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CYCLING

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

Vol. II.

TORONTO, FEBRUARY 11, 1892.

No. 6.



W. G. OWENS,
FOREST CITY BICYCLE CLUB.

Canadian Flyers—12.

W. G. OWENS.

The gentleman whose portrait adorns the first page of this issue is well known in wheeling circles in the West, and does not require much introduction to the fraternity at large.

Mr. Owens is a native of St. Catharines, having first seen the light of day in that city on the 26th April, 1870, but for several years past he has been a resident of London.

He made his first efforts as a wheelman in the spring of 1889, and, being an apt pupil, soon become a genuine "crank," evincing a fondness for long rides seldom found in young riders. During this season he did considerable touring, and in 1890 rode in several club handicap races, from scratch, making the best time, but failing to overcome the handicaps. His first race was on the 9th May, 1890, being the first of the Irvine series for the road championship of the city from Lucan to London. In this he finished third, being beaten by Lawrason and Tune. On the 24th May he took second place in a race at the Sons of England demonstration in Queen's Park, London, and on the 28th won the club race to St. Johns and return. By hard training and the experience gained in the meantime, he finished first in the second of the Irvine series on the 10th June. On the 1st July he went to Petrolea, and won the green, took third in the two-mile open and was one of the Forest City's team which won first in the team race. On July 9th he won the third and last heat of the Irvine series, thus tying Lawrason. In the final heat Lawrason made default and Owens took the medal and the road championship of the city, which he still retains.

During the past season he rode in many races; opening at Woodstock on the 26th May. In the mile-ordinary handicap he rode in splendid form, but the tire of the rear wheel of his machine broke and threw him completely out of the race. Shortly afterwards he won the silver cup given by Mr. R. M. Burns for a handicap road race to St. Johns and return (eleven miles), his time being 41 minutes.

At the Hamilton meet he was one of the Forest City's representatives in the team race, finishing eleventh, leading his club and being well up among the high wheels. At the Sarnia races, in August, he succumbed to Rands and Hulett, of Detroit; and at the London races won the city track championship for high wheels, and, but for a fall, would have taken the safety championship also. In the ten-mile team race between the two London

clubs, in September, he won first place, hands down, beating everyone by over a lap. With the exception of this race, in which he used a Pneumatic Singer Safety, Mr. Owens has usually ridden the Singer Ordinary, and is loth to give it up for the new-fangled but irresistible pneumatic.

For strength and endurance there is not a better man in Canada, and if he had the opportunity of training upon a good track would doubtless be in the front rank of our Canadian flyers.

Socially, Billy is a "hail fellow well met," and as an enthusiast is beyond reproach. He held the office of captain in the Forest City's for the greater part of last season, and to his energetic and painstaking work is largely due one of the most successful seasons they ever had.

J. O. D.

Orillia Bicycle Club.

The *Orillia News Letter* of January 8 devotes over a column to a description and history of the Orillia Bicycle Club from which we learn that the little club, formed some six years ago by Messrs. H. Elliott (who introduced the first modern wheel to Orillia the year before), W. Scott, C. A. Ross, T. Gilpin, A. Lawrence, E. Bingham and B. Coates, has grown until it now has a membership of 63 names, only twelve of whom, however, are active wheelmen. They possess cosy and comfortable quarters in the Tipping Block. There is a large central room, with four smaller apartments adjoining. The place is well furnished with a pool table, horizontal bar, travelling rings, Indian clubs, fencing foils and other gymnastic and athletic appliances, while the parlors are nicely decorated with appropriate and becoming designs. Several of the active riders have made long trips during the summer, the longest ride being taken by B. F. Stewart, in company with E. A. Bogart, of Barrie, on their trip to Kingston and back, when they covered some 500 miles—their longest ride in one day being 104 miles—between Kingston and Port Hope. The club has every prospect of a successful season in 1892, and hope to add a large number of names to the active list.

The subject of our next article on Canadian flyers will be Fred Brimer, of the Wanderers.

The Wanderers will hold a "hard times" smoker at their rooms on the 18th inst., no one being admitted unless dressed in "hard times" apparel. A prize will be given the toughest looking mug.

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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FEBRUARY 11, 1892.

Rosedale Track.

In our last issue we called attention to the manner in which the Lacrosse Club were overlooking the cyclists in laying their new track. The result has been that the *Empire* has taken the matter up in defence of the Lacrosse Club and says: "If the wheelmen wished for a special track they should have made overtures to the club (T. L. C.) for such." In reply we will say that at least one club appointed a committee some months ago to wait upon the T. L. C., but had never been able to get an appointment with them. We do not think "that the benefits conferred by having the bicyclists on the track are all on the one side," and we know that "the wheelmen have taken as much out of Rosedale as they ever put in it." At the same time we would just say that the wheelmen have undertaken in every instance when they have held their meetings there, an initial expense of between \$800 and \$1,000. However we believe the lacrosse people are now anxious and willing to have the good will of the wheelmen—an annually increasing body—and have invited their assistance and advice in the laying of the new track, and we do not hesitate to say that the season of 1892 alone will warrant any increased cost sustained.

The Century Road Club.

Through the efforts of a number of enthusiastic wheelmen of this and neighboring towns the Century Club has become a fact. Mr. F. Brimer, of the Wanderers, being elected Chief Centurion, and E. J. P. Smith, of the Torontos, Sec.-Treas., with Messrs. Sker-

rit, of Hamilton, Robertson, of the Athenæum, and Gibson, of the Royal Canadian, as a Board of Control. The prospects of the club are excellent and we have no doubt it will be a success, yet we think a number of those who otherwise would have been glad to join will refrain if Sunday records are to be admitted. We have not the slightest objection to a man riding for pleasure on Sunday, but when it comes to riding for prizes we are of the opinion that most wheelmen will object. We hope that before this is incorporated in the rules of the club a written ballot will be asked of every member of the club, when, we believe, the officers will find the general opinion of riders will be against admitting Sunday records.

The First Century.

To Mr. Dave Nasmith, of the Torontos, belongs the honor of having won the first Century "bar" of the new C. R. C. He left the city immediately the same evening the club was formed, and rode through the slush and snow to Newcastle and return. He says that he frequently dipped his pedals in the snow, and after the moon had gone down was compelled to walk for about eight miles, because the roads were so white and clean that he could not distinguish the track. A friendly cutter overlooked him, however, toward morning and he was able to mount and ride behind it until dawn, when he passed it. His time for the round trip was 13½ hrs., and he rode a Comet pneumatic. One hardly realizes the difficulty of this feat until he recognizes that with a solid-tired wheel it would be an impossibility.

So many wheels are being stolen in New York that a protective association has been formed, which includes clubs, dealers and individuals.

What stronger argument in favor of road improvement could be found than that contained in an Associated Press telegram from Burlington, Iowa, printed recently. Here it is: "It would take a round million dollars to even the losses in trade to merchants, shippers and farmers in Iowa, on account of the fearful blockade which has existed for two weeks on all country roads in the State. Many farming communities are absolutely cut off from the outside world because roads are impassable. The mud is hub-deep. This state of affairs exists in Missouri and Illinois as well. It is feared there will be many failures among country merchants as a result."

New Publications.

BICYCLE HAND BOOKS TO BE ISSUED NEXT SEASON.

The Kingston Road. Skimographically and Beat all comers. By "Me and Dave."

My Confession. All sides of the question without the faintest shadow of a doubt. E. Barrister R. Lim. Sec.

How to pay a dividend. By J. Financial L. Limited Treas.

How to report a race and make the losers appear better than the winners. By the Editor and Proprietor of the best sporting paper ever published in Canada.

Reminiscences in Yankeyland on a Remington machine. By F. Fireworks P. Ex-Editor.

The right of succession. By Hal Bicycle D. Secy.-Editor.

Treatise, Roller vs. Bicycle personal experiences. By E. J. Peaceful S.

See me next season. By Whitworth H. Responsibility of the franchise or why I never vote. By Careful L. Ex.-V. P.

Gory letters from the gore. By Hobby.

Fourteen miles an hour. By hardwalker H.

How I rode over one of my own side in the Hamilton-Toronto road race. Whirlwing Gohard Mac.

Spring-Frame Cycles.

It required but a short experience of the several varieties of pneumatic tire to impress upon us that one and all fell short of what at first was expected of them. Often, during last season, did we express the opinion that, perhaps more than a solid tire, the pneumatic called for some special provision against the bounding or jolting that is peculiarly associated with it over uneven surfaces. A remedy for the great body of riders possessed of rigid-frame machines to some extent lies in a good saddle, such as is now made by Messrs. Lamplugh & Brown, or Middlemore, or the Quadrant Cycle Co. But the very necessity which has called these perfected saddles into being will prove to be the reason of a revival in the direction of spring frames. The "Whippet" was generally recognized as a fairly perfect specimen of this type, but its construction made it heavy and expensive. Others, too, came nigh to supplying the *felt* want of an anti-vibrator, but nearly all were thrown out of considera-

tion when the claims of the pneumatic tire were blazoned forth. And now we know that the pneumatic tire needs the spring frame, and the spring frame the pneumatic tire. We have learned that, given speed and comfort, price is no object with the cyclist. But the spring frame cycle must not be ungainly, nor can it afford to be slower than its rigid compeer. In a few cases those who are of our way of thinking can have their desires satisfied. Their demands will serve to show manufacturers how the wind blows, and in 1893 we may expect to see the question of spring frames dealt with by many who yet consider it outside the region of practical business.—*Scottish Cyclist*.

Notes.

"A Belfast inventor has taken out a patent for a pneumatic gun" presumably for the purpose of "plugging" pneumatic tires.

Louis Rubeinstein, of Montreal, was in town last week, looking after his portion of Rudge wheels, for which he is agent in Montreal.

Mr. A. Simpson, of the Montreal B. C., won the medal offered by Captain Rubeinstein for the largest club mileage, having ridden 1,654 miles in the season.

Zimmerman, who was recently suspended from the L. A. W., has been reinstated and has sailed for England where he expects to meet some of the crack European riders.

Hon. W. P. Richardson, author of the N. Y. State Road Improvement Bill, in the last legislature, was the only Republican Senator re-elected by an increased majority in the recent elections.

Wm. Carman writes the *Woodstock Evening Sentinel* that the coming season will undoubtedly be his last on the track, but before resigning he will endeavour to lower the existing records.

A new club, making Toronto's fifth bicycle club, will probably be formed from members of the legal fraternity. The subject is to be discussed at a meeting of the Osgoode Legal and Literary Society on the 13th inst.

There was a rumor on the street that the Toronto Lacrosse Club were talking of incorporating cycling among their amusements. This, however, has been denied by the directors.

It is rumored that the "captain" did not follow the leader down the slide while snowshoeing last Saturday night. It is supposed a friendly barbed wire fence assisted him down after the others had tired waiting.

A Pennsylvania farmer, having his wagon stuck in the mud, now proposes to sue the township. That's right; if he can stick the township in damages, the wheelmen will rise up and call him blessed.—*Ex.*

The *Week's Sport* says:—"The Cycle has been the emancipator of the colored race so far as sport is concerned." Many colored gentlemen and ladies may be seen in New York riding their wheels.

The Gormully & Jeffery Mfg. Co. have issued the paper on "Bicycling for Girls," from a medical standpoint, read by Dr. Robert H. Tooker before the Chicago Academy of Homeopathic Physicians and Surgeons. Two editions will be issued, in one of which all medical terms will be eliminated. All skeptics on ladies cycling should be presented with a copy.

During the recent hockey match between the Wanderers' and Granites, Short Thompson, the Wanderers' clever forward, was thrown headlong against a brick wall of the rink, and when picked up was in an unconscious condition, and it was found his shoulder blade was broken. He was immediately conveyed home, where he has been laid up ever since, and will not be about for some days yet.

The Toronto Euchre Party was a great success, about fifty members being present, everyone eager to win the beautiful sketches that Captain Robins had so kindly offered, and when the game started it was for blood; excitement raging high throughout, it being no uncommon thing for some of the tables to have twelve points before the head table obtained the necessary five points. The game lasted about two hours and Harry Harwood was pronounced the lucky winner with 90 points, closely followed by F. M. Smith with 87 points.

The Pandemonium Club, formed at the *Bearings* office, has these officers or "pans": L. W. Conkling, tin pan; A. T. Merrick, paint pan; A. G. Roux, trepan; L. J. Berger, think pan; William Herrick, in-the-pan; Joe Guinea, knee pan; J. M. Erwin, prune pan; E. M. Newman, stew pan; C. C. Walton, pan handle. Non-resident, J. M. Stimpson of Oak Park, pan Taloon. Initiation twenty-five cents (non-resident fifty cents), dues ten cents a year. There is \$1.20 in the treasury and the club, in which every member is the presiding officer, intends during the Washington meet to have headquarters at the White House, the interior of which will be painted red. The club emblem is a little red devil astride a fire cracker.—*The Bearings.*

DEAR EDITOR.—I think "Justice," in his letter in your last issue, does not manifest a very generous spirit toward those who are doing their utmost to further the interests of the club and to enforce the rules as strictly as possible. It is difficult to do so in every case, and if all the members took "Justice's" line of action it would be much more so. The House Committee have not made the house rules for their own amusement, but for the government of the members while in the club house, and expect the assistance and cooperation of every member towards their enforcement; and it is the duty of "Justice" or any other member to report to the House Committee any infringement of these rules. And, if on any occasion when "Justice" is passing the club house at 11.30 and hears the click of the billiard balls, it is a duty he owes to the club to enter and enquire from the member in charge why the house is not closed, and not walk up and down waiting to see how badly this rule is going to be broken, and then rush off and put his complaints in print; and, while I am not going to doubt "Justice's" word as to the hour he complains of, I am going to question the correctness of his watch, for I doubt very much if the click of the balls has ever been heard as late as 11.30. I know they never have any evening that I have been in charge. But if "Justice" would evince a little more interest in the affairs of the club and encouraging the members by his attendance, and giving it his substantial support, it would be much better than standing outside and finding fault.

However I would like to take this opportunity of reminding the boys of the necessity of complying with the requirements of the house rules, and the duty each one owes to the club in assisting in every way they can towards their enforcement.

H. C. PEASE,
Chairman House Committee.

We have received a copy of the first number of *Good Roads*, a monthly journal, published by the L.A.W. in the interest of highway improvement. The publication will fill an actually "long-felt want," and no doubt materially assist in the improvement of the American highways. J. B. Potter, Potter Building, New York, is managing editor.

He (on the tandem):—Just one kiss, please.

She—Never sir! How dare you?

He—Well, if you refuse, I shall just steer the machine into that stone wall we're coming to, and then we'll both be killed!

She saved two lives.—*Ex.*

Toronto Bicycle Club, Ltd.

ORGANIZED
1881.



INCORPORATED
1891.

Club House: 346 Jarvis Street.

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Vice-President	C. E. LAILEY.
Secretary	ED. B. RYCKMAN.
Treasurer	J. F. LAWSON.
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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.

T.B.C. General Meeting.

At the Shareholders Meeting of the T.B.C. the old board of directors was re-elected, Mr. A. P. Rankin taking the place of Mr. A. F. Webster who declined re-nomination on account of other engagements which prevented his giving the necessary time to the duties of the office.

The directors declared a dividend at the rate of 6 per cent. per annum on the paid up stock besides carrying \$500 to the reserve fund and making a contingent allowance of \$111, a very good showing on the first year's business of the club.

It is worthy of note that the Toronto Bicycle Club is the first bicycle club in Canada to be incorporated on a business basis, they having a charter from the Provincial Government under the Joint Stock Companies Letters Patent Act, not under the Benevolent Societies Act.

The card question which has been agitating the members more or less for some years was finally laid at rest by the shareholders deciding that they should not be prohibited from the club house, they feeling that the restrictions placed on their use and the care exercised by the directorate would keep the amusement in proper bounds.

Century Bars for T.B.C. Riders.

EDITOR CYCLING,—I notice in the report of the formation of the new Century Road Club that the members will receive credit for century runs made on Sunday, and, as many good road riders are unwilling to become members of the new club on that account, I think it would be a move in the right direction, and would certainly encourage our fast road men, if the Toronto Bicycle Club were to present its members who should complete certified century rides with some mark of distinction. As the club does not admit Sunday rides in its mileage record these century runs would have to be made on other days. To make the medal of more value, I think the time limit ought to be 14 or 15 hours instead of 16 as in the new club, or it might even be reduced to 10 or 12 hours.

I would very much like to hear the opinion of some of our riders on the subject, and will be pleased if you will insert this short note in the next issue of CYCLING.

ONE HUNDRED.

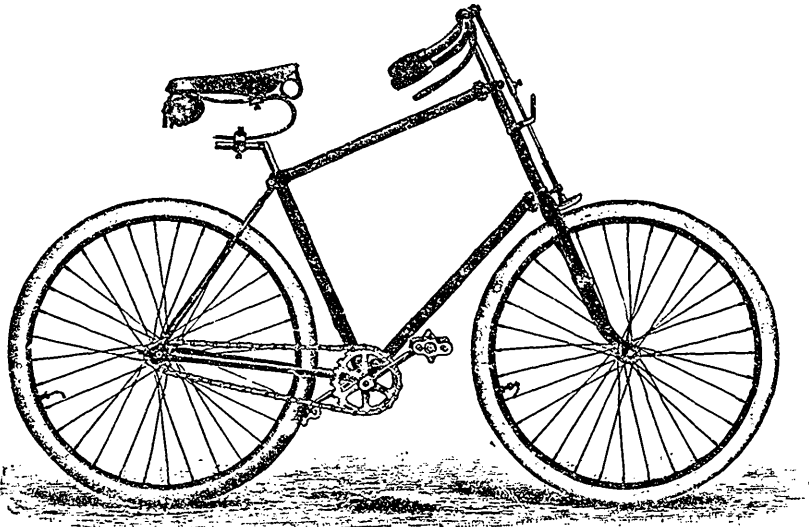
They have discovered a tree in Nicaragua that feeds upon dogs, first luring them into its poisonous influences and then destroying them. We would respectfully call the attention of the Roads Improvement Bureau to this valuable plant, and suggest that it advocate the planting of the tree upon the borders of all American highways, so that the wheelmen who tour may do so without having their lives made a burden to them by the snapping, snarling "yaller" dog so common in rural localities.—*Ex.*

Nearly all of the amateur cycle riders in England are in favour of doing away with the long practiced custom of giving plated goods as prizes. They strongly recommend the movement of the Australian judges, who now give cash prizes in place of cheap plated medals, cups and watches. The leading cycling papers of England approve of the idea, but if the thing ever comes to the point it will mean the death of true amateurism. Money should never be tendered as a prize for any event in amateur athletics. If the cheap plated goods are objected to—and there is no reason why they should not be, for no gentleman should accept an ungentlemanly article—it would be better for the judges to award solid goods. A cheap genuine prize is better than an extravagantly displayed false one.—*Week's Sport.*

A SENSATION AMONG
Toronto Bicyclists



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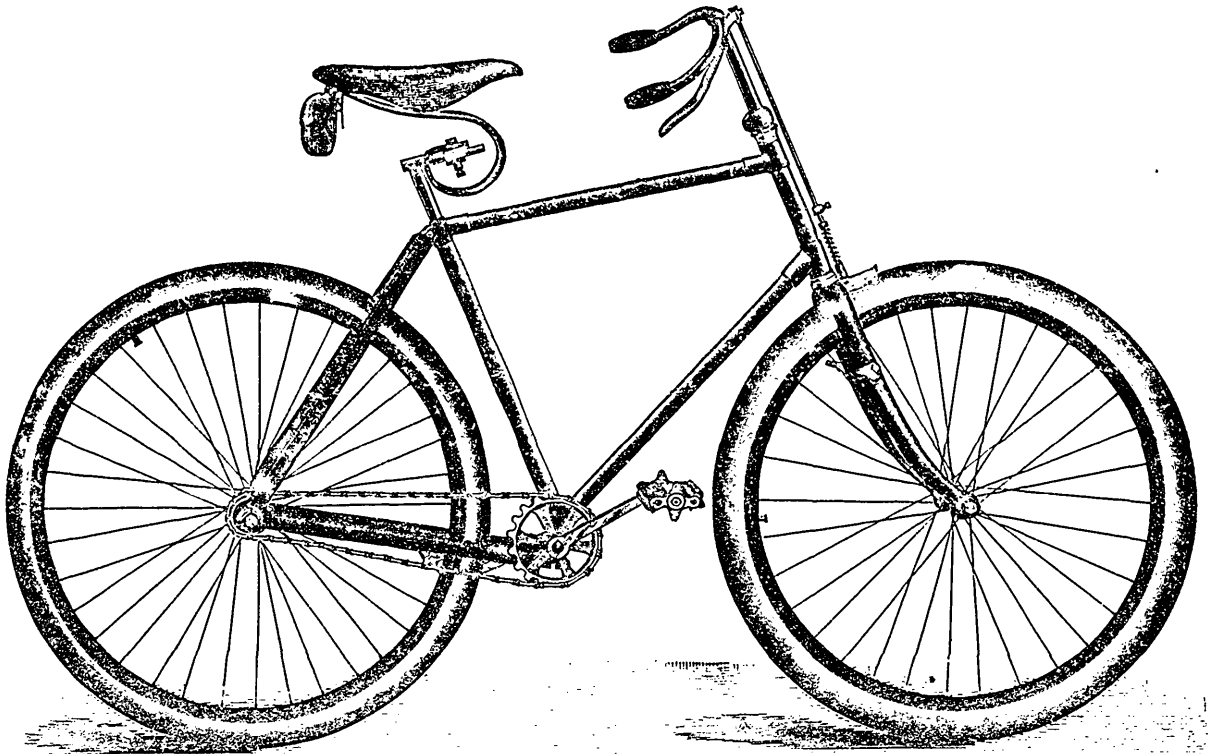


The accompanying cut shows Marshall Wells in his boyhood days making a determined effort to obtain a "Comet," for he, early in life, recognized the fact that it is the finest Wheel in the market, and one on which he could make fast time.

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He was a wheelman, tired, dusty and thirsty.

She was a farmer's daughter, pretty, young and charming.

He called at the farm and modestly asked for a drink of water, but she gave him milk instead. He swallowed a quart and she offered him some more.

"Can you spare it?" he asked with the timidity which so characterizes touring wheelmen when in the presence of rustic beauties.

"Oh, dear me, yes," replied the sweet young thing, "we have so much more than we know what to do with that we always give it to the calves."—*Exchange.*

A New Air Ship.

Dr. G. P. Hachenberg has a new invention which, as a means of travel and the transportation of the mails and other light packages, beats the airship and the pneumatic tube all hollow. He asks the privilege of exhibiting it at the world's fair. "Telpherage" is the term applied to this sort of transportation, but it is nothing more than riding a bicycle through the clouds on an electric wire. Aside from the comfort of being up over-head out of the dust and dirt and out of the reach of barking dogs that chase cyclers up country roads, says an exchange, there is another decided advantage in this over-head system of wheeling; there is no pumping motion of the feet required; the machine is moved along by an electric current. So far is the idea from being impracticable and impossible that it is already in use. Buenos Ayres, in South America, is connected with three or four small towns by these lines over which mail boxes are run every two hours.

In explaining the building of these lines Dr. Hachenberg says that a line of two heavy wires should be constructed, one line above the other and about ten feet apart. These wires are adjusted to poles, and both held in exact high tension. The bicycles which run on these wires are made with grooved wheels, the couplet of wheels for the upper wire being grooved very deeply to securely hold the vehicle. For travel on the wires two kinds of motor power are used: the rider himself and electricity. The electro-bicycle to travel the electric air line has a peculiar construction of its own. The saddle is abandoned and a narrow double seat is placed in front of the drive wheel.

The electro-motor is placed under the seat, the power coming from the upper wire. The pole to mount or to reverse action is at the poles. It is suggested that a third electric wire be used as a means of safety in case of breakage of the other two. These wires could be so constructed as to be available for telephonic or telegraphic use. They are strung close to the ground, and uniform grade is not necessary. The speed of bicycles on the electric air line could be raised to a point that would pass any railway locomotive. The best possible use to which the scheme could be put would be in transmitting mail and other light and condensed packages. It is practicable in such a line to convey the mails from Chicago to New York in ten hours or less, and the matter that could be carried on a single line in a day would amount to hundreds of tons. Dr. Hachenberg will try to construct his electric air line at the world's fair. If he succeeds he will provide one of the most interesting sights to be seen.—*The Wheel.*

One frequently has to leave home to find out the news concerning events happening there. The following from *The Wheel* is a case in point: "H. P. Davies & Co., of Hamilton, Ont., who handle the Eclipse, an English machine, in Canada, has secured the patent rights for the Garfield saddles in the Dominion and will manufacture them at Hamilton." And this also, which appears in the same column: "H. P. Davies & Co., a sporting goods firm, of Hamilton, Canada, have begun the manufacture of the Eclipse safety, a machine that will sell for \$110. The company have imported several skilled workmen from English factories and promise an excellent machine for the money. It will have a diamond frame, 30-inch wheels, cushion tires, and will be modeled after the latest English designs."

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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.

History of the L.A.W. Badge.

At the spring meeting of the officers of the League, held in Boston in 1881, the president, Chas. E. Pratt, Esq., suggested to C. H. Lamson, who was at that time one of the State Directors (as the Chief Consuls were then styled), the desirability of having some neat and appropriate design for a small badge pin which could be worn on any occasion with any suit, by which symbol wheelmen might recognize each other anywhere. Acting from this suggestion, the three-winged wheel badge was invented. The design consists of an emblematic representation of a suspension wheel, with three wings radiating from the hub at equal distances from each other, and having alphabetical letters on the spokes between the wings. The president and others were so well pleased with this design that they determined to secure it for the League. The matter was brought before the officers at the October meeting in New York, and being approved, it was adopted as a League *design* (without reference to size or material). At the next meeting in New York, March 27, 1882, action was taken to the effect that in return for the League having the sole right to issue without royalty a standard size of silver badge of the new design, that the patentee should retain the exclusive right to make and sell them in gold, and also a small size in silver. Acting under this arrangement, Mr. Lamson has since manufactured the gold badges now so generally worn.

The Cyclists Touring Club of England, and the Canadian Wheelmen's Association have since adopted the design, substituting the letters C.T.C. and C.W.A. respectively for the L.A.W. of the American League.

One half the lawyers in Copenhagen are cyclists.

Mr. Jones, of the Express Cycle Works, 284 Parliament Street, is in better position this year than ever to execute repairs.

Messrs. McLean & Bulley are looking forward to do a large business this season in repairing and putting pneumatics on ordinary Safeties.

The Wanderer Cycle Co. expect to receive their sample wheel this week. Their machinery is now in running order and are prepared to do repairing.

Mr. E. J. P. Smith, the genial salesman of the Raglan, was out through the country last week placing orders and appointing agents, and was very successful.

Mr. Wm. Payne, of London, will be in Toronto this month with the samples of the "Singer" wheel, and will exhibit them here before taking them to his headquarters in London, Ont.

Messrs. Hyslop, Caulfeild & Co. have given up the agency of the Townsend Cycles and have accepted the "Whitworth," "Spartan" and the "Rival." The Whitworths are expected to arrive from England next week, and the Spartan and Rival a week or two later.

We learn through bicycling circles that A. W. Palmer, the Canadian champion, has given Messrs. H. P. Davies & Co. an order for a Rudge Pneumatic Racing Machine for next season's flying, and a Semi-racer for road work. Palmer is to be congratulated on his choice, and should have no difficulty in keeping up with the increased pace of developed wheeling.

Our representative called on Frank S. Taggart & Co. a few days ago and was shown through their entire establishment. The bicycle and sporting goods department is being handsomely fitted up, and comprises two large well-lighted rooms. Here they will exhibit their bicycles and sporting goods. In one of the rooms stands the handsomest show case we have ever seen, being 50 feet in length and 12 feet high, which, when filled with goods, will make a grand show. The samples of the "Swift" are on hand. The rest of the stock is in the Custom House, and as soon as the show room is finished they will be removed there.

Welcome News.

Messrs. H. P. Davies & Co. have just received the following letter from the Rudge Co., relative to early shipments of wheels to this country:

"COVENTRY, 25th Jan., 1892.

"DEAR SIRS:

"A large number of machines for your order are now in hands and it is fully expected that by the middle of February at least 30 cases, containing 7 machines each, will be despatched to your address. Of these it is expected 84 will leave in fourteen days, in addition to the 36 wheels that left last week. Further large shipments will be made every week until the completion of your order, and we hope to have the whole of your 950 machines delivered by the middle of May, which is in accordance with your wishes.

"Yours faithfully,

"(Sgd) RUDGE CYCLE CO. (LTD.)

"JNO. R. C. TAUNSON,

"Managing Director."

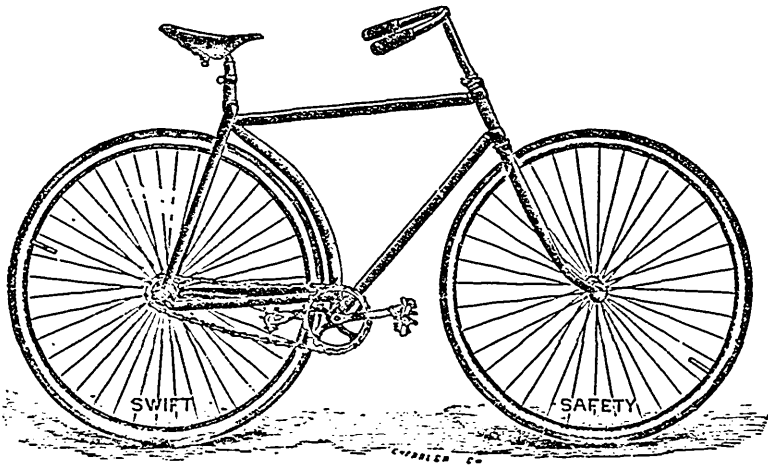
FRANK S. TAGGART & Co.

89 King St. West.

Our New Show Rooms are now completed and we are showing a full line of Swift Bicycles fitted with Solid, Cushion, Clincher and Dunlop Pneumatic Tires, and in asking intending purchasers to buy this Wheel, we call your attention to the fact that while guaranteeing

THE SWIFT

against breakages, we also guarantee entire satisfaction, otherwise we refund purchase money.



Pneumatic Tired Full Roadster weighs, all told, but 43 pounds.

Remember the Coventry Machinists Co.'s Bicycles are noted for their fine finish and easy running qualities.

FRANK S. TAGGART & Co.,

89 KING ST. WEST, TORONTO.

H. S. HOWLAND, SONS & CO.

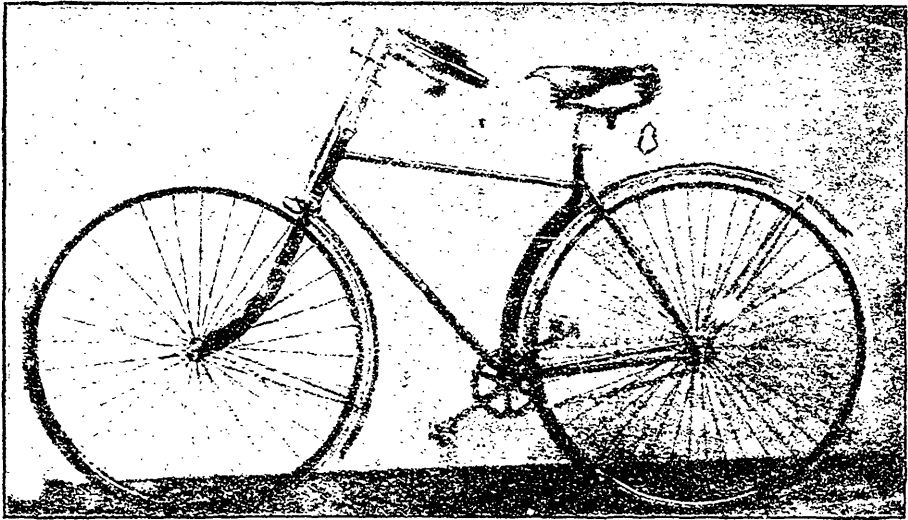
Wholesale Hardware

37 FRONT ST. WEST, - TORONTO

Agents for

LOYD, READ & COMPANY

COVENTRY, ENGLAND



THE OVERSTONE BICYCLES

CALL AND SEE THEM BEFORE PURCHASING YOUR MOUNT FOR 1892.

WANDERER CYCLE CO.

22 & 24 LOMBARD STREET, TORONTO.

WE now take this opportunity to introduce ourselves to Cycle Dealers, Buyers and Riders as Manufacturers and Importers of first class machines only, and in doing so wish to draw attention to the following facts:—

That our Machines will be made of best English material only, and no malleable iron parts of any kind will be used. That Coventry skill and workmanship will be displayed in our Machines. That our Mr. Henry Cutler has been engaged 18 years in the manufacture of Bicycles and Tricycles in Birmingham and Coventry, England, late of the Rover Company, Coventry. That our Machines will be built specially to suit Canadian Roads. That we are going to have something very special for you in construction which will be sure to please. Look out for it.

We hoped to have had our sample Machines made by this month, but as our materials are only just arriving, we are very sorry we cannot publish cuts of them until about four weeks later. Don't buy until you have seen them.

DEALERS GET OUR PRICE LIST OF REPAIRING

We are Importers of first class Machines too, having secured agency of a first class Manufacturer. We shall publish cuts possibly in next issue of CYCLING. These Machines are beauties and will make purchasers at sight. We quote prices in advance.

MODEL A.—Best English Weldless Steel Tube throughout, 30 inch front, 28 inch back, Wheels, geared to 57 inch, or as desired, Crescent Steel Rims, Ball Socket Steering and Ball Bearings to all parts, including Pedals, Detachable Cranks and Foot Rests, Roller Chain, Combination Saddle, complete with Spanners and Oil Can. best Plating and Enamelling. Weight, 38 pounds.

Three-quarter Inch Solid Tyre	Price, \$115 complete
One and One-quarter Inch Cushion Tyre	“ 130 “
Clincher Pneumatic	“ 140 “
Dunlop Pneumatic	“ 145 “

MODEL B.—Specification as Model A, but Centre Steering. A first class perfect Machine. Weight, 40 pounds.

Three-quarter Inch Solid Tyre	Price, \$100 complete
One and One-quarter Inch Cushion Tyre	“ 115 “
Clincher Pneumatic	“ 125 “
Dunlop Pneumatic	“ 130 “

We are Altering Machines and Fitting them with Cushion and Pneumatic Tires. Get our Quotations.

→ **WE MUST DO YOUR REPAIRS IF YOU WANT VALUE FOR YOUR MONEY** ←

WANDERER CYCLE CO.

HENRY CUTLER, MANAGER

22 & 24 Lombard Street, - - - Toronto.

Items of Interest.

Springfield, Mass., meet will be held on September 14 and 15, 1892.

Some of our cycle dealers could earn a reputation for generosity by presenting each of the bicycle clubs with a large size pneumatic pump.

A Philadelphia paper says: "The bicycle riders are soon to control Philadelphia street paving." Then there will be signs of the millenium dawn.

F. H. Bettys, of the West End Bicycle Club, Rochester, has been appointed general manager and financier of the Cycle Show to be held in Rochester in March.

A bicycle railroad is to be constructed between Seattle and Tacoma. The promoters claim they can make the thirty miles between those cities in twenty minutes.

You can tell more about a man's character by buying a second-hand wheel from him than you can by hearing him talk a year in prayer meeting.—*Scottish Cyclist*.

The Velocity Manufacturing Co., of Chicago, offer a prize of \$25 to the individual who first suggests the most suitable name for a high grade safety cycle.

The Elwell European Bicycle Tours for 1892 are announced—one for gentlemen only and one for ladies and gentlemen. Each will be limited in number to twenty.

The N. J. State Board of Agriculture have called a State Convention to consider the matter of Road Improvement. So much for the efforts of the L. A. W.

American and English exchanges are "having it hot," because the latter have suggested sending Coleman, the N.C.A. clocker, over to check some of the American riders.

The Sercombe-Bolte Manufacturing Co., of Milwaukee, are advertising the "Chainless Telegram," and are the first American firm to place on the market a front driving safety.

Some cyclists we are acquainted with should take fair warning and not venture near the quarters of the Lincoln Club, in Chicago. The members make a practice of taking locks of hair from the heads of visitors.

The wheelmen of Detroit have entered a protest to the National Assembly against the Grand Rapids ticket elected at the recent Michigan Division election, owing to the 160 Detroit votes being thrown out on account of being received after date specified for closing election.

"The St. Louis wheelmen have secured an arrangement with the sprinkling supervisors, whereby in the sprinkling contracts for the coming season provision has been made to leave certain streets used by wheelmen unsprinkled before nine o'clock in the morning and after four o'clock in the afternoon; thus insuring them dry streets going and coming from work."—*The Bearings*. Why could not our city riders interview Street Commissioner Jones on the same subject with reference to the asphalted streets in Toronto. No doubt the suggestion would be accepted and acted upon during the next summer.

Practice goes a long way in cycling as in everything else. An ordinary rider who adopts the safety finds that after a few months' constant use of the low wheel the ordinary is not so readily mounted and ridden as formerly, and that when perched in the saddle he does not possess the same old feeling of security. In fact, six months' abstinence from high wheel riding is apt to make the mounting of one a difficult feat, and the sensation when in the saddle is of a peculiar and strange character, in which awkwardness and timidness are large factors. This also holds good in safety riding. A cyclist used to one machine finds every other mount he rides to possess different characteristics and cause queer sensations that make riding at first rather awkward.—*Ex*.

W. McCandlish, late editor of *Wheeling*, known as the "father of English cycling journalism," after a lingering illness died on the 10th ult. The *Scottish Cyclist*, pays a well-deserved tribute to his memory in the following: "We have said he was a journalistic enemy to be reckoned with. Well, in private life he was a friend to be prized. His antagonism was only of the depth of the paper it was manifested on. The mildest mannered and most unassuming of men, he was a general favorite, while his intellectual capabilities made him a most desirable companion. He will long be remembered by his able contributions on the sport and pastime of cycling, but in those who were favored by his personal friendship and confidence his memory is fixed by nobler attributes."

FOR SALE, WANTS, EXCHANGE.

Two insertions 25 cents.
Four " 40 "

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

FOR SALE.—52 in. Comet Rational, cushion tyre—in perfect condition—cost \$135, will sell for \$75 cash. This is a bargain. F. Morphy, 141 Yonge St.