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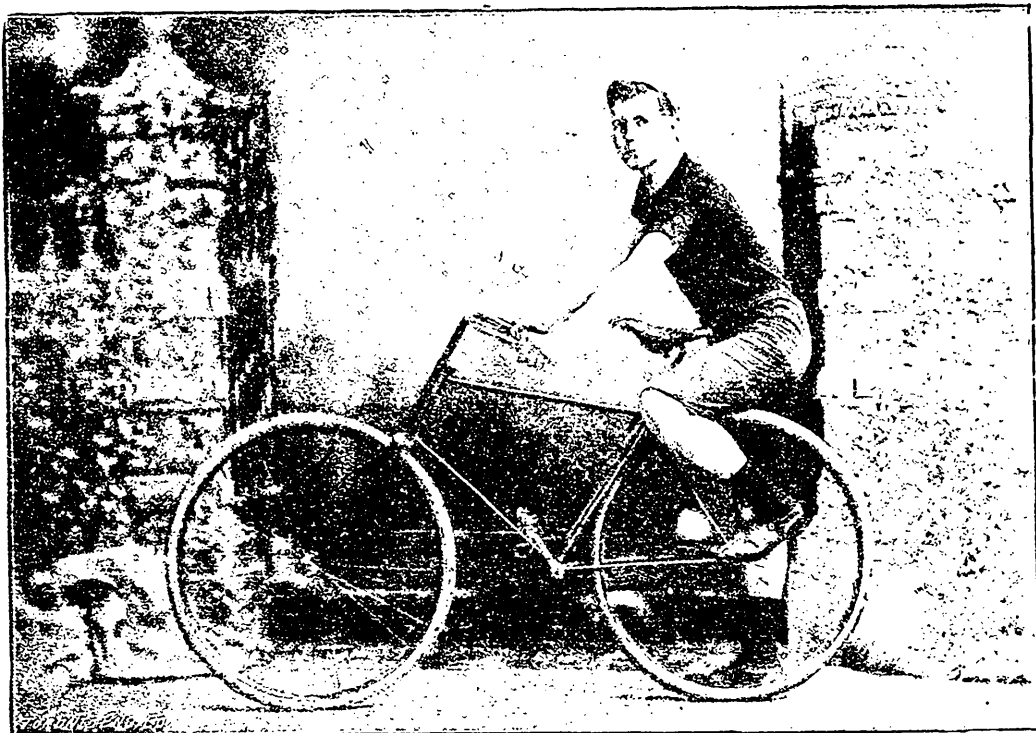
# CYCLING

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

Vol. 1.

TORONTO, OCTOBER 14, 1891.

No. 22.



WILLIAM HYSLOP,  
TORONTO BICYCLE CLUB, TORONTO.

### Canadian Flyers—4.

WILLIAM HYSLOP.

William Hyslop, the subject of our portrait, is a native Canadian, having first seen the light of day nineteen years ago in the city of Hamilton, where he attended public school until his fourteenth year, when he came to "Old Upper Canada" for a couple of years.

While still a small boy he took considerable interest in athletic sports, much more (his masters and parents thought) than he did in Latin, Greek and mathematics. When only twelve years old he captured in one evening four firsts (out of a possible five) for various swimming races, defeating all contestants save his brother, who has since held the Canadian Championship.

Hyslop's first experience with a wheel dates from the summer of last year, when his father purchased a solid tired safety for him in Britain. He soon learned to ride, and early this season joined the Toronto Bicycle Club, whose Saturday runs he regularly attended. He soon became classed with the "scorchers" and held his own with the majority. As his confidence in himself increased he became anxious to get a racing wheel and test his speed against others at the C. W. A. Meet, in July. A racer was accordingly ordered and arrived a few days before the Meet, but, much to his disgust, on opening the case he found a boy's wheel, the order having in some manner been misunderstood. Nothing daunted, however, he entered for several events and was successful in winning the novice safety in the fastest time ever made for that event in Canada, viz., 2.53 2-5, defeating Coote, of Hamilton, who was looked on as a sure winner. He also finished second to Palmer in the three-mile championship on the same day.

Encouraged by his success he cabled to England for a racing machine, which arrived a couple of days before the Toronto Meet, in August. Fancy his disappointment when he discovered, on opening the package, to find Mr. Townsend, the manufacturer of the "Ecoissais" diamond frame safety, had shipped him a roadster, weighing 42 pounds—a splendid wheel, but 20 pounds too heavy for the track. The machine had been ill-used in transit and had to be taken to the repairers, so that he only received it the morning of the Meet. However, handicapped by having a new wheel, and that a roadster, he started in every event he had entered for, winning three firsts and a second, defeating Wells of the Wanderers in the half-mile

dash, and mile open, in both of which he covered the distance in the best time ever made on Rosedale track, viz.: 1.15½ and 2.44 respectively. In the handicap, E. J. P. Smith, who was a new rider, received 250 yards handicap and defeated him. Hyslop had his revenge in the Club Championship, when he defeated Smith.

His next appearance was at Sarnia, on August 19th, where he met and defeated Skerrett, of Hamilton, and Rands, Keenan and Trudell, of Detroit, in the one and two mile events.

On August 26th, in the great ten mile team race between the Torontos and Wanderers, on the Rosedale Grounds, he finished second to Wells, being followed by such men as Smith, Nash, Nasmith, and McClelland.

Three days later, at Montreal, he met and was defeated by Berlo, of the Manhattan Athletic Club, and Palmer, of the Hamiltons.

On Saturday, September 5th, he went to Hamilton with his club to ride in the forty-mile road race against the Hamilton Club, and on that day was in good trim. Rain postponed the race until Monday, and in the meantime Hyslop became ill, and was in fact in bed until the race started. The Toronto spare man not having come to hand, he was persuaded to start, though he should never have done so in so weak a condition. He made a capital run to Grimsby, turning fourth, but on the return trip his strength failed, and, had it not been for his indomitable pluck and will power, and the stimulants so kindly furnished him by some of the members of the Hamilton Club, he could not have finished at all.

At the Canadian A.A.A. games in Rosedale, on the 26th September, he met Carman in a two-mile race and was defeated by him, the latter having purposely held back for a final and successful spurt. However, he learned a lesson which he put to practical use in London last Thursday, where he had the pleasure of defeating Carman, as well as Skerrett and Wells, in the mile and five-mile events, though he finished second to Carman in the half-mile dash.

In all his races, with the exception of those at London, he rode a 42 lb. pneumatic "Ecoissais" roadster, and it speaks well for both rider and wheel that he should have done so well. At London he mounted a racing wheel, and his successes there show what may be expected of him in the future.

One's first impressions on meeting Will Hyslop are favorable, then he does something to make you "mad"; but you soon come to be better acquainted with him, and the longer one knows him the better is he

liked. Among his friends and club-mates he is well regarded, and all hope to see him mounted next year on a racing machine, when, with good health and the knowledge gained during the present season, we predict for him the winning of one or more of the championship events on July 1st, 1892.

F.

The subject of our next article on Canadian Flyers, will be Mr. F. H. Skerrett, of the Hamilton Bicycle Club.

### A Summer's Cycling Reminiscence.

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

BY ONE OF THE PARTY.—XIII.

Notwithstanding the fun we had out of McBride's mishap, the injury proved to be a painful, if not serious one; and it seemed so absurd to us that evening in Shaftesbury, when, after repeated efforts, we learned that none of the few drug stores—or apothecary shops as they are called over there—were open after six o'clock. The fourth of July was the day following, but as McBride had already celebrated our American cousins' national holiday the day previous, we did not feel obligated to uphold our reputation for being "Americans" by wearing miniature flags bearing the emblem of liberty. It was a question with McBride whether he would be able to continue the journey a-wheel, in consequence of the soreness and stiffness which now made itself felt as a result of his accident, but as he was early in life presented with a considerable allowance of pluck and perseverance—for which circumstance he cannot of course be censured—he would make the attempt, and with some little occasional assistance he got along famously. We left Shaftesbury late in the morning, arriving at Wilton for dinner, starting from thence immediately for Stonehenge. We only had a ride of seven miles to this place, but it seemed to us when we came within sight of the Druidical remains that we had been transported to another hemisphere. The immense rocks of Stonehenge are situated in what appeared to us to be a huge wilderness, the idea being more forcibly impressed upon us, no doubt, for the reason that the heavens were clouded, giving a grey, weird appearance to the country as well as the immense stones upon which the Druids used to offer their sacrifices. How

incongruous it occurred to us to see our bicycles resting upon these huge boulders, which, if they could speak, would be able to give utterance to such wonderful tales of centuries ago. The threatening rainstorm hastened our movements, and we were soon on our wheels again spinning along over the perfect gravel road towards Amesbury. The rain maintained its record and came down with such vigor that night that we did not leave the little village of Amesbury until well on towards noon the following day. We were a good deal less than one hundred miles from London at this time and getting very anxious to reach the metropolis; so, as the sky again threatened rain, we decided to end the suspense, and train the rest of the distance to the city. By the time we reached Euston station we realized the wisdom of resorting to the railroad to enter London; it is a much different thing riding into a city the size of London on a bicycle, and taking the train in; especially when you know nothing of the various entrances. We had arranged to go to Burr's hotel in Queen Square, but when we arrived there the ubiquitous host informed us that his available accommodation was limited to two rooms, so, Peard having loitered by the way, McBride and Langley ensconced themselves in these quarters. A letter from McLean, awaiting them here, bore the welcome news that he had been in London some days, so might be momentarily expected to drop in; this he did just before the rider of the safety appeared upon the scene. We were more than delighted to see our friend McLean and welcome him to the fellowship of our little band. McLean was established at the Waverley, King St., Cheapside, so temporarily we had to separate again, Peard casting in his lot with "Donald" at the Waverley. Well we remember entering McLean's room and noting with delight the packet of letters that awaited us, but we were little prepared for the news that met our eye on opening the first envelop. It seemed only yesterday—when reading the account of our valued friend Ed. Coates' sudden death—that we had the conversation with him which resulted in his again joining the Toronto Bicycle Club, and to think that now he was gone without a word, it seemed too terrible, too sudden. A quiet unassuming fellow, yet manly and true to a degree was Edward Coates', and it will always be esteemed a privilege by the writer to feel that he was one of those who enjoyed the friendship of such an example of manly uprightness and purity

(To be continued.)

# Cycling

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

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## A Toronto Racing Track.

Now is the time for some action to be taken by the cyclists of the city if they wish to have a track which will draw outside racers. The lacrosse club are building and arranging their new grounds and we think would be pleased to hear proposals from the cyclists in regard to a track. That there will be a track is beyond question. Then why not have it a good one? No doubt suitable arrangements can be made with the lacrosse club if the matter is taken in hand. Do not wait until the track is already constructed, as it may be found no better than the present one, and it will then be too late to make alterations without large additional outlay. Next year will in all likelihood be the best racing that has ever been seen in Canada, and there is no good reason for depriving Toronto audiences of the pleasure of witnessing fast pedalling.

## There is Nothing to be Gained.

To a stranger reading the last two issues of the *Wheelman* and *CYCLING* it would appear that the correspondents, ostensibly representing the opinions of the Hamilton and Toronto Bicycle Clubs, had said just as much as it would be possible to write about the various meetings these two organizations have had this summer. But in each succeeding issue some insinuation a little more indelicate is made, some inuendo a little more offensive in its indefiniteness, and so it has gone from time to time, until now the correspondents have apparently forgotten the imaginary cause of their dispute, and are keeping the fight up on general principles. How much has the sport advanced in the estimation of the right thinking and well-

disposed class of cyclists in Canada, since the publication of Hamilton's letter in the October number of the *Wheelman*? As far as this paper is concerned this style of contributions will have to cease. We appreciate the kindly interest always shown by "Hobby" and "Karl" in us, but we cannot, and will not, allow contributions derogatory to the name of any individual, it matters not where he may reside, in the columns of *CYCLING*. We think it only necessary to mention the matter to have our friends see the point we wish to make. There is nothing to be gained by these personal allusions, but there is an unlimited amount of harm to be done by their continuance. Let us have lots of bright, wholesome, elevating discussion, but no more of this tiresome and disagreeable backbiting.

## London Races.

The race meet of the Forest City Bicycle Club is a thing of the past, and we are again doomed to disappointment as far as seeing a match between Carman and Palmer is concerned. The former was there, but where was Palmer? We understand he was out of condition and did not care to meet Carman unless when riding his best. This is good as an excuse, and we see no reason for doubting it, but the general public will rather lean to the explanation that Palmer preferred not to meet his sturdy opponent this year.

Carman rode well in the half-mile dash, and defeated the field. In the mile he allowed his opponents to get too much of a lead, and Hyslop made excellent use of his head by gradually drawing away so far and then spurting to the finish.

In the five-mile Hyslop was Carman's equal, if not his superior, for the latter rather lost ground than gained. Skerrett and Wells were hardly in it with the other two.

One advantage Hyslop possessed over previous races he had contested, he rode a racing wheel, which will probably account for his performances. We predict great things for him next season, and have no doubt but that he will hold some of the championships on July 2, '92.

## Club Runs.

The officers of the Toronto clubs are complaining of the poor attendance on the regular Saturday runs during the season, but they cannot expect much improvement in that direction so long as indiscriminate

"scorching" is the rule. The slower riders do not care to be left alone as soon as the club is outside the city limits, and so they attempt to keep the faster riders in sight. The consequence is they arrive at the halting place after a miserable time in a thoroughly "baked" condition, just in time to see the scorchers preparing to start for the next spin. As a rule one such experience is sufficient, and he inwardly vows that he will never attend another club run. Who can blame him? He has ridden 15 or 16 miles mostly by himself and has had no enjoyment out of it. Club runs are supposed to be pleasurable outings for the members of the club, who are to proceed in company, at the pace of the slowest; and if the officers desire to make them a success they cannot too soon adopt some such plan. If the fast section wish to scorch why not let the slower riders start half an hour sooner, when all would probably arrive at the stopping place together after an enjoyable run. The present season is probably too far advanced to make any change, but those who are elected to office next year can "make a note on."

#### Dufferin Park Prizes.

If we are not to see Palmer ride until he has secured his prize from the manager of Dufferin Park, we are a little afraid that the Toronto people will have a long wait, judged by the following item which appeared in the *Toronto Evening News* last Saturday:—

"A. D. Perry has a suit for \$1,700 against J. S. Charles, of the Dufferin race track, but cannot get him served with the writ. This morning the Master-in-Chambers made an order for substitutional service. This will be effected by advertising the matter in the Toronto and Montreal papers, and mailing copies of the writ to Charles' addresses in Montreal and Toronto. Many strong statements were made in the affidavit to the effect that Charles was eluding his creditors and transferring his property to others."

#### Whitby Record Again Lowered.

On Saturday the 10th inst., at 3.45 p. m., Dave Nasmith started from the Don bridge to see if he could not take another notch off the Whitby record. As usual he was successful and lowered his previous record of two hours even by twelve minutes, reaching Whitby at 5.33. He reported the roads to be in excellent condition. The machine ridden was a "Comet" pneumatic-tired safety.

#### Ottawa Letter.

DEAR EDITOR,—Much do I regret that owing to existing circumstances I have been unable to write oftener to your paper.

The cool weather is with us to-day, just the kind of day for a spin into the country, but, "alas," as the popular novel says, "we must labor for our bread."

The O. B. C. quarters at Britannia must look dull and cold now without the genial faces of our members. However, the winter is not yet and we expect a month at least of good roads and bright sunshine. It may be slightly cold for bathing, but just right for riding.

Since my last letter the O. B. C. has suffered a loss in the death of Mr. J. H. Shearer, a valued and esteemed member whose gentlemanly bearing and high moral character had won the respect of all his fellow-wheelmen.

Our time-worn route to Aylmer is becoming pretty well beaten down, as each succeeding year adds to the number that traverse it. The Brockville trip has been popular this year, and not a few of our road-riders have braved the road to Carleton Place. It is thought, on the whole, that the roads are improving as the years go by. It is not out of the way to suppose that cyclers, by continually calling attention to the roads, have exerted considerable influence for good. The average farmer does not realize what a saving good roads confer upon a community, until he has discussed the matter with a wheelman, for it is undoubted that of all the persons that go to make up a community, the wheelmen are best informed regarding the state of the roads thereof.

This matter of roads is an important one that should be continually kept before the public, and in such a manner that people will see that good roads are a paying and satisfactory investment. Herein lies the value of wheeling as an economic factor, for were this the only good accomplished by it the public could not fail to regard it with favor.

By the way, our popular president has just received notice of an addition to the population, one more prospective wheelwoman, we trust. Of course he is happy, notwithstanding the fact that the boys nearly twisted his hand off congratulating him. Next! Well it must be nearly time to close this somewhat rambling epistle. With greetings to all the boys, I remain, yours,

MARK G. McELHINNEY, D.D.S.

OTTAWA, Oct. 6, 1891.

The Stanley club propose holding their annual show during the latter part of November instead of in the new year as formerly.

### "That Niagara Trip."

A lovely day, a large crowd (of four), and fine roads made this one of the finest trips (to use Eddie Scott's expression) that it has ever been the good fortune of the writer to take in. There was a large number of the boys down at the wharf to see us off, among whom were Archie Rankin (out on ticket of leave) and Geo. Begg. The last mentioned went as far as Niagara, and while on the road over he was compelled to go several times to converse with the fishes. He struggled manfully to retain the elegant lunch that he had eaten at starting, but it was no go.

Our high spirits so infected Scott and Jas. Miln that they made a break, chartered the *Lakeside*, and joined us in St. Kitts, on which bold and venturesome trip it was told that Jimmy nearly lost his grip on the lump in his throat.

The ride from Niagara to St. Kitts was enlivened by Sam Rutherford's cavort acts on his safety and Warren's header over a duck-pond, he fortunately escaping with one wet foot. Wilson insisted that we were on the wrong road until we came to the hotel where, on the 24th of May last, he had indulged in an overdose of ginger ale.

When we arrived at St. Kitts our appetites were tremendous, especially Sam's, and ample justice was done to the tea at the Grand Central. The evening was spent in rambling round town in company with "Corrigan," who showed us the principal features of the town. A halt was called at an ice-cream parlor, after which we strolled down to meet the *Lakeside*, and were delighted to hear "Scotty's" familiar if not very tuneful voice warbling "Near it." Accompanied by Scott and Scotty we adjourned to the hotel, where we were treated to a fine performance of the "Pearl of Pekin" by Signor Milnori, whose dancing was pronounced by Wilson to be very fine.

While dressing next morning Miln imparted the following crazy notion to the gullible set of critters round him: "Say, boys, let's make Hamilton for dinner and Cooksville for tea, and finish on Monday morning." A few murmurs of dissent brought out such an alluring account of roads and short distances that we were all "dead stuck" on the idea, and decided to try it. The road between St. Kitts and Beamsville is very indifferent, but under the inspiring influence of a good breakfast we annihilated distance, and after sundry stops for grapes and water, and vain attempts on the part of the Poet to find a few peaches, we arrived in Hamilton about 1.45,

too hungry to talk but still in the ring. Some of the party here thought that they had gone far enough, but after dinner concluded that Cooksville was too near and we had better make Toronto for supper. You all know the road from Hamilton to Burlington; how you meander down a hill as long as one of the "Kicker's" speeches, and then climb another just as long and twice as steep. The road was in very good condition, however, so we could not grumble much. At Burlington a slight difference of opinion arose as to which would be the better road, the Lake Shore or Dundas, which was settled by the captain declaring that we had better go north to the Dundas, and he forthwith led that weary band of pilgrims up two miles and a half of the vilest kind of side-line, only comparable to the 4th of York and Vaughan (ask Pease and Langley). Just after leaving Burlington we stopped at a farmhouse for a feast of delicious pears. We struck the Dundas Road at Nelson, and a small boy crushed us by the information that Cooksville was 18 miles further on. Pale but determined we started on, when suddenly we came to the top of an awful hill called by the local rustics the 12th, why we could not discover, unless it was on account of the 12 stars seen by Warren, who dismounted *a la* handlebar.

The following is an inventory of what he left on the side of the hill: 3 in. skin off right shoulder, 1 steak from palm of left hand, 1 funny-bone from right hand, and sundry exclamations in "Volapuk."

At Palermo they told us of another hill at Trafalgar, called the "Sixteenth," which was four degrees steeper than the last. Warren walked it.

As it was getting late we decided to have tea at Trafalgar (or Postville), where we received a hearty welcome from the jolliest host it has been my luck to meet. A humorous Scotchman is a rarity, but we found him, and will not soon forget the pleasant time spent in his company. While waiting for the moon to rise we enjoyed some A 1 cider from the landlord, piano solos by Scott, and "Comrades," as sung by Miln, fairly dissolved the audience in tears, while Miln was carried out—on a rail. The moon having "ripened," we bade our host a sorry good-bye and gently glided out of sight towards Cooksville, eight miles off, reaching it at ten o'clock. Every one was in bed, so we deputed Miln to arouse the landlord, which he did very effectually by shouting: "What ho! There's a lot of lunatics out here. Is this the Asylum?" Mr. King, on finding that we were harmless, kindly admitted us,

and while talking with him we learned that a train passed through towards the city at 7 a.m., which three of us took next morning, while the others rose at six and wheeled in, thus finishing one of the most pleasant outings I have had this year. W. R.

**Toronto Bicycle Club.**



ORGANIZED

1881.

Club House: 346 Jarvis Street.

**How to Construct "A Champion of the World."**

A LA FRANCAIS.

The French were a bit disappointed  
In the race that was run to Bordeaux,  
For they found that the honor and glory  
Was carried away by the foe.

And Gustave gave vent to a *sacré*,  
And Goutran developed a tear,  
When they found the bright stars of their country  
Were scuffling along in the rear.

Said Gustave to Guy and to Gontran,  
"We must wipe off this stain on our race.  
Do you think 'twas the bicycle beat us?  
Or was it the terrible pace?"

"'Twas a mixture of both," replied Gontran,  
"And, altho' I confess it with pain,  
If they rode it all over to-morrow,  
The Saxons would win it again."

Cried Guy, "I've a grand inspiration!  
Ha! ha! the revenge will be sweet;  
Let's get up a race round the country,  
And only let Frenchmen compete."

Which they did—and a Frenchman has won it!  
The tri-color flags are unfurled,  
And the Victor they name, with shouts of acclaim—  
"Ze shampion, sare, of ze world!!!"  
—*Irish Cyclist.*

A writer in the *American Cyclist* suggests a century run by posts or relays of riders to see how quickly the distance can be covered by a succession of fresh riders at intervals of ten or fifteen miles along the route.

R. D. Garden, referee at Peoria, threatened to disqualify any man who looked around behind him on coming down the home stretch in a race. The accident in the quarter-mile, in which Zimmerman was thrown, was caused by one of the men looking around and then riding wild as a result.

Don't make a mistake and build a track with a narrow back stretch. The track at Springfield is only about twelve feet wide in that part, and the serious fall and shaking up that the scratch men got at the late Meet in a race that promised to be a perfect wonder in the times made, was due to the fall of one of the men in the field that was huddled together and fairly choked the way. —*American Cyclist.*

**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 was held in the Club House, Monday evening, Oct. 5, '91.

The new Rules and Regulations for the government of the Club were read and accepted. They will be ready for distribution shortly. J. Wood,  
*Hon. Sec.*

**RUNS.**

Saturday, Oct. 17th.—Half-Way House—Football.  
" " 24th.—Lambton Mills.  
" " 31st.—Thornhill.

The Germans have caught the long distance racing fever. Just now they are contemplating a race from Dresden to Leipsic, on to Berlin and back again to Dresden, a distance of 500 miles.

G. P. Mills, the English champion cyclist, who holds the English record from Land's End to John O'Groat's, has now beaten his record. Mills has just ridden on a pneumatic safety bicycle from Land's End to John O'Groat's in 4 days, 4 hours and 15 minutes, beating his previous record by 14 hours.

"Do you warrant this bicycle to be gentle?" "I don't understand you, sir." "I want to know about its habits. The last bicycle I had not only threw me, but whirled about as I struck the ground and jumped all over me."—*Harper's Bazar.*



## 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.

### The London Race Meet.

The Meet held by the Forest City Bicycle Club last week was their first in nine years, and this fact, no doubt, accounted for the slim attendance of spectators; but the 300 or 400 who attended were treated to some interesting and closely contested events. And from the interest displayed it is safe to say that when the club get its new track laid down they will get thousands instead of hundreds at their next Meet.

Among the racers who attended were Wm. Carman, of Woodstock A.A.A.; W. Hyslop, of Toronto B.C.; F. H. Skerrett, of Hamilton B.C.; G. M. Wells, Wanderers B.C.; W. C. Rands, Detroit Wheelmen. C. W. Dornge, of Buffalo, and Palmer, of Hamilton, had sent in their entries but failed to put in an appearance.

The high wheel races were well contested, and a few close finishes occurred; but the races of the day were the safety events, especially the half-mile dash. In this race Carman allowed his rivals a good start on him, and for the first quarter it looked as if he was out of it, but on the home stretch he put on a magnificent spurt and came up from last place to first, winning by about five lengths. Hyslop and Skerrett had a hard struggle for second place, but Hyslop succeeded in putting his wheel over the tape a-half length ahead of Skerrett.

The one mile open safety event was the worst piece of loafing ever witnessed on a Canadian track, the quartette starting of at a crawl; it seemed no one would set a pace, and in that style they passed the stand amid the hisses and shouts of "no race," to which they paid no attention, though twice cautioned by the referee. Hyslop and Skerrett gradually increased the pace, and at the three-quarter mark the former made a splendid spurt closely followed by Skerrett, making such a gap that Carman and Wells were

unable to close it. Hyslop finished first by two lengths, Skerrett second, with Carman and Wells three lengths behind him.

The following is a summary of the events:

One-mile, novice, ordinary, pneumatics barred.—1. T. McCarty, Stratford; 2. L. D. Robertson, Toronto; 3. Frank White, London; 4. W. Symington, Sarnia; 5. H. Watson, Sarnia. Time, 3.22½.

One-mile, novice, safety, pneumatics barred.—1. G. Gauld, Hamilton; 2. C. Manville, London; 3. E. R. Eacrett, Sarnia; 4. F. White and R. J. M. Webbe, London. Time 3.22½.

Two-mile, city championship, ordinary, solid tires.—1. W. G. Owens. 2. James Lamb. Time 6.58.

Half-mile dash, safety.—1. W. M. Carman, Woodstock; 2. W. Hyslop, Toronto; 3. F. H. Skerrett, Hamilton; 4. G. M. Wells, Toronto; 5. J. L. Karney, Detroit; 6. G. McKay, Detroit. Time 1.18½.

Two-mile championship of Huron district.—1. S. Hitchcock, Sarnia; 2. E. R. Eacrett, Sarnia; 3. W. G. Owens, London; 4. R. J. M. Webbe, London. Time 6.34.

One-mile, safety.—1. W. Hyslop, Toronto; 2. F. H. Skerrett, Hamilton; 3. W. M. Carman, Woodstock. Time not taken.

Two-mile, city championship, safety, solid tires.—1.—1. C. Manville, 2. W. G. Owens. Time 7 15.

One-mile, ordinary.—1. L. D. Robertson, Toronto; 2. W. N. Robertson, Stratford; 3. Jas. Lamb, London; 4. W. C. Rands, Detroit. Time 3.14½.

Half-mile, boys' race, 16 years and under.—1. W. Reid, London; 2. Geo. Angus, jr., London; 3. W. Reid, London; 4. H. J. Johnston, Sarnia; 5. Harry Pavey, London.

Five-mile, handicap, safety.—1. Wm Hyslop, Toronto, (300 yards); 2. W. C. Rands, Detroit, (300 yards); 3. W. M. Carman, Woodstock, (scratch); 4. Geo. McKay, Detroit, (400 yards); 5. S. Hitchcock, Sarnia, (475 yards). Time 15.33.

Half-mile, dash, ordinary.—1. T. McCarty, Stratford; 2. Jas. Lamb, London; 3. L. D. Robertson, Toronto. Time 1.37½.

One-mile, safety, three-minute class.—1. F. H. Skerrett, Hamilton; 2. J. L. Karney, Detroit; 3. R. B. Griffith, Hamilton; 4. E. R. Eacrett, Sarnia. Time 3.10½.

Five-mile, handicap, ordinary.—1. T. McCarty and W. N. Robertson, Stratford, (tied); 3. W. C. Rands, Detroit; 4. W. G. Owens, London; 5. Jas. Lamb, London. Time 16.23.

Half-mile, combination, run ¼ mile and ride ¼ mile.—1. Wm. Hyslop, Toronto; 2. J. L. Karney, Detroit; 3. A. G. Sanders, Sarnia; 4. F. Hitchcock, Sarnia. Time, 2.01½.

Three-mile, club race.—1. Hamilton B.C., Skerrett, Gauld and Griffith; 2. Sarnia B.C., S. Hitchcock, H. Watson and Eacrett. Time 9.56½.

The officers of the course were:—Referee, W. Kingsley Evans; judges, N. S. Williams, W. B. Clark, Sarnia; time-keepers, W. Chaloner, Strathroy; Sam White, Hamilton; R. M. Burns; scorers, E. Fitzgerald, Petrolia; J. Keuner, Stratford; Geo. Price, Goderich, W. Fitzgerald; starter, Thos. Gillean; clerk of course, J. R. Milne; assistant clerk of

course, Chas. Ellis; umpires, Wm. Payne, W. C. Noble, Geo. Angus, E. Campain, Goderich.

#### NOTES.

The London boys are a jolly and good-hearted crowd, and enjoyed the day's sport as if the grand stand had been crowded to overflowing.

James Milne and the rest of the committee worked hard to make things pleasant for the visitors.

Big Sam White, of Hamilton, was there in all his glory. There will be something seriously wrong when he misses a Meet.

Nip Tune, the popular captain of the F.C.B.C., unfortunately sprained his ankle early in the evening while engaged in a roo yard race with Gauld of Hamilton. We hope he will recover in a few days.

Will Dunn, of the Wanderers, and Mr. Birch, of the Comet Cycle Co., were at the Meet, and had a good time.

Alex Milne caused plenty of amusement during the evening with his bag-pipes.

Sarnia was well represented, and has a coming rider in S. Hitchcock.

Hyslop and Skerrett were in the best of form and rode very close races.

Dr. Robertson, Stratford's veteran, did some good riding, taking two second prizes.

#### What We May Expect In the Near Future.

"Cycling has become more than a fad among the women of this State. One cannot now travel five miles without meeting fair devotees of the wheel. Of course Abbott Bassett is the recognized head of the Massachusetts woman's contingent, but for once his place has been usurped by handsome Captain Peck. He has arranged for a ladies' run of thirty-five miles, at a pace of about five miles an hour, on Sept. 30th. The edict has gone forth that no wheelman, unless escorting a lady, will be allowed to participate in the run, which will be over the sand-papered roads of Newton. Entries for the event are already being rapidly received, and from present indications it can safely be presumed that no less than fifty wheelwomen will participate in the event."—*Kerry, in Am. Cyclist.*

Mr. H. J. Laforce, of Toronto, has constructed and patented a self-adjusting pneumatic tire, which he claims to be superior to any thing yet on the market. It will be ready for inspection the later part of this week.

#### Notes.

The *American Cyclist* for October contains a very fine photograph of the start in the one-mile open "World's Record" race at Springfield.

E. J. Marrett, of the Coventry Machinists' Company, left Chicago a few days ago for Toronto, Canada, where he has an important deal on hand.—*The Bearings.*

Mr. James Kernahan of the T.B.C. mourns the loss of his "New Rapid" safety, some one having captured it on Monday night from the front of the Young Liberals Association Rooms.

In the twenty-five mile road race under the auspices of the Boston Athletic Association Hayland Smith covered the distance in 1 hr. 19 min. 13 s. More than 50,000 spectators were out to see the sport.

The claim of 2.15 for the mile put forth by Howell the English professional is doubted by the English press generally, particularly as one of the pace-makers rode a solid tired wheel, the half mile record for which is 1 13½, and the path was in poor condition.

We are in receipt of a letter from our esteemed correspondent, "Angli," having reference to the late correspondence which has been carried on between members of the Hamilton and Toronto Clubs, in the *Wheelman* and *CYCLING*, but, as we had already given the subject some attention, we have ventured to withhold "Angli's" letter.

#### Some Bicycle Flirtations.

Doing fancy riding before your girl means "I would wheel myself into your affection."

Taking a spread eagle header before your best girl means: "My affections for you have made me a little off."

Running against a hitching post means: "I am clear off."

Crashing into a young lady's bicycle means: "It is a bad case of mash."

Three whistles means: "Does your pa keep a dog."

Turning a double sommersault means: "See where your love lies bleeding."

Your feet over the handles means: "Oh, why are you so shy?"

Thirteen taps of the bell means: "Does your mamma know you're out?"

Tumbling off at her feet means: "My heart is laid at your feet."—*Wheelman's Gazette.*

**AMUSEMENTS.**

**Academy of Music.**

October 19, 20, 21.—Edgar Seldon "The Will of the Wisp."  
 " 22, 23, 24.—Gorman's Minstrels.  
 " 29.—Sarah Bernhardt.

**Jacobs & Sparrow's Opera House.**

Week of October 19,—"Devil's Mine."

Anyone who has ever seen the play of "Devil's Mine," which comes to this theatre next week, cannot have forgotten the genuine pleasure there is in tracing the hardships of "Old Joe" and "Jennie Williams" to the happy culmination of their struggle to maintain their own. The heroism of "Jack Hawley" in his devotion to the helpless old man and his noble girl, the ludicrous adventures of the broken-down actor "Brutus," and the impecunious "Samuel," the wicked "Rawlins" and his dispicable tool "Jose" the greaser. The play is one which has always given the utmost satisfaction. Sensational without being "blood and thunderish," it represents a perfectly possible story, while the comedy is ever bright and free from vulgarity. There is always a great deal of good music, singing and dancing specialties, and the public gets value received "Devil's Mine" stock.

Week of October 26,—"The Two Johns."

The Peerless Corine, supported by Mrs. Jennie Kimball's Opera, Comique and Burlesque Company, will shortly appear on Jacobs and Sparrow's Opera House, in her revised burlesque of "Carmen up to Date." The Company is by far the best that Mrs. Kimball has ever put on the road. The costumes and scenery are said to be worth \$30,000. This will be the gala event of the season at this popular theatre

**FOR SALE, WANTS, EXCHANGE.**

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

**FOR SALE**—52 inch Comet cushion tyre rational, almost new. Reasons for selling. H. F. Strickland, 55 Beverly Street.

**TWO** 52in. Cushion 1 1/2d 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 178 Front Street E.

**FOR SALE**—48 inch American Star, cost \$80, sell for \$30 1/2 inch Special Star, cost \$140, sell for \$80 Both in good condition. W. E. Saunders, London.

**FOR 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.

**FOR 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.

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

**FOR 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 358 St. Catharines.

**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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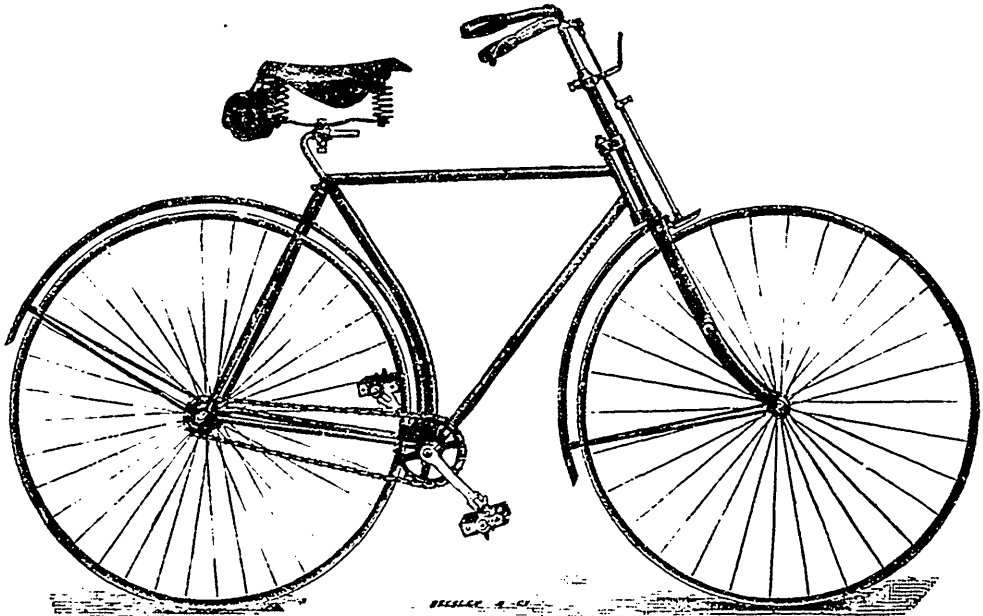
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We do not require to either change the name of the machine or the maker, as we are not ashamed of it, as some Canadian makers change the name of a celebrated English wheel to their own, to win prizes on, and then get beaten by a boy who is riding his first season.



Hamilton, Green Race. Time, 2 mins. 53 2-5 secs. Ordinary heavy cushioned tyred machine.  
Toronto, Half-Mile.—Time, 1 min. 15 2-5 secs. Ordinary road pneumatic, weighing over 40 lbs.

Sarnia, Mile.—Time, 2 mins. 44 secs.

Sarnia, Two Miles.—Time, 6 mins. 1-5 sec.

First in the Team Race at London and several other races that day.

These are the strongest, fastest and best everyday roadsters to be found in Canada, and the price most reasonable. Wheelmen, these machines are the acme of perfection.

Also Cushioned Tyre Ladies Ecosais Diamonds.

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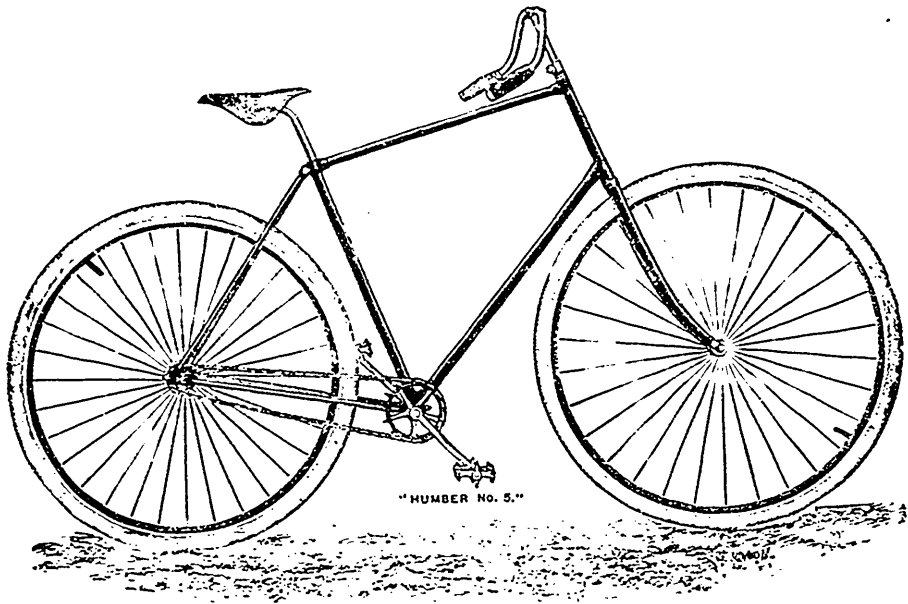
WHOLESALE AGENTS FOR CANADA.

# 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

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