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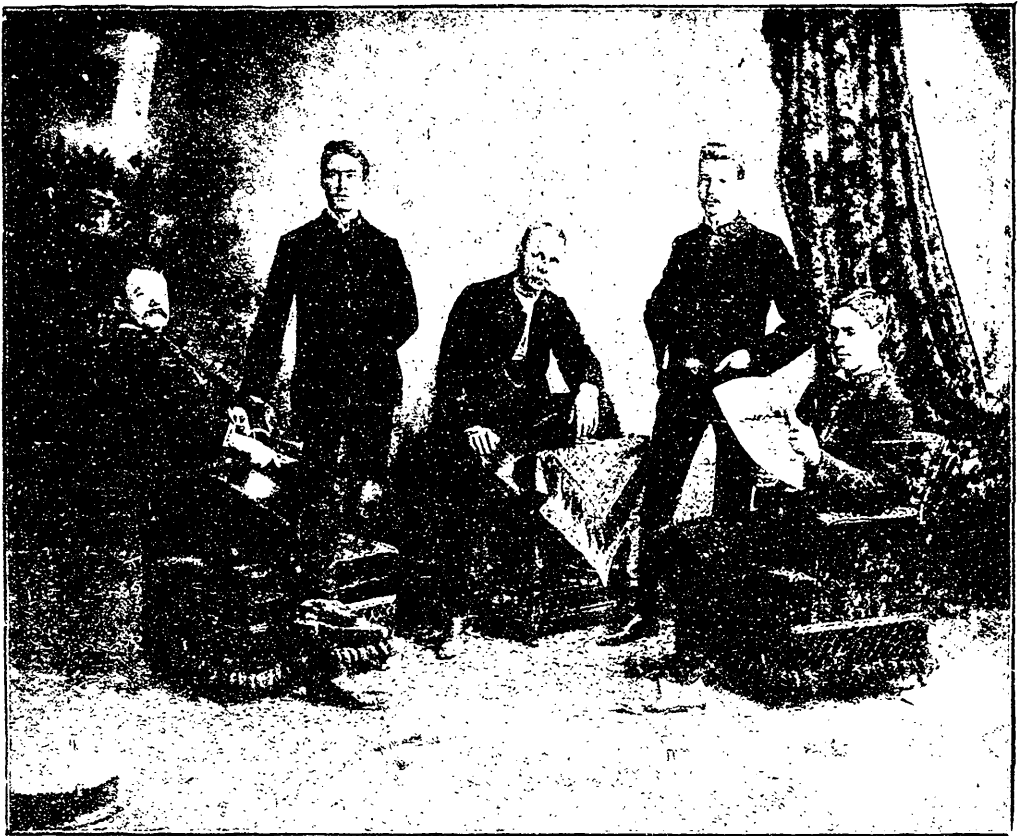
CYCLING

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

Vol. II.

TORONTO, MAY 26, 1892.

No 13.



ROAD OFFICERS OF THE ATHENÆUM BICYCLE CLUB.

James E. Doane, 2nd Lieutenant.
J. H. Eddis, Hon. Secretary-Treasurer.

A. Byron, Captain.

H. J. Irwin, 3rd Lieutenant.

L. D. Robertson, 1st Lieutenant.

"A Tramp Abroad."

For the first time in a year and a half I caught a glimpse of Canada. Last Friday morning on stepping from the train at Port Huron after an all night ride from Chicago. I for a time was lost, for everything seemed so entirely different and Canadian money seemed to have the preference here.

Port Huron is a pretty town of about 15,000 inhabitants, and is as enthusiastic a bicycle town as I ever came across, and I can hardly speak too highly of the treatment I have received at the hands of the 'cyclists, and especially of J. L. Stevenson, of the firm of Anderson & Co., the leading bicycle dealers of this place. Joe, as he is called by everybody, from the "three-year-old" up to the oldest inhabitant, is very popular and a genuine "hustler." He has charge of the bicycle business, and has this season sold two hundred wheels and expects to sell a great many more before fall. Pneumatics are all the "go," and unless you are riding one you are not "in it."

The streets are block-paved, kept in good condition, and very pretty. On Friday night considerable excitement was occasioned by a coasting contest. Nearly every wheel manufactured was represented, but the "Imperial" led them all.

This afternoon, accompanied by "Joe" Stevenson, H. Hubbard, and H. McKay, of this place, I had a very pleasant trip down the St. Clair river to Marine City, a little town twelve miles below here. The scenery is very fine, although the country surrounding the river is inclined to be low and flat. Marine City is not behind its larger neighbours in "bicycular" enthusiasm, and the competition is very keen. A very pleasing and notable attraction in both of these places is the large number of lady 'cyclists, and they could give their sisters a great many "pointers" on graceful positions on a wheel.

My friend the "Senator" invaded the town just previous to my arrival, in the interest of the "Referee," and made a great many friends here. It is to be hoped that he has not forgotten his visit to Port Huron, nor his drive in "Joe's jaunting car."

I had intended taking a trip to Sarnia, just across the river, and renewing "old acquaintance" with the members of the Sarnia Bicycle Club. I am sorry to say I was unable to do so, but then the "tramp's" lot is not a happy one, and time and trains wait for no man.

The Cyclists living in this state are very much disappointed that the C. W. A. meet

is not to be held in Sarnia, and there is no doubt that the "states" would have been very largely represented had it been held in that city; however, they can content themselves with the knowledge that Sarnia will have a "hummer" of a meet later in the season, and that everybody will have just as good a time.

Previous to my departure from Chicago, I witnessed the start of the relay ride from that city to New York. The interest that is being taken in this ride is wonderful, and even in the smallest towns every body is eager for the latest news concerning that event. There was a large number of people of every class present to see the start, and the riders were "heroes" in the eyes of the vast throng as they wheeled their way down Michigan Avenue in the mud. "Ed." Bode, escort to Art Lumsden, who carried the dispatch over the first relay, met with a rather unfortunate accident shortly after starting. While riding on a narrow footpath he turned out of it, and in doing so his wheel slipped suddenly from under him, giving him a severe fall, scraping his side very badly, and also injuring his wheel.

Herb Gittrens, the second courier, also met with a similar accident. He was mounted on an "Imperial," which glided from under him; his crank was bent back over the sprocket wheel, making any further progress an impossibility for a few minutes. With the assistance of another person the crank was at last straightened and he proceeded on his way.

The riders have experienced hard luck all through the ride, and they are to be congratulated on their pluck and good showing in the face of such bad weather as they have contended with from the start.

The next event of interest will be the Pullman road race, and I sincerely trust that the large number of people who favor Palmer will not be disappointed. I would liked to have seen a larger list of Canadian entries, but there is no doubt but that Palmer and Skerret will do their utmost for "the land of the maple leaf."

J. JAY ROSS.

Port Huron, Mich., May 22nd, 1892.

The big Chicago to New York relay race is now a matter of history. It is unfortunate, in a sense, that the weather was so unfavorable, but it emphatically demonstrates the ability of the 'cyclists, even under the worst of circumstances, to perform the feat. Had the weather been at all favorable there can be no doubt that the riders would have been nine hours within schedule time instead of nine hours beyond.

Cycling

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

EDITOR: F. BRYERS.

PUBLISHER: - - WM. H. MILN.

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MAY 26, 1892.

The T.L.C. Track.

In our last issue reference was made to the lack of energy displayed by Toronto cyclists in regard to track matters. We presumed that our readers would understand us as referring to a track owned and controlled by cyclists. However, the *Mail* seems not to have taken our meaning correctly, and accordingly directs our attention to the Lacrosse Club's new track. We are perfectly well aware of the fact that the T.L.C. are building a very fine track, of which they may well be proud. But we hardly realized that it was intended for the use of ordinary mortals—much less cyclists—on account of the extravagant rental which we understand the Lacrosse Club asks for the use of the grounds—practically \$550 for a single day. The cyclists have no intention, gentlemen, of buying the track for every meet they hold.

Associated Cycling Clubs.

We think cycling matters in Toronto are far enough advanced and the clubs sufficiently numerous to form an association similar to those of Chicago, New York, Philadelphia, Buffalo and other American centres. There are many matters of interest to the sport which could better be carried out by such an association than by any single club or by the clubs working independently, notably track and road improvement.

A new club has been formed in connection with the Young Woman's Christian Guild, and is to be known as the "Y." The club is essentially a ladies' club, but gentlemen friends are also admitted. The captain is Miss Lawson.

Centuries Made.

The following riders have scored centuries since our last issue: 47, Walter Thomas; 48, W. F. Dineen, W.B.C.

The Queen City Twenty-five Mile Handicap Road Race is the name by which we are to know the race to be run on the 11th June. The course will be from Norway to Highland Creek and return, finishing on the Woodbine track. The race is open to all amateur Canadian wheelmen, and the limit men start at four p.m. on the date set, rain or shine. The usual regulations governing such events will apply, and full particulars, including rules, entry form and prize list, may be obtained from J. H. Gerrie, *Mail* office, Toronto. Following is a list of the prizes:—

First Prize—Comet Pneumatic Bicycle (choice of full roadster, light roadster, or racing wheel).

Second Prize—Handsome Silver Cup.

Third Prize—Detective Camera.

Fourth Prize—Best Split-Second Timer.

Fifth Prize—Half-dozen best English Dress Shirts.

Sixth Prize—Latest Improved Cyclometer.

Seventh Prize—Box best English Collars and Cuffs.

Eighth Prize—Box best Imported Cigars.

Ninth Prize—Photos to the value of \$6.

Tenth Prize—Best Silk Hat.

Eleventh Prize—Brook's Patent Saddle.

Twelfth Prize—Paragon Saddle.

Thirteenth Prize—Extra Racing Shoes, to order.

Fourteenth Prize—Bicycle Shoes, to order.

Fifteenth Prize—Bicycle Cap of any pattern.

Sixteenth Prize—Subscription to the *Wheel*, New York, one year.

Seventeenth Prize—Subscription to the *Referee*, Chicago, one year.

Eighteenth Prize—Subscription to *Bearings*, Chicago, one year.

Nineteenth Prize—Subscription to the *American Wheelman*, Buffalo, one year.

Twentieth Prize—"Dark Secret."

TIME PRIZES.

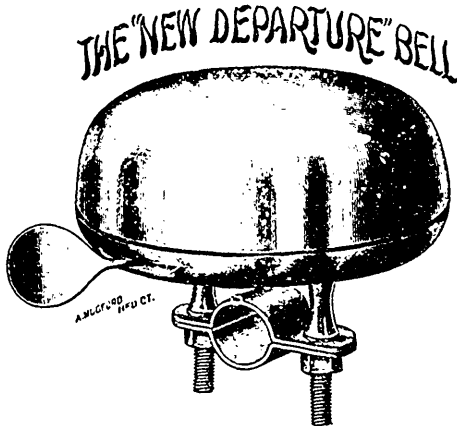
First Time Prize—Valuable Gold Watch.

Second Time Prize—Elaborate Silver Cup.

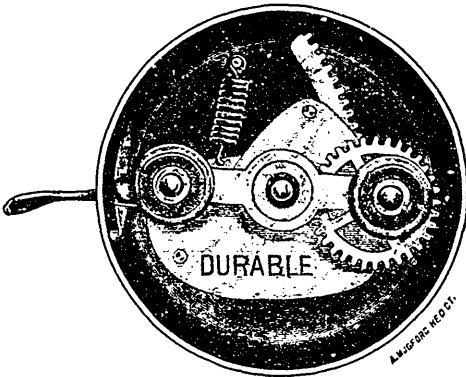
It is rumored that Walter Thomas is becoming round shouldered from having so many century bars to carry round with him. Seven is the present number.

The New Departure "Rotary" Bicycle Bell.

This bell is becoming a favorite among wheelmen, owing to the perfect motion and pleasant tone. The bell is rotary in its action. A pressure of the lever winding a spring and operates the little hammers in one direction, while the action of the spring



alone operates not only to return the lever, but to ring the bell while the lever is being returned by giving a double electric ring, partially automatic, and without any winding, etc. The hammers are anti-friction, striking a lug cast on the inside of the gong,



rebounding and passing by each way, giving a clear sharp ring. It is without doubt the best bell on the market, and should have a large sale in Canada as it has in the United States. The "New Departure" is manufactured by the New Departure Bell Co., Bristol, Con., and handled by all sporting goods houses in Canada.

The Wanderers divided their ranks for the holiday, quite a number going to St. Thomas, while others stopped at Woodstock, and a few went to the Falls.

Regina Bicycle Club.



Above are the name and badge of the first club formed in the N.-W. Territories. About two months ago Mr. J. W. Jowett, of the Indian Office, Regina, began the work of organizing, which resulted in the formation of the club on April 2nd, last. Most of the machines used are Swift pneumatic safeties, but one or two other makers are represented. The first club run was held on Saturday, the 7th inst., but on account of the late spring and consequent mud the sidewalks were resorted to. Some of the mounts are reported as a little restive under their riders, but all reached home safely after some trials and tribulations. The officers for the season are:—

Hon. President, His Honor Lieut.-Governor Royal; President, A. E. Forget; Vice-President, J. C. Pope; Sec.-Treas., Jno. W. Jowett; Captain, Victor Dodd; 1st Lieut., A. W. Dagg; 2nd Lieut., A. E. Whitmore; Bugler, J. W. Allan; Executive, the President, Vice-President, Sec.-Treas., Captain, W. J. Chaffey, C. A. W. Lethbridge. Colors, dark and light blue.

The Gosford bicycle saddle works of Elyria, Ohio, were burned on the 4th May. Arrangements were made with other factories in the town to continue the manufacture of the celebrated saddles.

In a recent French road race one of the riders felt done up when about half way and lay down on the road side. His friends could neither persuade nor argue him into completing the race, but on threatening to "punch his head" he remounted and finished seventeenth out of seventy.

On the Queen's Birthday one might easily see many of the old time cycles around the city, but by far the most comical was an old ordinary with straight handle bar about eighteen inches long, fifty-six inches front and twelve inches rear wheel; mounted on it was a rider who rode along in fear and trembling, a swollen cheek and discolored optic, giving ample evidence of his struggle to maintain an upright position.

DEAR CYCLING,—For some time past I have felt the promptings of the muse, and struggle as I might the dread spirit came upon me like a thief in the night. Below is the result. You have my deep sympathy in the affliction that I have just thrust upon you, as the crocodile at the Zoo remarked as he gobbled the fat woman's poodle. Kindly bear in mind that the Ottawa Bicycle Club as such is not responsible for this production. I had half a mind to blame it on T.A.B. It is certainly below par. If you think, Mr. Editor, that my liberty is endangered thereby kindly tip the wink and I'll off to the States, as there is no extradition provision for literary offences. Yours fraternally,

MARK G. McELHINNEY, D.D.S.

(*What blows the horn for the O.B.C.*)

Ottawa, May 11, 1892.

AN EFFORT "POATIC."

I.

An O.B.C. member ecstatic,
Paid his boodle, received his pneumatic,
Then quite democratic—
Not aristocratic—
He hustled it home to his attic,
With the air of a man acrobatic.

II.

On the way he met an erratic
Old boozier who said "You're a flat (hic),
To know what you're at (hic)
I'd give my new hat (hic),
But I'm sure you are a lunatic,
With a tire like a life-buoy aquatic.

III.

"Is that thing a machine hydrostatic,
Dynamic, hydraulic or static,
For use thermostatic
Or just mathematic?
Its meaning is quite problematic,
It looks as it were automatic.

IV.

"Was it caught in the blue Adriatic,
Or grown on the blazing carnatic,
Or classical attic,
Or town Hauseatic,
Or allowed by the sanction Pragmatic,
Or is it a product climatic?"

V.

"Would it cure an old crippled rheumatic,
Or quell all the horrors sciatic,
Or author dramatic,
Or lesion traumatic,
Or e'en make a good hæmostatic,
Or reduce a congested lymphatic?"

VI.

Then answered the rider, dogmatic—
"Your questions are quite enigmatic,
You whiskey fanatic,
With your wabble and that ("hic").
But your method is truly Socratic,
For a man with a breath aromatic.

VII.

"To prove that I am not phlegmatic,
Kindly climb on my brand new pneumatic,
Tho' your breath so emphatic
Is quite emblematic
That you drink on a scale quite chromatic,
And it makes your complexion prismatic."

VIII.

So he climbed him upon the pneumatic,
Did the jay with the jag so emphatic,
But his state thermostatic
Blew up the pneumatic,
And he's now in the heavenly attic,
Which to doubt would be very schismatic.

Zimmerman Again Defeated

Zimmerman has again been defeated and that by another of those mysteriously unknown men. The cable says: "There was a big crowd present at the spring race meeting of the London County 'Cycling and Athletic Club at the Herne Hill track on Saturday. A. A. Zimmerman, the noted American athlete, was the favourite for the mile safety scratch race, but he was defeated by Edwards in the heat, after a desperate struggle, and Schofield, who was almost unknown, won the race."

It seems strange that the English should reserve all these "unknown" riders for Zimmerman's special benefit. But however illknown they may have been before, there is no doubt that both Fowler and Schofield will be well remembered on both sides of the Atlantic from this out. Edwards is a well-known rider and member of the Polytechnic C. C. team, and has trained nearly altogether on the Paddington track.

H. C. Martin, promoter of the Martin Road race, has been three years in the bicycle business and never rode a wheel until a couple of weeks ago.

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At Woodstock.

The opening of the Canadian racing season occurred Tuesday at Woodstock, and already three Canadian records have been lowered, the half mile from 1:17 to 1:15 1-5 by W. Hyslop, and the one mile from 2:42 to 2:41 1-5, and five mile from 14:42 to 14:16 by W. Carman, both members of the Toronto Bicycle Club.

The Woodstock A.A.A. have for the past nine years practically opened the Canadian racing season, and while most of their meetings have been successful none have excelled that of 1892. A long and representative list of riders were entered for the various events, and each was well contested. We rather expected to see Palmer and Skerret, of Hamilton, among the list, but both went to St. Thomas. Iven, of Rochester, was the only American, and he was not up to expectations. Other entries were: Carman, Hyslop, Nasmith, Harwood, A. W. Smith, T. B. C.; Wells and C. McQuillan, W. B. C.; A. Wise, T. Wise and J. Bain, Ramblers' B. C. of Hamilton; S. McCarty, J. W. McQuillan, Stratford B. C.; G. S. Lowe, Montreal B. C., S. H. Gibbons, R. C. B. C., Toronto.

The officers of the day were: Referee, Louis Rubenstein, M.A.A.A., Montreal; Judges, A. Byron and Murray, Toronto, A. Perry, Hamilton; Starter, F. Foster, Toronto; Timekeepers, T. Fane and C. W. Hurndall, Toronto, and Burnham, Hamilton; Scorers, W. K. Evans, London, D. S. Kendall, Woodstock; Clerk of Entries, D. A. White; Clerks of Course, E. W. Nesbitt and W. G. Clark.

Following is a summary of the results:—

One mile, green, safeties—S. H. Gibbons, R.C.B.C., 1st; C. McQuillan, W.B.C., 2nd; A. W. Smith, T.B.C., 3rd. Time, 2.47 1-5.

Half mile, heats, open, safety—W. Hyslop, T.B.C., 1st; W. Carman, T.B.C., 2nd; G. S. Lowe, M.B.C., 3rd. Time, 1.15 1-5.

This was a splendid race. The starters were Hyslop and Carman, of the T.B.C.; Lowe, of the M.B.C., Montreal; Wells, of the Wanderers, and McCarty, of Stratford. Hyslop won the first and third heats. Time, 1.15 1-5. Carman was second in both heats, and won the second heat in 1.18, with Hyslop and Lowe close behind. The last lap of the final brought out a grand struggle between Hyslop and Carman, the former winning by a little more than a wheel, with Lowe a good third.

One mile, green, safety, pneumatics barred—A. Wise, Ramblers, Hamilton, 1st; H. N. Harwood, T.B.C., 2nd. Time, 3.14 4-5.

One mile, open, ordinary—C. J. Iven, Rochester, N.Y., 1st; J. W. McQueen, Stratford B.C., 2nd. Time, 3 minutes. No other entries came to scratch.

One mile, open, safety—Wm. Carman, T.B.C., 1st; G. S. Lowe, M.B.C., 2nd; W. Hyslop, T.B.C., 3rd. Time, 2.41 1-5.

Wells and Iven also faced the starter, but the race was practically between the two first named. Carman led the first lap. Time, 45 seconds. Hyslop crossed the line slightly in the lead on the second and third laps, Lowe leading at the first of the fourth and final lap; Carman then put on one of his wonderful spurts, and going down the back stretch passed both Lowe and Hyslop, and keeping up the spurt on the stretch won several yards ahead of Lowe, who was closely pressed by Hyslop.

Five mile, open, Handicap, safety—Wm. Carman, T.B.C., scratch, 1st; W. Hyslop, T.B.C., scratch, 2nd; D. Nasmith, T.B.C., 3rd. Time, 14.16, beating Canadian record of 14.42.

The other entries in this race were S. McCarty, Stratford, 300 yards; and T. Wise, Ramblers, Hamilton, 300 yards; J. Bain, Ramblers, Hamilton, 295 yards; C. J. Iven, Rochester, 50 yards; S. H. Gibbon, R.C.B.C., Toronto, 200 yards; and M. Wells, Wanderers, Toronto, 100 yards. With the exception of Nasmith, none of the handicap were in the race after the fourth or fifth lap. Carman passed all of them in the seventh lap, and the race after that was practically between Carman, Hyslop and Nasmith. This order was kept up until the finish, Carman winning easily. Hyslop rode a plucky and determined race, but it is generally conceded that Carman is the best man at the distance. Nasmith finished a good third.

One mile, county, safety—A. Somerville, Princeton, 1st; L. Utling, W.A.A.A., 2nd; F. Baskerville, W.A.A.A., 3rd. Time, 3.15.

We had a pleasant call from President Hill the other day, and he reports everything getting along in fine style for the meet. The new track is conveniently located out Union Street (on which the street cars run), and the contract calls for its completion by June 6, though it is likely to be finished by the 1st. We were pleased to learn that the hotel-keepers had signed an agreement not to charge more than ordinary rates, while some have signified their intention to lower the rates to wheelmen on the occasion of the meet. This removes our only objection as to Kingston being the place of meeting of the C.W.A. for 1892.

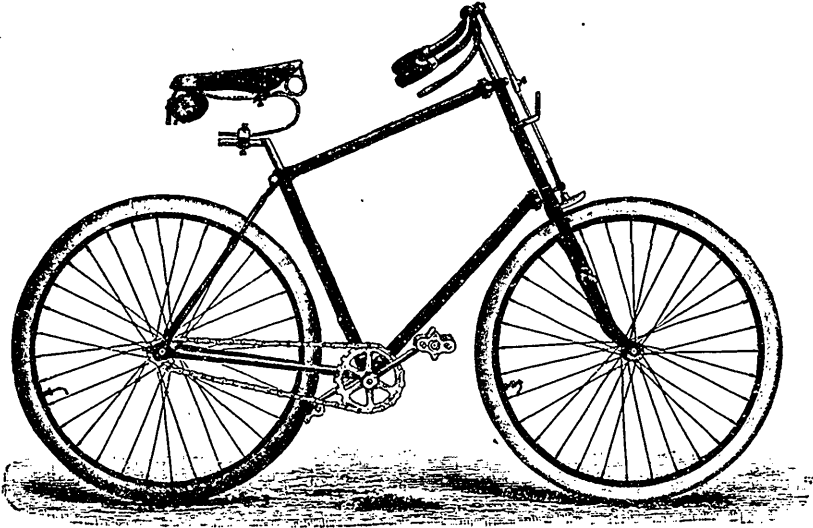
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1881.



INCORPORATED
1891.

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H. C. PEASE - - Club Reporter.	

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CLUB NOTICE.

The regular monthly meeting of the T.B.C. will be held on Monday evening, June 6th, in the club house. A large attendance is requested as matters of importance are before the club.

S. J. SCHULTE,
Hon.-Secretary.

CLUB RUNS.

May 28.—Port Credit and then to Cooksville for tea.

June 4.—North to Steele Hotel, 10 miles; good roads and a lovely supper.

June 11.—Islington and Lambton Mills for supper.

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

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

We understand the Racing Board of the Torontos are making arrangements to have a series of team track races with some of the Buffalo clubs, if satisfactory arrangements can be made for the new Rosedale track,

About twenty Torontos spent the holiday at Niagara Falls, where they enjoyed themselves in good style. Very little rain had fallen there, and wheeling was not interfered with in any way. Those of the Club who went over on Saturday spent a day in Buffalo as well.

The minstrel show held in the Toronto Club house last Thursday was a decided success, and while one or two of the jokes were a little stale and musty, the majority were new, and most of them took off some little failing of the Club members, and consequently "brought down the house." Messrs. Baker, Hoey, Owen and Miln proved a host in themselves, and as a matter of course we had to laugh at Horace and Jimmie, no matter how poor their jokes might have been.

Wanderers' Trip.

Notwithstanding the continual downpour, some twenty-five members participated in the St. Thomas trip. Owing to the rain, the boys took the train Saturday at 2.30 for Hamilton. Upon their arrival the boys enjoyed themselves thoroughly. On Sunday night some dozen members of the H.B.C., and the boys, took train for London, where they were entertained by the London boys in royal style. On Monday morning the ride for St. Thomas had to be made on board the train. On arriving at St. Thomas the fun commenced, and from the time they struck the town until they left, it was one continuous round of pleasure.

Sharkey says that next year he will be mayor of the town.

Shorty Thompson formed a new society called the Ki-Ki-Ki's, and he insisted on initiating every person in sight—same lodge, Shorty.

As a sword dancer, Shy Sinclair is a daisy.

It is said that Brimer will give Benhardt a few lessons on "how to drop."

S. H. M. G. B. H. Morphy says he has a sure thing with that \$100,000 girl.

Pete Lea's imitation of the Indian war dance and whoop made a great hit—and almost cost Pete his freedom.

The Quinte Club, of Picton, has livened up since the announcement of the meet at Kingston. We hope Belleville, Napanee and other Eastern towns will soon wake to the fact that the C.W.A. is in existence and they are not represented among the members,

BICYCLE UNIFORMS

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

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BICYCLES!!

I have added to my stock of general sport-
ing goods samples of the

HUMBER, PSYCHO, & ROVER
Bicycles, which I will be pleased to show
and quote at close prices.

WM. McDOWALL

8 KING ST. EAST - TORONTO.

Athenæum Bicycle Club.

Notes.



OFFICERS :

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

OFFICERS OF THE ROAD :

A. BYRON	Captain.
L. D. ROBERTSON	1st Lieutenant.
JAMES E. DOANE	2nd "
HAMILTON J. IRWIN	3rd "
FRANK MAW	Bugler.

The regular monthly meeting of the A.B.C. will be held at the club house on the third Tuesday of each month, at 7.30 p.m. sharp.

CLUB RUNS.

May 28th—Weston, returning by Lambton Mills.

June 4th—Cooksville. The postponed trip of May 21st.

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

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

The Geared Ordinary has arrived in town, Messrs. Charles Stark Co. having imported two specimens. Many of the city riders have tried the machines, but the general opinion even of the old ordinary cracks is that the Geared Ordinary is not equal to the pneumatic safety either for speed, comfort or safety.

"Get off when you feel inclined; there's no hurry, or I don't want to tire you." It sounds very considerate, does it not? but with the majority of cyclists its effect is simply *nil*. Your weaker companion, in nine cases out of ten, is sure to struggle on up every hill you meet, and utterly deny being tired. When two people of varying powers are riding together, the only way of ensuring a pleasurable run is for the better hill-climber to ride *behind* his companion, and declaring his intention of getting off whenever the gradient becomes steep, and the leader shows signs of uneasiness.—*Irish Cyclist*.

Beamsville has a new club of twenty riders.

J. J. Ross has left the Monarch Cycle Co. and is now on the road for Ames & Frost.

Hamilton's Civic Holiday will be on Aug. 8, when the H.B.C. will hold their annual race meet.

The Athenæum Club turned out well at Woodstock, and were the best represented club there, having some twenty-five or thirty of their members along.

McLean & Bulley have recently presented the T.B.C. with a large 18in. pneumatic pump fitted with finger grips, and which will inflate either the Dunlop or Comet tires.

The Q.O.R. marched up Jarvis Street on Saturday evening, and when opposite the T.B.C. house struck up "Boom de-ay," evidently in honor of Mac.

To-day Bishop Sweatman is to present the Royal Humane Society's gold medal to Hamilton Bendelari for saving life at the Island last summer, while nearly losing his own.

George Orr had his usual pneumatic luck on the Wanderers Whitby run, breaking his seat pillar this time. Fortunately for him a friend happened along with a "busted" wheel and traded seat pillars, and Wander-Or went on his way rejoicing.

One of our city papers reports having observed a lady riding a bicycle and carrying a child on a small seat in front of her. This may be well as a skilful performance, but certainly every sensible person will look upon it as a piece of fool-hardiness, particularly on such a busy street as Queen West.

W. G. Owens, of the Forest City Bicycling Club, called on us the other day. He has just been called to the Bar, and we congratulate him upon his success, for he stood first. By the way, would he not make a first-class man for Chairman of the Road Improvement Committee? The Western district ought, by this time, to be large enough to be entitled to an additional representative.

A CRYING EVIL.

Every crying evil should be promptly removed. Sick headache is a crying evil affecting thousands of Canadians, which can easily be removed by the use of Burdock Blood Bitters, the best known stomach, liver and bowel regulator and cure for sick headache from whatever cause arising.

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

PSYCHO ♦ BICYCLES



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

NO DANGER OF PUNCTURE OR LEAKAGE

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

AS A ROAD MACHINE

FOR SPEED, COMFORT, STRENGTH AND DURABILITY

Combined, they cannot be surpassed by anything made.

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

THE CHARLES STARK COMPANY, Limited

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

SOLE AGENTS IN CANADA FOR

HUMBER, PSYCHO AND ROVER BICYCLES

The Oldest and Largest Sporting Goods Dealers in Canada.

The Largest Cycle Importers in Canada.

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

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



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

AT WOODSTOCK—

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

AT ST. THOMAS—

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

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

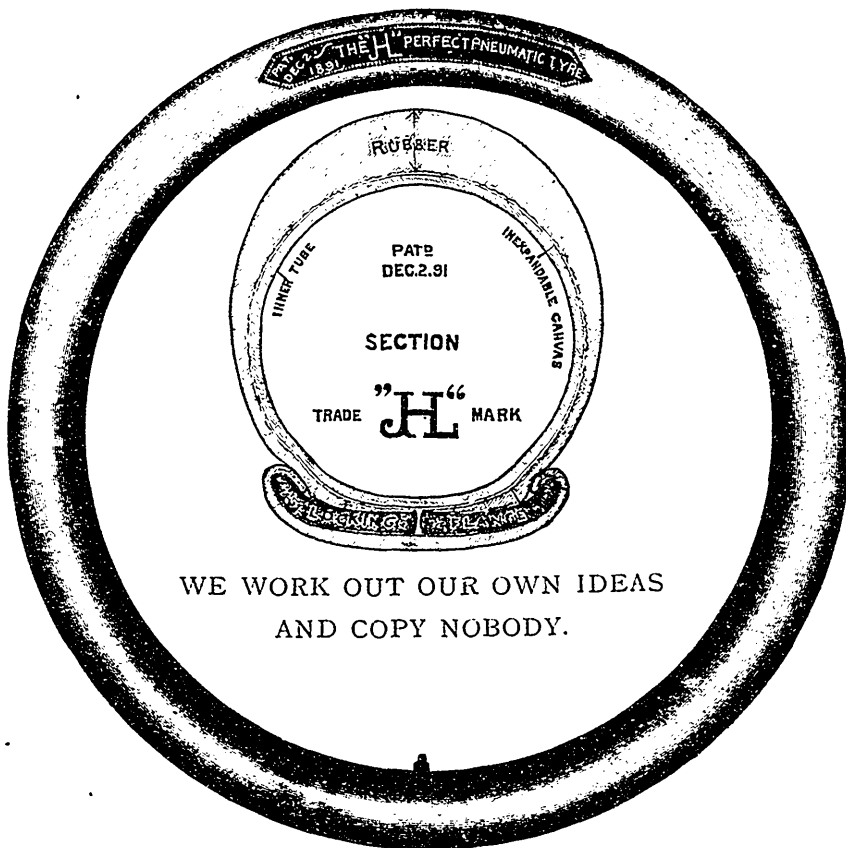
Lowers Century record Toronto to Trenton; time
 9.20. Trenton to Belleville Record also lowered by
 several minutes.

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

Canadian Representative

GEO. F. BOSTWICK,
 24 Front Street West, - Toronto, Ont.

THIS CUT REPRESENTS OUR TIRE AS PATENTED



WE WORK OUT OUR OWN IDEAS
AND COPY NOBODY.

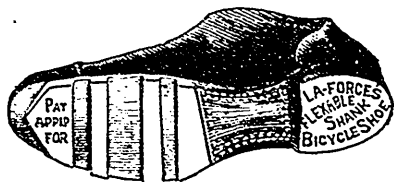
The Purchaser of Our Patent Pneumatic Tire
BUYS THE ONLY PERFECT DETACHABLE PNEUMATIC TIRE YET KNOWN.

As will be seen by above cut, all the Air Chamber is above the Metal Rim, and has a soft bed between it and the inner tube to protect it from being bruised, also allowing a free expansion at the sides, which gives life and speed to the tire not obtained by other detachable tires.

A BOON TO OWNERS OF HARD TIRE WHEELS.

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

Trade Supplied in Small and Large Quantities.



The only Manufacturer of the

LaForce Flexible Shank Bicycle Shoe

Made to order and Trade supplied.

Specialties:—Dunlop Tires Repaired and Lawn Racquets Restrunged.

H. J. LAFORCE,

-

CHURCH ST., TORONTO.

The Races at St. Thomas.

The annual societies demonstration at St. Thomas was interesting to cyclists, particularly on account of the racing in the fair grounds. The track was very heavy and the times were therefore not A 1. E. J. P. Smith had a run of hard luck, having a loose chain in the half mile and being run into and thrown in the mile. Following is a summary of the events:—

Half mile—Entries, C. Manville, London B.C.; F. H. Skerret, A. M. Palmer, J. G. Gauld, Hamilton B.C.; J. H. Nash, E. J. P. Smith, Toronto B.C.—Skerret 1, Nash 2. Time, 1.29½. Mile race, open—Entries, Smith, Gauld, Palmer, Nash.—Palmer 1, Nash 2. Time, 3.27½. Two miles, open—Entries—Smith, Palmer, Gauld, Manville, Nash, Wanless. The only ones to finish were Smith and Manville, the former winning easily in 6.18½. Three miles, open—Entries, Smith, Palmer, Skerret, Manville. The latter two dropped out and Smith won, Palmer 2, Time, 9.41. Mile race, St. Thomas B.C.—W. McCause 1, Nelson Tait, 2. Time, 3.33½.

Following is a summary of the results of Tuesday's races at Woodstock and St. Thomas as far as the clubs are concerned:—

AT WOODSTOCK.

	Firsts.	Seconds.	Thirds.
Torontos.....	3	3	3
Ramblers (Hamilton).....	1	..	..
Wanderers (Toronto) .....	..	1	..
Montreal B.C.....	..	1	1
Royal Canadian	1	..	..
Stratford B.C.....	..	1	1
Princeton	1	..	..
Woodstock A.A.A.....	..	1	1

AT ST. THOMAS.

	Firsts.	Seconds.
Hamilton.....	2	2
Wanderers .....	..	1
Torontos	2	..
London .....	..	1
St. Thomas.....	1	1

The Champion Cycleth Carefully.

There is no more familiar cycling figure in the streets of Dublin than R. J. Mecredy. He may be seen abroad at all hours, and always awheel. Not only does he always ride to and from his residence in Dundrum to his office, but he cannot bear the idea of making any call, at however short a distance, except upon his safety. There is a prevalent idea in the Irish Metropolis that he never walks. We think, however, that this is a

fallacious error. He certainly does more street and traffic riding than any other Irish wheelman, even when in the height of his path training. A feature of Mecredy's street riding is his extreme care. By night, with lamp lit, and bell ready to give alarm (two accessories too often ignored by Irish cyclers), or by day in the thick of the traffic, the champion is ever alert and cautious, and he never meets with a street accident as a consequence. If "example sheds a genial ray," as we have been told, some of the Dublin street-scorching brigade might take a wrinkle. —*Cycling.*

The English Quarter Record.

Zimmerman may not have a particularly well developed racing head, but it cannot be denied that he has racing heels. He has been defeated in every race he has entered in England, but he has twice lowered the quarter mile record, the last time being on Tuesday, when he rode the distance in 30 secs. even.

The Road Race at Woodstock.

WOODSTOCK, May 25.—The final event of the Queen's Birthday celebration was the 10-mile road race, which took place this afternoon. The only entries were the Torontos and the Ramblers of Hamilton. Hyslop fell twice, damaging his wheel, and Nasmith also took a header. At the turn the order was: Smith, Hyslop, J. Wise, Nasmith and A. Wise. This was the order in which they finished in the following times:

Smith.....	41 2-5	A. Wise.....	45
Hyslop	43 2-5	Bain.....	46 4-5
Nasmith.....	44 4-5	J. Wise.....	47

The prizes were a combined secretary and book case to the first team, and a pair of field glasses to the first man in. The roads were in miserable condition.

FOR SALE, WANTS, EXCHANGE.

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

NO. 1 Rudge Safety, spring forks, spade handles, tangent spokes, only in use short time and good as new. II. English, 52 Front Street East. Evenings, 112 Maitland Street.

NO. 1 Comet Rational, in first class condition, for sale, cheap, cushion tires. Apply CYCLING office, 5 Jordan Street.

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

A Useful Lesson.

Shoemakers are often said to be worse shod than their customers, though this phenomenon is not one commonly observed, any more than hairdressers' assistants usually display dishevelled locks or tailors appear in ragged costumes; but even if these things were so, no one could expect a manager of a tire depot to venture out on a defective pneumatic. When such a one suffers puncture it serves as a useful reminder to him that the repairs which come under his notice, and the accidents he hears of, are not all cases of wheel suffocation. It saves him from too deep a belief in the infallibility of his wares, even when of picked quality and ridden by an expert, and though to him personally a painful experience, it cannot fail to act beneficially in making him conscious that at least some tales of tire disaster are true. And as an accident happening to one railway director hastens on improvements in the safe conduct of the public more than the death of ninety-nine third-class passengers, whom no one heeds, so calamity falling upon the high officials of Tiredom advances us more rapidly to the glorious future of unpuncturableness than a thousand dying gasps in the hind wheels of common persons.—*Ex.*

The Geared Ordinary.

SIR,—I am a disappointed man—I have heard much and hoped for more from the G. O., but after opportunities for trial I am quite disenchanted. I have all along ridden the ordinary 56in. close built 6½in. cranks, 24in hind wheel, saddle well back—quite safe down any hill and comfortable in every way. Full of hope I have tried the G. O. at present in use, and what do I find? A position possibly suitable for a safety racing man of diminutive stature and short reach, a machine which won't go uphill under any persuasion, a machine in which every effort seems to be made to take weight off the driving wheel! I know what I want and what I mean to wait for, and that is a G. O. so exactly like an ordinary that until the examiner looks at the hubs he shall not know it is a G. O. When this appears, hundreds like myself will welcome its advent—*Ancient, in Cycling News.*

It looks pretty much as if S. H. Gibbons, of the Royal Canadians, and A. Wise, of the Hamilton Ramblers, would in future have to ride with the fast men, both having captured green races.

Chicago in 1893.

The cycling world has probably wondered what provision would be made for the visitors in case the league meet of 1893 were held at Chicago at a time when the world's fair was in progress. It is to be expected that hotels and boarding house bills will be enormous, and further that there will be accommodations none too great for the crowds that surely will attend. Since it became pretty well settled that Chicago should have next year's meet, that city's cyclists themselves have had to do some hard thinking. The question of how to care for the great crowds was considered from many points of view, with the result that a number of prominent men immediately adopted Chicago's motto, "I will!" Since they have said those two words, the *Referee* is safe in guaranteeing wheelmen the world over that they will be well taken care of, and at a cost in keeping with the accommodations.—*Referee.*

Trade Notes.

We understand the Goid Bicycle Co. are working night and day and cannot keep up with their orders; this speaks well for the wheel.

Mr. H. J. LaForce received a shipment of the "Overstone" Wheels a few days ago, fitted with his patent rims. They are very neat wheels, and, with Mr. LaForce's tires on, they are as fine a looking wheel as there is on the market.

Messrs. H. S. Howland, who are the representatives for the "Overstone" in Canada, have also received a shipment of "Overstones" with various kinds of tires. Wheelmen should take a look at these wheels, as they are a first-class wheel in every particular.

A Smoking Volcano

is an eruptive evidence of trouble underneath the surface. Boils, Pimples, Blotches, Sores, Eruptions, and Itching Rashes are good evidence of Bad Blood and poisonous humors beneath the skin,

In the Body

These require the purifying action of Burdock Blood Bitters for their removal and in no case where it has been fairly tried has B. B. B. failed. Thousands of cases have been

Cured by B. B. B.

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

W. C. Rands, of Detroit, who is entered for the Buffalo road race rides a geared ordinary.

Davis, of Harvard, broke the two-mile inter-collegiate record at Tioga track, Philadelphia, on the 18th, making the distance in 5-31½ min.

There are sixty-two entries for the Martin Road race in Buffalo on the 30th inst., the Canadians being Nasmith, Smith, Hyslop, and MacClelland of the Torontos. F. C. Graves, of Springfield, Mass., who won the Irvington-Milburn race last year, Dukelow and LeMessurier, Rochester's fast men, besides a number of other speedy riders and the local cracks have entered, and the race promises to be interesting. The course has been selected and is as follows:

"It starts at the Parade House, out Genesee Street to a point 2½ miles beyond Bowmansville; return precisely the same way and encircle the meadow opposite Parade House three and a quarter times. The course will therefore be made up of eighteen miles country roads, four miles asphalt pavement and three miles macadam. At the present time the road over which this race will be run is in elegant shape. There may be a slight alteration in this course, but it will practically be as stated above."

"It is a matter of very vital importance to a cyclist to find the exact stretch that suits him best, and even when once found it is by no means an easy matter to hit on it again, hence it behoves every rider to nick his seat pillar with a file, and also to measure his stretch from the centre of crank axle to the top of the centre of his saddle. Thus should the adjustment be altered on his own machine he can find the correct height in a moment, and should he be riding a new machine a tape measure should be used to find the correct stretch. The importance of having one's stretch correct is hardly fully realized. Not only is it impossible to use one's powers to the best advantage should the stretch be either too short or too long, but a nasty strain may result, as we found by experience some time ago. Some one altered the stretch of our safety without our knowledge, and we rode to Gorey (N.B.—Not a misprint for Glory) without noticing it, the result being a strained sinew in the knee, which still gives us trouble."

The above paragraph from the *Irish Cyclist* we recommend for perusal by Horace Pease, who was going round last week with a strained leg. It does not take a long stretch to get beyond this reach.

WHEELMEN'S HEADQUARTERS.

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

WEST

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

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

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

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

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

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

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

EAST

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

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

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

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

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

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

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

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

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

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

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

NORTH

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

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

FRANK S. TAGGART & CO.

87 & 89 KING STREET WEST, TORONTO.

Coventry Machinists Company's

“SWIFT” WHEELS

NEW MODELS!

NEW MODELS! NEW MODELS!

FITTED WITH

Dunlop, LaForce, Boothroyd and Clincher Pneumatic Tires

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

A “Dark Horse” in Pneumatic Tired Wheels

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

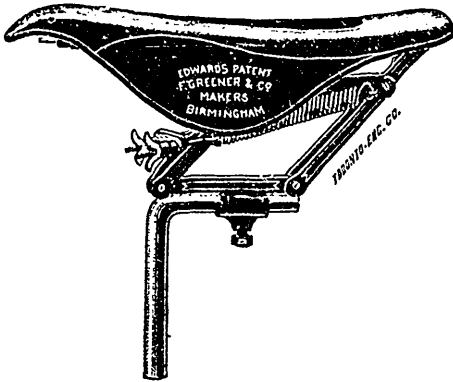
FRANK S. TAGGART & Co.

87 & 89 KING ST. WEST, TORONTO.

WANDERER CYCLE CO.

LOMBARD STREET, TORONTO

SOLE AGENTS OF



EDWARDS' ANTI-VIBRATION SADDLE

Beats all for Solid Comfort

LONG FELT WANT SOLVED

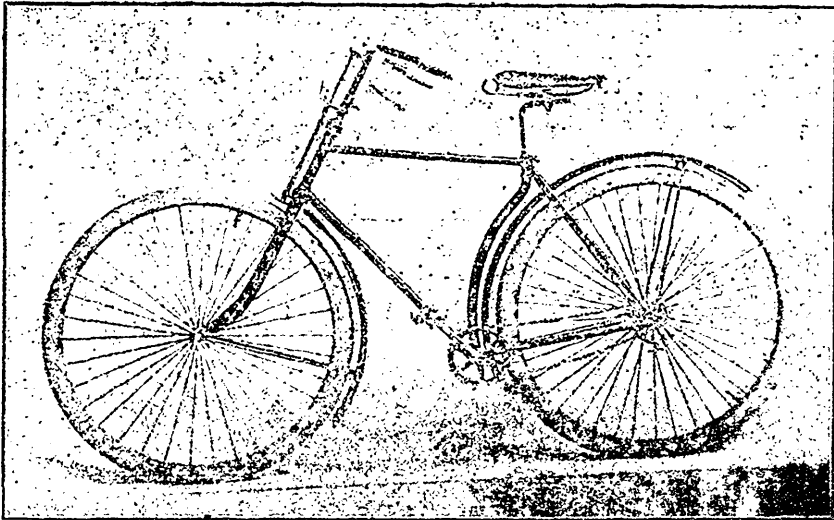
Neither tips forward nor backward, thus doing away with the distressing effects often sustained from other saddles on long runs.

PRICE \$4.25.

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

• AN ABSOLUTE PERFECT WHEEL •

They are fitted with Dunlop Tires.



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

SEE OUR SAMPLE MACHINE

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

H. S. HOWLAND, SONS & CO.

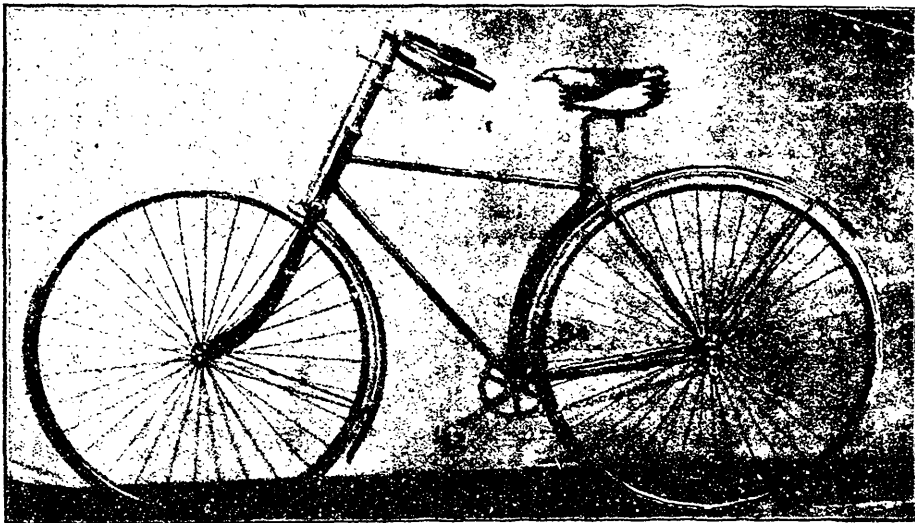
Wholesale Hardware

37 FRONT ST. WEST, - TORONTO

Agents for

LOYD, READ & COMPANY

COVENTRY, ENGLAND



No. 1 DIAMOND FRAME CUSHION.

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

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

THE GENDRON CYCLE EXCELS

MIDDLEMAN'S PROFITS GIVEN TO THE CUSTOMER

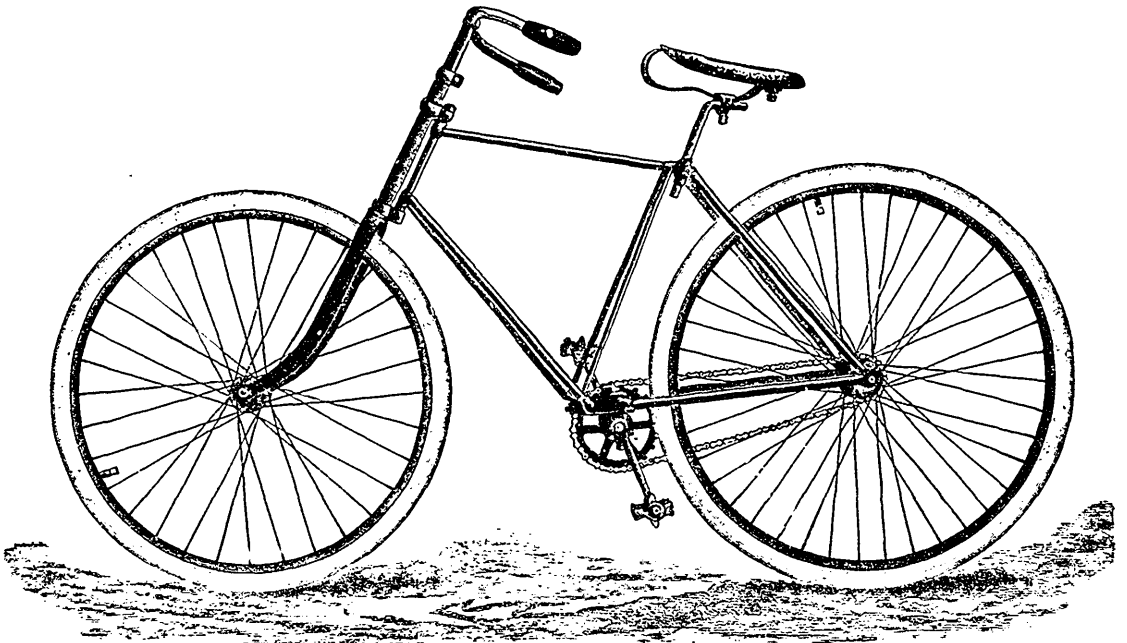
By buying from us you buy from the Manufacturer.

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

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

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

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



PNEUMATIC TIRE, \$130.

CUSHION TIRE, \$115.

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

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

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

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

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

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

GENDRON MANUFACTURING CO., Ltd.

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

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