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# CYCLING

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

Vol. II.

TORONTO, SEPTEMBER 8, 1892.

No 20.



HERBERT L. DAVILLE,  
CHAMPION OF THE NORTHERN DISTRICT.

### Herbert L. Daville.

Mr. Herbert L. Daville, whose photo. appears with this issue, may well be styled the Champion of the Northern District, having beaten all the flyers of the north on more than one occasion. He first took to wheeling last season, joining the Aurora Bicycle Club, and was almost at once recognized as one of their strongest and best riders. When the inter-club team road race, between teams from Orillia, Barrie, Newmarket and Aurora was arranged to be ridden at the town of Sutton, he was looked upon as the strongest rider in the latter club, and was even looked upon by some as a probable winner, although the best men of the district were entered. The race was ridden on the 6th of July last, and Mr. Daville proved himself equal to the occasion, riding the distance of 16½ miles, on a hilly road, in 55 min. and 36 secs. His next appearance was at the Newmarket races, on the 24th August last, when he won first places in the one mile green, the 3.30 class, and the team race. At Aurora, last week, in the club race, he took first place.

Bert is a young man, not yet 17 years of age, and it is safe to say that with good training and track experience he will make a dangerous opponent for the champions of to-day. He is of a quiet and retiring disposition, and is a general favorite with all who know him.

M.

### Sidewalk Riding.

The following appeared in the *Evening Telegram* of the 1st inst., and while there is not the slightest doubt that the facts are distorted by the fevered imagination of the writer, yet we would caution cyclists against making any unnecessary trouble between themselves and the public. This is evidently one of those people who are ignorant enough to get off the wrong side of a street car, look down the muzzle of a gun to see if it be loaded, or light the fire with kerosene. We commend his epistle to an appreciative public:—

SHOULD KEEP OFF THE SIDEWALKS.

SIR,—Some of us has complained of men riding bicycles on the sidewalks, now we have women doing the same thing, which is worse, because women on machines are more dangerous and more reckless than men. Woe be unto man, woman or child who does

not clear the way for a female cyclist. Well women know that the practice complained of is vulgar, and that no real lady ever does such a thing. Should a man run against you, if you have breath or strength left, you can and ought to push him over and happily break some of his bones. With a woman it is different, what can you do? Remember any man who lifts his hand to a woman, save in love, is a brute. We are helpless. We have seen some men driving their machines at ten miles an hour on the asphalt, rushing round corners, across the street crossing, causing more risk than twice the number of electric cars, and this on the sidewalks of the residential streets. Will some good soul to whom the Lord has given six feet in height, broad across the shoulders and muscles like iron, unhorse some fellow, kick his machine into the road, and if he makes a fuss, kick him after it, and so earn the gratitude of a suffering public.

F. C.

President Burdett, of the L.A.W., is in favor of throwing the championships open to the world.

C. M. Murphy recently covered fifteen miles on the road in the King's County Wheelmen's race in 44 min. 28 sec., breaking the American record.

The Raleigh Cycle Co. have leased property for an American factory, in Greenwich and Bank Streets, and Abingdon Square, New York.

H. C. Tyler, who is expected to make it hot for Zimmerman at Springfield, met defeat at the hands of W. W. Tavis, in Philadelphia.

At the Manhattan Athletic Club sports, on the 27th August, G. F. Taylor was the big man of the day. He defeated Windle in the quarter-mile.

The prizes at the Park Avenue Wheelman's Meet, in Philadelphia, include a coffin and a burial lot. We think this is looking a little too far into the future.

Zimmerman is anxious to retire, as he is getting pretty well worn-out with his season's work, but will have to hold out until after the Springfield meet or some would think he had farked.

Those who appreciate amateur photography should not fail to visit the exhibit in the southern gallery at the main building at the exhibition, where Mr. Harry English has several frames of very fine pictures, many of them being familiar scenes near the city.

# 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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SEPTEMBER 8, 1892.

## 'The Wanderers' Meet.

It has always been the desire of the Wanderers to establish a Fall meeting, so that inducements could be held out to gather together a majority of the fastest Canadian and American riders who during the summer have made themselves conspicuous. Having received assurances this year from a host of fast men that they would come to Toronto, the club decided to hold their first Fall tournament on September 24, at the Rosedale track.

Already they have received a guarantee from prominent members for a sum of \$1,000, and prizes will be offered for competition the like of which have never been equalled before in Canada. The list embraces two or three bicycles, diamond rings, watches, and a \$200 diamond ring may be held out in the one mile open race. If the entries warrant it there will be three prizes in a race, so that every competitor will have no excuse for not taking something away as a remembrance of the meet.

The list of events will be as follows: One mile, novice; one mile, 2.40 class; one mile, open; quarter-mile, flying start; half-mile, open; two-mile, 2.50 class; half-mile, handicap; three-mile, handicap; five-mile, handicap; a club race, and a two-mile team for clubs with three riders on a team—Wells, Nash, Smith, Hyslop, Carman and Palmer as usual barred. This last race will only be open to Canadian clubs. These events will make up an afternoon of excellent sport, and the committees at work are leaving nothing undone in the way of securing good riders to fill the list.

It may seem pretty late for a race meet, but the Wanderers do not think so, and are going to do everything to make it a success.

On the other side they keep the races going until the middle of November, and there is no doubt that this year with the interest that Toronto people take in bicycle racing there will be a very large crowd at the races. The club has many friends, and while on every side they are receiving words of encouragement, the individual members are working hard to make it the success that it is bound to be. Marshall Wells is at present in Springfield attending the races, and will be away with the string of American hustlers for a week or so yet. Upon his return it is expected that there will be some of the fastest with him, and Toronto will see the fastest riders in America on the track. The club have received letters from Wells stating that they need have no anxiety as to competitors, as many riders have promised to come.

Let all unite in trying to make this first meet of the Wanderers a pronounced success, for as each club prospers we all advance.

## Military Cycling.

Captain Greville Harstone's idea of promoting a cyclists' regiment in Toronto has been brought up and discussed at the meetings of the various clubs in the city, and while some have entertained the proposition favorably, others again—whether from lack of military spirit, we cannot say—do not regard the idea in a favorable light. We are rather inclined to the opinion that the Captain is diving into the subject too steeply at the outset to make a success of establishing a regiment. We, in Canada, can well await the success or failure of the experiments at present being tried in European countries. We may just say, however, that we do not think it would materially delight the soul of the "scorcher" on his Saturday runs to lug along a knapsack and Snider rifle, in addition to the present equipment of wrenches, pneumatic pumps, rubber and cement.

## Associated Cycling Club.

We have several times drawn the attention of the cyclists of this city to the advantages to be derived from forming themselves into an associated club, and we again press upon them the subject. There are to-day in the city of Toronto somewhere between two and three thousand wheelmen, who if joined into one body with an acknowledged head would form one of the strongest athletic organizations in America. We have talked the matter over with prominent members of the

various clubs, all of whom are in favor of a joint organization. Toronto is badly in need of a track owned and controlled by cyclists and for their special benefit, which could readily be built if the wheelmen of the city joined hands.

#### *An International Circuit.*

The idea of the *American Wheelman* and *Detroit Free Press* to form an international circuit next year is a good one, and we feel certain that our race-promoting clubs would be only too pleased to assist, and we would suggest Syracuse, Rochester, Batavia, Buffalo, Tonawanda, Lockport, Cleveland, Detroit, Sarnia, Hamilton, Toronto, Kingston and Montreal as places that would be able to support such a circuit as it ought to be. We have no hesitation in saying that if once started it will be a success, and we hope next year to see the international circuit in full swing.

#### *A New Track.*

We understand that a meeting of cyclists is to be called for the purpose of taking into consideration the procuring of grounds, upon which to build a first-class cycling track for this city. We have continually talked up this matter, both in *CYCLING* and privately, and we feel sure that, if the matter is once properly taken hold of, there will be no difficulty in completing arrangements and starting the work this fall.

Seeing that Nancy Hanks has reduced the trotting mile record to 2.05½, the average wheelman will probably forego his intention of taking a trip to Springfield for the purpose of seeing the cycling record brought to a level with the trotting record this fall.

In our last issue we mentioned the fact that Mr. Thomas Barnes, of Hamilton, had purchased a pair of wheels fitted with La-force tires which he intended for a racing sulky. On Thursday last, at St. Thomas, they were used for the first time, when his horse, Fides Stanton, won three straight heats in the 2.27 class, the times being 2.26¾, 2.27½, 2.27¾.

On Tuesday Zimmerman rode the half-mile on Charter Oak track, Hartford, in 1.01¾, the quarter being done in 27 seconds, world's records for both distances. He also defeated Windle, Taylor and Tyler easily in the mile.

#### *A Canadian American-Circuit.*

What a centre Buffalo has become for trade and racing, and it will soon be a dangerous competitor for New York. Buffalo has given as good a road race and race track tournaments as any city in America this year, and its fame as a cycling centre spreads accordingly. The secret of the success is seen by the hustling done, backed up by the powerful efforts put forth by this paper, which for a "young 'un" is doing great work, and its circulation a surprise to those who travel and see it read all over. Ontario and Buffalo must be drawn more closely together in cycling for the good of both, and tournaments in Buffalo can always be followed with profit and pleasure in the fair Dominion, whose boys are of the best, and the writer's heart goes out to them for favors of the past. Stretch hands across the Niagara, boys, and swear deep swears to work in the good cause heartily next year, as tournaments in Rochester, Syracuse, Tonawanda, Lockport, Batavia, Hamilton, Kingston, Toronto, London and Sarnia could make a nice string and secure the cracks from all over, providing dates did not clash. A sort of Canadian-American racing alliance could be formed for the benefit of all concerned.—"Kodak," in *Am. Wheelman*.

Osmond recently rode a mile handicap in 2.22 3-5.

It is satisfactory to learn that Zimmerman has smothered all opposition since his return to America, and has beaten Taylor, who rode a mile in 2.11, and the other American cracks, as signally as he did the cream of the English and Irish racing cracks at Leeds.—*Irish Cyclist*.

It is strange, but true—one never sees a young, pretty girl deliberately standing in the way of a sister on wheels, and forcing her into the ditch, or obliging her to dismount suddenly, when on a wide and almost untenanted footpath. Neither does one see a woman who answers to the above description stare rudely and scornfully at the feminine cyclist, and make sharp "stage-side" remarks. It is always the elderly ones, the plain, soured, over-dressed specimens, who look with disfavor upon, and act rudely towards, those who are favored with the youth and strength they do not possess themselves. We fear that the well-mounted, active, neatly-turned-out lady rider is very "sour grapes" to many of her sisters, and suffers accordingly.—*Exchange*.

### Riding in a Vacuum.

It is a favorite subject of speculation amongst racing cyclists as to what are the possibilities of speed when riding in a vacuum. Riding behind an object that shelters from the wind, not only relieves the rider of the labor of cutting the air, but acts to some extent as an attractive force, and may almost be said to draw him along. We had a very curious proof of this the other day. Two riders were on a tandem tricycle, going fast down hill against a fairly strong wind. The rear rider was wearing a loose scarf, which, as the pace increased, fluttered out streamer fashion towards the man in front. The explanation of this phenomenon is, that the air rushed around both sides of the man in front and drew the scarf inwards in a vortex. No wonder the Whippet tandem was a popular pacemaker. The railway cycles, made, if we remember rightly, by Stanley Bros., could hang on to any ordinary local train; and we believe that if only a proper path was constructed between the rails an undreamt of speed might be attained by hanging on to trains without the artificial aid of running on the lines. It is only necessary to watch a fast train go through a station, and mark how it catches up bits of paper and rubbish, and draws them along, to see that speed making means not only shelter, but some friendly lifting as well.—*Cycle Record*,

### A Bicycle Tourist's Baggage.

Frank G. Lenz, who has recently begun a two years' wheeling tour around the world, made a careful study of the wardrobe question, and before going confided the results to a *Pittsburg Press* reporter. "I will limit my baggage to about forty pounds," he said. "My trunk, as you see, is entirely of leather, securely attached in the rear of the saddle over the hind wheel. It weighs empty about five pounds, and when loaded with my personal effects will weigh about 18 pounds. My camera will weigh about 13 pounds, a tripod one pound and a-half, and an umbrella that will weigh a pound. In addition I will have a complete set of tools for repairing, and I will carry a few extra pants, such as I am apt to need on the trip. In my kit I will carry a dress suit that weighs three and a-half pounds, a pair of patent leather shoes, two suits of underwear, half-dozen handkerchiefs. When I get to New York I will purchase celluloid shirt fronts, cuffs and collars,

I will not carry a solitary extra piece of baggage, preferring to buy what I may absolutely need while en route. My wheel is the latest type of the Victor and will weigh about 50 pounds, so my wheel and impedimenta will not weigh 100 pounds. I have made several long trips, and I know that to carry the least weight possible is the one thing I want to study all through this trip. In addition to the other articles I have mentioned, I will carry a medicine chest, a toilet and other small but necessary articles.

H. Daville, of Aurora, will reside in Toronto.

The races on Saturday at the Lacrosse Grounds promise to be interesting.

Marshall Wells and Fred. Whatmough went to Springfield last Friday.

The West-End Club and the Y's are talking of having a combined trip at an early date.

Mr. Vern. Pugh, principal of the Whitworth Co., and captain of the Speedwell Bicycle Club, is expected in the city in a few days.

Lawrence Fletcher has captured the Land's End—John O'Groat's record, making the distance in 3 days 23 hrs. 55 mins. Fletcher rode a New Howe safety, fitted with gear case and Dunlop tires.

J. E. L. Bates, who tried the 24-hour record this spring on the geared ordinary, has gone back to the safety, riding a New Howe. By-the-way, we are informed that H. P. Davies & Co. have secured the Canadian agency of this popular wheel.

A gentleman with no little experience in building matters told us the other day that he thought very few of those who are prating so glibly about cement have any idea of what they are talking. He says that to stand, a cement track must have a "bottom" of at least six inches of concrete, over the usual "rubble," while there must be fully two inches of cement. Such would cost about 4s. a square yard, so that the expense of re-laying Herne Hill can be easily imagined. Then again, the greatest care would have to be taken in its construction, and all the work must be done in summer. Merely to lay down two inches of cement on the top of the rubble would be useless. The first hard frost would crack up the whole of the surface. The great question, he thinks, is not whether a cement track would be faster than such an one as Herne Hill, but whether such an out-lay as would be required would pay?—*Wheeling*.

## Toronto Bicycle Club, Ltd.

INCORPORATED  
1891.



ORGANIZED  
1881.

Club House: 346 Jarvis Street.

### DIRECTORS:

President .....	C. E. LAILEY.
Vice-President .....	W. H. CHANDLER.
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Treasurer .....	J. F. LAWSON.
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1st " Safeties .....	E. A. SCOTT.
2nd " Ordinaries .....	JAMES SINCLAIR.
2nd " Safeties .....	H. LOVE.

H. C. Pease - - Club Reporter.

## CLUB RUNS.

Sept. 10.—Lambton Mills or Cooksville.

Sept. 17.—St. Catharines, by boat, thence around Lake to Hamilton; further particulars later.

Sept. 24.—Wanderers' Races. The century run which was to have been held on this date, has been postponed until Saturday, October 1. Full particulars will be sent to every member by postal card.

Club runs every Thursday evening only, leaving club house at 7.30.

On arriving at the Mansion House, in Sutton, the T.B.C. members were refused accommodation. The proprietor of the Royal, however, put them up and got them a first-class supper at 11 o'clock p.m.

Quite a number of the T.B.C. members spent Sunday at Rouse's Point, and rode home during the afternoon. Half-a-dozen, however, stopped at the Green Bush Hotel on Sunday night, intending to ride in Monday morning. The soaked appearance of

five wheelmen walking up and down the Yonge street hills must have been an inspiring sight to the farmers along the route. Jim Stanbury and Fred Gullett waited and rode home in the stage. Scott, Robins, Miln, Worth and Dent will have an elegant time walking out to get their wheels.

On August 11th, M. A. Holbein, on a Swift safety, broke the 24-hour record by covering 359 miles in that time.

A gentleman in London, Eng., was recently the victim of a sad accident. While riding near a street car his wheel slipped and he was thrown under the car, his head being crushed.

The L. A. W. Highway Improvement Committee is already beginning to make itself felt in political circles, and the Iowa Republican State Convention has adopted a resolution favoring "the adoption of such equitable measures as will result in such improvement of the roads connecting the farms with the markets as will enable the business of the State to be carried on without the loss now inflicted upon towns and agricultural communities."

A battalion of cyclists under full military discipline trained for company drill in various arts of manœuvring upon the wheel, will be a novel feature of the parades and displays for Chicago during the coming year, says the *Chicago News-Record*. The Associated Cycling Clubs have this project well under way, and will establish several companies of wheelmen from the many clubs now composing the membership. These soldiers of the wheel will be drilled under tactics specially adapted to the peculiarities of the bicycle, and riders will be selected from the different clubs of the city according to their fitness or familiarity with their steeds. Time and money will be used unsparingly to arrive at a perfect condition of discipline, under a commanding officer learned in tactics from the elementary school of foot-soldiery to the formation of a battalion. Modern display tactics will enter largely into the course of study, for this merry corps of cycle soldiers will decorate the columns of the World's Fair civic parades and lead the innumerable processions of visiting cyclists that will congregate in Chicago during the coming year. There will be three companies of twenty-three men each under a captain, two lieutenants, two sergeants and four corporals. The battalion will be under the command of a major, with an adjutant to rank as a lieutenant, also with a sergeant-major.

### More about Cement.

We have not as yet heard that the English visitors to Arnheim and the Vélodrome Buffalo have improved fifty yards or so on their home times, which would only need a forty-five yards per mile superiority as regards the track surface, seeing that being measured 18 in. from the edge the five-lap path would be five yards per mile short, according to our method of measurement. The recent successes of the geared ordinary and of Zimmerman have apparently upset the writer who fills a column in the *Evening News and Post*, as he broke out the other day on the subject of cement, and solemnly announced that if it proved faster it would be laid at Herne Hill, "in spite of Mr. Hillier." We wonder whether this is the *mot d'ordre* of the cementists? It is very much in their style, but it is a miserable misrepresentation of our position, which is a simple one. Sundry records, nothing marvellous, have been done on cement—29 4-5s. for a quarter, 32s. for an ordinary quarter, and so on—good times, but nothing wonderful. On the other hand, Englishmen don't show, as we said above, any marvellous improvement. If one of our men, good over here for, say, 1m. 10s. for the half, did 1m. 5s. on cement, that would be something, but the quality of Fokema, Protin and others is unknown.

Let us suppose that Zimmerman had gone to Holland to train and race. We should have credited his feats in some part to cement, just as to-day they are credited in some part to Herne Hill surface. Now we say this—and nothing more. When cement is proved to be the fastest surface, then it will be laid at Herne Hill, not "in spite of Mr. Hillier," but because Mr. Hillier and other persons interested in the track will have satisfied themselves, and of course the proprietary body, by actual observation, and not by theorizing on paper, that cement is faster. In the meanwhile, can any person point to any record which incontestably establishes the superiority of cement? There is not a single amateur record made on cement at the time of writing which is not at the mercy of one or more men properly handled at Herne Hill, with a fair day, including Protin's 29 4-5s. Our advice to track proprietors at present is to wait, and let those who will make the costly experiment before there is one tittle of evidence that cement, with its many disadvantages, is six yards per mile faster than Herne Hill. It must be six yards, because, according to foreign method

of measurement, the mile is five yards short of our standard.

When cement tracks are used our learned pundit does not think the air tyre will have any advantage over a small solid. De—ar me! Whilst the still more aged "wheeze" about thin steel on marble is galvanized into life once more. The trio ought now to be completed by the gentleman who swears by a tubular steel rim and an inch thick sheet of indiarubber all over the track. Ah! by the way, why not a pneumatic track!!! Air beds 500 yards by 10, in sections, of course, to admit of repair in case of puncture? Of course no records have as yet been done on air beds, but the aunt of the mother of the lad who saw the postman's brother three weeks back told a man we met that this was sure to be a faster surface than Herne Hill.

Dr. Turner saw Vater after his complicated cropper at Arnheim. Vater knocked all the corners off himself, and the wounds were big and bad, but they were quite clean—a distinct merit.

"A cement surface is *probably* faster than ashes or cinders."

The italics are ours. What are "ashes" as defined from "cinders" in track construction, and where is there a first-class cycle path of to-day laid with cinders? We should replace "probably" with "undoubtedly." Herne Hill, by the way, is neither "ashes," nor "cinders," nor "gravel!"

G. L. H.

The flyers are all up at Rosedale these days getting into condition for the Wanderers' meet on the 24th.

The Chatham Fields Company, of Chicago, which was arranging accommodation and track for the cyclists, at the World's Fair, has withdrawn its tender because the World's Fair people would not grant transportation facilities.

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# Athenæum Bicycle Club.



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

Members are requested to meet at all club runs, as the officers are desirous that the interest shown should be sustained.

## Windsor Road Race.

On the 23rd August the cyclists of Windsor and Essex county held a handicap road race, the distance being 13 miles. The order of finish was:—

- |                            |            |
|----------------------------|------------|
| 1. Schultz, 5 mins. ....   | 44m. 10s.  |
| 2. Lehman, 2½ " .....      | 46m. 35s.  |
| 3. Reid, scratch.....      | 44m. 05½s. |
| 4. Merritt, " .....        | 46m. 53s.  |
| 5. Walker, " .....         | 46m. 03s.  |
| 6. Carpenter, scratch..... | 46m. 31s.  |
| 7. Dodge, 2 mins.....      | 48m. 32s.  |
| 8. Scully, 4 " .....       | 52m. 20s.  |
| 9. Blackburn, 7 mins.....  | 56m. 29s.  |
| 10. Hitchcock, 5 " .....   | 54m. 59½s. |
| 11. Botsford, 5 " .....    | 58m. 37s.  |

There were fourteen entries, eleven place prizes and three time prizes, the latter being won by Reid, Schultz and Merritt respectively. The event was a success in every particular and aroused a great deal of enthusiasm.

## Newmarket Meet.

The first annual Race Meet of the Newmarket Club took place Wednesday, August 24th. The interest in this meet was so great that business in the town was suspended for the afternoon and the sport taken in. The meet proved a success in every way, the

audience large and the races being well contested. Wells, Smith and Carman, of Toronto, took part in the open events. All the Northern flyers were gathered there with their backers, representing Barrie, Orillia and Aurora. The Novice, 3.30 class, and Team Race fell to the lot of Aurora, H. Daville capturing first place in each event. The 3.30 class was perhaps the most exciting event of the day. Al. Binns, who in the first half of the race had been laying well back, came to the front on the last half, and for some time looked a sure winner, but Daville kept well to his spurt, finishing a good length ahead. Wells, of Toronto, took the half-mile and one-mile open. Carman capturing the three-mile, and second in one-mile. Smith secured second in quarter-mile and three-mile.

The following is the order of finishes. Although the track was 80 yards short the racing was very fast.

- One mile Novice—1st, H. Daville, Aurora; 2nd, W. Jaffray, Wanderers B. C.; 3rd, Jas. Reid, Aurora. Time, 2.29 4-5.  
 Half-mile Dash—1st, G. M. Wells; 2nd, E. J. P. Smith. Time, 1.08  
 One mile Club—1st, Al. Binns; 2nd, W. Roadhouse; 3rd, J. H. Turner. Time, 2.36 3-5.  
 Half-mile Obstacle—1st, Al. Binns; 2nd, Bert. S. Cane; 3rd, J. H. Turner. Time 2.18.  
 Three-mile Team—Aurora, 11 points; Orillia, 10 points.  
 One-mile, open.—1st, G. M. Wells, Wanderers B. C.; 2nd, W. Carman, T. B. C. Time, 2.46 2-5.  
 Two-mile Club Handicap—1st, J. H. Turner, (50 yards); 2nd, Al. Binns, (scratch); 3rd, Wm. Barry, (325 yards).  
 Three-mile, open.—1st, W. Carman, T. B. C.; 2nd, E. J. P. Smith. Time, 7.39 4-5.  
 One-mile (3.30 class)—1st, H. Daville; 2nd, Al. Binns. Time, 2.28.

In the evening a theatrical performance was given, under the auspices of the Club, after which the members retired to the club house, where a couple of hours were spent with refreshments and music.

## Detroit Exposition Races.

While the most of our flyers were attending the races at Newmarket on Wednesday, August 25th, W. Hyslop, of the Torontos, was off to Detroit, where he was successful in winning several valuable prizes, though he did not succeed in vanquishing the redoubtable Sanger, of Milwaukee, who certainly is a rider demanding a great deal of respect from the eastern cracks. We may expect to hear very favorably of him at Springfield on the 14th and 15th.

Owing to the rain, which was coming down heavily on Wednesday, most of the races

had to be postponed until the following day, and Zimmerman in consequence was unable to remain over and compete.

Following is a summary of the events :—

FIRST DAY.

One-mile novice—1, A. Reaume; 2, F. J. Lane. Time, 2.48 3-5.

One-mile handicap (Detroit wheelmen)—1, G. L. Peterson (125 yards); 2, J. L. Lutes (75 yards); 3, C. P. Monier (75 yards). Time, 2.37. Rands was scratch.

Quarter-mile dash—1, Johnson; 2, Zimmerman; 3, Sanger; 4, Munger. Time, .33 3-5. Protested by Zimmerman, and declared postponed.

Two-mile handicap—1, Sanger (scratch); 2, Hyslop (60 yards); 3, Herrick (125 yards). Time, 5.11.

SECOND DAY.

Half-mile handicap (12 starters)—1, A. Reaume, Detroit (50 yards); Hyslop, Toronto (20 yards); 3, F. H. Herrick, Detroit (30 yards). Time, 1.29.

150-foot slow race (3 starters)—Thomas Ward won, the others being ruled out after crossing the line.

One-mile open race (5 starters)—1, W. C. Sanger, Milwaukee; 2, W. Hyslop; 3, L. D. Munger, Chicago. Time, 3.05 4-5.

Three-mile lap (3 starters)—1, W. C. Sanger; 2, L. D. Munger; 3, W. Hyslop. Time, 9.47.

One-mile handicap (14 starters)—1, W. C. Sanger (scratch); 2, A. Reaume (140 yards); 3, F. A. Joseph (110 yards). Time, 2.55.

Quarter-mile safety (6 starters)—1, W. C. Sanger; 2, W. Hyslop; 3, L. D. Munger. Time, .40 2-5.

Montreal Races.

“After Newmarket, Montreal,” and Montreal it was on August 27, the 14th annual races of the M.B.C. being then run on the M.A.A.A. grounds. There were not so many entries in each of the events as there had been in Toronto, but all those who had entered were there and rode. Of the flyers, Wells, Hyslop and Smith of Toronto were the only outsiders, and Wells was unfortunate enough to find his front wheel all twisted out of shape, when it came time to race. He borrowed a front wheel however, with Dunlop tire, but found it heavier, and consequently did not make much of a showing, though he defeated Smith in the two-mile open, they being the only riders. Hyslop seemed to have greater difficulty than usual in managing his wheel and unfortunately knocked Lowe out in the half-mile open by touching his rear wheel. Smith was the most successful of the three and took three firsts and two seconds, though both he and Hyslop were compelled to leave a prize each on account of not having got inside the time limit of 2.40 on the mile open. This race, which it was thought would be the most interesting of the day, developed into a loaf, which lasted until the final lap. The best

race of the day was the one mile (2.50 class) which ended in a tie for Tatley and Louson, with Smith (M.B.C.) six inches behind.

Following are the summaries :—

One mile green, roadster wheels—W. J. Smith, M.B.C., 1st; A. Smith, M.B.C., 2nd; C. Stroud, 0; W. Miln, Toronto B.C., 0; A. Simpson, M.B.C., 0; C. P. Lyman, 0; A. Martineau, M.B.C., 0. Time, 2.55½.

Half-mile, open—E. J. P. Smith, Toronto B.C., 1st; W. Hyslop, Toronto B.C., 2nd; G. S. Lowe, M.B.C., did not finish. Time, 1.16½.

220 yards (foot) handicap—A. Leithead (8 yards), 1st; H. D. Carr (scratch), 2nd; E. H. Courtemanche (15 yards), 0; S. Forget (20 yards), 0; Geo. Moffat (15 yards), 0; R. S. Hardman (15 yards), 0. Time, 22s.

One mile open (time limit 2.40)—W. Hyslop, Toronto B.C., 1st; E. J. P. Smith, Toronto B.C., 2nd; G. M. Wells, Wanderers' B.C., 0. Time, 2.53. Declared to be “no race.”

One mile (2.50 class)—J. W. Tatley and D. S. Louson, M.B.C., rode a dead heat; W. J. Smith, M.B.C., 3rd; A. A. Simpson, M.B.C., 0. Time, 2.50½.

Two miles, open (time limit 5.50)—G. M. Wells, Toronto Wanderers, 1st; E. J. P. Smith, Toronto B.C., 2nd. Time, 5.40.

One mile, ordinary—D. S. Louson, M.B.C., 1st; A. W. Wespby, Montreal Wanderers, 2nd, J. Yerbury, North Road C.C. (Eng.) did not finish. Time, 3.33½.

Half-mile handicap (foot), open—A. W. Gifford, Montreal Junior L.C. (25 yards), 1st; C. M. Cameron, M.A.A.A. (10 yards), 2nd; W. Gentleman, M.A.A.A. (25 yards), 0; J. Turner, M.A.A.A. (50 yards), 0. Time, 2.00½.

One-third mile dash, in heats—

W. Hyslop, Toronto B.C.	.....	1	1
G. S. Lowe, M.B.C.	.....	3	2
G. M. Wells, Toronto Wanderers B.C.		2	3

Time, .49, .49½, .50½.

The second heat was declared off for Hyslop's foul.

Two miles, roadster wheels—W. J. Smith, M.B.C., 1st; D. S. Louson, M.B.C., 2nd, J. W. Tatley, M.B.C., did not finish. Time, 6.59½.

One mile, boys under 16—F. D. Lyman, 1st; W. H. Lovejoy, 2nd; John M. Thompson, 0; H. P. McDonald, Montreal, 0.

One-mile handicap (foot)—E. Migneault, Belœil, 1st; Finley, Montreal Junior L.C., 2nd; Gentleman, M.A.A.A., 0; Cameron, M.A.A.A., 0. Time, 4.43½.

Three-mile lap race; first, three points; second, two points—

Laps.	1	2	3	4	5	6	7	8	9
Smith	.....	3	3	2	3	2	3	3	4—26—1
Hyslop	.....	2	2	3	2	2	2	2—20—2	

Time, 8.45½.

Two-mile handicap, open—E. J. P. Smith, Toronto B.C. (40 yards), 1st; D. S. Louson, M.B.C. (250 yards), 2nd; J. W. Tatley, M.B.C. (300 yards), 3rd; W. F. Smith, M.B.C. (400 yards), 0; A. Smith, M.B.C. (350 yards), 0; W. Hyslop, Toronto B.C. (scratch), 0. Time, 5.24½.

The Kingston Bicycle Club's Meet.

Kingston cyclists were again favoured with beautiful weather for their meet on the 29th August, and, as a consequence, entertained a large audience at their second meet this year. Wells was in better shape than at

Montreal (where he was using a strange wheel), and lowered the standing quarter to 35s., Hyslop, Sliter and Smith being immediately behind him.

The results were as follows:—

One-mile, novice; 4 entries.

First race—Declared off because of slow time: 3.09.

Second race—1, McKay and Hughes, Kingston, tie; 3, McMahon, Kingston; 4, Hugh McKee. Time, 2.51.

McKay and Hughes ran a race for first place, McKay taking it by 20 yards.

Half-mile dash, open (four entries)—1, W. Hyslop, jr., Torontos, and G. M. Wells, Wanderers, tie; 3, E. O. Sliter, Kingston; 4, E. J. P. Smith. Time, 1.13.

Wells subsequently beat Hyslop by a foot for first place.

Two-mile, open (four entries)—1, G. M. Wells, Wanderers; 2, W. Hyslop, Torontos; 3, E. J. P. Smith, Torontos. Time, 5.32.

Two-mile, club handicap (five entries)—1, L. Hughes (170 yards); 2, H. C. Martin (180 yards); 3, John McKay (90 yards). Sliter at scratch retired after covering several rounds. Time, 5.22 2-5.

Boys' mile race—1, G. McKay; 2, G. Emms; 3, R. McFaul. Time, 3.10 1-5.

One-mile, open—1, W. Hyslop, Torontos, 2, E. J. P. Smith, Torontos. Time, 2.35.

Quarter-mile dash—(First heat)—1, Wells, Wanderers; 2, Hyslop, Torontos; 3, Smith, Torontos; 4, Sliter, Kingston. Time, .35. The second heat resulted in the riders taking the same position, but Sliter did not ride. Time, .35 4-5.

Five-mile, open—1, Wells, Wanderers; 2, Hyslop, Torontos; 3, Martin, Kingston.

Martin, St. Thomas. Won by R. Jaffray, Wanderers, Toronto; J. F. White, London, second. Time, 3.00 1-5.

Half-mile dash; three heats—Starters, T. McCarthy, Stratford; G. M. Wells, Wanderers, Toronto; W. Hyslop, Toronto B.C.; E. J. P. Smith, Toronto; W. Carman, Toronto. Won by G. M. Wells, Wanderers, Toronto; E. J. P. Smith, Toronto, second.

One-mile (3.00 class)—Starters, R. R. McFarlane, Stratford, B.C.; John W. Livingstone, Seaforth; W. Nichol, Hamilton; G. L. McKay, Galt; J. F. White, London, B.C.; A. E. Schmidt, Waterloo; R. Jaffray, Wanderers, Toronto; F. Frank, Seaforth; Harry Tolton, Galt; M. F. Martin, St. Thomas. Won by R. Jaffray, Wanderers, Toronto; W. Nichol, Hamilton, second. Time, 2.53.

One-mile open—Starters, W. Hyslop, Toronto B.C.; E. J. P. Smith, Toronto; W. Carman, Toronto. Won by W. Carman, Toronto; E. J. P. Smith, Toronto, second. Time, 2.43.

Two-mile (2.45 class)—Starters, T. McCarthy, Stratford; W. N. Robertson Stratford; W. Nichol, Hamilton; J. F. White, London; F. W. Doll, Wanderers; R. Jaffray, Wanderers; H. Tolton, Galt. Won by T. McCarthy, Stratford; R. Jaffray, Wanderers, second. Time, 6.07.

Five-mile open—Starters, T. McCarthy, Stratford; G. M. Wells, Wanderers B.C.; W. Hyslop, Toronto. E. J. P. Smith, Toronto; W. Carman, Toronto. Won by G. M. Wells, Wanderers B.C.; W. Carman, Toronto, second.

Two-mile club team race; three men—Starters, Stratford Bicycle Club, Seaforth Bicycle Club, Galt Bicycle Club and London Bicycle Club. Won by Stratford.

### Stratford Bicycle Club Meet.

The first meet under the auspices of the Stratford Bicycle Club was held in that city on the 31st August, on the half-mile track in the Agricultural Park. Owing to the wet weather and the threatening appearance of the sky the attendance was not as large as had been expected. Carman, Wells, Hyslop, Smith, Doll and Jaffray represented the Toronto clubs. Hyslop had an ugly tumble in the five-mile open, which prevented his running off his tie with Smith for second place in the mile. Wells carried off the organ.

The officers of the day were: Referee, Geo. H. Orr, Wanderers; starter, S. Woodroffe, Woodstock; judges, A. O. Hurst, L. D. Merrick, Toronto; C. E. Nasmith, Stratford; timekeepers, W. E. Mullens, London; Dr. Doolittle, Toronto; Mayor Hodgins, Stratford; clerk of the course, J. A. MacFadden.

Following is a summary of the events:—

Novice race, one mile—Starters, A. D. Armstrong, Bridgen B.C., John Cauley, Hamilton; J. F. White, London; A. E. Schmidt, Waterloo; R. Jaffray, Wanderers, Toronto; Fred Frank, Seaforth B.C.; Patrick Farrell, Woodstock; Harry Tolton, Galt; M. F.

### Some Fixtures for 1892.

- Sep. 10. T. L. C., Toronto.
- " 14-15. Springfield, (Mass).
- " 17. A. C. C., Philadelphia, Pa.
- " 21. Maryland B. C., Baltimore, Md.
- " 24. Wanderers, Toronto.
- " 27. Peoria, Ill.

The Boston Athletic Association is to hold a 25-mile road race on October 1. Thirteen prizes in addition to record medals are offered.

Spanish Royalty attended the cycle races at Saint Sebastian, Spain, July 31, on which occasion the Queen donated one of the prizes.

Fred C. Graves, of the Springfield, Mass., Bicycle Club, has been declared a professional by the racing board. The charge on which this decision was given was, that the Warwick Cycle Manufacturing Co. had paid Graves' expenses while in training, and to and from race meets. This was done through the medium of the Springfield Bicycle Club, as was shown in the statement to the racing board. The club, it is said, acted merely as the agent in dispensing the money.

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### About the Geared Ordinary.

Twenty-five years ago our fathers bestrode the velocipede much to their own enjoyment and the depletion of their pocket-books, for it is written that the best and most popular velocipedes cost all the way from \$125 to \$200 according to finish. In our own youth we rode the G.O.O., and both these ancient machines were brought to a high state of perfection. They both have died a natural death, but strange to say the cycle seems to move in cycles, for in these days we are riding a machine that is almost the counterpart of those our fathers perambulated about upon, and now it is conceded that the G.O.O. is coming back again in the shape of the geared ordinary which, from the wonderful speed it seems capable of and the encomiums lavished upon it by old and experienced riders, bids fair to be the proper caper next season.—*Close Observer, in Sporting Review.*

“The Canadians are not quite fast enough for our American flyers.”—*American Wheelman.*

You may be right, friend Lewis; still, our experience in Toronto was that Zimmerman alone was able to defeat them, though Campbell, Callahan and a number of others whom you count good riders were compelled to take a rear view of the finishers. It is not at all improbable that had one or two of our men a N.Y.C.A. or M.A.C. at their backs they would be able to make ducks and drakes of a good many of our cousins.

In this issue “Kodak,” in his “Snap Shots,” warmly advocates an international circuit of race meets for next season, which would embrace Western New York and Ontario. This matter is worthy of consideration by the meet promoters of the territory mentioned. The scheme is a splendid one, and one into which the Buffalo clubs would heartily enter. What say our Canadian brethren? Would a circuit beginning at Syracuse, including Rochester, Batavia, Buffalo, Tonawanda, Lockport, Hamilton, London, Sarnia, Toronto and Kingston, strike you favorably?—*American Wheelman.*

As it was, the success of the venture insures a meet here next summer, when Detroit will be a member of some pretentious circuit, probably including Buffalo, Toronto, Hamilton, Detroit, Cleveland and several other cities in the central and western states. Circuit racing is bound to come, and Detroit has made

an impression on cyclists which will draw attention to this city's claim for recognition in cycling circles.—*Detroit Free Press.*

There are two ways for a centurion to be miserable on a hot day. One is to stay at home and mourn because he did not undertake a century run; the other is to take the run.—*Bearings.*

The clubs of Western Ontario are to run a team road race of twenty miles from Seaforth to Bayfield and return, five men a side, the date being Saturday, Sept. 17. Entries have been received from teams in London, Sarnia, Seaforth, Petrolea, St. Thomas, Stratford and Owen Sound.

The number of lady cyclists in Denmark have increased so during the past year that they cannot be counted. The grand ladies of the cities now ride the cycle, the mother of the queen having set the example. Some time ago 1,394 cyclists were counted going out of one gate on a Sunday. How many went out the other gates and how many remained in the city is not known. A cyclist corps is being formed in the Danish army.

E. J. O'Reilly, otherwise known as The Scorch, is engaged to be married to a very pretty German lady, who does not speak a word of English. He met her during his recent trip to Switzerland, and notwithstanding the fact that neither could understand the language spoken by the other, he succeeded in making himself understood. The wedding is not to take place until the lady can speak English. We congratulate you, friend O'Reilly, and wish you many happy years of married life.—*Irish Cyclist.* [We, too.—Ed.]

### A CLOSE CALL.

After suffering for three weeks from cholera infantum, so that I was not expected to live, and, at the time, would even have been glad had death called me, so great was my suffering, a friend recommended Dr. Fowler's Extract of Wild Strawberry, which acted like magic on my system. But for this medicine I would not be alive now.

JOHN W. BRADSHAW, 393 St. Paul St., Montreal, P.Q.

**25 CTS.** For 25 cents in silver or 2c stamps, I will print your name and address, and send it to all the cycling, athletic and sporting journals published in the U.S., Canada and England; also to 100 political and literary newspapers and magazines, and request them to mail you sample copies. You will get more papers, circulars, magazines, etc., than you have received the past five years. This is a bona fide offer, and I will do as I agree.

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### Trade Notes.

In addition to the enormous business done by The T. Eaton Co. Ltd., they have at last added a Bicycle Department, and purpose handling none but first-class machines. Mr. Jno. W. W. Stewart, late of The Chas. Stark Co Ltd., has charge of this new branch, and his many friends wish him success in his new undertaking.

The T. Eaton Co., of Toronto, Ont., have been appointed Rambler agents for Ontario. The Gould Bicycle Co. are Canadian agents for the G. & J. Pneumatic Tire.

J. Jay Ross has returned to Chicago from a three months' trip through Michigan, in the interests of the Ames & Frost Co., manufacturers of "Imperial" wheels.

He placed a large number of wheels, and the "Imperial" is now first choice amongst cyclists in that State, as it is throughout the east.

"Raysus" had with him a Model A, and rode it every day. In the northern part of the State he used it over roads that were simply awful. Sand and sawdust ten inches deep form the principal roadways, to say nothing of the hills and stones. From the time he left Chicago until his return he had no occasion whatever to adjust his wheel or make a single repair on it, which is marvellous, considering the hard usage it received, and speaks highly for the "Imperial."

### Items of Interest.

At Springfield, on August 24th, P. J. Berlo lowered the two-mile record to 4.48 2-5.

Sanger, after returning to Milwaukee, recently made a mile with pace-makers in 2.20.

J. H. Adams, the English ordinary champion, is the possessor of over four hundred prizes.

THE TANDEM SAFETY.—Small boy, in great excitement—"Hi! look behind! there's a fellow got up on your machine!"—*Radfahr Humor*.

In Birmingham, Conn., on Friday last, Zimmerman broke the world's competitive record for the mile, making the distance in 2.19 2-5.

The *Irish Cyclist* corrects the very general impression that Arthur Ducros is working with the Dunlop people. He is a wholesale paper dealer, and not connected with the cycle trade.

Fourteen years is the difference between the ages of Macredy and Harris. When the latter was beaten at Glasgow he remarked good-humouredly, "Well, you are a nice sort of an old crock to sprint like that."

BEST THING HE KNEW OF.—Policeman McSay: "Don't you know better than to coast down these long hills in the park?" Phil Losofer: "Can't say that I do. There are few things any better in my opinion."—*Bearings*.

Mr. Frank A. Egan, who has for the past ten years been a popular contributor to the cycling press, has accepted the position of editor of the cycling department of *Sporting Life*. We congratulate him on his preference and the paper on its gain.

CURE FOR SIDEWALK FIENDS.—There used to be an invention, common in jails, called the treadmill. It consisted of a large wheel, so constructed that when prisoners were chained to it they were forced to keep walking up eternally on the steps fastened to the rim of the wheel. The weight of the prisoners kept the wheel moving around, and each time a step fell six inches they were forced in self-defence to raise their feet to the next step. A modern treadmill specially adapted for bicycle riders who persist in using the sidewalk would be a great improvement in our local prisons.—*New York Sun*.

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

**LONDON.**—Tecumseh House. Chas. W. D. Prop. Special rates for Wheelmen. Headquarters for Western Ontario.

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

**OSHAWA.**—Queen's Hotel. J. W. Ray, Prop. Only first class hotel in town. Special rates to Wheelmen.

**BOWMANVILLE.**—Bennett House. R. Bennett & Sons, Props. Every accommodation to Cyclists. Terms, \$1.00 and \$1.50 per day.

**NEWCASTLE.**—Royal Hotel. C. Glendinning, Prop. Wheelmen are always welcome. Best house in town. \$1.00 per day.

**PORT HOPE.**—Queen's Hotel. A. A. Adams, Prop. Leading house in town. Wheelmen receive every attention. Rates to Cyclists, \$1.00 per day.

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

**BRIGHTON.**—Central Hotel. Great Scott, Prop. The best of attention given Cyclists. \$1.00 and \$1.50 per day.

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**FOR SALE.**—Toronto Bicycle Club uniform. Used for three months only. Very cheap. Chest 36 inches. Apply Box 44 Cycling.



Windage.

Proof has often been afforded that for fast times on an out-and-home course it is an advantage to have the wind favorable at first rather than blow the riders home. At first sight it looks as though it must be better to have the easier work in the second half, but what really happens is, that with the assistance of the wind the turning point of a road race is reached while the riders are fresh and able to plug home against the wind. If the wind is the other way, they get tired going out, and cannot do the superlatively fast pedalling required to use the full advantage of the wind on the return journey. There is another case in which the more obvious theories are wrong with regard to the wind. One would naturally suppose that if half a journey is with, and half against, a wind, that it would be an advantage not to have to do all the hard work against the wind without intermission, but this is not so. To break the fast and slow into lengths and do them alternately is slower and more tiring than to do all the fast work first, and the hard work afterwards. That is why a wind on the track is worse for long distance work than on the road. Say fifty miles is the distance. It is easier to go out with the wind at twenty-one an hour, and back at fifteen, than to circulate a small lap at an average of eighteen miles an hour. Variety is more than charming, it is killing. Slog and sprint, rapidly alternating, break a man up completely, but he can always slog a good bit after an easy hurry with the wind.—*Bicycling News*.

**THERMOMETRICAL.**—Wheelmen are indebted to the recent spell of hot weather for many things. Tan, sun-stroke, freckles, et sweatera, et sweatera.—*Bearings*.

I believe in the good old saying that says, "You should give the devil his due;" And the very first thing I'd give to him, Is the road-hog who rides over you.—*Ex*.

Some fifteen of the crack racers in the west are very likely to get suspended for assisting a professional by pacing him in his attempt at the twenty-four hour record. Lewis, Spooner and Garrison are among the delinquents.

While *Sport, Music and Drama* is a well edited and interesting paper, it is always noticeable for its fine typographical appearance. The holiday number of September, however, far excels any previous effort on their part, and we congratulate the proprietors on this evidence of their prosperity.

At the meeting of the Toronto Bicycle Club on Monday night last, the President, Mr. C. E. Lailey, on behalf of the members, presented to Mr. Jas. F. Lawson a handsome gold watch, as a token of their appreciation of his efforts in forwarding the interests of the club. Mr. Lawson responded in a few brief remarks, and the members gave him "three cheers and a tiger."

How would you like to go back to the heavy, solid-tired Ordinary or tricycle on which you used to disport yourself? You used to do good rides enough on it—sixty or seventy miles in a day, very likely. Suppose it could be resuscitated from the grave of the past, and you were obliged, on pain of being deprived of all cycling henceforth, to ride seventy miles on it, now? The very thought makes you shiver! That featherweight pneumatic safety of yours requires surely not more than half the labor to ride—and yet—it is a curious fact, but you probably cannot double your ancient best on it. Whence are these things?—*Exchange*.

"It is a remarkable fact," says an exchange, "that not only Shorland, but other pre-eminent cracks, such as Osmond and Adams, have all served their apprenticeship to speed-cycling upon the 'Facile' safety. J. H. Adams was first heard of in connection with the early 24-hours races confined to Facillists; F. J. Osmond came out in, and for a long time raced under the name of, the Norwood Safety B.C.; whilst everyone knows that the Geared Facile was the machine upon which all F. W. Shorland's exploits were accomplished until this year, when the Geared Ordinary, or Front-driving Safety, came in the nick of time as a cross between the Geared Facile and the rotary-crank-driven bicycle."

On the Buffalo track at Paris the hour's record has again been broken by Fournier, a Frenchman. The track is  $4\frac{3}{4}$  laps to the mile and is a cement surface. Following are the details:—

MILES.	H. M. S.	MILES.	H. M. S.
1 .....	2 24	14 .....	34 20
2 .....	4 52	15 .....	36 48
3 .....	7 13	16 .....	39 18
4 .....	9 31	17 .....	41 42
5 .....	11 55	18 .....	44 4
6 .....	14 19	19 .....	46 28
7 .....	16 48	20 .....	49 1
8 .....	19 44	21 .....	51 29
9 .....	21 46	22 .....	53 58
10 .....	24 16	23 .....	56 26
11 .....	26 50	24 .....	58 57
12 .....	29 19	25 .....	1 1 21
13 .....	31 49		

Distance for the hour, 24 miles 1,384 yards,

— THE —

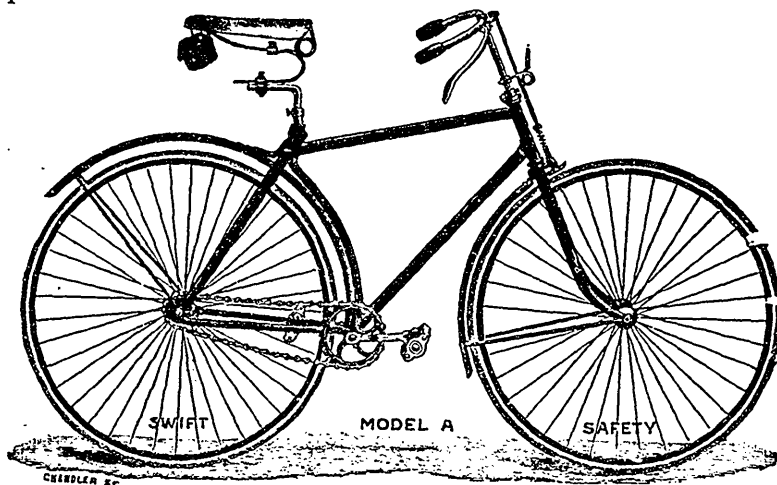
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— Still Holds the 24 Hour Record of the World Against all Competitors —

## WHY NOT BUY A SWIFT?

Our Wheels Excel in all Points.

A large consignment of special road racer Pneumatics just arrived, fitted with Dunlop, LaForce or Boothroyd Tires. See them, and also our New Model D, fitted with Morgan-Wright Pneumatic Tire, and Ball Bearings throughout, including head and pedals, on which we quote a

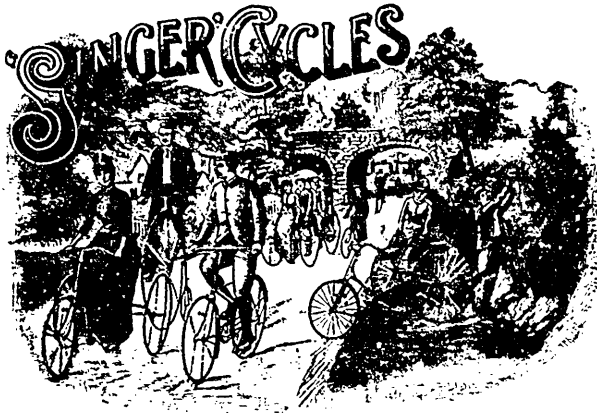


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Here is an opportunity to secure a high grade Bicycle at the price of an ordinary machine, and such an opportunity does not occur every day. Take advantage of it therefore and call at once.

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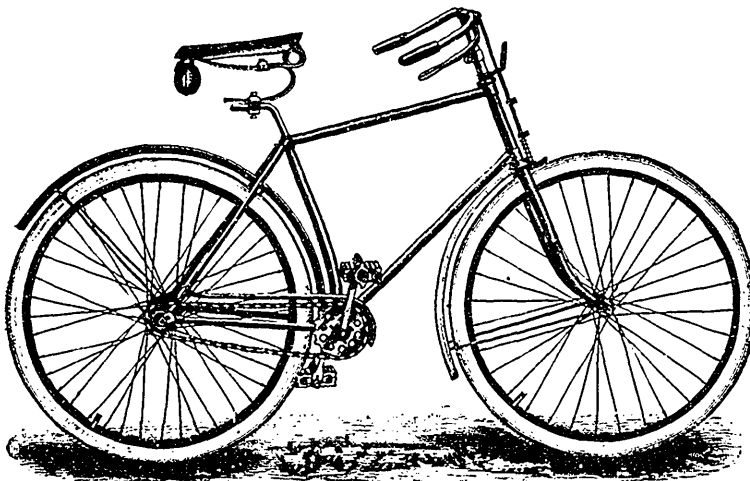
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PORTLAND, Me.—For deep sea fishing.  
 ANDROS COGGIN LAKES (via Bryant's Pond or Bethel).  
 Excellent trout fishing and game, large and small of every description.  
 THE WHITE MOUNTAINS (via Gorham, N.H.)—For trout and varieties of game.  
 THE SALMON RESORTS of Quebec, New Brunswick and Nova Scotia, reached via Quebec.  
 LAKE ST. JOHN REGION, via Quebec—For ouanan che, trout, caribou, bear, moose, beaver, otter, etc.  
 THE RIVER ST. LAWRENCE, in the neighborhood of the line for 100 miles—For muscalonge, pike, bass, whitefish, pickerel, perch.  
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 MUSKOKA LAKES—The best place on the continent for fishing, shooting and camping. All varieties of fish and game.  
 PARRY SOUND AND GEORGIAN BAY, reached via Penetang, Midland, Collingwood, etc., for black bass, pickerel, deer, partridge, bear, otter, etc.  
 LAKES ONTARIO, ERIE, HURON AND MICHIGAN via stations at all principal ports.  
 LAKE SUPERIOR, via Collingwood, Wiarton, Sarnia, in connection with steamship lines.

For through fares, tickets and further information apply to the Company's Ticket Agents.

WANTED: GOOD LIVE AGENTS TO PUSH

# "Imperial Wheels"



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WE CAN MAKE  
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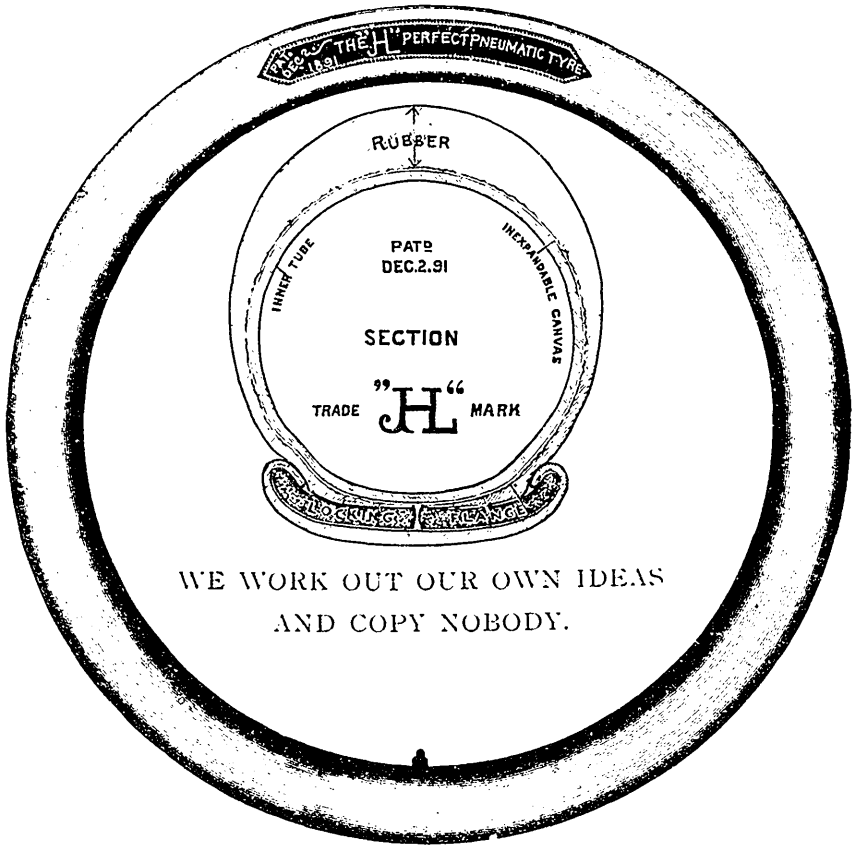


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THIS CUT REPRESENTS OUR TIRE AS PATENTED



WE WORK OUT OUR OWN IDEAS  
AND COPY NOBODY.

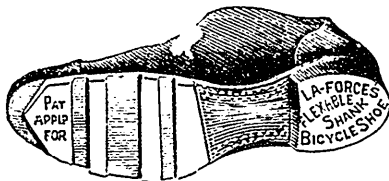
The Purchaser of Our Patent Pneumatic Tire  
**BUYS THE ONLY PERFECT DETACHABLE PNEUMATIC TIRE YET KNOWN.**

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.**

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 3 Mile Championship..... “ 8.08 3-5.  
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The above goes to show that the Raglan Cycles are both Path and Road Cycles, the Road Race being won without the slightest break or mishap.

FAST, LIGHT, ♦ ♦ ♦  
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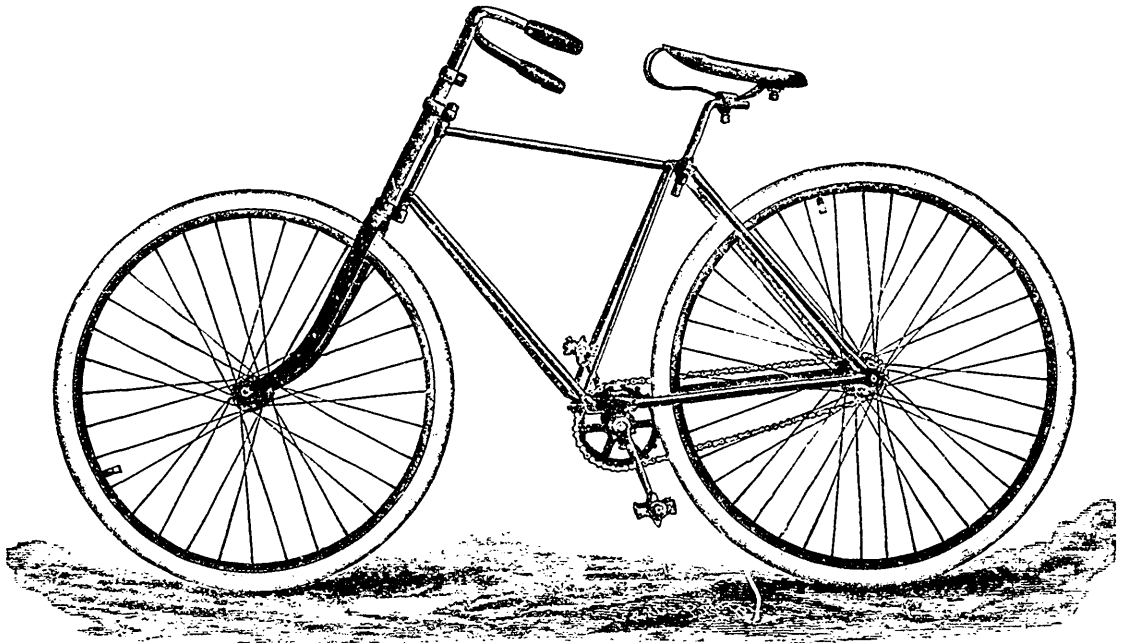
By buying from us you buy from the Manufacturer.

**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 $\frac{1}{8}$  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.

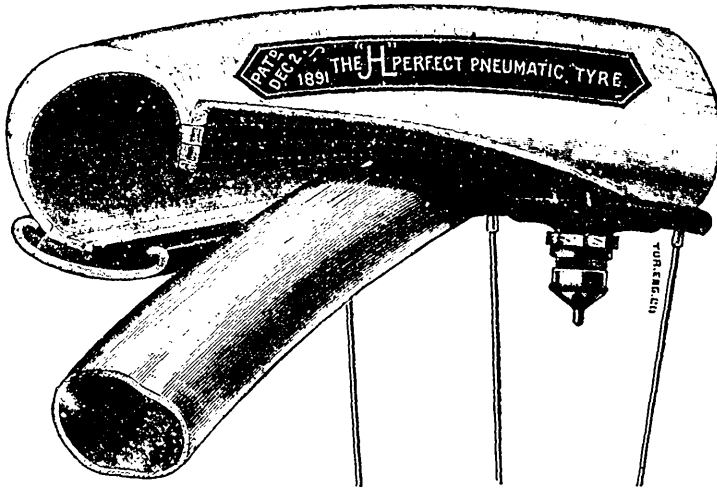
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