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# CYCLING

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

Vol. 1.

TORONTO, OCTOBER 28, 1891.

No. 23.



F. H. SKERRETT,  
HAMILTON BICYCLE CLUB, HAMILTON

## Canadian Flyers—5.

F. H. SKERRETT.

F. H. Skerrett, the subject of this sketch, is twenty-two years of age and a member of the Hamilton Bicycle Club, under whose colors he has done all his racing.

His first appearance on the track was at the Fall Races of the Hamilton Club in September, 1890, on which occasion he had no difficulty in winning the novice race. His success in this led him to think seriously of going in for racing, and he accordingly ordered a racing wheel, which was to have been delivered in Hamilton early in May, and in time for the Woodstock races on 24th, but for some reason it did not arrive, and he went to Woodstock handicapped by riding a road wheel, and though he rode in two races was not placed. However, in the tandem race with his partner, A. W. Palmer, he got second place.

His next appearance, on the track, was at Hamilton, on the occasion of the C. W. A. Meet, when he met the best riders Canada could produce, and, though he won only one race, his close finishes in others with the champion Palmer stamped him as a rider hard to beat. The half-mile race on the 1st July will not soon be forgotten by those who were present. It was the greatest struggle ever seen on the Hamilton track, Skerrett and Marshall Wells riding a dead heat on the first trial; in the run off, however, he proved his superiority by winning easily in Canadian record time of 1.17.

Notwithstanding his exertions on the 1st he furnished one of the surprises of the day on the 2nd in the great road race, finishing third in the remarkably good time of 57½ minutes for the 18 miles, and beating the hitherto invincible Nasmith of Toronto. To say that the Hamilton Club were pleased with his riding in this race is putting it mildly; he and Palmer were the heroes of the day.

At Sarnia, on 19th August, he rode second in the one and two mile open races, and at London, on October 8th, won the three minute class race easily, and finished second in the mile open, beating Carman, the Canadian high wheel champion; he was also a member of the Hamilton team which won the team race on the same day. The only other race of importance in which he competed was the 40 mile team race on the road, between the Hamiltons and Torontos, in which he finished fifth, in 2 h. 8 m.

Always ready to help and encourage his club mates in racing matters, even when to

do so is to lessen his own chances of success, he is, and justly so, a most popular member of the Hamilton Club, who feel that much of the present popularity of the sport in Hamilton is due to such disinterested riders as Mr. Skerrett, who, above all, is an amateur and rides, not for the value of prizes he may win, but because he is fond of the sport, and does what he can to encourage it. A.

## Trip from Chatham to Detroit, Boat and Wheel.

Leaving Chatham at 7.30 a.m. you proceed down the river Thames—a startling contrast to its old namesake in England. Nevertheless, viewed from the deck of the trim river steamer, on a beautiful, bright morning in the early part of September, you get some of the finest glimpses of river scenery in Canada. The peculiar charm to this part of the river is the great number of sudden twists and curves as the steamer proceeds on her way, cleaving the placid waters, thus causing the banks to be submerged, much to the astonishment of sundry calves, ducks, and other creatures, who are standing knee deep in or floating calmly on the water.

After about an hour's travelling the scene all at once changes. Old Sol has been at work and the mists have all cleared, and you now come upon a vast expanse of prairie, which stretches on one side of the river as far as the eye can see, and merges into a great marsh as it slopes toward Lake St. Clair. This is known as the "Flats," and is a perfect "hunter's" or sportsman's paradise. Here, in the season, duck and other winged game abound; and every here and there one sees in the distance small buildings or shanties—evidently securely boarded up, and awaiting the opening of the "season" and the arrival of their tenants. After a short distance more of river you come in sight of Lake St. Clair. This lake, as you are no doubt aware, forms the connecting link between the river St. Clair and the Detroit river. It is a charming little lake of some thirty-three miles in length, and its waters have the most peculiar color of any of the waters of the great lakes, being nearer a very pale green than any other color, thus giving you the idea that it is not a very deep lake.

As the steamer proceeds on her journey, you soon come in sight of the Detroit river and also the great boats that ply up and down this great river, of which the combined tonnage that passes over its waters in a season exceeds the tonnage which enters the ports of Liverpool and London together by some three millions of tons. [These figures are

taken from the Marine Reporter's books, and are not far from being exact.] As you proceed, the current of the river increases and great care must be exercised to steer clear of the craft of all descriptions passing up the river. After touching at Windsor it is not long before the steamer is moored in her dock at Detroit.

Detroit! What a change from Windsor or Chatham! One block from where the boat stops and you are in the midst of the busy city. What a treat to touch the asphalt again, after the rough clay roads and worse block-paved streets of Chatham! Why, your wheel feels like a thing of life, gliding along so easily. Passing a block or so you reach Woodward Avenue, the main artery of the city, which stretches for nearly twelve miles before you pass the last city limit. Jefferson Avenue is the other great artery, running one block from, and parallel to, the swift and beautiful Detroit river. Although you may ride around your own city without noticing anything of a very striking nature, you can't do it in a strange city, especially such a one as Detroit. The wheel is just the thing for taking in all the sights of a city, especially in this instance. Smooth, clean, wide streets, and with nothing to do but steer clear of passing vehicles you can gaze on both sides of the street at once by simply looking straight ahead; it knocks the spots off driving or street-cars, besides being a quicker mode of travel. Having heard so much of the beautiful Bell Isle park you naturally turn in that direction first. From the corner of Woodward Avenue you have a clear stretch of asphalt up Jefferson Avenue, 4 miles at least, before reaching the great bridge leading into the park, and which connects the island with the city. This bridge is nearly a quarter of a mile long, has thirteen large spans, and is a very fine structure in every respect. What a view bursts upon you as you enter the beautiful and bewitching little island! On either side are the pale blue waters of the Detroit river, while before you the flower beds, roads, and walks are in the best of trim. Nature here has indeed been lavish with her gifts. You seldom see such a forest of trees on one island as is here seen, and of such full size. In the course of your rambles, or more properly your "wheelings," you come all at once to a large enclosed place, covering some ten acres, right in the heart of the park, which is thickly populated with elfish looking deer and fawns, feeding and gamboling as if no such thing as a human being were within a hundred miles of them. Presently you see a rustic building with a sign which in the distance you cannot read, but as you draw

nearer you are informed that all kinds of "ice-cold drinks" and dairy refreshments can be had. It being a warm day, and the exercise of wheeling not being by any means a safeguard against thirst, you alight, smacking your lips, for a cool drink. You approach, and after trying several doors finally stumble upon the right entrance. A shock-headed damsel appears, and you give your order for a glass of "lemon aid." "Haven't got it," is the laconic answer. Well, soda water. What flavor? Raspberry. Just run out of that flavor. Finally you have a "Hobson's choice" of vanilla. You wait patiently for two—three—four—five minutes, then the aforesaid damsel appears with a glass, full of what looks like snow. You lift the glass to your parched lips, and keep tilting it until finally you get one good mouthful of liquid; you give another pull and get your mouth full of froth. Putting the glass down with a dissatisfied and unquenched thirst, you meekly hand over a quarter and are handed back three nickels. Thanks! the next time you buy iced drinks you mentally resolve to go to the nearest water fountain and take it free gratis. Fortunately you no sooner leave the rustic refreshment booth than you run across a large tank with cups attached, with pure ice-cold water in it. You take a long, deep draught, and feel that after all there are worse places than a soda-water fountain. Time is advancing and you must take the nearest way out of the maze of drives and roads to the bridge, which by dint of good luck you manage to strike, thus giving you ample time to go leisurely down Jefferson Avenue.

What a truly progressive people the Americans are! Why, even their busses are run on the bicycle plan, or rather they are literally tricycles, and seem to run easier and quieter than the noisy street cars, especially so on the asphalt. Then, too, their water-works. The citizens at great expense have moved these some seven miles further up the river than where the old site was, thus insuring a plentiful supply of pure water and no "sewage flavoring" for all time to come. Their watercarts, too, for the asphalt in particular—none of your stuffed-up holes, but two spouts extending to the rear of the wagon, the water from which falls gently on two centrifugal discs or iron trays which, on account of their rapid revolving motion, throw off a thin spray that just sprinkles the road and that's all, covering no less a width than thirty feet. As you ride over the wet pavement your wheels collect no mud whatever. You arrive just in time to catch your boat, after two hours of very enjoyable riding.

E. W. TRENT.

# Cycling

A MIRROR OF WHEELING EVENTS—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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## Road Book.

Forms and maps have been sent out to various members of the C. W. A. for the purpose of gathering information for the new book, and already encouraging replies are being received by the Committee. The counties of York, Peel and Ontario will have to be looked after by the members of the city clubs, who will no doubt make an effort to have their reports the most complete of any in the book.

## Dunlop Pneumatics for 1892.

Mr. Harvey Du Cros has been in Glasgow in the interests of the Pneumatic Tyre Co., and the *Scottish Cyclist* has interviewed him. Instead of the wired tire previously described, which will not be placed on the market until 1893, they have improved the present form in some particulars, viz. :—

The Rim.—The canvas foundation is supplemented by a semi-vulcanized slip of rubber running along each edge to prevent “nipping” the air tube.

The air tube is made from the purest quality of rubber capable of vulcanization, and is a simple band of rubber overlapping so neatly that scarcely any difference in thickness occurs.

The valve is an inflating or deflating valve at will, is simple and theoretically perfect in principle and working.

The canvas casing of the air tube is a woven tube without seam or flaps, and is merely to prevent the air tube from bursting. It will be held in place by a strip of canvas solutioned to the rim in the usual way.

The canvas lining for the outer rubber has been done away with, so that no sewing is used in the manufacture of the new tire.

The method of repair is simplified in so far as the outer canvas covering laps right over where the valve is located in such a way that solution alone holds it in position. The flap is drawn back, and the inner canvas tube is revealed with an open slit from which the baloon can be drawn. Immediately on repair and replacement the tire is rideable.

## Notes.

Mr. Martin of the Rudge Cycle Co., has been in Chicago placing agencies for 1892.

The Stanley Show promises to be a success so far as the number of exhibitors is concerned.

A D. Bowlby, of Windsor, will handle the “Centaur”—an English wheel—next year. One of his specialties is “The King of Scorchers,” a pneumatic safety weighing 25 pounds

And now come the days when the cyclist is glad to find a pacemaker in every baker’s waggon or top buggy he may overtake as he wearily pushes up Jarvis St. against the head wind.

T. A. Edge’s London to Edinburgh record of 38 h. 44½ m., was made on a “Rover” fitted with Clincher tires (racing bands), which required no attention and finished in good condition. The distance is 397 miles.

We propose as an inexhaustible subject for debating societies in connection with cycling clubs “Resolved that the—pneumatic tire is better than the—pneumatic tire.” The names to be chosen from the following list: Dunlop, Boothroyd, Macintosh, Clincher, Smith, Fleetwood, Seddon, Bolte, Tillinghast, Laforce and Lavender. We will be pleased to supply new names to replace the above as soon as any of the debating societies have exhausted the list.

Here is a historical table of the mile record in England and America since 1883:

Year.	American.	English.
1883	2m. 54½s.	2m. 41½s.
1884	2m. 39s.	2m. 41½s.
1885	2m. 35½s.	2m. 39½s.
1886	2m. 35½s.	2m. 32½s.
1887	2m. 35½s.	2m. 32½s.
1888	2m. 35½s.	2m. 31½s.
1889	2m. 35½s.	2m. 31½s.
1890	2m. 25½s.	2m. 28½s.
1891	2m. 18½s.	2m. 16s.

—*Scottish Cyclist.*

We would respectfully suggest to the S. C. a revision as far as the last line is concerned, and in place of “2m. 18½s” be read “2m. 15s.” Possibly before this is in print it may be again altered.

## Chicago Letter.

DEAR CYCLING,—Being a Canadian I have been pained at seeing some of the correspondence in the two cycling papers, but am very much pleased to find that you will use your influence to shut off these petty squabblers. Although I am at present a citizen of Chicago, yet I am a Canadian by birth and at heart, and I trust, for the good of the sport in Canada, that you will succeed in fusing together interests which at present seem opposed. Once your trouble is smoothed over your clubs will increase in membership, a better feeling will exist between you, and the ladies will be more likely to take an interest in the delightful pastime of wheeling. Take for instance right here in the States where the wheelmen are countless, and in Chicago alone we have nearly forty clubs with an average membership of one hundred and fifty each. They take pride in their association of clubs, who act together for the interest of all, and indeed it is something to be proud of.

If your clubs pulled together they would stand a chance for some of the world's records. For this reason the time made on Canadian tracks is very much slower than that made on English and American tracks, because they are not properly constructed. Every rider knows how hard it is to make the turn on Canadian tracks and especially at Rosedale. I don't think I am far off when I say that there is hardly a club in Canada that could, without any outside assistance whatever, stand the enormous expense and responsibility necessary to build and run a first-class track of the most approved style, and I am afraid there is too much animosity between rival clubs to amalgamate in building a track that would be as fast as any in the world. You have the material as far as riders are concerned for making a big effort to secure some of the records if they only had the opportunity, and I am in hope of seeing the one mile world's record, at least, held by a "Canuck." What difference does it make whether he belongs to the Torontos, Montrealers, Wanderers, Hamiltons, or any other club, if he is a Canadian, and I hope that every cyclist in Canada will do all in his power to help bring about such a climax, by working all together, as only Canadian boys can. Take for example the record of 2.15 made by Windle recently; every man in Chicago feels as much pride in the "Little Wonder" as though he had smashed the record himself, and is it not better so?

Trusting that my scribbling will have a good effect, and that I have not intruded on your valuable space, I remain,

CHICAGO, Oct. 20.

TRAMP ABROAD.

## London Letter.

DEAR EDITOR,—After a six months' absence from your columns, a small consignment of news from the Forest City may not be amiss.

Well our Meet has come and gone, and although, financially, we did not succeed to such an extent as to render it necessary to secure bonds from the Treasurer, yet we fancy we have interested the citizens in our sport, and may hope for better luck next time. Our thanks are indeed due to Messrs. Carman, Hyslop, Skerrett, Wells, Rands and other crack wheelmen who so kindly attended and helped to make our races a success. We greatly regretted the unavoidable absence of Palmer, as the question of superiority between him and Carman still remains unsettled. One result of our Meet has been the arousing of a certain interest in town in the question of a general athletic ground containing a bicycle track, etc. Until we succeed in obtaining such a track of asphalt or cinders, properly banked, we certainly cannot hope to develop any fast local men, as the Queen's Park track usually is quite unfit for training purposes.

No doubt next year will find us meeting in Kingston. Though too far away for a large delegation to go from London, a few of us will be on hand, and perhaps will send a road team if there is a road race. The following year we hope to obtain the Meet ourselves, but will not ask for it unless we have a good track. By the way, what is Kingston doing in the matter of a track?

## NOTES OF THE MEET.

Almost all the ladies in town were completely enraptured with Billy Hyslop's smile, and also with "Billy's" mile in which he defeated Carman.

I think all the visitors will be glad to learn that "Nip," our jovial captain, is rapidly recovering from his unfortunate accident on the evening of the races, and will soon again be on his wheel.

Little "Hitchcock," of Sarnia, made his mark in the District Championship. With regular training he ought yet to become a flyer. Sarnia has an excellent track for local riders to train on.

Chief Consul Burns is energetically looking after the road reports for this district, and with the help of the wheelmen, to whom road reporting has been assigned, will endeavor to make the reports from District No. 1 equal to any in the new guide book.

Yours truly,

W. G. OWENS.

### Rochester Letter.

The Ramblers have had their field day which was a success, many local events taking place. There was to have been a team race between Buffalo and Rochester for twenty-five miles, but for some cause the Buffalo team did not show up according to agreement. This was a great disappointment as a fine race was expected.

On Thursday night the West End Club held a harvest social. A fine musical and literary programme was rendered. The house was decorated with farm products. A huge jack lantern decorated the piazza. After the programme was rendered a delightful lunch was served.

On Friday Wm. LeMesseur, of the West End, made the run from Buffalo to Rochester, a distance of seventy-four miles, in the very fast time of 4 h. 55 m. This beats the record made by Ivan of two years ago by forty-five minutes.

The wheelmen of our city are very busy obtaining the registration of and the number plates for their wheels in compliance with the new ordinance.

October 19, 1891. CRANKSLINGER.

### Doings of the T. B. C.

The members of the T. B. C. have been taking advantage of the fine weather with which we have been favored this fall by attending the Saturday runs in goodly numbers, and the old Kingston Road has had to give way to other routes which ordinarily at this season of the year are not rideable. And it adds much to the pleasure of the trip to be treated to new stretches of scenery, and if our captain is in the company his artistic eye is sure to discover any choice bit of landscape which may present itself, and for the information of the boy (?) who rides the pony will in all probability say, "You would make that with a dash of green and a little squirt of yellow." And another advantage to be gained by getting out on new routes is that it gives us an opportunity to get acquainted with the different towns and townspeople in the immediate vicinity of Toronto, and it is a pleasant fact that wherever the name of the Toronto Bicycle Club is known its members are always welcome. Boys, will any of us who were present at the time ever forget the reception and kind hospitality we received from almost entire strangers at Streetsville a few weeks ago? We did not receive a warmer welcome at our own homes on our

return from that trip than we did at the hands of those friends on that occasion. And, then again, in the matter of hotels. We find plenty of good clean hotels where the landlord is pleased to see the arrival of a dozen or so of the T.B.C. boys as they wheel up to his door, and will do all in his power to make it pleasant for us while we remain. Who among us wants any better treatment than we receive at Steele's at Thornhill, or Lemon's at Aurora, or the Revere at Brampton, or many such places, the names of which will be found on the back pages of this paper, places which we can with pleasure recommend to all wheelmen. And it is a notable fact that there is a sort of fraternal feeling among wheelmen that if one of their number is well used they all feel it, or if one is insulted or ill used the whole body take it as a personal matter. And we fear that the proprietor of the Queen's Hotel at Brampton was not aware of this when he treated the members of the T.B.C. in the insulting way in which he did a short time ago—treatment that was entirely uncalled for,\* and which resulted in their leaving his house in a body to take up their abode at the Revere, a hotel which we are pleased to recommend to all wheelmen visiting Brampton, a hotel at which at least they will be free from insult.

Next Saturday the run is to Thornhill, and as Yonge street is in fine condition the road officers are desirous for as large a turn out as possible, for we cannot expect this fine weather to continue much longer and the boys should take in all the runs they can while it does last, for there is no more pleasant season of the year for wheeling.

CLUBUS LIARUS.

### 2.15.

On Saturday, October 17, at Hampden Park, Springfield, Mass., Willie Windle, on a Columbia Pneumatic, and paced by Geo. Taylor, H. C. Tyler, and H. B. Arnold, covered the mile in 2.15, thus lowering Osmond's famous English record by one second. The pace between the first and third quarters was terrific, as the distance was ridden in 1m. 4 $\frac{3}{4}$ s. Windle also captured the three-quarter record in 1.41. H. C. Tyler afterwards smashed the half-mile record with the aid of pacemakers, covering the distance in 1m. 6s.

The Edinburgh to London record of F. W. Shorland—44 h. 49 m.—has been reduced to 43 h. 25 m. by P. A. Ransom, of the North Road Club.

**Toronto Bicycle Club.**

**Items of Interest.**

ORGANIZED



1881.

Club House: 346 Jarvis Street.

**OFFICERS**

President ..... W. H. COX.  
 Vice-President ..... CHAS. LANGLEY.  
 Secretary ..... JAMES WOOD.  
 Treasurer ..... C. J. W. LOWES.

**ROAD OFFICERS**

Captain ..... W. ROBINS.  
 1st Lieutenant Ordinaries ..... JAS. MILN.  
 1st " Safeties ..... F. B. ROBINS.  
 2nd " Ordinaries ..... C. W. HURNDALL.  
 2nd " Safeties ..... J. B. LAIDLAW.

H. C. PEASE - Club Reporter.

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

**CLUB NOTICES.**

The regular Monthly Meeting of the Toronto Bicycle Club will be held in the Club House, on Monday evening, November 2, at 8 o'clock.

As business of a special nature will be up for discussion every member is requested to be present.

J. Wood,  
*Hon.-Sec.*

**RUNS.**

The club runs for November will be arranged by the officer in command before leaving the club house.

The House Committee, deeming it would be agreeable to the members, have decided to hold a little social evening at the Club House on next Friday, at which all the members and their lady friends are invited. It will be quite informal in its nature and a pleasant time is expected. Everybody come and help make it a success.

H. C. PEASE,  
*Chairman House Com.*

M. A.—I am a champion cyclist. A. M.—Indeed! What is your best performance? M. A.—I have done the mile in 2 m. 10 s. in private. A. M.—Shake hands! We're brothers in arms. M. A.—What! are you a champion, too? A. M.—Yes. M. A.—What! Cyclist? A. M.—No—Liar.—*Scottish Cyclist.*

J. H. Fawell, an old T. B. C. member, is now in Chicago.

The Torontos are looking for a billiard table to place in their new club house.

McClelland has ordered a pneumatic Hummer racing wheel for next season, weight 30 pounds.

The Athenæums expect to be in their new club house in the course of a couple of months.

In Manchester a corps has been formed to trace voters who have removed to a long distance.

On Saturday last a number of Athenæums and Torontos fraternized in a game of football at Lambton Mills.

The subject of our next article on Canadian Flyers, will be Mr. Harry Nash, of the Wanderers Bicycle Club.

One of the Torontos ran down a street car horse on Saturday, with considerable damage to the wheel, but not much to rider or horse.

There are quite a number of Wanderers in Chicago, so many in fact, that they are talking of forming a Wanderers Club in that city.

The Wanderers held their first club smoker a couple of weeks ago, and enjoyed some pleasant hours. Club runs for this season have been called off.

The Torontos and Athenæums are still extracting pleasure from Saturday rambles, and have been particularly favored by the pleasant weather of the last six weeks.

Mr. Harry English is setting a good example to others of his Club members by presenting another frame full of very fine landscape photographs to the House Committee of the Toronto Bicycle Club. Why do not Messrs. McBride, Langley or Robinson hang up some views which they have of Old Country scenes?

As several T. B. C. members are to take part in the spectacular presentation of Ben Hur, in aid of the Infants' Home, it is hoped the boys will turn out well to encourage so good an object. The scenic effects and costumes are very elaborate, and as the youth and beauty of Toronto will be liberally sprinkled among the cast, an excellent production is anticipated. Do not forget the date and place, November 9 to 14, at the Grand Opera House.



## Athenæum Bicycle Club.

### OFFICERS:

J. P. EDWARDS .....	President.
W. C. MEREDITH .....	Vice-President.
J. H. EDDIS .....	Sec.-Treasurer.

### OFFICERS OF THE ROAD:

J. P. LANGLEY .....	Captain.
A. BYRON .....	1st Lieutenant.
A. ECKLEY .....	2nd "
L. ROBERTSON .....	3rd "

The regular monthly meeting of the club will be held at the club rooms, Public Library Building, on the third Thursday of each month at 7.30 p.m. sharp.

### A Water-Melon Run in Maryland.

This will seem a peculiar title for a bicycle run to a Canadian, but such was the inscription on an invitation received by the writer from the Maryland Bicycle Club of Baltimore at the time of the water-melon season during the past summer. One great advantage the members of the Maryland Bicycle Club possess over their less fortunate brethren of other clubs is that in addition to one of the most palatial city club houses it has been our good fortune to visit, they also have a suburban residence called the Country Club, situated about ten miles from Baltimore. It was to this point that the water-melon run was called. On a radiantly bright, but unusually hot, August Saturday afternoon, under the care of two or three choice spirits of the Club, we left the City Club House on our wheels and rodé leisurely through beautiful Druid Hill park. This park is rich in good roads, a very rare circumstance for Baltimore, as the roads within the city are, with one or two exceptions, hardly better than the *pavé* met in all the villages throughout France. The highways outside of the city, however, are good, in fact quite good, probably more appreciated on account of the strong comparison they afford to the surface of the city thoroughfares. After an enjoyable ride up and down hill for a few miles we reached the little village of Arlington, and riding down a long narrow road, skirted on either side by huge elms which reminded us very forcibly of the grand old English lanes, we are at the country quarters of the Maryland Bicycle Club. There is nothing pretentious about the appearance of the house, but an air of solid comfort is distinguishable in every nook and corner of the old wooden building. We sat under the covering of the broad veranda watching an exciting game of tennis being

played in one of the courts which lie directly in front of the house, and enjoyed a walk over the spacious grounds which are controlled by the Club.

Returning then to the house we sat down to a true Maryland dinner—fried chicken, egg plant, fried tomatoes, etc., etc., and how it was appreciated by twenty odd hungry wheelmen gathered around the festive board. Dinner ended the whole party withdrew to the lawn again, where the light from the full moon made the scene seem even more beautiful, if possible, than when seen in the sunshine. An hour or so was whiled away in relating tales of pleasant reminiscence, when we were again bidden by the ubiquitous steward to re-enter the spacious dining room, and it was now that we discovered the reason for calling the outing "A Water-Melon Run!" To say that there was an abundance of water-melon is to put it mildly. There were water-melons everywhere, water-melons suspended from the ceiling so that the luscious fruit could be eaten in the most convenient, if not the most approved, fashion. Specimens of the fruit, cut up in remarkably fantastic shapes, whole melons, little melons, gigantic melons in every conceivable variety of the water-melon. And these, we were told, had all to be eaten. When the fruit was cut up already to be served, it was a sight that would make any Northern "danky" grow pale with envy. We ate water-melons and talked; we despatched a few more portions and still the merry flow of soul continued, but even a water-melon feast must come to an end. After another hour spent in strolling around the grounds and doing battle with the energetic Maryland mosquito, who is said to be closely related to the Jersey bird of that ilk, we mounted our wheels and sped away in the path of the lengthening moon-beams, through the now silent village of Arlington towards the Monumental City, taking with us a fund of pleasant recollections of the hospitable members of Maryland Bicycle Club and their novel, yet most decidedly enjoyable, "Water-Melon Run."

The old proverb: "A soft answer turneth away wrath," is never more forcibly illustrated than when a cyclist overtakes pedestrians or horsemen on the road. "Will you please," is always a much better manner to preface a request, than: "Hi, there!" which is probably the most irritating remark extant, and it is always best to acknowledge favors, no matter how slight, with a "thank you."

Always

Leading




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# THE RUDGE

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**W**ILL be put on the Canadian market next season in a **NEW STYLE OF FRAME** and many other **STRIKING NOVELTIES** in the Handle Bars, Grips, and particularly the Tires.

Illustration of the New Wheel in a later edition. Reserve your orders until you examine **THE NEW RUDGE**. Catalogue ready early in January.

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## H. P. DAVIES & CO.

Sporting Goods Importers

81 YONGE STREET, - - TORONTO.

## One Lunch.

## SCENE I.

Time, lunch hour, the day after the Club Meeting. Place, Coleman's. Personæ, Charlie, Ed., W.H., then Jim.

W.H.—Why weren't you at the meeting last night, Charlie?

Charlie.—I had an engagement and could not get there.

Ed.—Lucky you had.

Charlie.—How's that?

Ed.—Well, they brought up the matter of fees, and carried a motion that all those with fees due should be suspended from the Club,

Charlie.—The deuce you say!

Jim (entering from King St).—Well, W.H., did you get your V?

W.H.—There's no hurry.

Ed.—As I was saying, the motion was carried; then someone got up and proposed that our Vice-President (as his fees were owing) should be made an example of, and expelled

Charlie.—!!!

Ed. (continuing).—Then W.H. jumped up and laid a "five" before the Treasurer, and asked the meeting to consider your fees paid

Charlie (reaching his hand across the table).—W.H., old man, shake.

Ed. (continuing).—Of course they granted it.

Charlie.—Here's your "five," W.H. I can't tell you how grateful I am.

## SCENE II.

Time, same as last. Place, Rossin House cigar store. Personæ, Charlie, Ed., Jim, W.H. and clerk.

W.H.—What are these?

Clerk.—A quarter each, sir.

Charlie (aside).—My, he's blowing himself.

W.H.—Here, help yourselves. Charlie, here's your change.

Charlie.—What? Eh? Why it's—

W.H.—Your bill I bought them with.

Charlie.—What a —! ! ! sucker I am. (Turns, and rushes madly out.)

C. U. S.

We now hold all world's records from one-quarter up to and including two miles. Of course, we have not the roads to compete with the old country for road records, but when it comes to the track we will always be in line. It is very doubtful whether there is a man in England who could compete successfully with either Windle or Zimmerman. — *Referee.*

## Another New Pneumatic.

We were to-day shown a pneumatic tire the invention of Mr. C. F. Lavender, of the Comet Cycle Co., who has at different times displayed considerable inventive genius, being the inventor of the celebrated ball bearings now in use by this company.

The great trouble with the tires now in use in Canada, *i.e.*, the Dunlop and the Clincher, is that while the former is very elastic and fast it is also very difficult to repair should it become punctured, while the Clincher from the means used in attaching it to the rim is robbed of a certain amount of its life and elasticity. Mr. Lavender's tire is a combination of these two principles without in any way infringing upon either. The tire is held in place by the inflation of the inner tube, while the rim used is no wider than is required for the ordinary cushion, thus giving plenty of room for expansion, while at the same time the tire is so firmly held to the rim that it was impossible for three of the workmen to pull it off, a trial of which was made in our presence.

Its durability on the road has also been thoroughly tested, as Mr. Wells and Mr. Nasmith have been riding it for some time to ascertain if there is any weak point about it.

The wheel on which Mr. Nasmith made his remarkable record to Whitby a few weeks ago was fitted with this tire, and he attributes a great deal of the speed attained on that occasion to the tire.

The Comet Cycle Co. have had it patented in Great Britain, United States and Canada, and have made arrangements with one of the largest rubber firms in England to manufacture the tire for them, in which none but the best of material will be used.

The firm particularly invite any one interested in wheeling to call at their factory, 24 Adelaide Street west, and examine it, as they have an article which they are proud to show to the public.

Harry J. Hall, formerly manager of Banker & Campbell's Brooklyn house, has joined the Metropolitan Hardware Co., who recently closed a contract to handle the Rudge wheels for the Eastern States.—*Referee.*

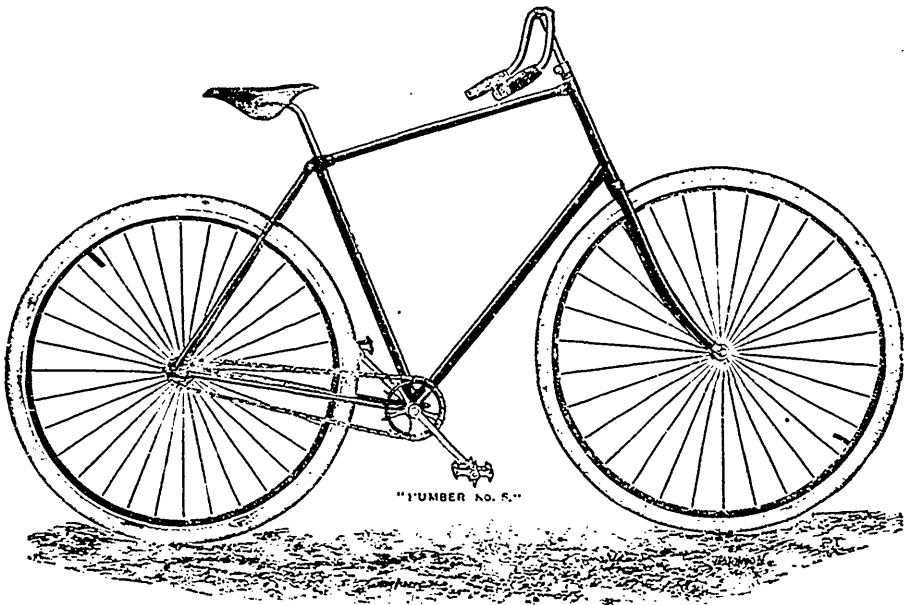
A manufacturer of Paris has been experimenting with aluminum in the production of bicycles. In order to make it applicable it was found necessary to alloy it with copper, as it can only be used in its pure state for guards and cranks, where its extreme lightness gives a distinct advantage over steel.

# THE GREATEST RACE

## \* EVER RIDDEN \*

The following cablegram tells the story, received at Toronto, 12.40 p.m., Sept. 9, 1891:—

“Great French Road Race, Paris to Brest and back,  
750 MILES, Won on the HUMBER.”



This Season THE HUMBER has re-established its reputation by carrying everything before it. Wheelmen are already familiar with it as

## THE CANADIAN RECORD BREAKER



SEND FOR SPECIAL BICYCLE CATALOGUE, THE LARGEST IN AMERICA—FREE

Canadian Agents for Starley Bros., Coventry, "The Psycho;" J. K. Starley & Co., Coventry, "The Rover;" Humber & Co. Beeston, "The Humber;" Manufacturers of "The Dominica."

Sporting and Athletic Goods of every description for sale at the Right Prices.

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## AMUSEMENTS.

### Academy of Music.

November 2.—High Roller.  
 " 16, 17, 18.—Wolf's Wedding.  
 " 19, 20, 21.—Frank Daniels.

### Jacobs & Sparrow's Opera House.

Jacobs and Sparrow's will present to the patrons of their opera house the most elaborate and expensive burlesque production known to the American stage—a production such as this city seldom has an opportunity to witness, The Kimball Opera Comique and Burlesque Company, supporting the famous Corinne, the queen of burlesque, will introduce Carman, a spectacular comic opera burlesque in three acts. It is a burlesque in the fullest sense of the word, abounding in scenes and situations of the most ridiculous character. Corinne has made the success of her life in the title role—or rather that of Carmen-cita. Her execution of the wonderful Spanish dances has attracted the attention of the universe. The public cannot too highly appreciate this engagement, the magnitude of which can hardly be described. The company consists of sixty members, all of whom appear on the stage at one time during the action of many of the scenes. The spectacular effect will be of a character such as we have often heard, but rarely had the opportunity to see.

None of the local scenery of the Jacobs & Sparrow's opera house will be used. It will all be removed from the stage Saturday night after the closing performance of the attraction preceeding Corinne, and the work of replacing it with Corinne's own scenery commenced.

Week of Nov. 1.—J. H. Wallick, in his equestrian dramas.

" " 9.—Corinne.  
 " " 16.—Dark Secret.

### FOR SALE; WANTS, EXCHANGE.

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

**F**OR SALE—52 inch Comet cushion tyre rational, almost new. Reasons for selling. H. F. Strickland, 53 Beverley Street.

**T**WO 52in. Cushion Tired Comet Rationals for sale. Only been ridden a few times. Each a bargain, \$100 and \$95. Apply at office of CYCLING, 5 Jordan St.

**A** BEAUTIFUL imported safety for sale, almost new, all ball bearings. Address 173 Front Street E.

**F**OR SALE 48 inch American Star, cost \$80, sell for \$30, 41 inch Special Star, cost \$140, sell for \$80. Both in good condition. W. E. Saunders, London.

**F**OR SALE—Toronto Bicycle Club Uniform in good condition—will sell cheap—also a cyclometer. Apply to W. H. M., office of CYCLING, 5 Jordan Street.

**F**OR SALE—52-inch Comet Rational (English manufacture), one-inch solid tire—in first class condition. Apply Geo. Parsons, Willard Tract Dep., Cor. Yonge and Temperance Sts.

**F**OR SALE—50 inch Referee Rational, new—reversible ball head, sp. de handles—cost \$130 will sell for \$100 Apply office of CYCLING, 5 Jordan Street.

**F**OR SALE—A two brand, Automatic Cigar machine, almost new, same as the Hamilton Club have—a paying investment for a club room—a bargain. Address box 538 St. Catharines.

**F**OR SALE—Union Safety, almost new, with ball bearings throughout. Cost \$125, will sell for \$60, cash. Apply, 39 Wellington st. East.

## WHEELMEN'S HEADQUARTERS.

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

### WEST

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

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

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

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

### EAST

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

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

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

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

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

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

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

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

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

### NORTH

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

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

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