Road Club
City*

Dear Sir,

With a view of encouraging Road Riding during the coming season, we herewith take pleasure in donating a Gendron Bicycle to the rider making the greatest number of Century Rides for the year, ending December 31st 1897.

Wishing your organization every success.

We remain

Yours very truly,

The Gendron Mfg. Co.

The club will present to Mr. A. E. Jackson, of Chatham, at the annual meeting to be held in CYCLING office on Good Friday eve., a gold medal, in recognition of his meritorious work last year.

In addition to the "Gendron," two prizes (gold medals) are offered for the current year, one to go to the rider of the fastest century and the other to the man making the best competition 20-mile record. This will act as a further incentive to the speedy ones in the R. O. T., Dunlop Trophy, Halifax, St. John, N.B., Winnipeg and other races of the year.

That sterling road man, Sergt. Beattie, landed the initial bar of '96 in a double century run June 13. This year he has again won the distinction, but his accomplishment gave him, he says, the tussle of his life.

Accompanied by H. C. Speller, he left Stanley Barracks at 7.30 a.m., on the 5th inst., making Bowmanville for dinner. Starting back again at 1.25 p.m., after an hour's rest he arrived in the city and went through to High Park to make up the distance, arriving at Scholes', corner of King

and Queen streets, at 5.08 p.m. Thence he returned back to the Barracks, which he reached at 5.25 p.m., making the full time for the century 9 hrs., 55 min. The road was found to be in very bad shape past Highland Creek, and to add to the difficulty, there was a very strong east wind. It was these conditions that forced Speller, who was out of form, to drop off at Oshawa on the outward journey. Chas. Roberts was the other unsuccessful candidate of the day. Coming to the starting point half an hour after Beattie and Speller had set out, he was compelled to plug it alone. He met with more than his share of hard luck and finished 20 minutes over the time limit.

Word has been received that 1st Vice-President H. A. Dean rode a century on the 4th inst., in 9.37. Particulars, however, have not yet come to hand.

The Executive herewith announce that they will be pleased to entertain the visiting members to the annual meeting on Good Friday eve to 6 o'clock dinner at Web's restaurant. After dinner the business meeting will be rushed through, when the members will be ready to take in the entertainment provided by the Wanderers in their "Smoker," and the Athenæums in their "Nation Show."

S. JNO. SCHULTE, Sect'y-Treas.

CATALOGUES WORTH GETTING.

The White Sewing Machine Co., Cleveland, Ohio.—This catalogue is a "stunner," a beautifully illustrated affair. The cuts are happy in their originality and compel admiration. In this connection the colored photo, entitled "Now and Then—The Passing in Review," cannot be overlooked. It depicts ye fair maids of the old days going a-hunting in typical costume, as compared with the '97 up-to-date young people setting out for a run on their "White" bicycles. Mr. R. J. Latimer, of Montreal, is the Eastern agent for these wheels.

The Monarch.—As usual the annual announcement of this Chicago company reflects credit upon their enterprise. Every page is the embodiment of artistic taste, which the lover of the printer's fine art will dwell upon with pleasure. In addition to full information anent the Monarch and Defiance lines, it contains speaking likenesses of Wm. H. Crane, Georgia Cayvan, Frank Daniels, of the "Wizard of the Nile"; Margareete Mercer, of the Missouri Co.; Tom Monarch-Cooper, 1896 champion of America; Lee Harrison, Walter Jones, Lillian Russell, Messrs. Bliss and Lumsden, managers of the Monarch Chicago salesroom; Loie Fuller and W. J. Mead, their factory manager.

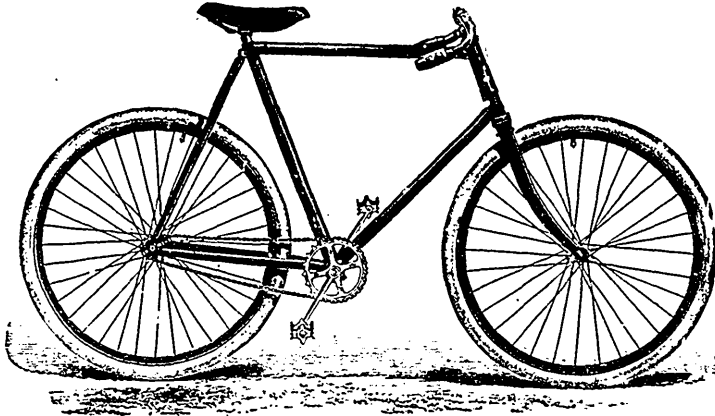
A mass meeting to forward the cause of "Good Roads" was held in St. George's Hall, this city, last Monday night. Addresses were delivered by Messrs. Andrew Pattullo, M.P., A. W. Campbell, Provincial Roads Commissioner, and E. B. Ryckman. Mayor Fleming occupied the chair.

CYCLING

The Most Exacting Critics

WILL FIND THEIR DESIRE ANTICIPATED IN

THE CLEVELAND.



**THE SAFEST, SPEEDIEST AND MOST DURABLE
MOUNT IN THE WORLD.**

1897

Models 27 and 28, Price \$100. Model 29, Price \$100.

The true aristocrats among bicycles whose chic and dash are most apparent when in full motion—bearing impress of the best mechanical genius of the age.

Highest type of a perfect track wheel. A thoroughbred from tire to saddle, yet withal admirable as a Light Roadster.

Models 22 and 23, Price \$75.

So beautifully equipped and calculated are these models that they were awarded the only Gold Medal at the Austrian Exhibition, the highest grade cycles in the world ever offered to the public at less than \$100.

**A CORDIAL INVITATION IS EXTENDED TO ALL DELEGATES TO VISIT
THE CLEVELAND SALESROOM.**

~~~~~
A Few Good Agents
Wanted.

H. A. LOZIER & CO.,
169 YONGE ST., TORONTO.

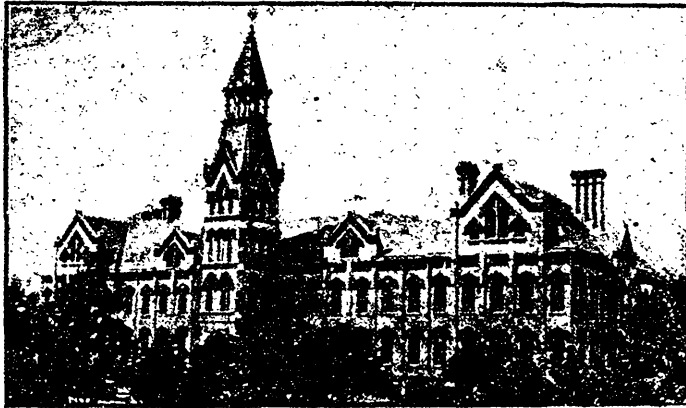
SEND FOR ILLUSTRATED CATALOGUE.

THE RIVAL MEET CLAIMANTS.

Brantford.—The fight for the honor of the annual C.W.A. Meet is almost at an end and has been perhaps the warmest contest of the kind in the history of the Association. A great many clubs have declared themselves; some in our favor and some against us. We did not expect to get them all. To those who have signified their intention of supporting the "Telephone City" in her claims, we desire to convey the thanks of our committee, and to those who are now inclined the other way we would simply say that we hope the matter may yet receive their further kind consideration. Our prospects for landing the prize are exceedingly bright and we wish to say that if we are

matter, at all, some persons apparently anxious to see their productions in print, wrote several letters, purporting to come from Brantford, which they may have thought were in Brantford's interests. We say "may have thought," because as far as we know they may have been written by an outsider anxious to prejudice us in the eyes of fair-minded wheelmen. Be that as it may, we have been unable to locate the author or authors and have long since repudiated the letters.

With regard to "Mr. Frisbie's" allusion in the last number of CYCLING to the points which he alleges we have seemed to consider the acme of sportsmanlike argument, we would say: In regard



The Central Public School, Brantford.

honored we will, in July, make "life worth living" for all our guests, whether they support our claims on Good Friday or see fit to give the other fellows a lift. We do think that, wherever the 1897 Meet goes, it will be one of the most successful ever held.

We have been charged by our opponents with fighting in a unsportsmanlike manner. This charge cannot be substantiated. It has been the desire of our committee to confine themselves entirely to facts and we have neither misrepresented our rivals nor ourselves.

We have entertained no unfriendly or unsportsmanlike feeling toward our opponents. We want the Meet, and, like the Maple City correspondents, "we want it bad," but we are not so anxious for it that we are prepared to enter the ring for anything but a square stand-up fight.

Before our committee took hold of the

to points 1 and 2, in reference to Chatham's "would-be record-breakers," etc., and the assertion that "Chatham ain't no good," etc.; these we desire to dispose of by the single assertion that they both formed a part of the unauthorized and indiscreet correspondence alluded to above, and the committee and your present correspondent desire to repeat our previous repudiations and to again express our sincere regrets that any such offensive allusions had been made. In reference to the other points, which go down to history as Nos. 3, 4, 5 and 6, we do not recognize anything particularly unsportsmanlike or offensive; some of them we still consider quite justified by the facts as they have appeared to us, while others are only of a humorous character and not intended to wound Chatham's delicate sensibilities.

The reference to membership (point 6), is not at all, in our opinion, inappropriate.

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Chatham's sudden and abnormal increase in membership is open to the criticism extended by us and it cannot be denied that this remarkable increase was not occasioned by an unrepresible desire to aid the Canadian Wheelman's Association, but rather with a view of furthering Chatham's interest on Good Friday.

Our present membership (of over 700) can be attributed to the great interest taken in the contest for the Meet, and in view of the fact that only a comparatively small number of our members are entitled to vote on this occasion, we cannot be successfully

Chatham.—Ho! ye Brantford scribes! We are now on the bell-lap and are just swinging into the stretch; the crowds in the grand stand are bending forward to see the final sprint, and in a few moments the hard-fought-out finish will decide who are the gamest and speediest riders in this great C. W. A. Meet handicap.

I think the wheelmen of Canada will admit when the whole thing is over that we both did our best and that the best town won. Our fight has been, for the most part, a good-natured one, and such little differences as we may have had will have all passed away by



Colborne Street, Brantford, Looking West.

accused of increasing our membership with any interested object.

On the eve of the battle there is not much left to say. We have endeavored to state truthfully the many advantages of Brantford, we have set forth to the best of our ability the reasons why we should have the Meet, and are now prepared to rest our case and leave the matter in the hands of the clubs, whose duty it is to decide, and can only express the hope that our honest (though possibly feeble) efforts will receive a favorable and kind consideration.

I. N. TOWIN.

H. L. Rothwell, of Windsor, looks to have a walk-over for the chief consulsip of No. 1 C.W.A. district.

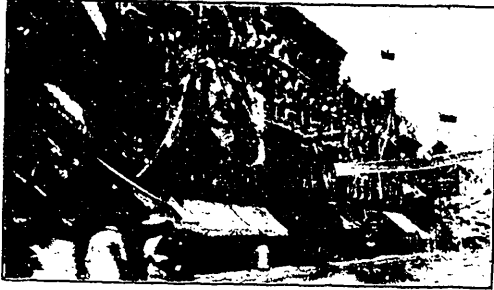
6 p.m. Good Friday, and I feel sure that, whichever town wins, the C. W. A. Meet of '97 will be the greatest in the history of the Association. We'll yell for you if you win, and you do the same for us if we finish first. As regards London and her late bid for C.W. A. honors, I would much rather not venture any opinion whatever.

This Meet question has been threshed out so fully that I am somewhat loath to weary my readers with further repetition of our claims. However, this being my last chance at the unoffending student of CYCLING, I trust I may be borne with for a little space.

In the first place, with reference to the assertion of our Brantford friends that they can show a much larger profit to the C. W. A. than we, I want to say that they cannot do so. They may make the assertion, but they

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cannot prove the truth of it. They have told the C. W. A. voters that should the Meet come to Chatham all the receipts will go toward the construction of dressing-rooms, fixing of track, etc., etc. Now, here is our true position on the matter. Our dressing-rooms cannot be improved in any way, and the riders who have been here will bear me out in this. Our track is already engaged



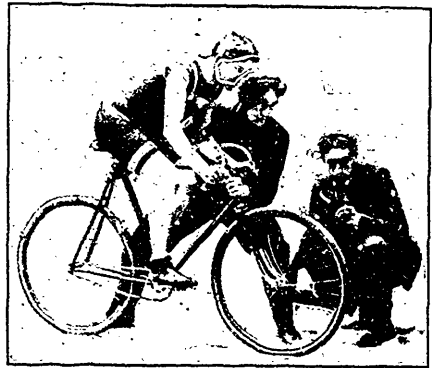
Some Chatham Decorations.

at a moderate rental and will be placed in the most perfect condition, under the supervision of the Chairman of the Racing Board, *free of expense*. Our grand stands will now accommodate from 1,300 to 1,500 and will be increased as the C. W. A. Executive may advise and placed in their hands for the annual Meet, with no extra expense for stands or improvement of track. To state it more concisely, the track, grand stands, etc., will be put in the best possible shape under the supervision of the Racing Board and C. W. A. Executive, and will be placed in their hands next July *with no extra expense, the only track charge against the receipts being a very moderate rental*. This is official and is not simply of the bluff order of argument. The executive of the Chatham Cycle Club offers this to show that the Brantford statement regarding C. W. A. profits is, like many other of their arguments, entirely unfounded. You'll hear more of this on Good Friday.

Again, the Brantford push, for the purpose of catching a few votes here and there, have publicly stated that there would be a difference of \$3 in the rate from all points east of Brantford. This may be assailed from two points—first, as to truth; second, as to principle. In the first place there cannot be a difference of even \$2 in the railroad fare. Secondly, if the question of a few cents difference in the railroad fare is going to rule the location of the annual Meet, what is going to become of the Association? The C. W. A. is a Dominion institution, not a

Provincial, nor even a Brantford affair, and such an argument as this comes with the very worst of grace from a city which claims to have at heart only the very best interests of the Association in general. You all know what the general principle was that sent the '96 Meet to Quebec. Would not the giving of the '97 Meet to Brantford be directly opposite to such a principle? Will not it seem, if that city be given the Meet for the second time, that the policy of '96 has been forgotten and a step taken that tends to favor unfairly one city and centralize the interest of an Association which is generally believed by wheelmen to be Canadian for ALL Canadians?

Incidentally, I have run across one of the very attractive circulars issued by the Brantford committee. I say "incidentally," because, for some reason or other, they always neglect to send us any of their campaign literature, although some of the very first of ours always goes to them. We even sent a copy of our Cycle Club edition of the *Planet* to every member of their club. I would make no reference to this circular of theirs had they not seen fit to make assertions in it which are far wide of the truth. As regards our membership, their insinuations as to its genuineness are only inspired by the fact that it is twice the size of theirs, and, in my humble opinion, they stamp the people responsible for the statements made as entirely



H. A. Rispin, one of Chatham's Flyers.

unworthy the honor of carrying on any sporting event, whether cycling or otherwise. They say, "We have not boomed our membership simply to increase our own vote," and yet, in the same paragraph, acknowledge an increase at the last moment, *before* the year's books closed, of 118 votes. Does not this look like rubbish rather than argument?

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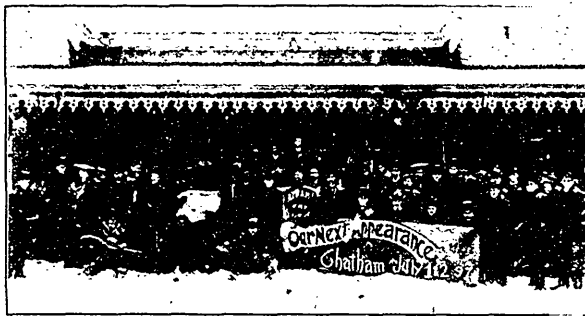
They are, we believe, working up a membership for '97-'98 of 600 or 700, and calmly, ingenuously aver that they are doing it because they so dearly love the C. W. A. and want to see it grow. What do you think of it? We made our membership 501 because we wanted the votes, and I think that they—but never mind, I'll drop it right here.

They make a comparison as to the crowds sent to Quebec last year from both cities. This is a silly argument, but here are the facts. Compare them with their circular's statements. From Brantford there were eleven Goold bicycle team men sent down by the firm for advertising purposes and eight other Telephone City men all in the trade. From Chatham, 115 miles further from Quebec, there were five club members, who *all* paid their own expenses and went down under the head of sport.

who has ever gone to Brantford by G. T. R. and get his opinion of the change and wait at Harrisburg. Fancy the annoyance of changing cars there and the trouble and danger of having your bicycle transferred from one car to another, and the extra \$1.50 or \$2.00 spent in coming to Chatham will be gladly spent.

4. As regards hotels, we have more at our disposal than Brantford, and any commercial man will tell you they're better.

5. Our roads—especially the famous Talbot Road—cannot be surpassed for cycling purposes. They are as level as a table, and anyone who has toured this section will tell you what they are like. We would suggest that, should we get the Meet, our Eastern tourist friends come by rail to London and ride from there to Chatham. We will send out a delegation of 200 wheelmen to meet you, and you'll have the best ride you ever



Varsity Glee Club at Chatham, December, 1896.

Had I the space at my command, there are a dozen things in their pamphlet that I would like to discuss, but I fancy my readers will be able to see that all is not gospel that emanates from the multitudinous Brantford correspondents.

I am going to ask permission of my indulgent reader, in closing up this my last article in the campaign for the '97 Meet, to simply summarize the reasons why we have made a bid for the Meet and have carried on this campaign up to the present.

1. Brantford has already had the Meet. Honors should not be heaped, but passed around. Especially is this true when, as this year, there is no particular point of superiority which Brantford can claim.

2. Our membership is more than double the size of Brantford's.

3. We are on the main line of three railroads, while Brantford is but the terminus of several small branch lines. Ask any one

had in your life. For the benefit of road club riders a century run to Leamington and return, a magnificent 50-mile course, will be pulled off.

6. As regards our programme of fun, we claim the Brantford push cannot approach us. They clearly admit it when they say it is too early to submit anything of the kind. They at times, in a desultory manner, refer to their Mohawk church, their "Bow Park" farm, their canoe club, their ride to Paris, etc., etc. All I have to say is, compare these with Rondeau, Lakes St. Clair and Erie, the St. Clair flats and club-houses, Detroit with her Belle Isle Park, Cleveland, and our own daily line of steamers to all near and distant points. They say they won't have their C. W. A. concert "in a hot opera house." Of course they won't, unless they take it to Hamilton or elsewhere. They haven't one of their own. If we get the Meet the concert will be held in an opera house worthy of such an occasion.

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Gentlemen of the C. W. A., the campaign is over so far as CYCLING is concerned, and there'll be no more "Rival Claimants" column for months to come. We were the first to openly declare ourselves; we were the first to invite your support; we have worked consistently and, we think, in a sportsmanlike manner. Should you see fit to lend us your vote and influence, we will much appreciate it and can guarantee that should we be successful the reputation of the Maple City will be sustained and you will have no reason to regret your choice. Should we lose, we will see you wherever the Meet goes, and we will try to have a good time together. —

Our headquarters on Good Friday will be at the Rossin House, and we hope all the delegates, including our Brantford friends, will call on us. Vale. "BILL FRISBIE."

London.—It is generally conceded that any place aspiring to get the annual C. W. A. Meet should have all the following requisites, viz.: Ample hotel accommodation, good railway facilities, first-class track and extensive seating capacity, comfortable quarters for the riders, the best possible prospects for returning a handsome sum to the coffers of the C. W. A. and last, but not least, the best means of entertaining the visiting wheelmen and their friends.

We have more and better hotel accommodation than any city in Ontario, barring only Toronto. This is not mere assertion nor a flight of the imagination, but is based on actual, practical facts. Every year during the Western Fair we have twenty thousand visitors daily, the number often reaching thirty-five thousand, counted at the gate. The majority of these hotels are within five minutes' walk of the track; special rates are being arranged for during the stay of visitors. What more do you want?

As to railway facilities, four distinct and independent systems with their branches bring trains to London from all points of the compass. During twenty-four hours seventy-five passenger trains enter and leave our city. The railway authorities state that more trains pass through London than any other city in the Dominion in a given time. London being a competitive point for four separate systems, especially low rates can be obtained.

Track and Grounds—Our track is a third of a mile long and cost together with the stands between five and six thousand dollars. The banking and curves are the latest improved patterns and built on scientific prin-

ciples. It is surfaced with brick dust, screened gravel and coarse salt, and with a fine finishing touch will be one of the fastest in the country.

Our seating capacity is seven thousand, and three thousand under cover in the grand stand. Under the grand stand are twelve large dressing-rooms for the riders, furnished with shower baths and every necessary comfort.

In order to secure the elegant track and grand stands for the benefit of cycling, the London Bicycle Club are under bonds to pay a large yearly rental for a term of years. The track is only three short blocks from the corner of Dundas and Richmond streets, the very heart of the city, and is accessible from all parts of the city by electric cars. Should there unfortunately be rain, it would make little or no difference to the success of the Meet. The seats are so arranged in amphitheatre form that the rider is under the eye of the spectator from start to finish.

As to the prospects of the financial success of the Meet, London is situated in the centre of Western Ontario, which has more wheelmen than any other district in the Association. The surrounding country is thickly populated and the population of the city and suburbs is over forty thousand.

Where could you get a better place to hold the 1897 Meet? There are six live bicycle clubs in the city and at a joint meeting on the 27th inst. every club pledged themselves to help the London Bicycle Club in their efforts to make the coming Meet a record-breaker.

The City Council, Board of Trade and all the sporting organizations in the city have intimated to our president that they will cooperate to make the Meet a howling success.

We have the whole populace behind us, and if the Meet comes to London the citizens will be in evidence in thousands in the stands on the 1st and 2nd of July.

We have no track or stands to build and no large expenses to charge against the receipts of the Meet on that account.

We have been preparing for the Meet for the last four years and have now everything in readiness and confidently expect to get the Meet.

Entertainment—We have already shown you that you will be comfortably housed. What will you eat and — water? We have the best spring water supply in the Province. This will satisfy the great majority of the boys, but for the few, the very few of us, there are three large breweries, the proprietors of which have already extended an invitation to all wheelmen and their friends

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to visit. Boys, think of Carling's & Labatt's. Between these two extremes we have two firms that manufacture all kinds of soft drinks, besides numerous dairies.

The master of the London Hunt and Country Club, the headquarters of which are about two miles out of town, has extended a cordial invitation to all visiting wheelmen to avail themselves of the privileges of the club and will arrange to have a run with the hounds during the Meet.

In Springbank we have an ideal rural retreat only four miles down the Thames, a double-tracked electric railway and steam-boat connections, also a splendid road for wheeling. On the evening of July 1st we will arrange for an open-air concert at which special attractions will flow liberally. Waterloo's bush entertainment won't be in it.

The Canoeing and Rowing Club have, through their president, intimated their desire to do everything in their power to entertain the visiting wheelmen. Their club house is adjacent to the track. There is also several up-to-date boat-houses near by and splendidly equipped white sulphur springs and bath near by for the benefit of the officers of the C.W.A.

An opportunity will be offered by the Golf Club for visitors to see this interesting sport and an invitation to participate in the game to those who know how to strike from the shoulder.

Besides, there are bowling, fishing, tennis, etc., organizations which will be only too glad to lend their assistance in the way of entertaining the wheelmen.

The military camp of the Western District will be in full swing on Carling's heights and a grand display will take place likely on the morning of the 1st and the volunteers will attend the races in the afternoon.

Many of our public buildings are well worth visiting, especially the churches, Y.M.C.A. building, free library, Western University, military barracks, asylum, etc.

For the benefit of wheelmen, excursions will be run to Niagara, Detroit, Cleveland, by boat from Port Stanley and other places if they so desire.

Come and see the Falls, the world's greatest wonder. In short, our means of entertainment are vastly superior to those of our rivals and should we be successful in getting the Meet no pains or expense will be spared to give the boys a good time. **MACK.**

Warning! The town council of Toronto Junction, at their last meeting, passed a by-law against cyclists using the sidewalks. The punishment to offenders is \$5 and costs or first offence, second offence \$20 and costs. Look out, wheelmen.



J. ED. McDONALD

A well-known bicycle dealer of New Glasgow, Nova Scotia, captain of the New Glasgow Bicycle Club, Chief Patriarch of the Mount Horeb Encampment, I.O.O.F., and High Chief Executive in some other organizations is Mr. J. Ed. McDonald, whose intelligent and genial face is represented above. Besides cycles, Mr. McDonald has a confectionary, tobacco and cigar business on one of the principal streets. Speaking of the "Cleveland," Mr. McDonald writes: "It is the swell wheel over here, being the chosen mount of most of the prominent people. Last year it was all that could be desired, but this season with the gold medal mounts and new improvements, predict that its '97 sales will be something marvellous."

"ICE!"

Look 'ere, I soy, I cawn't abide
Them chaps acallin' of me daown,
As h'on the streets I toikes a ride
H'on a bike what's my bloomin' h'own.
I knows hit's not the 'ighest gride,
Nor as yet is the 'ighest priced,
H't'd loike to bump 'im into shide,
The tummy cad as 'ollers "H'ice!"
They says—an' toikes no notice when
I cries hout, "Stow yer bloomin' chaff!"
"Toike h'of that Cheapside 'at o' yourn—
Which way yer goin'—for' h'or h'aft?"
Blow me h'eyes, I see to 'ome
Such bloomin' cads 'oo court disgrice
In St. James' Park or Marleybone
Cry "Hi, old chap just leave h'our h'ice!"
That's why I says, next toime I 'ears
A bloke spring the h'ice-waggin jest—
So 'elp me now—my case is clear,
Hi'll toike daown both 'is noim an' 'dress.

T. C.

CYCLING

C.W.A. ANNUAL CONVENTION.

COMEDY AS IT WILL BE PLAYED AT THE TORONTO ATHLETIC CLUB GOOD FRIDAY.

Written for the benefit and amusement of the readers of CYCLING

CHARACTERS. *The President, Vice-President and other officers of the C.W.A., the past officers, delegates, and private members and all those interested in C. W. A. matters.*

SCENE.—*Toronto Athletic Club Gymnasium; Good Friday morning ten o'clock; sun shining through the eastern windows, and delegates strolling in at a late hour, after their entertainments of the night before.*

The orchestra strikes up a lively air and everybody sings :

CHORUS.

We are all sports of wheeling fame,
In athletics we're not slow,
We hold a meeting once a year,
And something's sure to go.

Our annual Meet is the whole tip,
And towns are bidding hard
To get our friendship and our vote
For Dominion Day's parade.

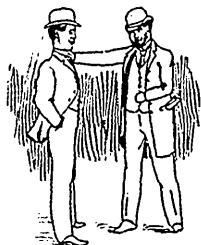
Somebody with a squeaky voice calls out, "You're right" (it sounds like Van Felson with another bad cold).

Enter President Robertson.
Members stand and sing a welcome.

Hail! hail! thou honored one,
Thou advocate of cycling needs;
Your work has been most nobly done,
We greet you! C.W.A. now leads.

The President bows most graciously and is seated. He endeavors to open the meeting for business, but after three ineffectual efforts to restore order, he retires in disgust and waits his turn.

The Chatham and Brantford contingents were responsible for the hubbub.



The former had several delegates by the button holes, and were talking them black in the face, and the latter had actually one guzzled. Before they let go, he squeaked out, "Ya—I vote Br-a-fort."

President Robertson re-appears and sings the following ode :

Tune—"A Hot Time."

In meeting here assembled,
I thank you one and all.
For the assistance given to me:
In rolling the Parliamentary ball.

"It's a good thing, push it along," says Clayton Wells.

We've got it rolling now,
And something's bound to go,
The C.P.R. have got no cinch,
Although some people think so.



Georgie Orr (a small boy in the back seat), wanted to know something about the "Crow's Nest Pass," but no attention was paid to him.

Another Good Friday has come around,
Another mile-post passed,
Our Association is still on good ground,
And is bound and sure to last.

Our membership has greatly increased
We hold some Legislative wires,
And hope to pull them for all they're worth
Before many a moon expires.



Voice—What about the "Baggage Bill?"
This member had probably just paid 25c. to get in his wheel from Pickering.

I thank most heartily my able colleagues,
For their undivided support,
And now, when I lay down the reins of power,
The Treasurer's balance is not short.

The Quebec delegation here sent up a great cheer, and the President addressed this little ode to them :

Quebec I bless your dear old soul, you're a beaut;
Seventy-three dollars in on the Meet;
Congratulations, Van Felson, you're a hummer,
In your class you cannot be beat.

After this little side issue, the President picked up a large bouquet of baggage checks, that were thrown at him by a representative of General Manager Hays.

I would impress upon our boys
To put men in office next year
Who will work with all their might and main
For the good of the cause, without fear.



Fair Canada is getting more a ground
For foreign tourists to enjoy,
We must not have the roads about
Withstone: and sticks, which cause much joy (nit).

CYCLING

I lay down the reins of office now
To my success-Orr, who, I'm sure,
Will do what I have failed to do,
And all C.W.A. evils abjure.

The President is seated.

Louis Rubenstein then jumps to his feet,
And quickly adopts the report ;
It is aptly seconded, by friend Wilson,
And the motion does not fall short.



At the suggestion of a
Waterloo delegate, the or-
chestra plays "Beer, Beer,"
and all join in the chorus.

Crack ! Bang ! some of the
furniture collapsed. It was
found that the Pacific Pro-
vince representative weigh-
ing 180 lbs. and a Chatham
man weighing 160 were occu-
pying the same chair. Chat-
ham did not get his vote.

Rosy-faced Hal is then called upon
To give that financial report,
Liabilities are not in it with assets,
And that is the long and the short.

The orchestra begin playing, "I'm the
only ripe banana on the bunch." They sud-
denly stop, when it is found that the London
contingent have treated them to some light
refreshments—it is a warm day.

The Chairman raps on the table and calls
out, "No jollying de music; go on wid de
ripe banana business."

Business proceeds.

The Secretary's report is a boomster,
A regular old-timer, too ;
It stands alone on its merits
And can speak for itself to you.

(Hal. is seated. He places his pen behind
ear and looks business.)

Dr. Balfour then rises most stately
And moves the report be adopted ;
Arthur Beament seconds the motion ;
'Tis carried without being salted.

The orchestra play the tune "Au Revoir,"
and the following chorus was sung, led off
by the *amateur* racers :

We want to show our hand in Europe,
And we know how to do it, too ;
A representative we will send
To put old Glasgow in a stew.

We've our eye on the International Meet,
The C.W. A. is not at all slow ;
To Toronto she'll come, or else we're b m,
And we'll work it slick, you all must know.

This little side-show completed, E. Baird
Ryckman is called upon to give his song and
dance, "Rights and Privileges."

You all know, boys, of our Baggage Bill ;
We cannot, for the life of us, see
How railways can look upon bicycles still
As baggage that cannot go free.

I've heard it whispered, I don't know how true,
The Morality Department have their weather-
eye skinned ;

Don't trust them too far, they might make a bar
On bicycle racing suits. We wonder why ?

Are they too shapely, are they not graceful ?

Well, we don't know, but we think so ;
But don't encroach, or you'll gain their reproach,
And then knickerbockers will be the fashion.

Probably you did not know it,
But the boys in Kingston are hot dogs ;
They didn't do a thing with that toll-gate,
The keeper, I guess, thought they were hogs.

Mr. Ryckman retires, and a deputation of
hard-working Ontario farmers appear to
present their plea to the convention. It is
needless to say they are residents of these
"Good Roads," and owners of fine orchards.
They wanted \$100 from the Association for
fruit supplied to their members on most
auspicious occasions. Farmer Firefly inti-
mated that a company had been formed
called "The Fence Raiser and Barb Wire
Combination."

The President, in reply, thought that the
Association had a large contra account for
trousers and tails of coats supplied to the
farmers promiscuously by their bull-dogs.

While this was going on a general hub-
bub was kept up at the back of the hall.
The London contingent were busy distribut-
ing Leiderkranz refreshment tickets to the
delegates free of charge.

Curtain rang down, and intermission
lasted three minutes, for the benefit of those
members of the orchestra who played wind
instruments. Their lips stuck fast to the
mouthpieces and became paralyzed with
fear—or—something.

Curtain rises and the Chatham contin-
gent appear. Brother Stephenson and the
Mayor of the town are dressed in bloomers,
and have 16 gentlemen escorts. Stephenson
leads with a beautiful tenor voice, in the
following song :



We want the Meet for '97,
Our city is a plum ;
We've worked to get it since last
June,
And now we want the bun.

Our club have worked both day
and night,
We're hot spuds, every one ;
We can promise you the best of
sport,
Be sure you bring your gun.

But don't you forget it, boys,
We've got a plum in the game ;
Hiram Walker's gilt invitation card
Has come to us just the same.

Will we accept it ? Well, I should murmur,
The finest beer in the land ;
Hiram is one of our oldest friends,
And you bet he has the sand.

CYCLING

Curtain drops. Orchestra play "We're Marching to Glory," and the Brantford contingent appear. They sing two verses to the tune of "Will yez all be wid me when I tackle Paddy Flynn?"

Somebody said, "Brantford boys are Mohawks,
Namesakes of our park";
But don't you forget it, boys, we're all right
And can bring things up to the mark.

Look at Brantford twice, boys,
Before you make the leap,
For we've got some great inducements
Piled up all in a heap.



The London contingent came in later on in the game, but they were obliged to shout in order to get a hearing. No song was sung, as the orchestra had retired for refreshments. Chairman calls order.

Quebec and Montreal then jump to their feet,
And rightly, so think we;
They cannot see—now that they've run the
Meet—

Why C.W.A. offices don't go to them. See?

Quite a disturbance was then created by advertising wheel cranks who floated through the convention like black-winged angels swooping down on inoffensive delegates and loading them up with buttons, bikes, bells, braces, belts, baking powder and heaven knows what, until they had them laboring under the awful delusion that they had become travelling junk shops or one of the "ripa-banan-6-for-5" type.

The Secretary officially announces Mr. Geo. Orr as the fifteenth President of the C.W.A. (Loud applause.)

One excited Toronto man jumped on a chair and shouted:

"May his smiling face never grow cold or glum, and may his avoirdupois remain as sure and firm as rocks on E. A. Macdonald's prospective canal.

Announcements of the elections for the different offices are then made and the place where the Meet will be held for '97, and the curtain rings down.

J. S. McCULLOUGH.

Messrs. W. J. Reid & Co. have been appointed the London agents for the Comet Cycle Co. They gave a large opening order, and expect to circulate the Comet freely in the Forest City this season.

A. A. Zimmerman will, it is said, again appear on the National Circuit this year. He states that he will go into training at Savannah within a week.

Our Chicago Letter.

FROM OUR OWN CORRESPONDENT

A movement is under way for the formation of an association to govern cycle racing, and relieve the L.A.W. of the responsibility. From those States that were dissatisfied with the treatment accorded them at the meeting of the L.A.W. at Albany, N. Y., come reports favoring a divorce of racing from the League. California, Kentucky, Louisiana, Minnesota, Missouri, Ohio and Texas are all waiting for the inauguration of the new plan, while a number of Illinois wheelmen are already in line with the scheme. The first decided step in the movement will be the calling of the convention at some centrally located city to consider the plan and ascertain how much support outside the above mentioned states can be secured. With the perfection of the new league will begin its control of cycle racing, and the beginning of Sunday racing. The L.A.W. may oppose this scheme, but it is not the intention of the association to antagonize the league, if it can be helped.

The Sharrlock Bicycle Baggage Bill, which provides for the free carrying of bicycles as baggage on railroads in this state, was brought before the Legislature at Springfield some time ago, but was practically thrown down by the unfavorable report of the Committee of Roads and Bridges, to which it was referred, but through the political influence of 300,000 wheelmen throughout the state the committee was called upon to make a second report on the Bill, which proved more favorable to the wheeling interests, inasmuch as the Bill passed the first reading a few days ago and was ordered to second reading by the Speaker, which will be brought on in a few days, and no doubt will be carried. One of the very amusing arguments advanced by a member opposing the Bill was that it would be as reasonable to ask a railroad company to carry a horse and buggy as baggage as it would a bicycle, which was replied to by a member in favor of the bill that he considered it would be quite fair to carry the buggy as baggage provided the horse paid full first-class fair for his transportation.

Tom Cooper with his trainer, Mother Webb, spent a few days of last week in Chicago. Cooper expressed himself as impatient to be pitted against his rival, Bald, in a one-mile match race, best two in three heats, and is willing to accept any terms Bald may stipulate, provided the race takes place before May 30th, and that the winner gets the entire stake. Cooper suggests the Savannah, Ga., track as a suitable battle

ground—as Bald is now in the south and he about to leave for there.

J. J. Ryan & Company, brass founders and metal workers, 68-74 West Monroe St., Chicago, have on the market a line of aluminum chain and dress guards gotten up in a style and finish that is steadily gaining favor among the manufacturers of high-grade bicycles. Designs for almost every combination of sprockets and the new adjustable guard, which will fit any frame, with its improved bronze guard brace, which does away with any side or lateral motion, and is claimed to be superior to anything on the market for the purpose, together with a full line of sprocket wheels, lacing rings, stay braces and guard braces are always in stock, and manufacturers desiring to individualize their machines by using special designs can be supplied within one week from ordering. In addition to the manufacture of chain guards, this firm has produced a combination of metals called steel bronze, which is being extensively used in the manufacture of saddle clamps, fork crowns, hubs, sprockets, crank hangers, etc. They claim it is stronger than steel and will not crystallize; will braze at a lower degree of heat and the cost of machine to be considerably less. No claim is made for steel bronze that will not be substantiated by making such comparative tests as will satisfy any practical man of the truth of their claim.

E. G. S. Maxwell, better known as the "Kansas Cyclone," on a wager of \$500, rode from Chicago to San Francisco in twenty-four days, thereby winning the bet with a margin of four days to his credit. His mount was a World wheel geared to 80 and fitted with Morgan & Wright's quick-repair tires.

Arthur Zimmerman, the old time champion, has decided to go on the track again, and has assured his friends that he will go in training at Savannah, Ga.‡

J. Eaton, the indoor champion, lowered the quarter-mile indoor record a few days ago at San Francisco, on a World wheel, to 27 2-5 seconds. ‡

The report of Racing Board Chairman Orr for '95 shows receipts from the several district chairmen of \$762, and a net balance remitted to Secretary-Treasurer Donly of \$211.15.

The seats for the Wanderers' "Smoker" at Massey Hall on Good Friday eve, have all been engaged. The Brantford, Chatham and London delegations will be on hand in large numbers, and blocks of seats have been reserved by the several city clubs.

W. P. KEARNEY.



The above cut represents W. P. Kearney, the genial manager of the Toronto Tire Co. Mr. Kearney, who is a recent arrival in this city, came here from Montreal, where he had been generally stamped as a "jolly good fellow." In pushing Hartford and Vim tires he has proved himself a "hustler," and we predict for him continued and increasing success.

The remarkable achievement of Mrs. A. E. Rinehart, of Denver, riding 116 century runs in one year, was accomplished on a Stearns Special, weighing but 17 pounds. Although Mrs. Rinehardt wore out several pairs of tires during the season, her bicycle was not laid up for repairs for a single day, and came out of the season in such good shape that with a fresh coat of enamel it looks like a brand new bicycle. Mrs. Rinehardt is devoted to her Yellow Fellow and will ride it again during the coming season.

Wm. Winn, of the Queen's Hotel, Oakville, has donated a handsome banner as a trophy for an open club team race from Toronto to Oakville. The teams will be limited to five men each and the banner must be won three out of five times by one club before becoming its property. The events will be run under the sanction of the Canadian Road Club and it is proposed to bring the initial race off on Saturday, May 15th. Clubs wishing to enter the lists should signify their intention at this office.

AGENCY WANTED—Of some good, reliable wheel, by energetic young man, furnishing good references. Address M. M. A., L. E. Pubnico, Nova Scotia, care of G. D. D.

SITUATION WANTED—By a young man, who has had ten years' experience in the mechanical and salesroom departments, and is also a first-class repairer. Address Box 115, CYCLING.

CYCLING

DOWN BY THE SOUNDING SEA.

From Our Own Correspondent.

Go to—Halifax!—This advice is most cheerfully tendered to the tourist, the health-seeker, and the tired-out resident of the crowded cities, with the full assurance of pleasure, health and rest to be thereby secured to them.

When other parts of Canada and the United States are undergoing a grilling during the heated term, our even-tempered summer and lovely autumn prove most refreshing and invigorating. If March and April could be removed from Nova Scotia's calendar, our climate would very nearly attain to perfection.

In some portions of the city the olden style wooden building is not prepossessing, but the public buildings and more modern structures are fine specimens of the builders' art.

One of the first objects to catch the eye of the stranger is the scarlet coat of the British soldier jauntily strutting about.

Although Tommy Atkins is a warrior bold, it is soon discovered, for all his warlike toggery, his occupation is extremely peaceful and that his devotion to Cupid far surpasses his attention to Mars.

In this Victorian era of Diamond Jubilee the visitors arriving on June 22nd could also witness the Cabot celebration in honor of that great discoverer. Troops reviewing in battle array, ships of war in fighting trim gay with many-colored bunting, the boom of cannon, rattle of rifles, martial music, the march past, the clouds of smoke rolling away, all combine to make an inspiring scene. In addition to Royal salutes from the men-o'-war, the network of modern fortifications surrounding the harbor, bristling with heavy guns, will also voice in thunderous tones their salutations in honor of the Queen's Jubilee. Many points of interest attract the traveller—the Park, with its primeval forest, shady nooks, covey dells and winding roads, with the delightful sea breezes murmuring through; the Public Gardens, full of beautiful shrubs and flowers arranged with an artist's hand, and their giant trees and lake. No one misses seeing the North-West Arm, an entrancing arm of the sea running up several miles inland amidst the most beautiful scenery; along its shores are seen the homes of old-time aristocracy. The Martello tower, the Prince's Lodge and many other points are also to be visited. The old Parliament Building, in the centre of the city, is an object of great interest still, and at the time it was built was considered one of the finest in America.

To one used to sun-baked cities our even-tempered clime proves a source of great satisfaction and relief, especially if he be a wheelman. Our people are kind and friendly, readily giving information and assistance when required. Our roads, however, are but fair.

It is the intention to make great improvements in roads here this year as a result of a general agitation on the subject, in which the wheelmen worked long and hard. A comparatively small outlay will keep a road in good condition, whilst a few years' neglect will ruin it. This point should be kept prominently in view, as many thousands of dollars have been literally thrown into the gutter because of no proper provision being made for repairs. It has been very strongly urged of late that prison labor should be



Geo. Laidlaw, Halifax, Maritime Champion '94-'95.

used in road-making, and it is to be hoped that this idea will be carried into effect.

Ramblers' Cycle Show.—From the 21st to the 24th of April the first large Cycle Show ever held in the Maritime Provinces will be in full swing at Freemason's Hall. This exhibition promises to be a most successful affair; all the arrangements are about completed and everything is now in readiness to start in with the decorations of the various booths. The dealers are heartily seconding the efforts of the wheelmen and mean to make the show a red letter event in the history of the trade. As in Montreal and other places, it is anticipated here that the Cycle Exhibition will boom the business and give cycling a vigorous impetus.

THESE WILL BE THERE.

W. B. Arthur & Co., the popular hardware dealers, will probably make the largest exhibit at the show. The Stearns, Comet,

CYCLING

Yellow Fellow, Barnes White Flyer, Massey-Harris line, Columbus, etc., will make a great display. Modern business men with modern methods, they have scored a great success for the time they have been engaged in the bicycle business.

Cragg Bros. & Co., also hardware dealers, who handle the Columbia, Perfect, Waverley, etc., have a large space in which they will make one of the most attractive exhibits. They are justly proud of their fine record and very well pleased with the cycle department, in which the polite and attentive Fred Symonds brings out all the talking points of the wheels in his charge.

Clayton & Sons, clothiers, in their extensive establishment, the largest of its kind in the Maritime Provinces, have made room for a cycle department, handling principally the "Red Bird," with other lines, and as usual the Goold Bicycle Co.'s Bird is well in the front line and will make a generous display at the show. We note that the well-known energy and enterprise of the Goold Co. are daily adding fresh proofs of their sagacity in different parts of the world.

W. H. Johnson & Co. will exhibit among others the famous E. & D., which was so well received at New York, the Orient, White, etc. They cut a wide swath in the trade last year and will doubtless show up well in the race this season. Their cycling hall is a feature that enables them to effect many sales that might otherwise escape.

The Forbes Manufacturing Co., practical mechanical engineers, were one of the first to take on the sale of the modern Pegasus, and being right in their line as makers and repairers of machine work, naturally command a large and increasing trade. They have handled the famous "Victor" with great satisfaction to their numerous clients, but this year have added the celebrated "Cleveland," so well known all over the world as a leading, up-to-date machine. Forbes' always have a surprise in store at exhibitions, and will be sure to have something extremely fetching at this one.

C. W. Davies, agent for the Gendron, who has been doing a fine trade already with that popular wheel, has secured considerable space and will give the cycling public something to look at during the week and to ride after the fair is over.

M. O. Crowell & Co., with the Centaur K.O.S. and other wheels, challenge comparison with any other wheel at the show. They expect to make up something entirely new and attractive in the line of booth decoration.

De Wolff, Son & Co., with the "high

art" Wolff and the Yale are making very satisfactory sales of these wheels. They have an excellent space with something up their sleeves in the way of art decoration at their booth.

C. W. Rent with the new departure "Racycle" has awakened a large amount of interest and will attract great attention during the show. He is already making sales, although the sample wheel only arrived a few days ago, and looks for a large trade during the season.

Bancroft, of Annapolis, N.S., is the only outside exhibitor and has been allotted a choice location for his Kenworth wheels. His great record as a racing man, both on road and track, and his personal popularity will draw many visitors to his booth. As the principal racing men will have an exhibit of medals and prizes, Bancroft will also be able to make a fine display of his trophies.

F. O. Creed has engaged space for the Alert, Capital, Ohio and Common Sense, and the Chase Tough Tread tire.

H. F. Burton, with the Union will make a modest but effective display. V. H.

THE BICYCLE BILL.

The following are the provisions contained in Mr. Stratton's bicycle bill, which has just been passed by the Ontario Legislature:

(a) In case a person travelling or being upon a highway in charge of a vehicle meets a person travelling upon a bicycle or tricycle he shall, where practicable, allow the person travelling on a bicycle or tricycle sufficient room on the travelled portion of the highway to pass to the right.

(b) In case a person travelling upon a highway on a bicycle or tricycle overtakes any vehicle or horseman travelling at less speed or a person travelling on foot, the person travelling on a bicycle or tricycle shall give to the other person audible warning of his approach before attempting to pass.

(c) In case a person travelling or being upon a street or highway on a bicycle or tricycle is overtaken by any vehicle or horseman travelling at greater speed, the person so overtaken shall quietly turn out to the right and allow the said vehicle or horseman to pass, and the person so overtaking the bicycle or tricycle shall turn out to the left so far as may be necessary to avoid a collision.

(d) In case a person travelling upon a bicycle or tricycle in cities of over 100,000 inhabitants in a northerly or westerly direction upon the central strip between the double tracks of a surface railway meets another person on a bicycle or tricycle travelling in an opposite direction, he shall turn out to the right, allowing to the bicycle or tricycle so met travelling south or east the whole of such central strip.

Owing to increase of business, John Nelson, the Canadian manager of the Eclipse Bicycle Co., has been compelled to remove to larger quarters at 18 King street east, Hamilton. He will hold a house warming in his new quarters next Saturday, the 10th inst., which will take the form of a regular cycle show. All the tire men will exhibit.

CYCLING

VIKING

BICYCLES

HIGHEST SKILLED LABOR, BEST MATERIAL
IN CONSTRUCTION, BEAUTY
AND DURABILITY

Are Unexcelled



NORSEMAN

CYCLES

WELL BUILT AND UP TO DATE IN EVERY WAY.
A RELIABLE WHEEL AT MODERATE PRICE.
EVERY ONE GUARANTEED.

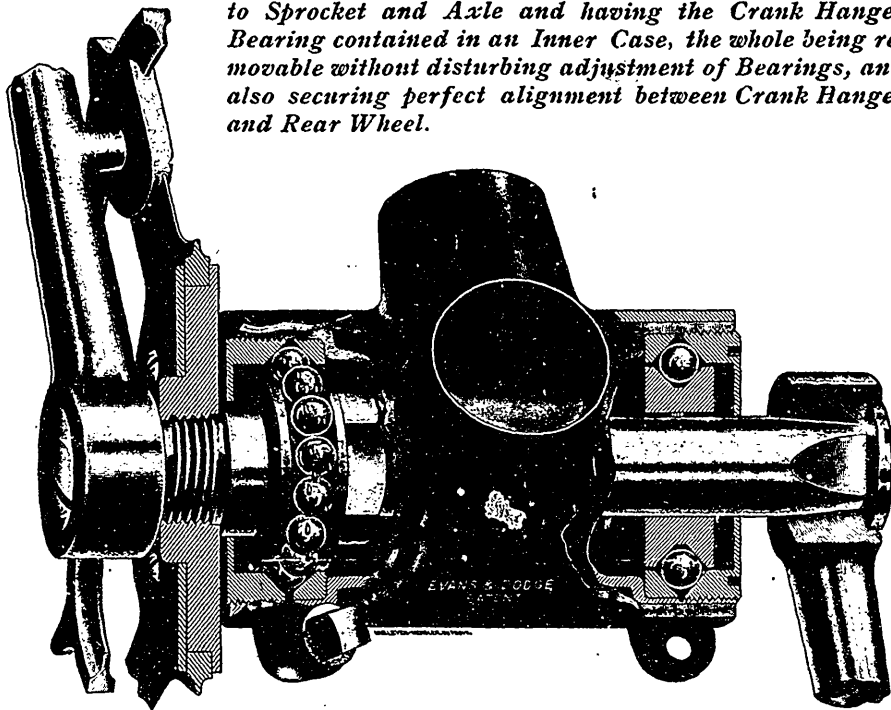
BERTRAM & CO.
HARDWARE and BICYCLES
CANADIAN AGENTS **TORONTO.**

UNION MANFG. CO.
TOLEDO, O.

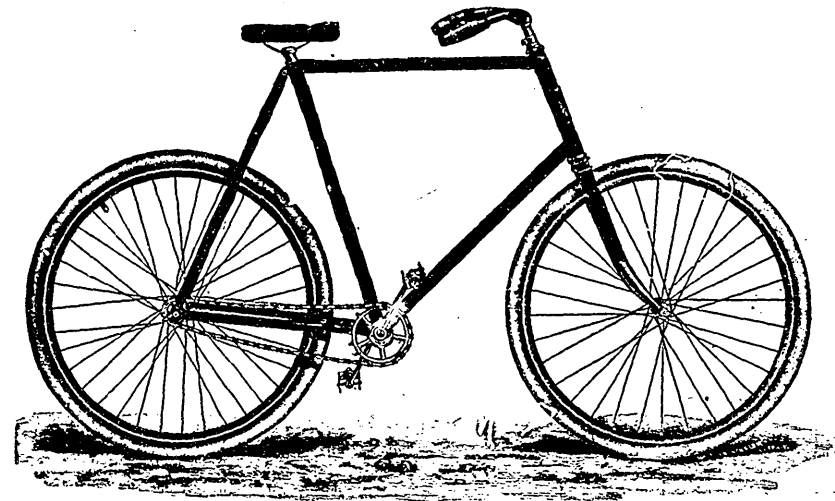
Other Manufacturers Acknowledge our Superiority by Stealing our Patents

DON'T BUY A LAWSUIT!

We are informed that several Canadian manufacturers of bicycles are claiming as improvements on their 1897 wheels features that are strictly our own, having been designed and patented by us. We refer more particularly to *Mode of Attaching Cranks to Sprocket and Axle and having the Crank Hanger Bearing contained in an Inner Case, the whole being removable without disturbing adjustment of Bearings, and also securing perfect alignment between Crank Hanger and Rear Wheel.*



Riders are Hereby Warned that these features are fully protected by patents granted to us under date of August 29th, 1895, and that we will prosecute to the full extent of the law any person or persons using, manufacturing or offering for sale this bearing or any parts coming under said patent, unless by our permission.



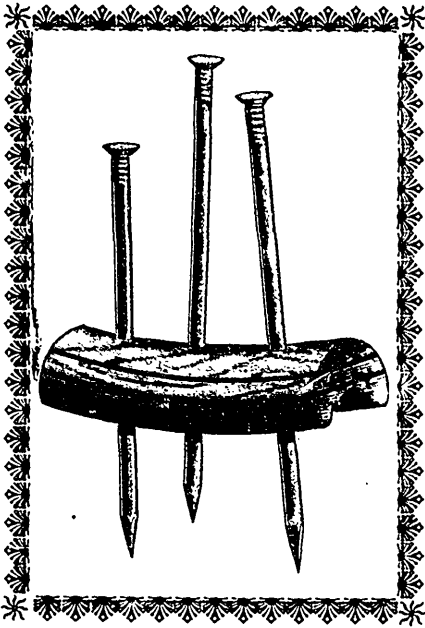
The "E. & D." Bicycle

- Is the strongest of them all.
- Is the most handsome.
- Is the most durable.
- Is the most graceful.
- Is the easiest running.
- Has the best workmanship.
- Has the best material.
- Has dust and oil proof bearings throughout.
- Has our adjustable handle bars.
- Has the most Imitators.
- Has everything (E. D.) desirable.

The E. & D. has a distinctive look and individuality. Don't look for the name plate, you can tell them without it. Every part and detail of this Bicycle is our own design and ideas. We lead the followers, not follow the leaders. Be sure and see the E. & D. wheel before buying.

CANADIAN TYPOGRAPH COMPANY (LTD.), WINDSOR, ONT.

CYCLING



"The Dominion" Patent Non-Splittable Wood Rim.

See that your 1897 wheel is fitted with the Prettiest and Most Reliable Rim ever invented.

This is what the greatest authority on this continent,

"The Scientific American"

says about it:

"The alternation and direction of the grain serves effectually to prevent warping and splitting, a defect which seems now to be fairly overcome. The design and workmanship are admirable, and will commend themselves to the practical mechanic. The makers are old and reliable manufacturers, and their experience has been used in turning out one of the most useful exhibits seen at this year's New York Cycle Show."

Write for Samples and Prices
to the

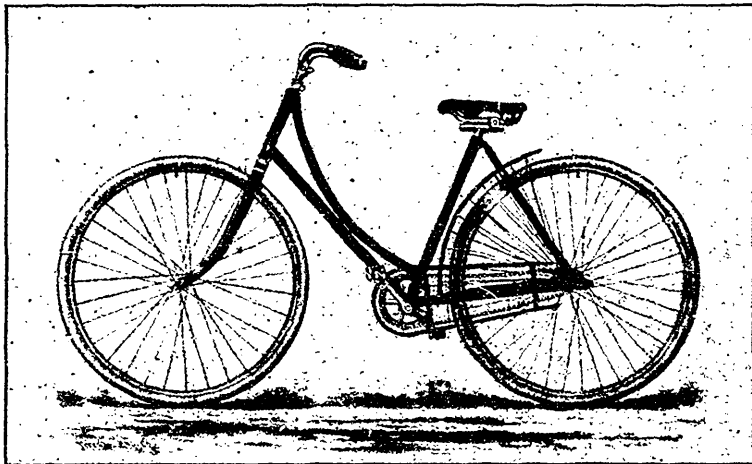
Bowmanville Cycle Wood Rim Co., Ltd., Bowmanville, Ont

THE '97
LADIES'

ANTELOPE

Improved features found in no other design on the Market.

Ladies' Antelope Cycles may have rivals. Their owners would be slow to admit it.



HEAD OFFICE AND WORKS
1403-9 BLOOR ST. WEST

DOWN TOWN OFFICE AND SHOWROOMS
256 YONGE STREET

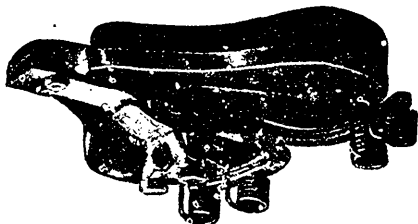
TORONTO

JAMES LOCHRIE, Proprietor

CYCLING

THE SMITH HYGIENIC SADDLE.

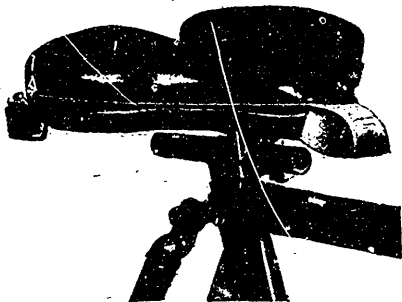
We present herewith cuts illustrating the Smith Hygienic saddle, of which Mr. W. S. Smith of the American Rattan Co., this city, is the inventor and patentee. As may be seen, the saddle plate upon which the pads rest is supported by four hellical-shaped springs. These springs being under the saddle tree give a free and easy motion and being furthermore reinforced with a flat spring of ribbon steel, a slight side motion is imparted, which relieves the pelvic bones and prevents that numb sensation so often felt by riders using a hard saddle or one having no resiliency. Another long standing objection to the ordinary spring saddle is its tendency to unseat the rider when passing over a rough surface owing to the recoil of the springs. In the Smith saddle this is entirely overcome as the spring can in no case recoil past its starting point. The inventor has had a rough model in use during the past six months and it has given



every satisfaction, showing no signs of wear, while the springs are as strong and resilient as when first put into use.

The physicians who have seen this saddle are loud in its praises, saying that it obviates all danger of injury, and that its adoption would render cycling more healthful.

Mr. Smith has made arrangements for the manufacture of his saddle in Canada, and a stock will be ready for the market by May 1st. He is open to negotiate for the disposal of his patents in foreign countries.



PROF. C. F. DAVIS.



This is a cut of Prof. C. F. Davis, the popular master of the terpsichorean art, whom the Canadian Typograph Co. have succeeded in engaging to take charge of their riding school at his academy, corner of Spadina and Queen. Mr. Davis has the most select and at the same time best appointed school in the city, and ladies especially will find everything beautifully fitted up as regards lavatories, parlors, etc., for their convenience. E. & D. riders will receive a specially warm welcome as well as tuition free of charge.

THE CLEVELAND FACTORY OPENING.

Just at this season of the year, when so many intending purchasers are looking around and comparing the different grades and makes of wheels, a word of advice would not be out of place. There are many who imagine a wheel is all right because it happens to look pretty, but varnish and charity are synonymous, both cover a multitude of sins. So it is a good idea to enquire and if possible inspect the facilities that the maker has at his command for the manufacture of the wheel which he sells. Recognizing this fact, H. A. Lozier & Co., manufacturers of the Cleveland bicycle, have thrown open their factory at Toronto Junction to all who care to inspect for themselves the manner and care which enters into the construction of the Cleveland bicycle and a hearty invitation is extended to all intending visitors to Toronto to call on H. A. Lozier & Co., Yonge St., where they will be given the privilege of inspecting the factory. The visitors and delegates at the annual meeting of the C.W.A. are specially invited.

"Just before the battle, mother."



Brantford

FOR
THE

Meet

1897

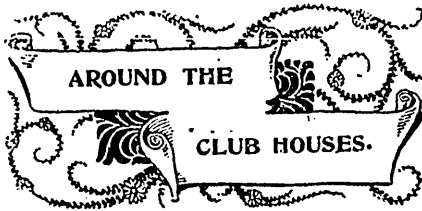
GIVE US A LEG UP ON GOOD FRIDAY!



We hope to meet you
Thursday Evening (15th)
and to entertain you **ALL**
JULY 1st.



AND THE BAND PLAYED ON.



Crescent C. C., Owen Sound.—'97 officers: Hon. President, Mayor Thompson; Hon. Vice-President, J. W. Redfern; President, John H. McLaughlin; Vice-President, Robert A. Breckinridge; Secretary-Treasurer, Walter L. Galbraith; Captain, Chas. E. Dowding; 1st Lieutenant, John A. Armour; 2nd Lieutenant, Fred Brown; 3rd Lieutenant, Markle Kennedy.

Conservative B. C., London.—'97 officers: President, H. J. Boyd; Vice-President, A. W. Goodwin; 1st Lieutenant, Robert Kemp; 2nd Lieutenant, Ed. Platt; Reporter, A. G. McCormick; Standard-Bearer, W. W. Goodwin; Club Representative to the C. W. A. Local Meet Committee, Arthur Smith.

Perth B. C.—'97 officers: President, A. W. Goodman; Vice-President, J. A. Stewart; Secretary-Treasurer, W. A. Meighen, jr.; Captain, A. C. Shaw; Lieutenant, C. J. Foy; Bugler, G. S. James. Committee: A. W. Goodman, A. C. Shaw, J. A. Stewart, W. A. Meighen, jr., C. J. Foy. The club expects to be stronger this year, and many wheels are being sold.

Frontier B. C., Windsor, Ont.—A new club has been organized here with these officers: Hon. President, Mayor Davis; President, Dr. Cruickshank; Vice-President, F. T. Webster; Secretary-Treasurer, C. W. Price; Captain, Leroy Wigle; First Lieutenant, W. Dods; Second Lieutenant, Jas. Poits; Press Correspondent, F. J. Parent; Committee of Management, Geo. S. Bliss, G. E. Copeland.

Forest City B. C., London.—At the last meeting of this pioneer club, Wm. Payne was elected president and Thos. Knowles 1st vice-president.

Niagara B. C.—'97 officers: Hon. Presidents Mayor T. F. Best; President, J. D. W. Randall; Vice-President, T. M. Ferguson; Secretary-Treasurer, F. J. McClelland; Captain, J. Doyle; 1st Lieutenant, E. Lee; 2nd Lieutenant, W. Thompson; Executive Committee, B. H. St. John, Dr. Avery, F. Winthrop, R. C. Burns, the president, vice-president and secretary.

Y. M. C. A. B. C., Chatham.—'97 officers: President, C. C. McPhee; Vice-President, F. Stone; Captain, J. Tilt; Lieutenant, F. Sowerby; Bugler, B. Reddick; Secretary-Treasurer, P. Erritt.

Ottawa Bicycle Club.—'97 officers: Hon. President, Thos. Ahearn; President, Geo. C. Holland; Vice-President, Dr. Mark G. McElhinney; Hon. Secretary, Dr. V. H. Lyon; Treasurer, F. Porter; Auditors, H. J. Beament and A. E. Bradbury; Captain, W. J. Savage; 1st Lieutenant, A. Brown; 2nd Lieutenant, J. F. McMurray; Executive Committee, C. N. Robertson, T. Arthur Beament, H. F. Hardy, A. E. Bradbury, A. Rosenthal; Racing Board, H. F. Hardy, D. E. Johnson, Tom. Harvey; Representative, T. A. Beament. The outlook for the coming season is very promising and a large addition in membership is expected.

Walkerville, B. C.—'97 officers: Honorary president, Major Reid; President, Andrew Reid; Vice-President, Harry O. Kerr; Secretary Treasurer, H. L. Rothwell; Captain, Arthur R. Robinson;

Lieutenant, Charles Fox; Press Correspondent, Geo. A. Allen; Executive Committee—A. Reid, H. O. Kerr, H. L. Rothwell, F. J. White, E. Chater. Delegates to C. W. A. Convention at Toronto Good Friday—H. O. Kerr, H. L. Rothwell.

Conservative Club, London.—'97 officers: Major Beattie, M.P., hon. president; Wm. Gray, hon. vice-president; W. O. Carson, captain; Tracey O'Brien, secretary; George Morgan, bugler, and Wm. Abbott chairman of the Racing Board. The nominations for other offices are:—President, W. Mullins, A. Smith, H. Boyd, F. J. Darch; First Lieutenant, R. Dilloway, R. W. Kemp; Second Lieutenant, Ed. Platt, R. Goodwin; Treasurer, F. J. Darch, W. McFarlane. Messrs. W. O. Carson, W. Abbott, A. Smith, Thos. McCormick, and Tracey O'Brien are the delegates to the annual C. W. A. meeting.

Berlin, B. C.—'97 officers: Hon. President, Judge Chisholm; President, F. H. Iling; Vice-President, W. H. Becker; Corresponding and Recording Secretary, Fred. Groff; Treasurer, R. D. Lang; Captain, Wylie Davidson; First Lieutenant, D. Bryant; Second Lieutenant, Harry Clemens Bugler, Oscar Knechtel; Press Correspondent, Charles J. W. Moyer; Auditors, Fred. Boehmer and A. J. Muckleson. The majority of the club are in favor of Brantford for the Meet.

Stratford.—The roads dried up very quickly and wheelmen are happy. The repairers as a consequence are busy fixing up tires that leak from disuse. . . . H. G. Shaver is in his new store on Market street and has a very tastily-arranged bicycle department. He is making quick work in selling the "built-like-a-watch" Sterling. . . . Welsh & Son are fitting up a riding academy in connection with their bicycle department. They are bound to be in it with the rest of the agents. . . . The boys were greatly taken with the cycle club issue of the *Chatham Planet*. The faces pictured in it will do a great deal to boom the Maple City, for all are good-looking, good-natured faces. It is an exceedingly creditable publication, and Secretary Cairns is to be congratulated on his work. . . . From present appearances, Stratford is going to be one of the greatest wheel towns in Western Ontario this year. Everybody is going to wheel this season. . . . A meeting is called for Tuesday evening for the purpose of re-organizing the Y.M.C.A. club. The prospects are promising for a successful season.

Tourists.—We purpose holding our annual church parade early in May. A meeting of all the captains of the bicycle clubs in the city will be convened, and the parade this year will be a beauty. . . . On Good Friday we will have a club run to the Haydon House, Weston, leaving the club rooms at 2.30 p.m. sharp. Capt. Wallace expects a large turn out and he will not be disappointed. After having supper at Weston we will go in a body to the Athenæum Nation Show on Good Friday eve; 100 of the boys will take in the Wanderers' Smoker in Massey Hall. Will we make ourselves heard? Well, yes. . . . By the way, we will run a big "smoker" ourselves in St. George's Hall very shortly, under the auspices of the Racing Board, for the purpose of recouping the finances to put our racing team in good shape. See particulars later. . . . Our last "at home" for the season will be held on Thursday, 22nd inst. They have become very popular with the boys, and justly so. . . . We put ourselves on record at the last regular meeting in favor of cheap traffic for Sunday. We, as wheelmen, do not want to be selfish and purpose voting the right way when the opportunity comes to provide those who cannot get wheels with other means of conveyance, so that they

may enjoy our beautiful parks and natural scenery.
J. S. McCULLOUGH.

Torontos.—The echoes of the club dinner have about died away, and new wheels and the fine weather are making the boys think of club runs, and with the 24th May not far off, of another raid into New York State. . . . The road officers would like to have suggestions from the members in regard to club runs. Watch the notice board and papers for announcements of runs for April. . . . The 24th May coming on Monday this year gives a grand opportunity for another three days' outing, and it is proposed to visit New York State again. Leave here on Saturday by 2 o'clock boat, wheel to Lockport for the night, then next day to Tonawanda for dinner and on to Buffalo in the afternoon, and returning home Monday afternoon. Keep this in mind and watch for further particulars. . . . A section of 100 seats in the centre of the lower gallery—next to Chatham—for the Wanderers' Smoker has been reserved by the road officers for the convenience of the members, and tickets can be had from them. There are a few left. . . . Mr. Charley Dent was appointed secretary at the last meeting, and the list of members will be revised at once and put in proper shape. If you have not been receiving the postal cards, advise him of your address at once, so that you may receive attention.

Ramblers of Belleville.—97 officers: President, F. S. Foster; vice-president, H. P. Thompson; secretary, H. Austin; treasurer, F. M. McKeown; executive committee, Chas. Schuster, J. H. McGuire, Wm. Robertson and T. W. R. McRae; captain, J. H. McGuire; 1st lieutenant, C. P. McKay; 2nd lieutenant, A. Armistead; bugler, J. Bell Rathbun.

Ingersoll.—9; officers: President, Geo. Duncan; 1st vice-president, M. A. Scoular; 2nd vice-president, C. N. Harris; secretary, W. R. Elliott; treasurer, E. Dundas; captain, A. W. Miller; 1st lieutenant, T. Taylor; 2nd lieutenant, Gordon Ellis; 3rd lieutenant, Scott McDonald; com. of management, W. P. Coyne, O. R. Gibbons, J. J. Smith, W. J. Hault, W. Hearn.

Toronto Ramblers. 97 officers: President, F. H. Doley; vice president, J. Simpson; secretary-treasurer, J. McL. Hartley; captain, W. Watts; auditors, D. Colville, W. Hartley; statistical secretary, W. Armstrong; chairman house committee, F. Fox; chairman amusement committee; W. Jarrett; chairman racing board, J. Simpson.

Wanderers of Montreal.—Judging from the appearance of some of the wheels which have been stored with dealers all winter one would be justified in the belief that they had not been given a particle of attention since the moment they were stored. It seems impossible to teach some people that a few moments of attention bestowed now and then on a wheel is repaid in the added pleasure derived from a wheel which is kept well cleaned, oiled and adjusted. . . . If you are out of humor, hunt up Watson—that shirt and that smile. The combination is infallible. . . . The club will have several fast young "grinders" this season who will make some of the old timers hustle to hold their laurels. . . . Morency is busily engaged in writing a novel entitled "The Mystery of an Express Wagon, or Gaps in Memory." As it is largely biographical, I cannot, in view of the latter title, vouch for accuracy of detail. IRIS.


Y. M. C. A. Bicycle Club. The club entertainment and reception last Friday evening was a most enjoyable affair. There will be more of them to follow. During the season now opening the officers will arrange a series of pleasant Saturday outings. Preparations are already under way for a trip on May 24th, the programme being to visit the Falls, Lundy's Lane and points of interest in the neighborhood, upon which a historical lecture will be delivered by the president, Frank Yeigh. More anent this later.

Wanderers—In matters pertaining to bicycle events of the day, the Toronto Wanderers have by their zeal and enterprise in the past kept their club well in the van. Numbering among them so many well-known wheelmen in the past, the present appearance of the club roster justifies the assumption, made some time ago, that for geniality, gentlemanliness and all the good qualities which go to make all-round good fellows, you need not go outside the aforesaid club. The new quarters removed to last December are very central, and for convenience all that the most fastidious could wish, every necessity a wheelman could desire being on hand. From the reception room to the billiard parlor, all are fitted and furnished in a most comfortable and cheery manner, and under the directions of a most efficient house committee nothing is left undone to make either member or stranger happy. The questions of paramount importance at present are how to best entertain the C.W.A. delegates when in the city, and the annual outing held under the road club officers in May. The concert is an assured success and persons desiring tickets should secure them as soon as possible, as the plan is being marked off rapidly. Regarding the matter after mention I hope to have full particulars for a later occasion, which will be sure to interest your large list of subscribers and bicycle riders at large.—M.

Mr. Richard Garland, manager Dunlop Tire Co., has been elected to the presidency of the Toronto Lacrosse Club. He says that the Rosedale track will be put into beautiful order this season, and that persons will be entitled to use it at any hour of the day. Riders wishing to train on it, should make application to him at once.

TRANSFER ORNAMENTS

(LOCAL ORDERS)



OLD GLORY

ARE YOU HOME WITH US?

We carry a stock of bicycle decorations, name plates, striping, varnishes, etc. Special designs can be delivered in less than two weeks. Get our catalogue.

THE MEYERCO CO.

American Manufacturers

GUARANTEED. DEKALCONANIA & TRANSFERS

CHAMBER OF COMMERCE, CHICAGO.

DELEGATES ATTENTION!

The Athenæum Nation Show and Cycle Exhibit.
Thursday, Friday and Saturday,
April 15, 16 and 17.

Come and get a wheel for nothing in the voting contest for the most popular cyclist. . . . Plump for your club representative. . . . Every vote counts.

Six separate shows—another Midway—all going at the same time. 150 people in costume. . . . Bring your lady friends.

ADMISSION 10c.

C. H. RIGGS, *Chairman of Com.*



RES-FLEX Improvements

By weaving our own **Fabric** we are enabled to critically inspect all linings before being made into a **tire**.

By increasing the weight of rubber on the tread we assure further durability.

By using only the **best** material, we feel safe in offering a substantial **guarantee**.

AMERICAN TIRE CO.

42 ADELAIDE STREET WEST, - TORONTO.

LONDON

FOR THE

1897 MEET.



The London Bicycle Club cordially invite the members of the Canadian Wheelmen's Association to their annual Meet for this year in London.

The disposition of the Meet this year should be largely a matter of business; and should go where there is the best prospect of a decided financial success.

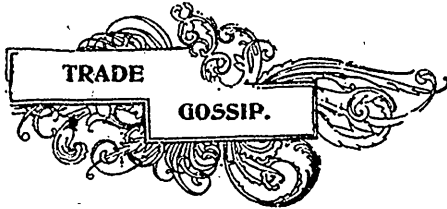
The Executive of the C. W. A. need money; of course the *boys must have a good time*; and in both these respects we have more to offer than either or both of our competitors :

- (1) Our hotels have accommodated frequently 20,000.
- (2) Four independent systems of railways; 75 passenger trains daily arrive and depart.
- (3) First-class $\frac{1}{3}$ -mile track, with stands to seat 7,000; 3,000 under cover.
- (4) Twelve large dressing rooms, with baths, etc., for the riders.
- (5) Track and grounds are only three blocks from the very heart of the city.
- (6) A population of 40,000 to draw from in London, which is surrounded by a rich and populous country.
- (7) We have as great a varied entertainment to offer as any city in the Province.
- (8) Six bicycle clubs united to make the Meet a record-breaker.
- (9) The City Council and all the sporting organizations in the city have pledged their support.
- (10) We have sufficient money already in our pockets to insure financial success.

Etc., etc., etc.

Vote to the interest of our beloved Association and the Meet will come to London.

CYCLING



Mr. J. N. Shenstone, of the Massey-Harris Co., is expected home from his southern trip next week.

The Dominion Cycle Wood Rim Co. made a shipment of their popular Bowmanville rim to England last week.

The American Tire Co. are doing a large foreign trade this year. Res-Flex tires are making their way on the continent.

The Boston Wood Rim Co., of Toronto, are again in full swing. Their late fire did not put them out much in their deliveries.

C. R. Peterkin, of this city, is making a specialty of wooden handle bars, built up in any pattern desired.

E. C. Hill & Co. inform us that, although the general cry is for cheap wheels, they are overrun with orders for their "King of Scorchers" mount.

The Canadian Tire Co. are finding the demand for Premium tires very satisfactory. Their factory staff in getting them out is working night and day.

The Brantford Bicycle Supply Co. at present have all the business they can do in Sager saddles, Wilson chains and wooden handle-bars.

The Lawson saddle is evidently "catching on." Mr. L. E. Lawson, the inventor, avers that, in addition to Canadian, he is filling some foreign orders.

Mr. Herbert J. Seybold, of Montreal, is travelling through the east for Hartford and Vim tires. He is getting his full share of the trade.

The Richard Simpson Co., this city, have received numerous orders for their bicycle stands during the past few days.

Messrs. E. N. Heney & Co., Montreal, are the Eastern Canada agents for the Monarch Cycle, while Mr. P. R. Wright is handling the business in Toronto and Western Ontario.

The Gendron Mfg. Co. are on such a rush that their factory began last Monday to run 14 hrs. a day, beginning at 6 a.m., and shutting down at 8:30 p.m. Thirty extra hands have been taken on.

The Shipe Wood Rim Co. have moved to 24 Bay street, where they have much larger quarters, and are now in a better position to meet the demand for the popular Shipe rim.

The "Planet" is having its usual run this season, and "Sam" Bulley informs us that in addition to the city, the outside demand for this mount is on the increase.

Mr. C. R. Dorken, of Messrs. Dorken, Bros. & Co., Montreal, has returned home from a trip through Western Ontario, during which he placed agencies for the Wolff-American wheel in all the larger centres.

Manager Greenwood, of the Tangent Cycle Co., had an enquiry for \$25 wheels from an outside town last week. He referred the party to some other firm for quotations.

J. F. McLean, of McLean & Oakley, will ride a Pilot this season fitted with 30 and 12-toothed sprockets. This firm are fitting their Pilots to order with 19, 21, 23, 24, 27 and 30-toothed front sprockets.

Rice Lewis & Son state that their trade in B. S. A. parts is brisker than ever. In repairers' tools, cyclometers and other sundries, they are also on the move.

The A. D. Fisher Cycle Co., 8 Queen street east, have been appointed the Toronto agents for the Cavalier and Pelham cycles, handled in the Dominion by Messrs. Caverhill, Learmont & Co., of Montreal. They carry a full line of bicycle sundries.

Frank Rosebrugh, the Goold Bicycle Co.'s Toronto manager, has the sympathy of the trade in his recent bereavement. His bright little boy was suddenly cut off after an illness of only eighteen hours' duration.

The Welland Vale Mfg. Co.'s factory at St. Catharines was thrown open to the public for inspection last Wednesday afternoon. The company made a large shipment to Birmingham, England, this week.

Mr. R. Y. Douglas returned last Saturday from a successful eastern trip in the interests of the "Viking" wheel. Messrs. Bertram & Co. state that their agents throughout the country are disposing of the wheels as fast as they can secure them.

Things are taking on quite a summer-like appearance about the Morgan & Wright repair shop. Owing to the rush of work, Manager Jimmy Doane was compelled to forego his business trip through Western Ontario for the present.

Ball Bros., the Toronto agents for the New Barnes wheel, are finding their enterprise in removing to Dineen's old stand a paying one. In addition to single machines, the enquiry for tandems has been very gratifying.

The McBurney-Beattie Co. state that the trade so far exceeds their expectations and that they have been compelled to increase their factory staff. They recently received some unsolicited orders from the Pacific Coast.

The Canadian Typograph Co. are pushing E. & D. Co. wheels in rare style this season. In Toronto, Manager Hunter is making numerous converts daily, and it is the same story at other agencies throughout the Dominion.

T. W. Van Tuyl, of Petrolea, states that in order to clear off some lines of sundries, he is in a position to make specially low quotations. He has just ready for the market a high-grade wheel, known as the "Van," for which he is open for agency applications.

The Cleveland people have been having an exceptionally fine business this year, not only in their retail store, but at the factory. Large shipments are being made daily and the export trade of H. A. Lozier & Co. has developed into something remarkable.

To illustrate the extent to which the craze for cheap wheels has gone, a certain soap concern of this city recently asked for tenders for the supplying of 150 bicycles to be given away as prizes. The sum of \$24 was the figure of the successful tenderer, and this included choice of tires, saddles, etc.

The question as to whether the Chicago and New York shows will in future run as national cycle exhibitions will be decided by a mail vote of the American Cycle Board of Trade members. As soon as replies to the circular sent out have been received, a meeting to finally settle the matter will be held.

The experts in the mechanical and experimental departments of E. C. Stearns & Co.'s main factory at Syracuse are already at work upon models for 1898. Although generally supposed that the bicycle

of the present year has been brought to about as perfect a stage as possible, these skilled designers say that there is still room for improvement. The makers of the Yellow Fellow prophesy that the wheel of the future will be much more simple and much more readily adjusted than the wheel of today; in fact, it is said that the 1898 Stearns will be adjusted without the use of a single nut. A force of riders will be kept on the country roads throughout the summer and fall testing the various features which will be considered for next year.

The Griffiths Cycle Corporation have secured the Canadian agency for the celebrated Fire Ball lamp and Peterson's Skirt Holders for ladies. The latter are pronounced to be the best affairs for the purpose yet out, holding the skirt in correct position when on the wheel, while when walking their presence cannot be detected.

F. O. Creed, of Halifax, the Canadian agent for the Chase tough tread tire, is extending his business through the west. In this tire an internal canvas reinforcement of double thickness is used on the tread side. This fabric is "frictioned" with a secret compound which has such powers of resistance as to make a puncture very unlikely.

A WORTHY SAMARITAN.

Last Sunday President-elect Geo. Orr met a chap out near the Humber who was about to start on a weary pilgrimage homewards because his tire had a slit two inches long in it and he in his sad plight never dreamed of a possible repair on the road side. It is not the first time that George has helped a fellow-mortal out of a muddle, and when on enquiry he found out that the tire was a Dunlop he quickly undertook to make it right, even though the owner of the dilapidated wheel kept urging that it was impossible, as he had no tools. Our future President showed his aptness by removing the outer cover of the tire, cutting the inner tube in half at the point where it was slit and tying up the two ends securely. After it was put in place and pumped up, the space between the severed ends was stuffed up with paper, the outer cover slipped into place and the melancholy man could hardly believe his senses on finding that his ride could be pleasantly continued.

FANCIES.

BY FRED BRYERS.

A Good Move. The notice of motion given by the executive officers of the C. W. A. for the consideration of the whole constitution and by-laws of the C. W. A. at the Good Friday meeting is a good move. These need thorough revision to bring them up to the present state of affairs, and the whole subject appears to have received careful consideration. The discussion upon each point will necessarily be limited, but the publication of the whole matter as in the *Wheelman* will give the delegates no excuse for not having thoroughly mastered it and come to the meeting prepared either to accept the paragraphs as they stand or state at once the reasons for any proposed change.

Provincial Meets. C. W. Wells is in luck, as he has the backing of the whole executive to his provincial meet scheme, so that we may as well take it as a foregone conclusion that it will carry, though no doubt there will be considerable kicking against that particular portion of the by-laws going into force this season at least. One can readily see that neither Chatham nor Brantford (the two candidates for the Meet) will wish to see the date of the Dominion event moved back to September 6th, 1897. That would knock their calculations out entirely, for it is possible that neither of them would be willing to spend quite so much money for a Provincial Meet as for the Dominion affair.

"Not in It." Personally, I feel a little "left" on this proposed new constitution. It appears to me that all the machinery for putting into effect my suggestion to adopt a licensing scheme has been provided under Article II, Sections 4, 5, etc., but the scheme itself has not been accepted by the executive. I presume I shall have to follow the plan adopted by Mr. Wells, and keep on hammering away at the numerous advantages it offers over the present system until the executive begin to come to my way of thinking. Life is too short, however, and I shall content myself with allowing what I have already said to gradually simmer into their understandings, or it may be someone else will come along and present the ideas in such a light that they will at once grasp the subject and wonder why they did not see it in that light before.

Gaining. Ontario will have to look to its laurels as the premier province in cycling matters. I have just returned from



Such is a
Fame

that a million cyclists, gunners, etc., now swear by

3 in One

Sample Bottle Free. Send 2-cent stamp for postage

Ask
Your Dealer
For it.

G. W. COLE & CO.
(Room 18) 111 Broadway, N.Y.

CYCLING



TRADE MARK



Don't with your
Gamble wheeling comfort!

but ride the Reliable

Dunlop

• • •

Tires

They're not an experiment, but a thoroughly proved, gigantic success. They don't slip, or creep, or wrench your valve, and if a possible puncture comes, no matter where, you can quickly remove the tire with your hands, apply the patch, and replace the tire without the least trouble. You don't make the hole larger first (sounds odd, but they do it), and you never find yourself with a tire which can't be replaced on your wheel till you reach a repair shop. Then they're full of life and speed, and—well, send for our catalogue and read it—it will interest you thoroughly.

American Dunlop Tire Company
Toronto

MONTREAL DEPOT: 2310 St. Catherine St. NORTH-WEST DEPOT: Tees & Perse, Winnipeg.
DEPOT FOR MARITIME PROVINCES: F. H. Tippett & Co., St. John.



TRADE MARK



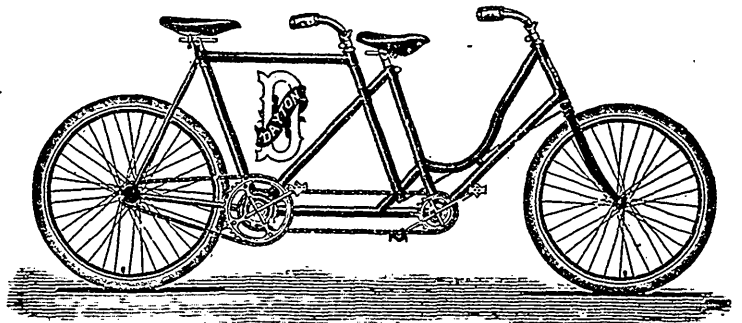
DAYTONS for 1897

We were **never more convinced** than at the present time **that the best is the cheapest**, and as we handle nothing but the best, **the Dayton** must be the **people's choice**. Only a **few months** ago we branched out in this line, and **results to date** far more than **justify** our decision. During that time we have appointed agents for the **Dayton** and **Tempest** wheels from the Atlantic to the Pacific, all dealers being anxious to secure these most popular makes.

We want to draw special attention to our magnificent range of . . .

Tandems

including :—



The Dayton Single-Steering Tandem—Model M.

The Dayton Combination Tandem—Model O.

The Dayton Double Drop Tandem—Model L.

the last named being the first Tandem for Two Ladies ever shown. Write for agencies.

Retail Warerooms, under management of Messrs. GIBBONS & CROSS, now open at 93 Yonge Street.

JOHN MACDONALD & CO.

Sole Canadian Agents Dayton and Tempest

a trip through this province of Quebec, and though there is still a great deal of ice and snow to be seen, still the bicycle salesmen are doing a good business, and from all appearances 1897 will prove in Quebec to be as exceptional a year as 1896 was in Ontario.

The District Officers. It is pleasant to note that the proposed constitution has adopted the principle of placing more power and dependence upon the districts than has heretofore been the case, and that hereafter the District Boards will have the handling of a portion at least of the funds they contribute to the Association, with a view to developing interest and awakening effort in their own constituencies. This simple proceeding will, I have no doubt, lead to very material results during the coming year, in the advancement of the Association throughout the whole country.

Touring. There is a great awakening awaiting the tourist who will venture to take a trip through the Eastern Townships of the Province of Quebec. The roads are fair only, and sometimes hilly, though, generally following the river courses, are comparatively level. The scenery, however, is magnificent, particularly along the valley of the St. Francis and round Brome, Memphramagog, Massawippi and the numerous other lakes in that section. The mountains—larger than that at Hamilton—are all around, and present an ever-varying prospect. No section of the settled part of Ontario presents anything like the variety and beauty of the scenery of the Eastern Townships. Our American cousins are beginning to find this out and are, as a consequence, frequent visitors.

To the Point. The terrors of the law are placed here in somewhat simple form. Instead of mystifying one by placing at the entrance of their bridges a sign stating that "ANY ONE RIDING OR DRIVING OVER THIS BRIDGE FASTER THAN A WALK WILL BE PROSECUTED ACCORDING TO LAW—BY ORDER," the sign in this section is evidently for the benefit both of the horse and its driver. It is short, but to the point, "WALK OR PAY \$2." Crossing into Vermont at Derby Line, the figure is raised to \$3.

Pease After repeated trials and experiments at numerous French hotels in the country, I am firmly convinced that the porridge which I get for breakfast, the soup at dinner and coffee for supper were all made from the same fundamental element, and that was

pease. The monotony has become too much at last, and I have decided hereafter to eschew porridge, soup and coffee when served up in French hotels.

Sweetness. Maple sugar forms a subject of especial interest and the ordinary salutation of its being "a fine day" or otherwise, is changed to "a fine sugar day" and the reverse. The whole conversation of the people seems to be confined to the maple sugar industry, the coming provincial elections and the bicycle, but sugar takes precedence every time. This is readily accounted for when one learns that in one day twenty-three tons of sugar and syrup were received at Montreal, and that the weeks' shipments amounted to nearly one hundred tons. Even in the villages where one runs across two or three maple trees in a front yard, each has its spout from which the sap flows into an old tomato can or some similar vessel, and the children boil it down into syrup from which to make "taffy."

Stuck to Him. At one place on the Boston & Maine R. R. there is a very heavy grade and near the top a sugar bush. We were crawling slowly up on a heavy "mixed" when the forward brakeman jumped off, and ran to the fence, where half a dozen sugar makers held "taffy sticks" invitingly towards him. The gentlemen handed over theirs all right, but the three ladies knocked the brakeman's hat off and stuck the "taffy sticks" in his hair. The passengers on that side of the car were taking in the fun and the roar that greeted him when he caught the rear car will be remembered by him for some time. He did not venture near that portion of the train during the rest of the trip. Maybe the poor fellow was trying to get the tangles out of his hair.

The "Practical Points" in the March number of *Wheel Talk*, the little monthly issued by Morgan & Wright, Chicago, will put dollars into the pockets of repairmen. Sent free to dealers, repairmen, agents, manufacturers and clubs.

... MORRISON'S ...

..Bicycle Ice Creepers..

FOR WINTER USE

Is the neatest, lightest, cheapest, and only practical attachment that will fit every wheel and can be ridden anywhere on any kind of roads or ice with perfect safety

Weight, 1 lb. Price per Set, \$4.00.

(PATENTED IN U. S. AND CANADA.)

Jobbers and Agents wanted. Special terms to Clubs.

W. T. S. MORRISON, Mfr., Cornish, Maine, U. S. A.



The Whirr of the Wheels.—Ah, these lovely days when the weather is all that can be desired, how it brings the wheels out! The down town streets have been simply teeming with wheels lately—all kinds of wheels and all kinds of riders, but with one thing in common in the way of expression, that being a look of buoyant delight in finding themselves once more a wheel. Even the old hands who think they have outgrown all enthusiasm find their faces beaming with the exuberance of spirit which always comes with cycling in the first balmy days of spring.

There is nothing like it, there really isn't. Cycling seems to fill the void and satisfy the unutterable longings which spring time brings. Surely everyone has experienced that I-want-something-badly-but-I-don't-know-what-it-is feeling during the balmy days of early spring. Try a bicycle ride for it; you'll find it act like a charm. Ride around town if you have a new suit and haven't allowed your wheel to become disgracefully rusty during its winter idleness, and when you have exhausted the delights of Jarvis or St. George streets and discover the deplorable condition of the College street pavement you'll be in splendid shape to enjoy a jog around the park. Then if you are brave go on out west and see for yourself how bad the cinder path is, the once despised Lake Shore road, dusty and all as it is, seems like a billiard table compared to the "humpy-dumpy" see-saw which prevails on the path. I was foolish enough to go out there two weeks ago while the road was a sea of mud, and I found the path so execrable that I kept on, just to satisfy myself that it could not be worse, but each hundred yards was decidedly worse than the last, and thus I endured it out to the end and solemnly bumped my way back. I can't recommend it as a pleasing ride.

Just a Slip!—In self-defence let me say that I am not accountable for the statement on this page in the last number that the latest and most correct cycling style was not only to wear gaiters, but to wear an extra one beneath the left knee of consider-

able height. Now wasn't that a glorious muddle? I suggested, girls, that you wear an extra garter of a bright color, and the loop on my "r" must have been abortive, for in cold type it came out as an "i" and rather ruined my meaning. See?

Make Some Resolutions.—Decide now to give your wheel half a chance to retain its gloss and freshness. A few cloths kept in some handy corner near where your wheel is placed when at home and a brush sufficiently narrow and with a long handle, so that all the curves and corners can be reached, will be of immense service in preserving the appearance of your mount. Have them handy, so that when coming in you don't have to look them up, and then you won't be half so apt to postpone the very necessary job of giving your wheel a rub down. To keep the dust well brushed out of your chain is going to mean pounds of strength saved for you. I have seen an advertisement of some specially shaped brushes made solely for cleaning bicycles, and though I don't believe you can find them here, they would be of splendid service in lightening the trouble of finding how to reach some of the parts which are barricaded behind our lacings and skirt guards.

Speaking of Leggings.—If you wish a pair to match a suit or a pair of sleeves and can't find them ready-made you can get a perfect fit made from any material at 12½ Teraulay street. This has proved such serviceable knowledge to myself that I am glad to state the fact, which may help some other lady out of a dilemma concerning her required gaiters. ARIADNE.

TEN LITTLE REASONS.

The duplex wheel offered by R. H. Wolf & Co., as the first prize in the competition lately conducted by that firm, was awarded to a Richmond, Va., man.

The following ten little reasons, adapted to nursery verse, were among the answers received:—

Ten little reasons why this wheel is so fine,

One, it automatically oils itself, then there are nine.

Nine little reasons why it's always up-to-date,

One is its rigid frame, then there are eight.

Eight little reasons why 'tis best under heaven,

One is its light weight, then there are seven.

Seven little reasons why it's never out of fix,

One is its cold drawn tubing, then there are six.

Six little reasons why cyclists for it strive,

One is its ease and swiftness, then there are five.

Five little reasons why it numbers friends galore,

One is its handsome finish, then there are four.

Four little reasons why it always runs so free,

One is its eccentric chain, then there are three.

Three little reasons, and every one is true,

One is its patent air tubes, then there are two,

Two little reasons why it always takes the bun,

One is its indestructible pedals, then there is one.

One little reason why 'tis best beneath the sun,

When it's placed in competition of rivals, it has

none.

CYCLING

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

A SIMPLE TIRE REPAIR.

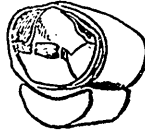
Punctures in the well-known Morgan & Wright tire are mended about as easily as a man would close a hole in his finger with a bit of court plaster. Inside of the inner tube of the tire lies a long strip of patching rubber, like this :



By injecting M. & W. quick-repair cement through the puncture into this inner tube, and then pressing down on the tire with the thumb, like this,



the repair strip inside is picked up by the cement, thus closing the puncture, like this :



Very simple, but before injecting cement, pump up the tire. If you don't, the inner tube will be flabby, like this,



and the cement will not get inside of it, where the repair strip lies.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

We Never Paid a Dollar

for racing teams, for road records or
for subsidies to fast riders.

A Racing Record does not improve the quality of a bicycle

We started out to build a wheel—giving the purchaser full value for his money in **High-Grade Material** and **Honest Workmanship**. That our efforts have been crowned with success is proved by the proud position which

MASSEY-HARRIS BICYCLES

now occupy

IN THE FRONT RANK !



MASSEY-HARRIS CO., Ltd.

**BICYCLE DEPARTMENT
TORONTO, CANADA**

Branches :

St. John, N. B. Montreal, Que.
Winnipeg, Man.

City Salesrooms :

COR. YONGE AND ADELAIDE STS.
1388 QUEEN ST. WEST

A PRAIRIE POT-POURRI.

WINNIPEG, April 3.—Before CYCLING makes another appearance the C.W. A. convention will be over, the Meet controversy will be settled, and we may have Provincial and Labor Day meets and various other things we have not now. If such a brilliantly, intellectual introduction does not bespeak a master mind, let me add that I hope Chatham gets the Meet. It entered the field first, has conducted an honest and manly contest, and is in every way deserving of best treatment from the members of the C. W. A. I have nothing to say against Brantford or any other place—as the orator says when answering the toast, “The ladies, God bless ’em, I love ’em all”—but must have some preference in a matter that has excited us for so many months, and as I know Chatham and its people very well they have my preference. It is a fine city, full of fine people, and no more than that can be said of any place—not even of Winnipeg. The west, however, is doing the right thing by both Chatham and Brantford by splitting up the vote as well as it can. One of the big clubs in Winnipeg supported Brantford and the other supported Chatham. I supported Chatham, but I hope that the Brantford people will remember that I am only an individual and not feel sore towards the west.

Mr. Wells' scheme for Provincial meets on Dominion Day and the Dominion Meet on Labor Day should receive the support of all delegates to the convention. As things are at present, the first of July is too early to decide the Dominion championships. The season is then only fairly begun and the races are not a sure criterion of the relative speed of the flyers. By Labor Day the fast men have settled down to a steady gait and the championships can be fought out on their merits. Besides, C. W. A. Provincial meets are things we should have, and there can be no better time to hold them than on Dominion Day.

Another aspirant for the vice-president's chair, Mr. Cartwright, also makes a good suggestion regarding gold bricks being the prizes for amateurs. If I remember rightly, I strongly supported the same suggestion when it came up at the convention two years ago, as I also did the division of riders into amateur and professional classes. One has come and now it looks as if the other would come too. By all means let us make race-meet promoters give honest prizes if we cannot coax them to. The value of prizes, both for amateurs and professionals, should

be limited to \$25, as it would do away with all the expensive competition among the smaller towns, thereby making race meets on the whole more successful.

Mark McAntony thinks it would be a good idea for each club to pay one member's expenses to the annual meet of the C. W. A. To my mind—one not polluted with poetical aspirations—it would be a better idea for each club to pay one member's expenses to the annual convention. It is at the convention, not at the race meet, that the good of the C. W. A. is discussed and legislation pertaining to its welfare enacted. When every club in the Association is represented we will have a convention that will be capable of doing great good. All the clubs that can afford it should take this matter up and in future see that they are represented. What do you think of the amendment, Mark? I leave this idea in the hands of my confreres for elaboration and a friendly push, etc.

In a light and flippant manner I referred in my last budget to the prospects of a flood. It has ceased to be a joke. I will make a big endeavor to get to the convention, but the railways between here and St. Paul—I hope to go *via* the States—are covered with water and they show about as much sign of drying up as does Stan Allen. However, I will start three days ahead of my scheduled time for fear I may have to swim it. If a dove fits into the convention with an olive branch in its bill you will know that I let it loose from the top of a tree somewhere in the flooded parts of the Dakotas or Minnesota and that the branch is for Stan

NOW THAT THE

Cycling Season

is about to commence, we would remind the riders that

“Johnston's Fluid Beef”

is the greatest producer of muscle and power of endurance at present known.

CYCLING

Allen. I appoint him host at my tea-party in case I take too much water in my journey.

Bill and Mark are endeavoring to make Stan Allen and me jealous of their poetic powers, and Mark suggests that the two of us be made to write poems of fifty lines each. They can keep on writing poetry until they have to use asbestos before I will descend by myself to their level. But when Stan and I get together at Toronto we will collaborate in writing an ode, if he is willing, and sell it to the highest bidder.

The first triplet ever seen in the West and, I believe, about the first ever owned in Canada (Rod is mistaken here. Mr. J. Lochrie made an Antelope triplet in '95.—Ed.) has been purchased by the Rover Bicycle Club and made its appearance on the streets to-day, which, by the way, was the first day of wheeling. The Rovers are very proud of their fast racing men and have purchased the triplet to assist in pacing. It shows commendable enterprise on the part of the club. Financially, the club is in first-class shape. Both the Winniepgs and the Rovers have organized for the season. The officers of the Winniepgs are:

Patrons, Capt. G. F. Carruthers and Mr. F. W. Thompson; honorary president, M. Bull; president, E. B. Nixon; first vice-president, J. S. Carter; second vice-president, W. C. Reaman; secretary, A. E. Scott; treasurer, W. A. Lawson; captain, B. Bain; lieutenant, M. S. Parry; standard bearer, J. H. Crossthwaite; bugler, W. S. Logan; committee, J. C. Waugh, J. J. Conklin, E. Barrett, I. W. Housser, Dr. Montgomery.

The Rovers elected the following:

Patrons, Messrs. C. C. Chipman and E. L. Drewry (acclamation); honorary president, Mr. James Tees (acclamation); president, D. E. Adams; vice-president, J. K. McCulloch; secretary-treasurer, C. E. Christie; captain, J. C. Thompson; lieutenant, J. G. Keir; standard bearer, Walter Jackson; executive

committee, E. A. Dykes, G. S. Dingle, W. W. Beaton.

The Winniepgs support Brantford and the Rovers Chatham for the Meet, and both give friend Wells a lift towards the office of vice-president. Your humble servant was appointed as missionary to go to the convention and preach the gospel of "Winniepg for '98."

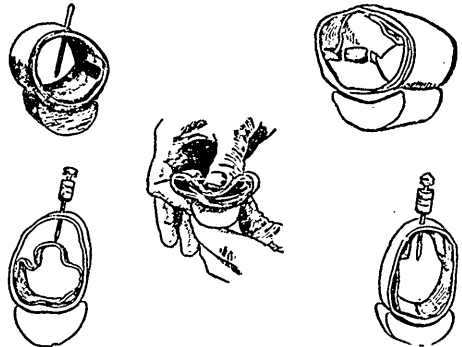
The aroma of western plains will be missing from my next budget, as I hope then to address readers from some point in the unsophisticated East.

ROD RANDOM.

AN EFFECTIVE TIRE REPAIR.

Punctures in Morgan & Wright tires are mended about as easily as a man would close a hole in his finger with a bit of court plaster. Inside of the inner tube of the tire lies a long strip of patching rubber. By injecting cement through the puncture into this inner tube, and then pressing down on the tire with the thumb, the repair strip inside is picked up by the cement, thus closing the puncture.

Before injecting cement the tire must be pumped up. If this is not done the inner



tube will be flabby, as shown in the fourth illustration, and the cement will not get inside of it, where the repair strip lies.

After the tire has been repaired and inflated ready for riding, if it still leaks, the injector must not be stuck into the puncture again, because that will puncture the repair strip itself and it will then be necessary to pull out the inner tube and make an old-fashioned repair by putting a patch of rubber on the outside of the inner tube.



EVERETT HOUSE

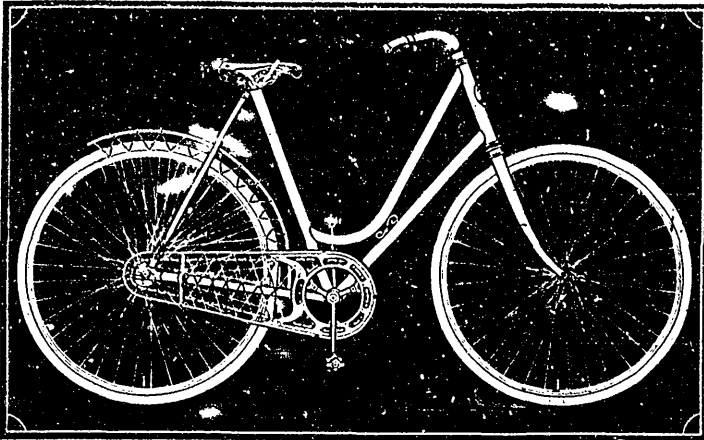
UNION SQUARE
and 17th STREET

Headquarters for Cyclists
and the Cycling Trade.

NEW YORK, N.Y.

The preliminary financial statement just issued by C. W. A. Secretary Donly, shows a balance on hand of \$119.40. The net cost of the *Canadian Wheelman* to the Association was \$3,142.28.

CYCLING



McBurney -Beattie



The above is the name of our new wheel which is now ready for the market. It embodies some special features of merit and no fads.

Our bottom bracket, large gear combinations, crank fastenings, barrel hubs and internal joints are on the correct lines and will please the expert. Choice of handle-bars, tires and saddles. Price, \$100.

We are agents for

THE HOMER

—an up-to-date 1897 machine for either ladies or gentlemen, and which we claim is the best value in the market. Price, \$48.

For boys and girls we have

THE HERO

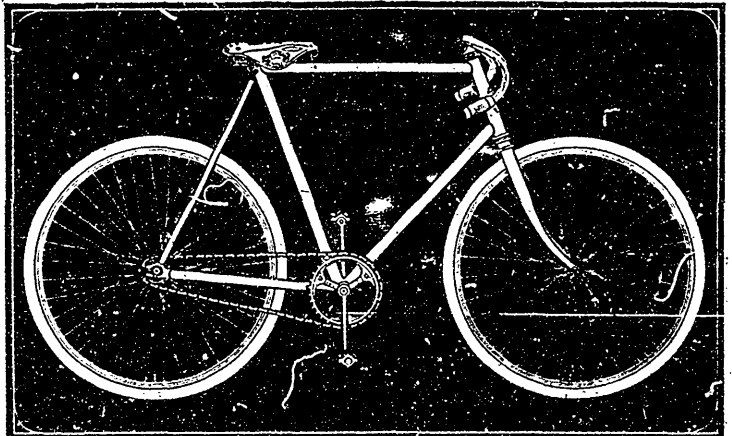
at a price within the reach of many who have hitherto felt they couldn't afford to buy a wheel for the little ones. These machines have ball bearings and pneumatic tires. Price, 20-inch wheels, \$22; 24-inch wheels, \$25.

We are open to receive applications for agencies and guarantee good value and liberal treatment.



McBurney & Beattie Co.

24 Adelaide St. W.
Toronto, Ont.

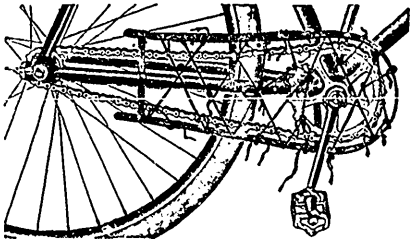


CYCLING

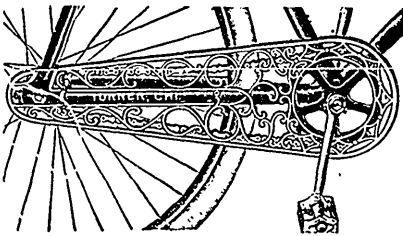
TURNER

Cut this out.

It may not appear again.



Can a dealer sell wheels with this kind of a Guard when his competitor's wheels are equipped with the **Turner Aluminum Guard?**



Send for our 1897 Bicycle Goods Catalogue describing

The Turner Line of Equipment.

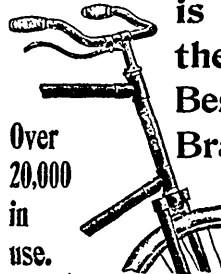
The Turner Brass Works,
512 Kinzie St., Chicago.

Our "Turner Bronze" for Cycle Connections stands brazing perfectly. Great strength. Immediate Deliveries from your patterns.

The Turner

is the Best

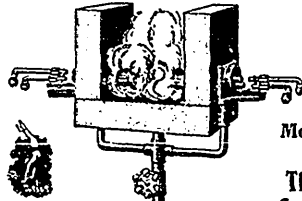
Brake Built.



Over 20,000 in use.

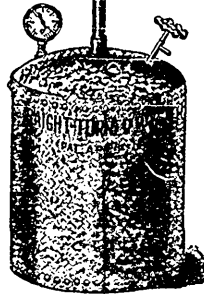


Its mechanism is out of sight.



More than Two Thousand Customers say:

"The Straight-Turner Brazer is the best Brazer made."



Send for Brazer Catalogue

TURNER

CYCLING

THE MARTIN ROAD RACE IS STILL "ON DECK."

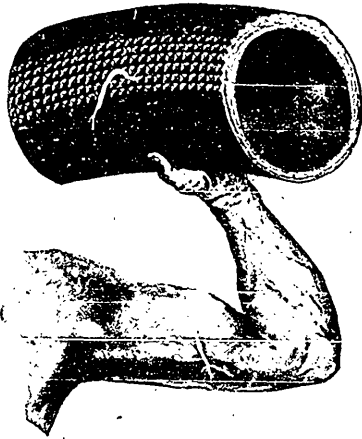
"The 6th annual Martin road race will succeed the 5th annual Martin road race of '96 and the party who gave you the information published in CYCLING on March 25th, under the head of 'Successor to Martin Road Race,' evidently represents some individual who would shine by a reflected light," writes Mr. H. C. Martin, of Buffalo.

The 6th annual Martin road race will be run on Saturday, May 29th, and will eclipse any former effort of the kind ever held in America, and the aggregate in prizes will exceed any ever before offered. The course over which it is to be run will be a fast one.

Entry blanks will be issued in a few days and the list of prizes will be announced as soon as completed. For information, entry banks, etc., address H. C. Martin, 636 Main street, Buffalo, N. Y.

THE SAMPSON SPECIAL TIRE.

The above cut illustrates the milled tread Samson special single-tube tire, manufactured by the New York Tire Co. It has a thickened and specially reinforced tread, which increases the wearing qualities with-

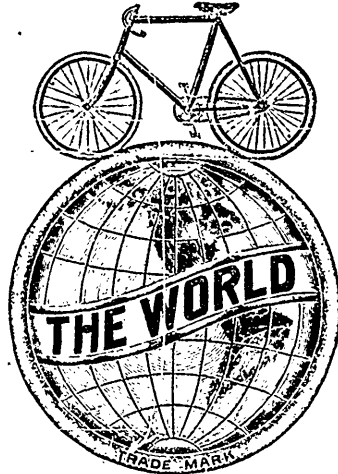


out diminishing resiliency while at the same time decreasing liability to puncture. The well-known policy of this company as to quality is maintained in it, 96% pure fine para rubber being used. For muddy roads, sticky pavements, etc., this tire is pronounced to be unsurpassed.

His many friends will regret to learn of the sad loss sustained last Friday by Mr. Robt. Hunter, the secretary of Quebec's '96 Meet committee, in the death of his sister.

THE WORLD.

Mr. Phillip Jamieson, the well-known Toronto clothier, corner Queen and Yonge streets, has secured the Canadian agency for the World bicycle, manufactured by Messrs. Arnold, Schwinn & Co., of Chicago. This wheel has a high reputation on the other side of the line, and as it is in good hands it will doubtless win its way in Canada. It has a number of thoroughly



new and effective features, such as absolutely dust-proof crank hanger bearings, exact flush fittings throughout, new fastening for handle-bars and seat post, and new triple fork crown and seat post cluster.

It is a swift mount, every American record from one-quarter mile up to 100 miles being lowered upon it during '96.

Mr. Jamieson is open to receive applications for agencies throughout the country, to whom liberal discounts will be made.

The whole of South Africa, with the exception of the districts adjoining the populous towns, is practically without roads. In spite of this the imports from Great Britain during the month of December amounted to over \$70,000. American, German and French exporters are also delivering machines, the former being the second in activity to the British exporters. The total exports of cycles and parts for the year will not fall much below \$1,250,000. Johannesburg is the liveliest trading point in the country, though considerable business is done at Cape Town, Kimberley, Port Elizabeth, Bloemfontein, Durban and Pretoria.

W. W. Hamilton, who holds the record for the paced mile in 1.39 1-5, will again ride a Monarch this year.

HINTS ON TRAINING.

Through the winter every one should take a course of training in the gymnasium. In this article I shall pay especial attention to the man who does not give up his entire time to racing, but who attends to business and takes up racing only as a side issue for the pleasure he derives from it. Before starting in to train, see a doctor or a first-class trainer and have him examine you closely to see if your heart and lungs are in condition to stand an even course of training.

After you have finished your course in the "gym," take a complete rest from all exercise for two weeks before starting training on your wheel.

For the first two nights of this rest, on retiring each night, take a dose of Rochelle salts. This acts as a purgative. After the system is thoroughly cleansed, great care should be taken concerning the diet. Eat that which agrees with you and which contains nourishment for the blood and muscles. Avoid spices, strong acids, and pastries. Leave all kinds of drugs, tobacco, and alcoholic stimulants entirely alone.

The most nourishing foods for a man in training are fruit in season, oatmeal, beef-steak, roastbeef, lamb chops, mutton, soft boiled eggs, fish, chickens, baked potatoes, stewed tomatoes, asparagus, peas, onions, dry toast, or stale bread.

Avoid veal and pork of all kinds. See to it that the food is properly cooked. Have chops and steaks broiled; other meats roasted. The most beneficial drinks are milk, weak tea, cocoa, or water. Do not use coffee in any way. Take plenty of time in eating your meals, and chew the food finely, for this aids digestion.

Now for your work. A man attending to business every day, I should advise to train on his wheel only once a day. The best time to train is from three to five in the afternoon, if possible. If compelled to ride before or after working hours, the best time is between 7.30 and 8 o'clock in the evening. Eat your supper at 5.30 or 6 o'clock. Start in with your wheel geared to 68, and as you grow stronger increase the gear to 72 or 76, which are about the medium used. I think 76 is about as high a gear as can be kicked to advantage in short races. For the first two weeks ride about five miles each night at, say, a 3.30 clip, ending each night with a fast quarter, but not a sprint. After the first two weeks, start the evening's work by riding two miles at a 3.30 clip. Then try a fifty-yard sprint. Ease down to a 3.30 clip for a mile; then try a hundred yards sprint. Ride another mile at a 3.30 clip and finish the night's work with a fast quarter.

At the end of a month a man should be in good physical condition, and should know his weakest points either in sprinting or staying. If he is unable to stay, he should do less sprinting, but more steady riding. If he is weak in sprinting, *vice versa*.

A tandem is a great help in pulling one out, both in staying and sprinting. If you can get a double to help you in training, do so.

After exercising each evening get someone to give you a good rub down, as this is most beneficial. It aids circulation, and prevents lameness and soreness.

Have your attendant remove your shoes and lower tights first and rub your limbs briskly with a Turkish towel until they are perfectly dry. Cover the limbs, remove your upper tight, and rub the body likewise.

This completed, have the attendant cover the body with a heavy blanket and again remove the covering from the limbs.

Then let him rub your legs briskly, and lightly massage them with liniment. Go over the entire body in the same manner, keeping all parts of the body covered except the part on which the attendant is working.

This rub down should be given in a warm place, the body should be stretched out and all muscles relaxed.

After receiving the rub down, the attendant should give you a salt sponge bath. This bath consists of two handfuls of sea salt in a pail of tepid water and should be prepared an hour beforehand. After the sponge bath of salt water, quickly rinse in clear, cool water (not cold water). The entire bath should not occupy more than 45 seconds.

Then have the attendant rub you briskly with a couple of heavy Turkish towels until you are thoroughly dry.

Retire as shortly after nine as possible.

Every man in training should have nine hours' sleep. Sleep on your right side, as it allows freer circulation of the blood. Walk as little as possible. Take every precaution to prevent catching cold. Stand in working as little as possible. Sleep with your window down at the top. Be regular at your meals, training and sleep.—C. R. Culver, in the *American Wheelman*.

... OILERS ...

25c.

10c.



Highest Grade Oiler

DOES NOT LEAK!

A little higher in price, but—

CUSHMAN & DENISON

172 NINTH AVENUE



THE BEST

Medium Grade Oiler

Second to none but the 'Perfect'

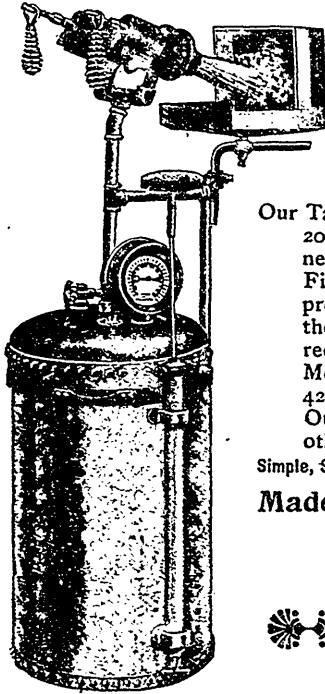
NEW YORK

CYCLING

WHITE MANUFACTURING CO.

40, 42, 44 STATE ST., - CHICAGO, ILL., U.S.A.

Hot Blast Appliances



Mammoth Hot Blast Brazer

THE MOST POWERFUL MACHINE MADE

POINTS OF SUPERIORITY:

Our Tank is tested to 200 lbs. pressure to the square inch. Other 20 to 30. Our Pump is attached to Tank solid. Others connected with rubber tube. Can pump up pressure in 2 minutes. Five minutes required by others. Can work under 100 lbs. pressure. Only 20 lbs. pressure can be used by others. Can thereby braze under 100 lbs. pressure. In quarter of the time required by others. Can braze with one flame in one minute. More time and two flames required by others. Solid blue flame 4200 degrees F. Can run with half the fuel required by others. Our machine costs double to make and sells at same price of others.

Simple, Strong and Durable, and warranted to do as we represent.

Made for Kerosene or
Gasoline.



Perfection Hot Blast Enameling Ovens

Made in five sizes.

Heat by a specially constructed blowwick.

Will produce 400 degrees of heat in oven in ten minutes.

Oven is well made, double seamed and bolted together and lined throughout, allowing heat to circulate all around the oven, heating the work gradually.

Guaranteed to give Perfect Satisfaction.

Send for Illustrated Catalogue



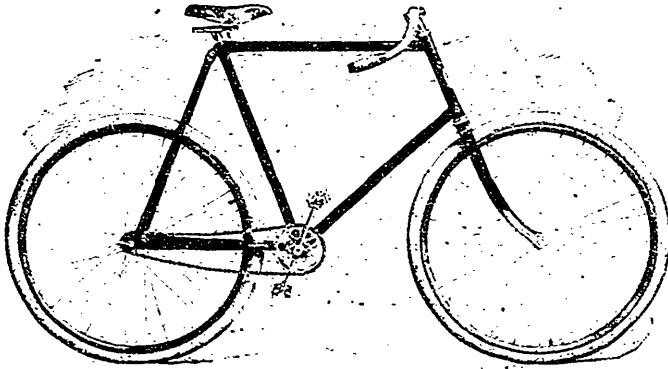
CYCLING

We do not claim that the

“M. AND W.”

\$60⁰⁰ BICYCLES

ARE THE “HIGHEST POSSIBLE GRADE.”



But we do claim that they are thoroughly

**SUBSTANTIAL,
EASY RUNNING,
AND RELIABLE**

Bicycles of the most modern construction and first-class finish, and excellent value for the money.

Made in Ladies' and Gents' Models in all heights of frames.

We will be pleased to correspond with live, responsible dealers for the agency of unallotted territory.

McDonald & Willson,

187 YONGE STREET, TORONTO.

As White as Snow,
As Good as Gold.

THE ...

NEW BARNES

FOR '97

THE STANDARD OF THE
UNIVERSE

HAS

PERFECT

MATERIAL used in it.

WORKMANSHIP to construct it.

DESIGN—You'll agree with it.

SATISFACTION for you if you
ride it.

Agents wanted. Write for particulars.

Catalogue on application.

LEE & COMPANY

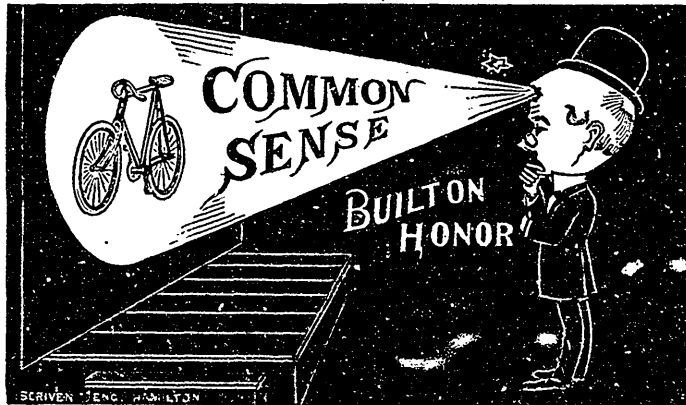
SOLE SELLING AGENTS

THE NEW BARNES CYCLE CO., Ltd.
WOODSTOCK, ONT.

CYCLING

IF THE
CROWNED HEADS

only knew half the good qualities of the
Common Sense Bicycle, we would hear
them exclaim :



The Common Sense!!
The Common Sense!!
My Kingdom for a Common Sense

Territory rapidly filling up.

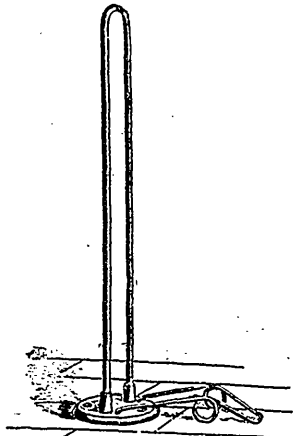
MANUFACTURED BY

THE HENDERSON BICYCLE CO., Ltd.

GODERICH, ONT.

CYCLING

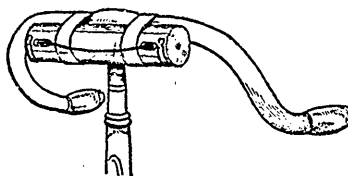
Two Good Articles



Simplicity Stand.

Exactly what its name implies, wonderfully simple.

AUTOMATIC PARCEL CARRIER.



A brand new idea, small, compact neat and convenient. Write to-day for our '07 catalogue, the most complete sundries catalogue ever issued in Canada. Every up-to-date cyclist should have it. A postal-card brings it.

The **Brantford Bicycle Supply Co., Ltd.**

BRANTFORD, ONT.

OUR TRAVELLERS

Clay D. Manville
IN QUEBEC

R. J. Kerr
IN WESTERN ONTARIO

W. F. Horton
IN EASTERN ONTARIO

B. B. Hartney
IN MANITOBA

F. S. Davidson
IN NOVA SCOTIA

F. O. Creed
IN NEW BRUNSWICK

THEY SELL

ALERTS - OHIOS - CAPITALS - GENEVAS

AT
\$60.00

AT
\$65.00

AT
\$75.00

AT
\$85.00

OUR PRICES HELP THEM

W. MANN & CO.

LONDON

ONTARIO

SEND FOR CATALOGUE.

SEND FOR CATALOGUE.

CYCLING

A Proud Record

What a glorious commentary on the solid worth of those grand "old reliables"—G. & J. TIRES—is the well-known and expected announcement, which has appeared annually for more than half a decade of years—

NO RADICAL CHANGES appear in this year's

G. & J. TIRES

only such general improvements of material and workmanship as the past season's experience has suggested or discovered. "1896-1897."

WHERE can one find a record to equal that established by these "self-advertised-original-detachable-double-tube-Hall-marks-of-the-strictly-high-grade?"

NOWHERE—rest assured—not in the tire field.

The 1897 G. & J. tires are substantially the same as 1896 tires, but we have struck a great pace on minor improvements and will lead even G. & J.'s of past seasons on general excellence of manufacture.

Prices of G. & J. TIRES have been reduced—retail and wholesale. Samples and new prices will be gladly sent to the trade upon request.

MANUFACTURERS AND GUARANTORS,

CANADIAN RUBBER CO.

MONTREAL

••

Selling Agent, C. A. CRAWFORD, 50 Wellington St. W., Toronto.



High Grade Tires to Every Pair

57

Riders by the hundred
are ordering

The **Premium Tire**

on their mounts for '97.

They want their guar-
antee always with them.

They thus have positive
security coupled with
all the qualities of the

Highest Grade Tire Made

Write us for catalogue, par-
ticulars and prices.

58

CANADIAN TIRE CO., 50 Wellington St. West,
TORONTO, ONT.

CYCLING

Reasonable People

**DON'T BOIL WATCHES, NEITHER DO
THEY DRIVE NAILS IN WOOD RIMS.**

Our Rims will not stand above tests beyond necessary degree. But when it comes down to tests which show actual worth of a Wood Rim for bicycle construction, that's where we shine, and that's why we have secured over half the trade of this continent.

LAMINATED

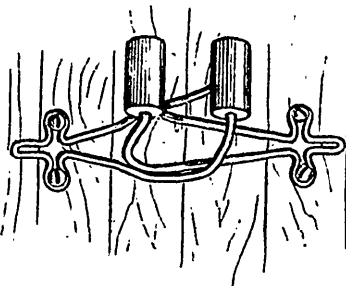
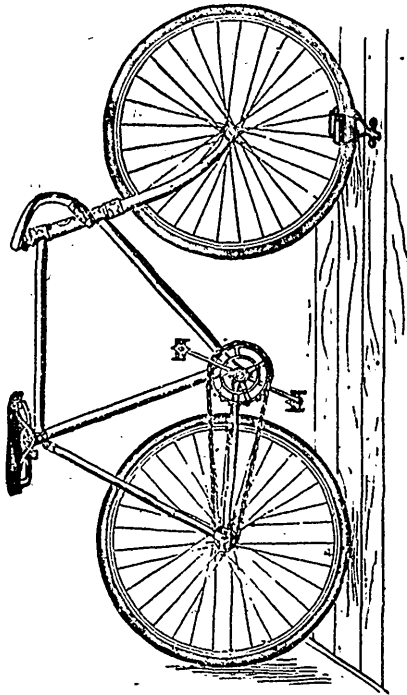
Test our Rims by putting strain on them in any direction you please; notice that they are 10 per cent. stiffer than any others manufactured, and 40 per cent. stiffer than any rim containing cross veneers, because all veneers reduce stiffness of rim exactly in proportion to their use. Then ask yourself: Why do spokes stand best in wheels fitted with

BOSTON LAMINATED WOOD RIMS?

BOSTON WOOD RIM CO.,

7 ONTARIO ST., - TORONTO, ONT.

CYCLING



Patent standing
for United States
and Canada.

Simpson Automatic Bicycle Holder

The Space Economizer and Time Saver to Busy Men

A Fixture for Factories, Stores, Stations,
Club Houses, Hotels and Private Houses.
Send for Quotations. For 25 cents a sample
will be forwarded to any address on the
continent.

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THE RICHARD SIMPSON CO.

320 QUEEN STREET EAST
(HEAD OFFICE.)

242 YONGE ST.

472 QUEEN ST. W.

784 QUEEN ST. E.

FLOOR

HARD BLOCKS.. CHAINS HARD PINS.. ARE WANTED NOW

Don't wait, but order early, as the Chain is one
of the **first** parts wanted in assembling. . . .

When ordering your chain you want the **BEST**, and we make it in the

MCKINNON



and



BRANDS

TRY ONE

MANUFACTURED BY

MCKINNON DASH & HARDWARE CO., St. Catharines, Ont.

Agents - **VOKES HARDWARE CO., Toronto, Ont.**

BACON BROS., Montreal, Que.

CYCLING

. . In '97 . .

Eclipse - Bicycles

Will be, as always, of the Highest Grade.

THEY WILL BE

Mechanically Correct
Superb in Design

Rational in Weight
Handsome in Finish

8 MODELS, 4 PRICES

ONE NAME PLATE . . .

The '97 Special has Flush Joints, Improved Hubs, Large Sprockets, Narrow Tread, D Tubing, New Crown;
In fact, is "covered" with

 **TALKING POINTS** 

The up-to-date agent who is selling bicycles for the money there is in the business gets the Eclipse agency.
Advance catalogue ready soon.

Eclipse Bicycle Company,

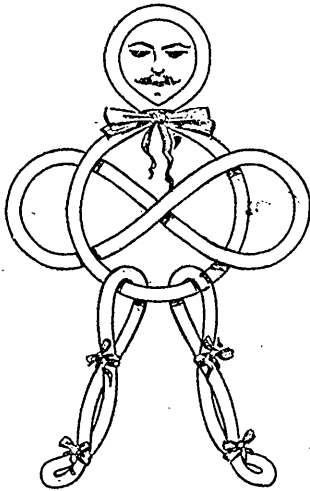
Factory: ELMIRA, N.Y.
Branches:
Boston, Philadelphia, Washington.

JNO. W. NELSON, Manager.

Hamiton, Ont.

CYCLING

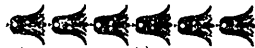
Insist on having



HARTFORD

OR....

VIM



SINGLE-
TUBE

TIRES



TORONTO TIRE CO.



BRANCH :

Windsor Hotel
MONTREAL

**ALL REPAIRS
FREE**

117 
Yonge St.
TORONTO

GENDRON BUCKEYE



TORONTO AGENCIES :

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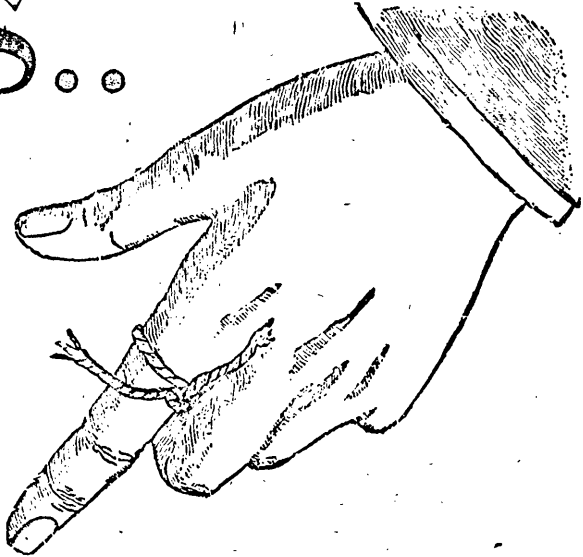
242 Yonge St.

784 Queen St. East.

BICYCLES. TIRES..

Have become household words throughout the Dominion. They are the synonym of anything that is strong, swift and durable.

The **GENDRON** is perfect in its minutest details, beautiful in its finish, matchless in its construction, and admired by all. Its record is without a blemish. The



number of its victories is equal to the number of battles fought. The rider of a **GENDRON BICYCLE** needs fear no defeat. The easy-running, 3-point bearing Gendron has already defeated 300 Bicycles in a coasting contest; it will again carry you to victory. The hundreds of Gold Medals that have been won on Gendron Bicycles and Buckeye Tires were won right at home, in hard-fought battles, where strength, lightness, easy-running qualities combined are required. They were not won on the top of the Tyrol Mountains (Austria), where the chamois and wild goats reign supreme.

GENDRON MFG. CO.,

LIMITED.

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HEAD OFFICE AND FACTORY:

Cor. Duchess and Ontario Sts.,  
TORONTO, CAN.

CYCLING

# A CHANGE *ST ST ST*

Not in our policy nor our product (both are satisfactory to our customers), but in our address, which will hereafter be

**24 BAY STREET.**

New and enlarged quarters to meet the demand for the

## “Shipe” Wood Rim.

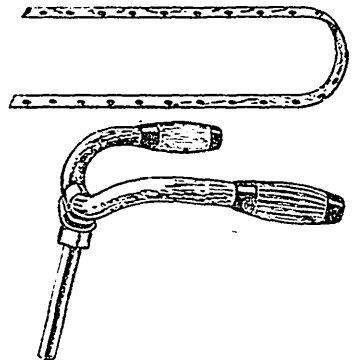
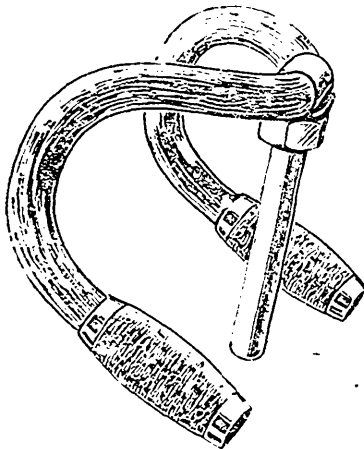


The above shows how we make the “Shipe” Rim practically non-splittable without detracting from its strength in other directions.

**The SHIPE WOOD RIM CO., 24 BAY STREET, Toronto.**

## Wooden Handle-Bars

We make a specialty of these goods and can show the trade a line to please. **WRITE FOR QUOTATIONS.**



ALSO MANUFACTURERS OF

**Wood Rims, Wood Guards, Wood Frames-**  
**OF THE HIGHEST GRADES!**

Phone 468

**C. R. PETERKIN,**

148 to 154 BAY STREET  
TORONTO, ONT.



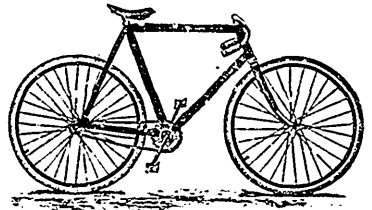
# CYCLING

**The Winner** For 1897

is the

**"BOLTLESS" SYLPH \$100.00**

Containing more new and important improvements than any other bicycle . . . . .



**OVERLAND Cycles**

**ALWAYS RELIABLE**

**\$40, \$50 and \$75. ALL SIZES. STRICTLY HIGH GRADE.**

TORONTO REPRESENTATIVES:  
THE JOHN GRIFFITHS CYCLE CORPORATION.

**ROUSE, HAZARD & CO.,** Manufacturers  
PEORIA, ILL., U. S. A.

## Money Saved

BY WATCHING OUR SPACE

Union  **Bicycle Supply Co.**

EVERYTHING FOR BICYCLES.  
TIRES, CYCLE MATERIAL and  
FITTINGS FOR THE TRADE.

M. MEYER,  
Prop.

WILL BE PLEASED TO QUOTE SPECIAL PRICES  
FOR QUANTITIES ON ANYTHING—  
**BICYCLES, MATERIALS OR SUNDRIES.**

**CHEAPEST HOUSE IN AMERICA**

Our new and complete catalogue is now in press, and will be forwarded to the entire BICYCLE TRADE as soon as issued.

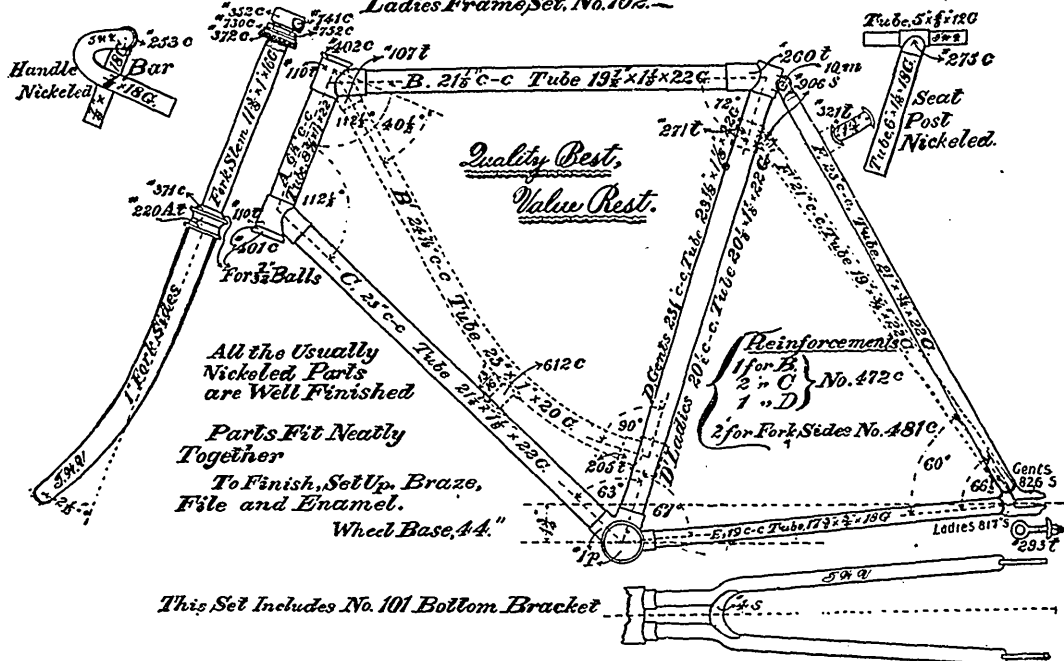
**Union Bicycle Supply Co., 68 Murray St., New York.**

# CYCLING

If you will not **SEE** and **THINK** you cannot **KNOW**.

Gents. Frame Set, No. 101.

Ladies Frame Set, No. 102.



This Set Includes No. 101 Bottom Bracket

For Bicycle Tubing, Bicycle Frames and Fittings, Tools and Materials,

Now is the time  
To get in line.  
We have the best—  
Give us a test.

Best Seamless Steel Tube. 35 to 50 per cent. Carbon Steel. Smooth both outside and inside.

Brazed or Weldless Fork Sides.

Ideal Adjustable Handle-Bars, of Ordinary and Ram's Horn Pattern. Also Wood Handle-Bars.

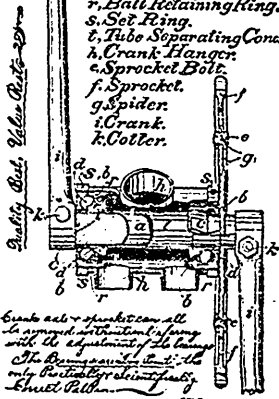
Finished Frames and Sets of Frame Fittings, ready for Brazing.

Crowns, Crank Hangers, Lugs, Fork Ends, etc., of approved patterns.

### No. 101 Bottom Bracket

Parts—

- a. Axle.
- b. Ball Cup.
- c. Cone.
- d. Ball.
- e. Ball retaining Ring.
- f. Set Ring.
- g. Tube Separating Cones.
- h. Crank Hanger.
- i. Sprocket Bolt.
- j. Sprocket.
- k. Spider.
- l. Crank.
- m. Cotter.



*Cranks and sprockets can all be removed without injury with the adjustment of the bearings. The bearings are the only bearings of this kind of wheel path.*

Chains, Pedals, Hubs, Rims, Spokes, Washers, Nipples, Tires, Saddles, Dress Guard Lacing Cord, Handle-Bar Grips.

Sulky Wheels, complete or parts. Sundries of every description.

### THE BEST TOOLS,

Including Enameling Ovens for two, five or ten Frames. Mammoth Brazier, Tire Vulcanizers, Bench Drills, Horse Twist Drills, Wheel Truing Stands, Nipple Grips, Taps and Dies, Screw Gauges, Hack Saws, Nippers, Cotter Pin Presses, Callipers, etc.

BCRAX AND SPELTER.

ENAMELS  
IN ALL COLORS.

MANUFACTURER  
and IMPORTER,

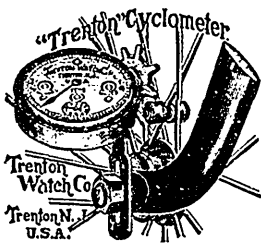
**T. W. VAN TUYL,**  
QUALITY BEST—VALUE REST.

PETROLEA,  
ONTARIO.

# CYCLING

## Trenton Cyclometers are best.

Made of Aluminum.



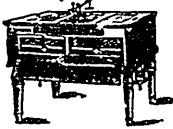
Light, accurate, durable, dust and water proof, noiseless and positive action. Handsome in appearance and can be read at a glance from the saddle. Four models registering 1,000 or 10,000 miles on 26, 28 or 30-inch wheels. For sale by leading jobbers.

ASK FOR THEM



### BUY NO INCUBATOR

and pay for it before giving it a trial.



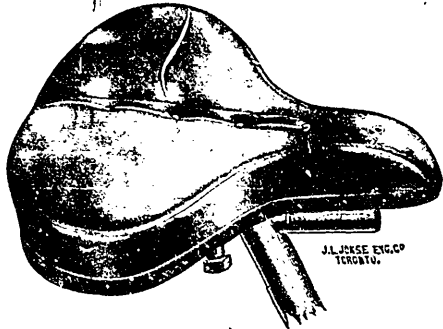
The firm who is afraid to let you try their incubator before buying it has no faith in their machine. We will sell you ours ON TRIAL—NOT A CENT until tried, and a child can run it with 5 minutes attention a day. We won FIRST PRIZE WORLD'S FAIR and will

win you for a steady customer if you will only buy ours on trial. Our large catalogue will cost you 5 cents and give you \$100 worth of practical information on poultry and incubators and the money there is in the business. Plans for Brooders, Houses, etc., 25c. N.B.—Send us the names of three persons interested in poultry and 25 cents and we will send you "The Bicycle: Its Care and Repair," a book of 180 subjects and 80 illustrations, worth \$5, to any bicycle rider.

VON CULIN INCUBATOR CO.,

Box 234, Delaware City, Del.

### THE LAWSON PATENT SPRING BICYCLE SEAT



#### THE MOST PERFECT HYGIENIC SADDLE IN THE MARKET

Constructed with spiral springs and horse-hair, with a perforated base, making the saddle both cool and comfortable. Arranged so that all pressure on the prostate gland is removed and no possible organic trouble can arise from riding this saddle. It yields to the shape and has no hard substance to come in contact with; especially on rough roads it is superior to all other saddles. The motion of the springs forces a steady flow of fresh air through the saddle. The spring-bar used in all other saddles being liable to break at any time, therefore, this saddle is being constructed without it, leaves nothing to break. Does not get out of order, and the longer you ride it, the better you will like it. Made in different styles of covering and weight of springs. For Ladies, it is the most perfect Hygienic saddle ever invented. Price \$4.00 Sold on ten days' approval. It must be ridden to be appreciated.

L. E. LAWSON

231 ADELAIDE ST. W. - TORONTO, ONT.

### BICYCLE BOYS

No headaches. Noted for its purity, brilliancy and flavor, established 1798

### BAJUS LAGER

When thirsty, ask for Canada's Old Reliable

BAJUS BREWERY, KINGSTON.



# CYCLING

Just hear dem bells.  
Dey's ringing everywhere.

THEY HAVE A TONE  
THAT'S ALL THEIR OWN

34 STYLES

FREE SOUVENIR BOOKLET upon application

History made LIBERTY BELL honored and loved. Sweetness and purity of tone have made THE NEW DEPARTURE BICYCLE BELLS widely known and universally appreciated. The acme of excellence - The ideal of perfection.

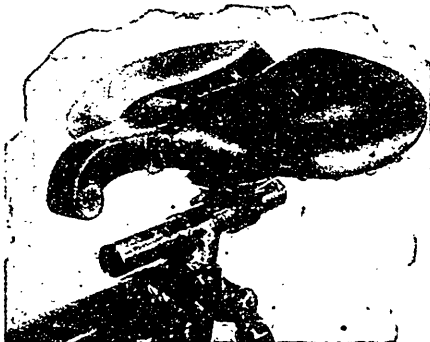
THE NEW DEPARTURE BELL CO.  
No. 21 Main St. TORONTO, CANADA

HALF TONE ZINC ETCHING

THE CANADIAN PHOTO ENGRAVING BUREAU

16 ADELAIDE ST. WEST TORONTO

WOOD ENGRAVING DESIGNING



**THE JARVIS**  
Anatomical, Ball-Bearing, and Self-Adjusting  
BICYCLE SADDLE

BEAUMONT JARVIS, Architect,  
Inventor, Toronto.

Price \$5.00

## HOTELS.

### NURSE'S HOTEL

CYCLISTS' HEADQUARTERS  
AT THE HUMBER.

This place is noted for its fish dinners.  
C. NURSE, Proprietor.

Telephone 3247.

### Lake View Hotel

J. H. AYRE, PROPRIETOR.

COR. WINCHESTER AND PARLIAMENT STREETS, TORONTO

TERMS: \$1.00 AND \$1.50 PER DAY.

Special Rates for Weekly Boarders.

Everything requisite for the comfort of cyclists...  
Electric Bells Bath Rooms  
Cars to all parts of the city.  
Winchester Cars from Union Station take you to the door.

THE LEADING HOTEL IN  
WESTERN ONTARIO.

C. W. DAVIS, Prop.

### The Tecumseh

SPECIAL RATES FOR  
WHEELMEN.

London, Ont.

### The Gilmour

FREEMAN I. DANIELS, Prop.

Bank Street,

Ottawa, Ont.

HEADQUARTERS FOR WHEELMEN.

SPECIAL RATES.

The only perfect Saddle. Easy riding and will save its cost in wear of pants.

#### MEDICAL TESTIMONY

The most important feature of the bicycle of to-day is the saddle, and up to the introduction of the Jarvis Saddle the least perfected.

The importance of this cannot be over estimated. It should be free from pressure upon the delicate perineum. That the continuous, tremulous, jarring pressure of the ordinary saddle, even though apparently light and not disagreeable or painful, is injurious, is well attested by every surgeon.

The Jarvis Saddle answers every requirement from a surgical standpoint. It is constructed with a clear conception of the anatomical indications. It fits. It is easy. It forms a perfect seat, and presses upon parts only that nature intended for a seat. It presses nowhere objectionably. I have used the Jarvis Saddle for several weeks, and am more and more convinced that all others should be laid aside in its favor.

Toronto, Aug., 1896.

(Sgd. { C. F. MOORE, M.D.  
D. OGDEN JONES, M.D.  
L. L. PALNER, M.D.

SEND FOR CIRCULARS TO OUR

Head Office, JARVIS SADDLE CO., 191 Yonge St., TORONTO

# CYCLING

## THE SPIRAL

the most effective device yet invented for a TROUSER GUARD for bicyclists. They are instantly adjusted, EXERT NO PRESSURE, and keep the pants perfectly

**SNUG AROUND THE ANKLE**



Sold in black enamel at

10c. per pr.

Send for sample and . . . . . trade discounts.



**T. LAWRENCE STEEL AND WIRE COMPANY**  
GANANOQUE, ONT.

What does your friend of "next door" say about the

## "ACME" WALLET

for selling on the cars, by book agents, etc? It sells **where it is seen**, but it is an article that requires to be **shown**. Those who buy and use it a time are devoted to it, as the testimonials show.

**ENSIGN PUB. CO.** - St. Thomas, Ont.

THE

## B. & D Bicycle Support

You dismount, the Support does the rest



Light in weight—5 oz. Strictly practical, positively safe and never in the rider's way.

Cannot rattle or become loose.

Saves wear on your wheel, nickel and enamel.

Handsomely nickel-plated and will add to appearance of your wheel.

Can be quickly and easily attached to any bicycle.

Not necessary to look around for a suitable place to lean your wheel. Stand it anywhere you please.

By Mail on receipt of price - \$1.00

Discount to Agents and Dealers

**Chas. E. Stewart, Woodstock, Ont.**



## Wheeling

has a double charm when one has a piece of

Adams' Tutti Frutti at hand.

When you ask for

## Tutti Frutti

allow no imitation to be palmed off on you. See that the trade mark name, Tutti Frutti, is on each wrapper.

Save coupons for

## LATEST BOOKS.

121

**PARK BROS.**

## PHOTOGRAPHERS

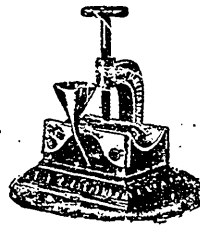
328 Yonge Street, TORONTO

## Money Makers

TWO OF THE BIGGEST LITTLE MACHINES ON EARTH

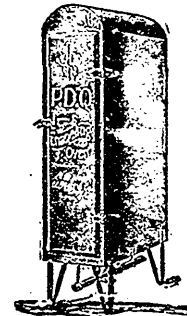
\$5.00—\$5.00

\$12.00—\$12.00



## Vulcanizers

A vulcanizer that vulcanizes. Works automatically. Cannot burn tires. Needs no attention. The repairman's best friend. . . . .



## Enameling

## Ovens

Ovens that will bake. Made in many styles. Send for our prices.

MANUFACTURED BY...

**ARLINGTON U. BETTS & CO**  
TOLEDO, OHIO

# CYCLING

## List of Reliable Repair Men IN THE DOMINION.

### BELLEVILLE

#### GREENLEAF & SON,

CYCLE MANUFACTURERS AND REPAIRING.

Our Establishment is fully equipped with all the latest machinery and tools for Repair Work. Satisfaction guaranteed.

### KINGSTON

#### W. J. MOORE

MACHINIST . . . MOORE REAL ST.

All Kinds of Bicyc Work  
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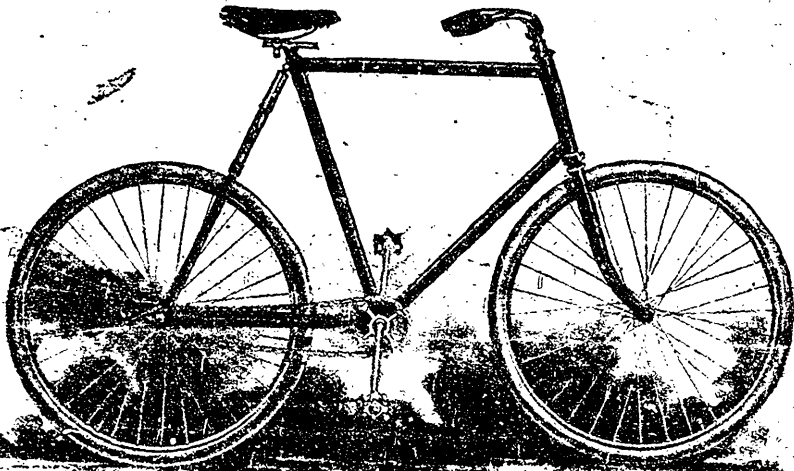
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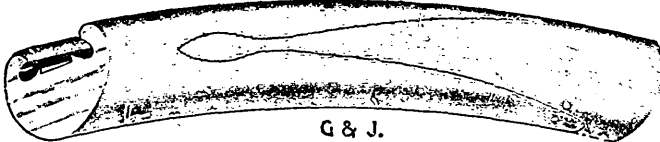
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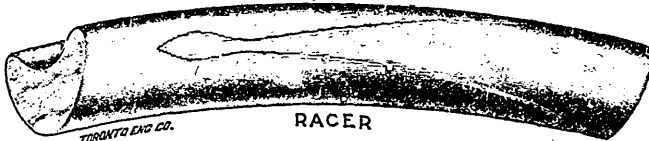
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