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CYCLING

A Mirror of Toronto Bicycle Club Events and Devoted to the Interests of Cyclists in General.

Vol. 1.

TORONTO, MARCH 11, 1891.

No. 8.

A Summer's Cycling Reminiscence.

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

BY ONE OF THE PARTY.—III.

After getting placed in our first-class carriage, which admitted of six passengers, the others being three decidedly pretty young ladies who had come down to Greenock to meet us—or rather I should say to welcome some of the other passengers—we were informed that another half hour would have to be endured before our train departed. This was unpleasant news to tired travellers, but the inevitable was accepted; and at the invitation of an American gentleman, who, I believe was in the theatrical profession, as his valise showed to an astonished public the remarkable endorsement, in large, black letters, "E. L., The Boston Wonder" (we could never discover exactly where the "wonder" came in, but he was a thorough down-east Yankee). Peard repaired to the refreshment room with him, where they stayed the pangs of hunger with a couple of sandwiches that were old enough to have originally come from Chicago. The blushing maiden who poured their coffee, by way of a pleasantry, and seeing that they were from America, intimated that she had a cousin in the United States, and, no doubt wishing to make them feel at home, asked if they knew her relation. She seemed surprised when they enquired if she could tell them the name of the town, and disappointment was plainly written upon her frank and open countenance when, in reply to her answer that she thought the place was either New York or Boston, they had to say, in accordance with Peard's early moulded principles, that they had not the pleasure of the gentleman's acquaintance. We then happened upon that delusion connected with every railway station in Great Britain—the penny-in-the-slot weighing machine. Langley ventured his penny, and was amazed to see the jigger register about ten pounds below his normal weight. This had the effect of dampening

the ardour of the other members of the party, so the chocolate tablet machine received the benefit of their patronage. By the time our resources had become exhausted in this way the train was ready to move, so we resumed our seats and were soon being whirled towards Paisley. We improved the passing moments by cultivating the acquaintance of our fellow passengers, who turned out to be most charming young ladies. With their interesting chat, and Langley's merry flow of soul, we found ourselves in St. Enoch's Station at Glasgow almost before we were aware of the fact. Peard, with his usual good luck, had a package of letters handed him as he stepped from the train, but the rest of us had to be satisfied with the anticipation of what the post-office might have in store for us on the morrow. We had consulted our Cyclist's Touring Club guide book for our hotel accommodation, and took the first one on the list—the Bridge Street Hotel. My other friends have forgiven the proprietor of this house for his many shortcomings, so I will let that pass; but assuredly silence is golden in this instance, at all events. We unfortunately happened upon the wrong hostelry as the first experiment, suffered in silence for a time, then arose in our wrath, and spent the last day of our first visit in Glasgow at the Grand—a splendid house.

The day following our arrival it rained, and, so that we would not feel the absence of the sea too keenly, kind and generous nature gave way to her weeping propensities and favored us with copious showers every day during our visit in Glasgow. Before devoting any time to the many points of interest which may be advantageously seen in this fine old city, all went to inspect the mounts that were to carry us throughout the tour. Polite language fails to describe the epithets used by us (not excepting even brother McBride) upon discovering from the representatives of the several companies that there were no bicycles awaiting us.

(To be Continued.)

One Australian rider is such an enthusiast that he has called his house "Cycleville."

It Was A Dream.

BRUCE.

'Twas night, and, tired from the daily toil, I laid me
down and slept,
And sleeping thus, a dream athwart the pathway of
my vision swept.
I looked, and lo! the sun shone bright upon a city
fair,
Whose name and fame had crept to distant lands far
o'er the mighty sea.
And while I gazed methought toward where I stood
drew near a wheelman,
'Bout whose stalwart form fitted like glove a tunic
blue,
And 'pon his manly brow a cap this legend bore: the
word "Torontos."
"Good sir," quoth he, "methinks thou art a stranger
in these parts,
And knowest not the sights within our town;
And e'en, perchance, thou hast not learned the way
which leadeth to the cyclists' home.
Hath not? then let me lead thee thither, for truly 'tis
a goodly sight to manly hearts!"
And dreaming still methought that, nothing loth, I
followed
Where he led, 'mid streets of goodly buildings, rank
on rank,
Within whose walls the hum of trade soundeth from
morn till dewy eve,
And farther long, 'mid pleasant avenues, a goodly
shade;
On either side which rose palatial dwellings—homes
of luxury and pomp.
Not far from these abodes of princely men, my guide
full stopped
Before a brown stone front of Queen Anne architec-
ture.
And of quaint design and such as to attract and please
the eye.
Entering within, we stand in a reception hall, massive
and broad,
With floor of polished wood above which rose a stair-
way grand;
While *suite en suite*, more richly garnitured than is its
fellow,
Greeteth the wondering gaze in storied pile.
Wandering enraptured, I am shown where billiard,
cue and ball enliven leisure hours,
And smokers' paradise beguile to ease and chat the
lovers of the weed;
While rich with Persian rugs and hangings rare, a
fairy bower
Invitingly entreats to rest the lovely maiden, weary
with the wheel.
And lest that too much leisure tend to rust the
athlete's form,
A gymnasts' hall is here, fitted with everything art
can devise
To strengthen muscle and make firm the man;
While in a cosy nook near by, there is a spot wherein
The camera-lover may indulge his hobbies to the full.
And lovers of aquatics in the swimming bath may
sport and play,
And music's votaries, in the concert-room, enchanted
raise
To Orpheus strains of melody.
Gazing at all this wealth of luxury, I hear a bugle
blare—
I wake, and lo! my dream is but a castle in the air.

Another electric lamp for cyclists is to be put on the market.

The 48-hour Record Broken.

The six days' bicycle race, Detroit, closed Saturday last. The finish between Ashinger and Reading was very exciting, the former winning by a lap. The world's record for a 48 hour race has been knocked sky high. Before this race the record was 717 miles. Now it is 733 5-16 miles. Ashinger's time is all the more remarkable because instead of riding a special racer he used a new Columbia light roadster and knocked out several with wheels built for racing. Reading used the special wheel recently presented by Col. Pope to Prince the last part of the week.

The attendance was of the best order during the week and the number of ladies was large. No smoking was allowed and the air was always in a good condition.

It is rumored Prince will challenge Ashinger and Reading for a sweepstakes race to come off in Detroit, and if he does it will be a great contest.

The score at the close was as follows:—

Ashinger.....	733 miles, 5 laps.
Reading.....	733 " 4 "
Martin.....	659 " .. "
Schock.....	605 " .. "

The average miles per hour exceeded 15 $\frac{1}{4}$ on the week.

It has been estimated that there are 25,000 cycle riders in New York city and only six clubs.—*Referee*.

In Australia they have a novices' record, held by the man making fastest time for a mile on the path in a novices' race.

Bicycling News, though lauding the general accuracy of the Records Committee of the National Cyclists Union, complains of the evident inaccuracies of the records from 11 to 22 miles and 26 to 32 miles, all inclusive, made by Billson at Leicester in July, 1889. Nineteen separate records, every one of which is timed on the even second, no account of the fractions having been taken. *Bi. News* points out that practical racing men will not accept the records passed by the N. C. U. if such an absurdity be allowed to stand.

Lord Wolseley is quoted as saying that he thought Cyclists might be employed not only in war in civilized countries, but in many wars in barbarous countries. They might have been used a great deal in South Africa—in the Transvaal certainly. He did not think, however, that the employment of cyclists would reduce the necessity for keeping the cavalry up to its present strength.

Cycling

A MIRROR OF TORONTO BICYCLE CLUB EVENTS
AND DEVOTED TO THE INTERESTS OF
CYCLISTS IN GENERAL

EDITORS:
F. F. PEARD, - - - F. BRYERS.

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

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Owing to the liberal support CYCLING is receiving both from subscribers and advertisers, we are enabled with this issue to increase the size of the paper, which fact we take as a pleasant augury of its success.

The C. W. A. and "Wheelman."

And so at last the members of the C. W. A. have a real original article from the pen of the editor of the *Wheelman*, and CYCLING has apparently been the cause of awakening this grand old organ from a liturgy which has lasted for many, many months. Our good friend tells us that in advancing our arguments we are "treading paths which have already been deeply trodden before." Perhaps we are, but since those who have "gone before" passed over the highway and created such a furrow, new vegetation has grown up around the pathway, in fact so much so, that the growth has even encroached upon the beaten path and almost obliterated the tread of the sturdy pioneers of Canadian cyclingism. Whatever inferences we have made are not directed at those who, surmounting the difficulties attendant upon any new enterprise, forged ahead, overcame the obstacles one by one as they presented themselves, and established the Canadian Wheelmen's Association on a firm and substantial footing. To these gentlemen let all honor and praise be given. But we would like to ask the questions: Have we, Canadian cyclists, the same ideas now, regarding our popular pastime, that existed five or eight years ago? Would we be satisfied with the wheels we then possessed? If road books then existed, do we not doubly require them now, and who among the riders of the last two or three years have even seen one of these guide books? What do the hotel arrangements amount to?—absolutely nothing. A few hotels, throughout Ontario, were placed on a list (we suppose in the

guide books) some years ago, but little has been done with them since; a great many have changed hands and the new proprietors know or care little about the C. W. A., beyond securing the patronage of the members at regular rates. As an illustration, which will come home to a considerable number of wheelmen, the "Welland House" at St. Catharines is supposed to be a C. W. A. hotel, and how graciously and generously it treated its C. W. A. patrons on the occasion of the Meet of '89. The contract with all hotels should be renewed every spring, and in this way, if any changes occur, we will be up with the times. With regard to the stringent custom laws, while a system of pertinacity without visible result is, no doubt, discouraging, still we will succeed ultimately; we are growing so rapidly that it is only a question of time before our numerical strength is recognized.

Now, while our remarks may be considered as rather straightforward and to the point, there is absolutely no personal reflection intended for the heads of the Association or the editor of its gazette, but we think that while, as the *Wheelman* puts it, the Association is doing its work quietly, it should not be so comatose that it is unable to recognize that improvement is the order of the age. We do not know that the C. W. A. was ever organized to perform acts or frame laws to merit the applause or attract "the gaze of an astonished world"; all the cyclists of Canada want is an association that will forward to the best of its ability and opportunity the interests of the cyclists of Canada.

The Wanderers' Nominations.

On Thursday the 26th February the nomination meeting of the Wanderers' Bicycle Club was held, when the following were nominated as officers for 1891: Hon. President, E. Havelock Walsh (accl.); President, Frank McCausland (accl.); Vice-President, A. P. Taylor (accl.); Secretary, W. J. Darby (accl.); Treasurer, W. A. Hunter (accl.); Captain, J. H. Gerrie (accl.); 1st and 2nd Lieutenants (Ordinaries), W. A. Harston, G. M. Wells, H. T. Wilson, F. Brimer, R. G. Galbraith, F. Till; 1st Lieutenants (Safeties), W. J. Moodey, N. Read, J. H. Nash; 2nd Lieutenants (Safeties), W. J. Moodey, N. Read, J. H. Nash, T. A. Brown, H. B. Brownlee; Standard-Bearers, H. S. Scott, Frank Till; Buglers, A. D. Brown, Victor Lee, A. B. Brownlee; House Committee, F. J. Murphy, F. Brimer, G. M. Wells, Jas. Hay, P. L. Bailey, Bert Thompson.

Ottawa Letter.

DEAR EDITOR,—Our snow-shoe tramp duly came off. It was as usual an unqualified success. The boys assembled at the Post Office, took busses to the Union Station, and went to Britannia by train. At the Britannia station we put on our shoes and started, striking the lake not far from Sandy Beach. (Those who attended the C.W.A. Meet here in '90 will remember the afternoon run to Sandy Beach, the big swim, the cold ginger ale, and the rapid Kodaks; a few may remember the half-dozen log-rollers.) The night was undoubtedly intended for snow-shoeing, clear and bright, just sharp enough to make exercise pleasant. There were few drifts, a good crust and no air holes, consequently the tramp across Deschene was very enjoyable. At Aylmer we stopped at Mr. Ogilvy's hotel, where a sumptuous banquet awaited us. When our "pneumatically" tired appetites were appeased the speeches and songs began—likewise the fragrant Havana made its presence noticeable. After rendering the board a desert by eating the dessert (which is a paradox) we adjourned to the parlors where we enjoyed ourselves *encore*. Mr. Robert Sproule's recitations were immense. Then Mr. Sproule with the bones and Mr. Charles A. McElhinney on the piano gave us a duet. A stag dance was indulged in for a short time, after which we all got aboard the bus and drove joyfully homewards. I don't mean we all drove, the driver drove—we rode homewards. (Strange to say some members went to sleep in the bus.)

On the road in we encountered a farmer who had imbibed too much "bug-sap." He was lying asleep on his sleigh, *sans* cap, *sans* mitts, *sans* sense. We awakened him, rolled him up in his buffalo and started him off again in a manner more conducive to longevity than that in which we had found him. He did not however appreciate our services, for he, not knowing that to sleep was to freeze, swore lustily at us in the language of La belle France. (Certain sleepy members drew a moral from this incident and kept awake.) On last Wednesday night the officers were nominated for 1891; nearly every office will be ably contested, so that the elections are likely to be interesting. Another skating "At Home" is to take place on this coming Wednesday.

The summer of '91 promises to be lively for wheeling. A large number are talking of purchasing wheels. I would not be greatly surprised at seeing several lady cyclers this year as the prejudices of the ladies are fast becoming dissipated. Speed the day that shall see wheeling as popular among the ladies as it is to-day among their brothers.

Yours, ARTO.

OTTAWA, Feb. 23, 1891.

Buffalo Letter.

DEAR EDITOR,—Wheeling matters have not livened up very much in this city since my last letter, but all the dealers are looking forward to a good, lively season. The past few days have been fine, and of course riding has been good on the asphalt streets, which has brought out a good many wheels. Prominent among the riders are a goodly number of ladies, for many of them are only looking forward to the summer season to once more mount their wheels and away o'er country roads; in fact, three or four of them are contemplating a century run the coming season, one of whom is Miss Price, the lady who managed to cover 3,000 miles last season. So that we may look for quite a boom in road riding among the ladies this season.

The great ambition among Toronto riders is to see who will be the first to make Whitby each spring, but Buffalo riders go for higher game, and strive to see who will be the first to ride from Erie to Buffalo, a distance of 100 miles; and it is being talked of already. In fact, I would not be surprised to see it chronicled in the daily papers any time. One of our hardest riders—a member of the Ramblers, F. E. Klipfel—made this trip seven times last season, on one occasion riding all day through a pelting rain. This achievement is the best on record, and the Ramblers were so proud of it that they presented Mr. Klipfel with a handsome gold medal.

Now just a word to "Arto." I suppose I *arto* know him, but I don't. I recollect the occasion he speaks of but it was to Highland Creek—not Halfway House—I think, and we had a good meal, but not nearly as good as it would have been if the landlady had only "knowed we were comin'." Now I recollect that on that occasion there was a young fellow from Ottawa, but I would not know him now from a side of sole leather; but I would like to have a chat with him for about ten minutes, and perhaps I would recollect all about him, and be intimate enough to borrow a quarter from him or at least try, anyway. But now since I know who "Arto" is I will take more interest in his already interesting letters. Yours, etc.,

CLUBUS LIARUS.

BUFFALO, Feb. 23, 1891.

In less than two months the first lap bell which answers to our respected friend, "the saddling bell on the Carholme," will ring out at the Oval, and the racing season of 1891 will commence. It is to be a big thing, the racing of 1891, from all accounts, and woe betide the man who in the fierce competition of the year is without a pneumatic tyred safety.—*The Wheelman*.

Toronto Bicycle Club.

A Moment With the Boys.

ORGANIZED



1881.

Club House—Cor. Church and Alexander Sts.

OFFICERS

President	W. H. COX.
Vice-President	CHAS. LANGLEY.
Secretary	JAMES WOOD.
Treasurer	W. G. MCCLELLAND

ROAD OFFICERS:

Captain	W. ROBINS.
1st Lieutenant Ordinaries	JAS. MILN.
1st " Safeties	F. B. ROBINS.
2nd " Ordinaries	C. W. HURNDALE.
2nd " Safeties	J. D. LAIDLAW.
E. A. SCOTT	Club Reporter.

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

CLUB NOTICES.

The regular monthly meeting of the T.B.C. was held in the Club Rooms, Monday evening, March 2, 1891.

The following members were appointed a Building and Finance Committee to carry out the Club House Scheme: Messrs. Cox, Lawson, A. F. Webster, Bryers, W. Robins, C. Langley, McBiide, Lailey, Ryckman, B. Brough, Gregg. From the above committee we can rely on hearing something encouraging *re* our new quarters in the near future.

The following were elected members: Jas. Wright, R. D. Manchee, R. S. Williams, Jr.

The following notice of motion was made by J. F. Lawson: That in view of the Club being incorporated, that all new members elected after January 1st, 1891, be required to agree to take at least one share of \$5, and pay up the same when incorporation is accomplished.

The following motion was passed: That the annual fees be \$5 for active and associate members; and \$3 for ladies and juniors.

JAMES WOOD,
Hon.-Sec'y.

The attitudes of the various practicers with the "punching ball," as seen in the T. B.C. club house, would, we think, be an inexhaustible source of subjects for the pencil of Bengough; for example, Nasmith, Hurdall, Gullett, Stanbury, Scott, W. Robins, Begg, etc.

Mr. F. B. Robins is at home ill, though we understand not seriously.

We learn that the Athenæum Bicycle Club have applied for membership in the C.W.A.

Bugler McMahon is stirring up the members of his corps to begin practicing without delay.

Ex-Captain Chandler says that he intends this year to take things easy, and declines to be appointed on any club committees.

Several of the boys have given up smoking, and are getting themselves generally into shape for the opening of the season.

Mr. F. Peard, who has been confined to his home for some days with a severe cold, is again at his work. Was it La Grippe?

By the way, wouldn't Paul make a first-class collector of bad accounts? Later in the year Treasurer Mac. might make use of him.

The Glee Club and Orchestra seem to have exhausted their powers at the recent conversazione, as no practices have been held since.

As the days grow brighter the Captain's features assume a more pleasant look, and his smile grows more expansive. What will he look like when the season really opens?

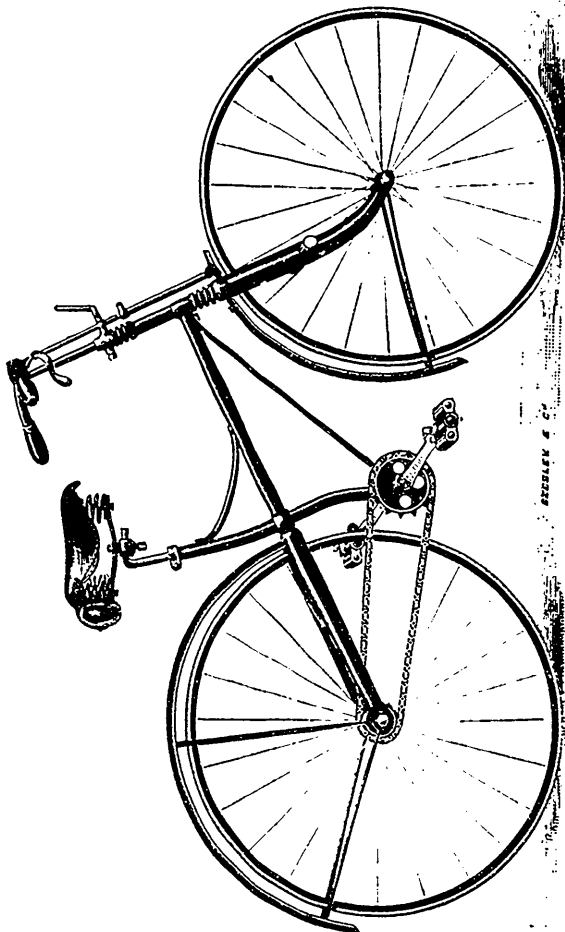
There is such a thing as training too much and some of our club members may find it out by the time the riding season opens. A moderate amount of exercise taken regularly will do more good than excessive training.

On Saturday evening, the 7th inst., the second meeting of the Building and Finance Committee was held in the Club House, and sub committees were struck for the purposes of deciding on a site and getting the stock book out.

On Saturday, the 28th ult., Messrs. Nasmith, Gullett and Holtby faced the wind, intending to ride to Hamilton. The cold, however, was too much for them, the two former only reaching Oakville, Holtby having turned back.

Rumour says that an application from the Toronto Bicycle Club to affiliate with the Toronto Athletic Association would be received with favour. The bicyclists, however, think there is plenty of room for them outside of the new association, and prefer to have their own home.

HYSLOP, CAULFIELD & CO.



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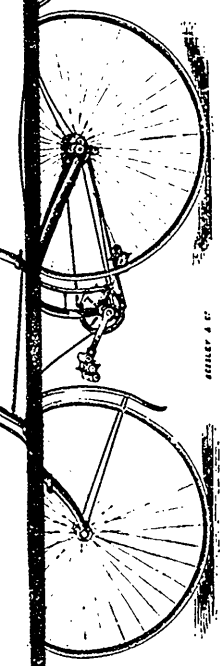
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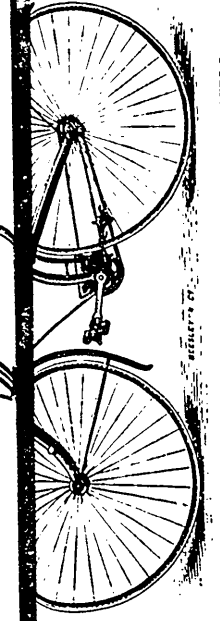


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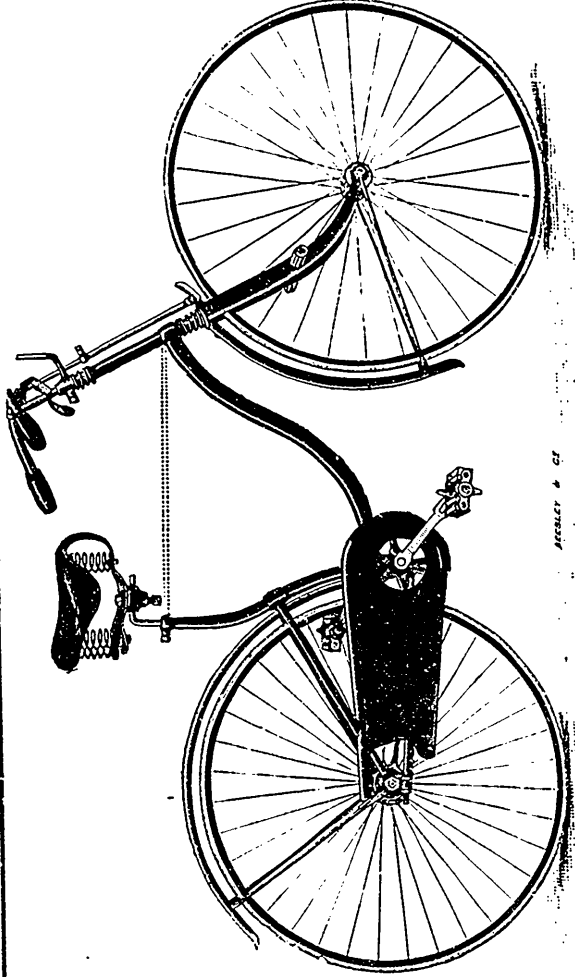


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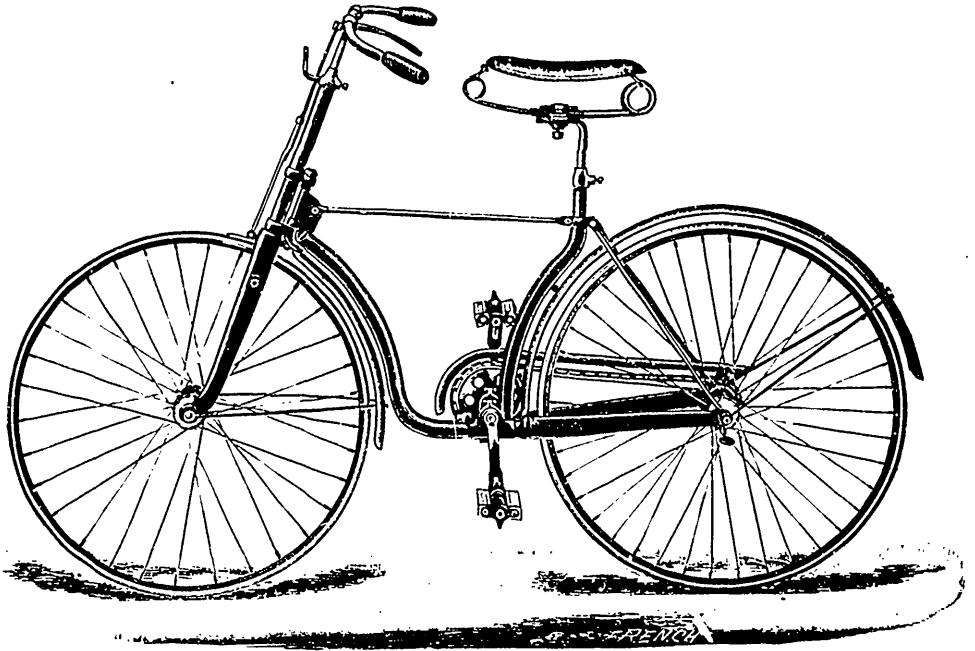
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That these machines can be retailed at from 20 to 25 per cent. cheaper than most first-class machines are sold at in Canada to-day, still leaving a respectable living profit for the retailer. This is a safe side line and is worthy of serious consideration by the trade generally.



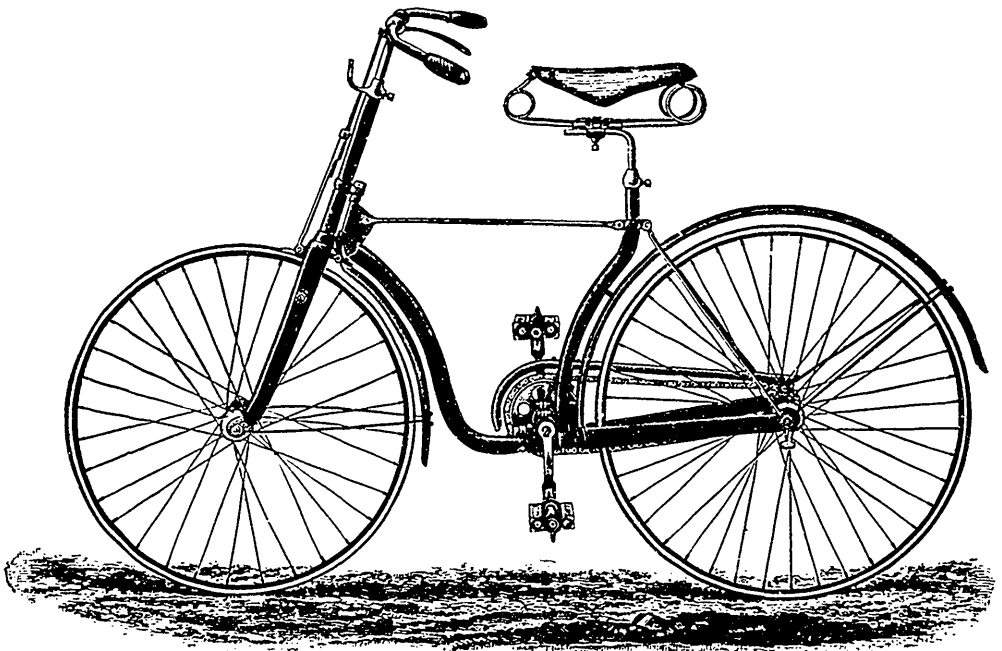
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A Glimpse at Our Exchanges.

A Cycling Carnival will be held in Buffalo early in the spring.

The New York Bicycle Club will have a strong racing team this season.

Kentucky Division has escaped a lawsuit. The gentleman whose horse ran away when he saw a bicycle standing on the road concluded not to bring suit.

Denver has two bicycle clubs—the Ramblers and the Social Wheel Club—who have a membership of only 100, though there are about 3,000 riders in the city.

W. A. Lingham, formerly one of the fast riders of the Wanderers, Toronto, Ontario, is now one of the main movers in organizing a club in West Superior, Wis.

George P. Davis, of Muncie, Ind., wears the belt for being the heaviest bicycle rider in the United States. He tips the beam at 253 pounds, and rides a safety.

“The idea of reducing the value of the prizes is an excellent one. It will stimulate the amateur idea and bring about a more healthy state of things.”—*Boston Globe*.

Boston is to have a really live cycling club at last, the intention being to rejuvenate the old Massachusetts Bicycle Club—the oldest in America—eliminate the social features, and have a cycling club pure and simple.

Only when the cycle has become part of the daily life of its users will it have accomplished its mission, and that this period in its mission is rapidly approaching is matter for congratulation.—*Outing*.

Bi. News pronounces the Clincher tyre, as manufactured by the N. B. Rubber Co., a success, and congratulates the company upon having exhibited at the Stanley show, thus removing from many minds the erroneous impression conveyed in the published woodcuts.

The Fraternity Wheeling Club of Buffalo is a new organization, composed entirely of members of the Masonic Fraternity. They have the following officers: W. J. Donaldson, President; H. G. Falke, Vice President; C. N. McMichael, Sec.-Treas.; Jno. Malcolm, Captain.

On July 4 the associated cycling clubs of Chicago will give a 25 mile road race, and an appropriate medal will be given to the one breaking the record for the distance. The course has not as yet been decided upon, but it will probably be over some of the good roads on the south or the north sides—probably the latter.

E. C. Anthony writes that he thinks the effect of the proposed rules prohibiting valuable prizes in amateur contests would seriously injure the sport. He believes that racing men fully appreciate the honor that goes with successful effort, but that this alone would induce very few riders to spend time and money in training and preparation.—*American Cyclist*.

Our English Exchanges are still discussing the tyre question in its various phases, but as yet none have come to a settled opinion of the best tyre. All look with longing at the pneumatic, but its liability to puncture, difficulty, and as yet imperfect valve, are serious obstacles to its general use, and until these points are overcome the majority of riders will probably pin their faith to a well constructed cushion. In this city the greater number will stick to the solid tyre until another season has perfected the hollow tyres, though some few are investing in cushions, and one or two in pneumatics.

At the annual meeting of the L. A. W., held in Washington, on the 16th Feb., President Dunn, in his report, recommended that steps be taken to secure harmony between the Canadian wheelmen and the L. A. W. The election of officers resulted as follows: President, J. R. Dunn; First Vice, Major Burdette; Second Vice, G. C. Brown; Treasurer, W. Brewster. The national meeting will be held July 16-18 in Detroit. W. H. Huntley was reinstated to amateur rank.

New York may succeed this year in getting the Richardson roads improvement bill passed at this session of the State Legislature, and much concern is manifested. The measure was accorded a hearing before the Senate committee last Wednesday, and was reported favorably in session. Many of the farmers misunderstood the bearing of the bill and opposed it at first, but they unanimously approved of it after the speakers explained its provisions. The bill provides for the expenditure of \$10,000,000 on the roads of the State, such sum to be borrowed at a low rate of interest and to be used within eighteen years on highways running north and south, east and west from the county seat or principal city of each county. The money is to be expended by a special committee, whose services will be gratuitous and whose clerk hire and incidental expenses shall not exceed \$5,000. An amendment to such bill makes use of convicts, paupers and tramps of the State and county. The bill provides for the raising of the money by a State tax, ninety-one per cent. of which will be borne directly by the cities, while but nine per cent. comes on the farmer. The cities, as

far as heard from, are willing to assume this obligation and appreciate that with good roads will come more business and greater prosperity. The jobbers are especially desirous of the passage of the bill as they have had greater opportunity to observe how the bad conditions of the roads have effected trade, handicapped the farmers in the transportation of produce and crippled farming efforts in many ways. -- *Buffalo Correspondent in The Bearings.*

At the regular meeting of The Toronto Bicycle Club, on the 2nd inst., the annual dues were made as follows: for active and associate members, \$5; for ladies and juniors, \$3.

Bicycling in this city seems to be taking upon itself a great boom for the coming summer, there being no less than a round dozen firms either manufacturing or importing. It seems strange that there are no American wheels in the list.

On Thursday evening, the 26th February, the annual conversation of the Y.M.C.A. was held in the Association Building, the entire arrangements having been made by Mr. Harry English, the Musical Director of the Association, to whose energy is due the success of the entertainment.

Trade Notes.

We wish to draw the attention of our readers and the members of the T. E. C. to the fact that it would be to their advantage to call at the Bonanza Hat Store, 213 Yonge Street, and examine the fine stock of hats our old friend Jess Applegath has on hand. He offers special inducements to his fellow wheelmen.

Messrs. Hyslop, Caulfield & Co., the wholesale gents' furnishers of Toronto, who have been appointed agents for the famous Townsend Cycles, are placing these wheels in the hands of retail storekeepers throughout the Province, and expect to sell a few hundred of them during the coming season. The Townsend Cycles are in big demand in England, Ireland and Scotland, and are furnished with every kind of tyre from the pneumatic down. They claim these wheels to be second to none in Canada, being constructed of the finest material, and sold at a much lower rate than other imported wheels.

The Chas. Stark Co. have completed their catalogue of wheels, etc., and will be pleased to furnish the same on application.

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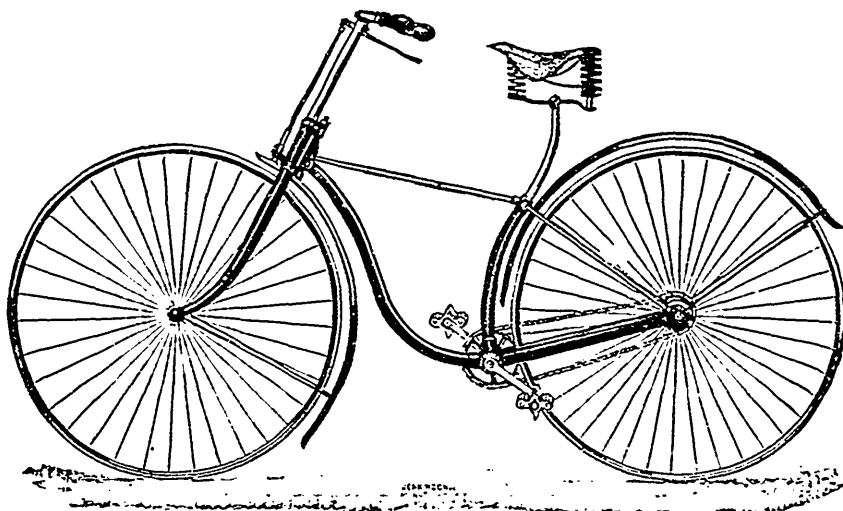
FOR SALE—52in. Rudge Ordinary, cheap. Apply J. Sinclair, 215 Sherbourne St.

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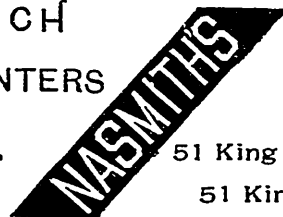
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