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CYCLING

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

Vol. II.

TORONTO, APRIL 28, 1892.

No 11.

Mending Tires.

As so many of our Canadian wheelmen are this year using machines fitted with Dunlop Tires, and the dealers do not seem to be in a position to supply instructions for mending them, we make no apology for making use of an article published in a recent issue of our English contemporary, *Cycling*:

Should a puncture unfortunately happen on the road, the best way to repair the 1892 tire is undoubtedly by what is known as

THE FLAP MODE.

Should the puncture be near the valve, or should difficulty be experienced in finding the puncture, owing to the air not escaping through the outer covering or through the spoke holes in the rim exactly opposite the puncture in the inner tube, or should the inner tube be full of holes, through the machine having been ridden after the tire has collapsed, the inner tube can be taken out in the following way: Remove ten inches of the outer covering at both sides of the valve, as already described, and you will find in the 1892 tire that the canvas has an overlapping flap about four inches long. (In tires made previous to 1892 this flap is absent, and the canvas bag must be cut open.) Then take the end of this flap between the thumb and forefinger and you will find you can easily peel it up until, when it is all peeled up, you find a ready-made opening such as would have had to be made with scissors. Remove the detachable portions of the valve from outside the rim, and with a spanner unscrew the nut which holds it; take off the washer which is between the nut and the rim, and then push the valve through the rim hole. Having pushed it through, draw it out, with the air-tube to which it is attached, and, the air-tube being now loose, look first a few inches one way and then (if necessary) the other, until you find the place where the two ends of the air-tube are joined. It won't hurt the tube to stretch it a little. Upon trying to part the joined ends of the air-tube, you will probably find them stuck too tightly together, and will have to use benzoline (or coal-tar naphtha) to loosen them. If you can-

not obtain either of these spirits, take a scissors and cut the tube straight across, three or four inches distant from the joint. Next tie a thick, soft string to one end of the tube and pull the tube out from the other end, and leave the string in the tire for the purpose of pulling back the tube when repaired. Having got the tube out of the tire, tie up the ends of the tube tightly, and, having inflated it, immerse it bit by bit in water—distending the tube by pulling at the same time, so that minute holes which might not otherwise be apparent may be located—when the puncture or punctures will easily be found, and can be repaired as already described.

When the tube is repaired the string should be tied to the end farthest from the valve, and it should then be drawn back into position inside the tire until the valve comes exactly opposite the hole in the rim. The ends of the tube where divided should then be rejoined, to do which, scrape the inside of one end and the outside of the other from about an inch from the division and moisten with solution, and, having left to dry for five minutes, insert one end of the tube into the other for an inch and press the sides together with the fingers until the solution adheres properly.

One end is turned inside out for an inch, the surface cleaned and coated with solution. A corresponding inch *outside* the other end is also cleaned and solutioned. When nearly dry the two ends are brought parallel and flat against each other, and the furthest side is deftly turned over so as to complete the join. It is necessary to do this quickly and neatly, as the two surfaces will adhere closely the moment they touch, so that they must be brought clear and clean into the proper position in a single movement.

When the air-tube is nicely joined up, rub some powdered French chalk (or, on an emergency, flour will do) over the sticky places, to dry them, as the tube must not be allowed to stick to the canvas bag; and then, deftly replacing the valve with its washer and nut, stick down the canvas flap exactly in its former position, and close up the tire as already described. In replacing the canvas flap certain precautions must be observed. The tire should be in a deflated condition, and

the flap should be laid in exactly the same position that it occupied before, *with the lips of the woven tube underneath touching each other*, and when the operation is completed the tire should not be fully inflated for some minutes. The object of these precautions is to prevent the slit in the woven tube gaping, either through the lips not being brought together, or through the flap slipping, and the neglect of these precautions may result in an ugly swelling in the tire.

POINTS TO BE REMEMBERED.

Never open the tire without deflating. Let solution dry on both surfaces to be joined before bringing them into contact. After repairing the air tube, rub French chalk over the sticky places, and shake some of it into the canvas tube to assist the air-tube's sliding upon the canvas while you are pulling it in.

The milled sleeve of the valve should never be screwed tight with any instrument. The finger and thumb exert sufficient force to make it air-tight, but by using the pliers the rubber is liable to be cut through. The nut by which the valve is held to the rim must not be screwed up violently, or the air-tube may be cut, and in the case of hollow rims the two walls of the rims may be pinched together. After repairing the tire, care must be observed to replace the valve with its square part correctly fitted in the square hole.

Train Carefully.

Just now many men are trying to rush into form in the most unreasonable manner, and are covering a phenomenal mileage every week, which not only can do them no good, but must do them considerable harm. We are confident that the only way to train—and these remarks apply not only to the racing man, but to the tourist and all who cycle—is to do things gradually, and get *comfortably* into form without straining the system in the least. Over and over again we have known men do unlimited hard riding in the winter, and when the season comes on they have speedily run themselves out, and failed to do any good. A man cannot be expected to sustain his best form all the year round, and it is simply idiotic to attempt it. Easter is close upon us now, and the temptation to over-exert oneself, so that the season of tours and race meets may find one in decent riding trim, is very strong indeed; but far wiser is it to forego the full pleasures of Eastertide touring or racing than to cram

into the space of a week or so that preparation for the season's cycling which should take a month or two of gradually increasing work a wheel, and just now, when such beautiful weather is being experienced everywhere, the inducements to overstep the mark are manifold.--*Cycling*.

The Geared Ordinary.

Mr. J. S. Whalton, in *Wheeling*, gives his experience of the geared ordinary, from which he makes the following deductions:--

1. *Pace*—With the wind, faster; against it, slower than the safety.
2. *Safety*—Safest machine in the world.
3. *Slipping*—Scarcely any, though sometimes on very greasy asphalt or macadam.
4. *Hill climbing*—Better on long slopes, but not so good on very steep hills.
5. *Mud throwing*—Much better.
6. *Foot rests*—These will have to come.
7. *Tires*—Boothroyd's recommended.
8. *Rake*—The regular stock rake of 4 in.
9. *Back wheel*—26 in. recommended.
10. *Comfort*—Far more on it than on any other.
11. *Luggage carrying*—Not so good as safety.
12. *Crypto gear*—Perfect action.
13. *Racing*—Probably slower than the safety on account of windage.

Henry C. Davis, an Englishman, is champion of Russia.

M. Damond, a Frenchman of eighty years, has ridden cycles for fifty years, having first mounted a hobby-horse.

The Pneumatic Tire Co., who are seeking amendments to their patent, will have considerable opposition, as six rubber manufacturers have already entered opposition.

The Hotel du Commerce at Rouen is the oldest cycling hostelry in the world, having catered to cyclists as a class in the early days of the old hobby-horse.

The eleventh annual meeting of the St. Thomas Bicycle Club was held at the Grand Central Hotel on Wednesday evening of last week. The following officers were elected for 1892: S. H. Eby, captain; G. A. Ferguson, first lieutenant; W. McCance, second lieutenant; Geo. A. Watson, secretary-treasurer; W. Boughner, G. A. Ferguson, R. H. McBride and A. T. Edwards, reception committee; R. H. McBride, club reporter. A committee was appointed to look up a club room and report at the next meeting. The club will meet for club runs every week.

Cycling

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

EDITOR: F. BRYERS.

Publishers:

WM. H. MILN

CHRIS. B. ROBINSON

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APRIL 28, 1892.

The Wanderers' Road Officers.

Owing to the absence from the city for a short time of Mr. Nash we are unable in this issue to carry out our intention of publishing a group photo of the officers of the Wanderers' Bicycle Club.

The C. W. A. Board Meeting.

The meeting of the C. W. A. Board on Good Friday was certainly one of the most important that body has yet held, and its effects on wheelmen in Canada will, we think, be far-reaching. Numerous alterations were made in the By-Laws and Racing Board Rules, changes, however, warranted by the recent changes in the sport. The establishment of a Road Improvement Committee was a move in the right direction, and we hope the members who may be appointed to it will be men of experience and determination, and that their efforts will be seconded by every member of the Association.

The dropping of the "Ordinary" championship events is a radical change, but, as Secretary Donly aptly put it, "What is the use of awarding a *championship* medal to a second-rate rider?" Should necessity require it the Rules may be amended at any future time, so as to permit of high wheel championships as in the past.

Kingston on July 1st.

After a sharp struggle and an animated discussion, Kingston won by a single vote, and the C. W. A. Meet of 1892 will be held in the Limestone City. Two years ago, in competition with Ottawa, our Kingston friends

gracefully accepted defeat as did our Sarnia friends on the 17th. Of course in winning the victory the Kingston Club have also accepted an onerous task, for the line was so closely drawn that they will be obliged to make the Meet a *marked* success in order to receive credit for their exertions. We have no doubt, however, on this score, and hope to see a large representation of the West in Kingston at that date. By the way, that will be a fine opportunity for those wishing to make "centuries" to wheel over one of the best roads in Canada.

Customs Regulations.

Below we give an extract from the *Wheel* which goes to show that our American cousins are thinking of the coming summer and a trip in Canada. Now should be the time to communicate with the league officials, and probably C. H. Luscomb, 280 Broadway, New York, Chief Consul of the Empire State, would be the best man to take hold of the matter on the other side of the line.

FOR TOURISTS TO CANADA.

Chief Consul Luscomb has inquired into the rules and regulations regarding the riding of wheels into Canada, with the following result: "I am advised by the Customs authorities of the Dominion of Canada that there is a departmental regulation under which parties coming to Canada for health or pleasure during the summer months, may be allowed to make entry of such articles as they may require for use during such temporary residence, with the condition that if the same are duly exported on or before the first day of November of the same year as that in which they are imported, ninety per cent. of the duty paid will be refunded. Duty will have to be paid on the bicycle in question, subject to the payment of ninety per cent. refund on proof of exportation being furnished."

Barrie and Orillia are talking of having a team road race early in June.

The Wanderers propose journeying to Windsor on the 24th May.

The horsemen of New York State have formed an association, the objects of which are to improve the driving roads of the State. Naturally the wheelmen are delighted at the prospect of receiving support and assistance from a source which is usually considered antagonistic.

Annual Meeting of the C. W. A. Board.

At 10.30 a.m., on Good Friday, the annual meeting of the Board of Officers of the Canadian Wheelmen's Association was called to order in the Toronto Bicycle Club House. The following members were present:—

President—E. C. Hill, Kingston.

Secretary-Treasurer—H. B. Donly, Simcoe.

Chief Consuls—C. Langley, Toronto; C. N. Greaza, Kingston; W. H. Sproule, Ottawa; A. T. Lane, Montreal.

Representatives—W. E. Mullens, London; E. A. Fitzgerald, Petrolea; W. E. Clarke, Sarnia; J. Laidlaw and F. H. Skerrett, Hamilton; C. Duncan, Brantford; E. S. Cane, Newmarket; S. H. Eby, St. Thomas; E. A. Scott, A. P. Rankin, W. Robms, and F. Bryers, Toronto; A. H. Stratton, Peterborough; Miles Birkett, Ottawa; G. Kingan, Montreal.

Only five members of the Board were absent. They were T. A. Beament, Ottawa; R. M. Burns, London; E. W. Smith, St. Catharines; F. W. Armitage, Winnipeg; and C. Pearson, Toronto.

After a few formal remarks the meeting settled down to business, discussing the report of the Committee on By-Laws, many alterations and additions to which were made:

Article I., Clause 3.—The duties of the Secretary-Treasurer shall also include the editing and publishing of the *Canadian Wheelman*.

Article II., Clause 1.—Two new Standing Committees were added, viz.: a Committee on Rights and Privileges and a Committee on Road Improvements.

Article II., Clause 6, defines the duties of the Committee on Rights and Privileges to be all matters relating to the use of the highways, etc., by wheelmen, and suits arising therefrom.

Article II., Clause 7, refers to the Committee on Road Improvements, who shall employ all legitimate means to foster a sentiment in Canada favorable to the better care and construction of our common roads. This Committee consists of three members from Ontario and one from each of the other Provinces.

Article III., Clause 1, was amended, and provides that the Annual Business Meeting of the Association shall be held in Toronto on Good Friday, to which each club may send one or more (but not exceeding seven) delegates, who may cast as many votes as

the club has members in good standing in the Association. Any member of the Association may attend and discuss the business of the Association, but may not vote if his club is represented by delegates. Each delegate must have a certificate, signed by the proper officers of his club.

Clause 2 provides for the Annual Meeting of the Board of Officers immediately after the General Meeting.

Clause 3 provides for special meetings of the Board.

Clause 4 provides for the holding of the annual parade and race-meeting on Dominion Day at the place designated by the Board of Officers on the previous Good Friday.

Clause 5 states that "In the general parade clubs shall have precedence in the order of their having joined the Association," and "the captain of the oldest local club shall be the marshal of the day. In that parade all wheelmen shall be invited to participate."

Clause 6 allows of only one meet on Dominion Day, except in the case of very distant clubs, who shall obtain the permission of the Racing Board at least thirty days previous. Members of the Association competing at unauthorized meets are liable to suspension.

Article IV. provides for the election of officers at the General Meeting, and by ballot; each member of the Association being entitled personally, or by his club's delegate to one vote.

Article V., Clause 1.—Those joining between March 15 and July 1 will be entitled to tickets for the whole of the ensuing year.

Clause 13.—Membership fees are payable on or before June 30. Those who still remain unpaid have until September 1 to become reinstated, but shall not be allowed to attend the annual meeting.

Clause 14.—This Association shall recognize the suspensions and expulsions made by the L. A. W. and N. C. U., and any person suspended or expelled by either of those organizations cannot compete in amateur bicycle events in Canada.

Article VII.—The following districts have been defined, over each of which shall be placed a chief consul:—

No. 1, Huron.—West of and including Elgin, Middlesex, Perth and Bruce.

No. 2, Niagara.—The Counties of Norfolk, Haldimand, Welland, Lincoln, Wentworth, Waterloo, Oxford and Brant.

No. 3, Toronto.—The Counties of Halton, Peel, Wellington, Dufferin, Grey, Simcoe, York and Ontario.

No. 4, Midland.—The Counties of Durham and Victoria to Frontenac, inclusive.

No. 5, Ottawa.—The remainder of the Province of Ontario.

No. 6, Quebec.—The entire Province.

No. 7, Eastern.—The Provinces of New Brunswick, Nova Scotia and Prince Edward Island.

No. 8, Winnipeg.—The Province of Manitoba.

No. 9, North-West.—The Territories of Assiniboia, Alberta and Saskatchewan.

No. 10, Pacific Slope.—The Province of British Columbia.

Article VIII.—Clause 1, defining the Association uniform, was struck out.

Article IX., Clause 1.—The financial year of the Association shall expire upon the 15th day of March in each year.

The report of the Secretary-Treasurer, showing a balance on hand of \$300, was received and adopted. Some discussion took place as to the advisability of removing the *Canadian Wheelman* to Toronto, but it was decided to continue its publication by Secretary Donly at Simcoe, though, in future, twice a month.

The Special Committee on Customs reported that they were unable, as yet, to make favorable impression on the Government, and asked for suggestions. The subject was referred back to the same committee for consideration.

The Special Committee on Guide Book reported progress, and urged upon those who had not already done so, to forward their reports as soon as possible.

The final "tug-of-war" came at 6.30 p.m., when the question of locating the next Meet came up. After considerable discussion as to the respective claims of Sarnia and Kingston, the latter gained the day, the vote being 10 to 11 (including President Hill's own vote).

The alteration of the date of the Annual General Meeting does away with the meeting on July 1 next, and the officers elected last July will retain their positions until next Good Friday.

At 2 o'clock the members of the Board sat down to luncheon in the Rossin House provided by the Toronto Bicycle Club members. About eighty were present, the chairs being occupied by C. E. Lailey, President, and W. H. Chandler, Vice-President of the club. A very enjoyable time was spent, the toasts being, "Queen and Country," responded to by C. A. Tubby and Dr. Doolittle; "C.W.A.," by E. C. Hill and H. B. Donly; "Visitors," by W. E. Mullens, W. B. Clarke, G. Kingan

and A. T. Lane; "Hosts," by E. B. Ryckman. The speeches were interspersed with a piano solo by A. F. Burns, and songs by W. Shaw and J. Miln, the latter of whom gave us an introduction to "Ta-ra-ra-Boom-de-ay" in an original skit on a fellow-member of the Torontos. Mr. Nicholson, champion tumbler of the Montreal Amateur Athletic Association, gave an exhibition of some very clever feats in contortioning.

RACING BOARD RULES.

The Racing Board met after the Board of Officers had adjourned, and adopted rules to be observed by claimants of records made in competition or against time. The former will only be recognized when made at a meeting governed by Association rules, and of which seven days' notice had been given. Time records may be made with or without pacemakers.

"A novice race is open only to those who up to date of event have never won a first prize in a bicycle race at a race meeting, and shall be the first race of a meet. The term "bicycle race" in this paragraph shall not apply to run and ride and obstacle races, or races without hands, but shall be deemed to apply only to races in which the contestants ride their bicycles throughout, and in which the winner is the first contestant to cross the scratch."

The ordinary championship, "hands off" and slow races were abolished.

The championship events now are one-half, one, three and five miles safeties.

A referee at a race meet must be an amateur wheelman.

Coaching was prohibited. A racing costume was defined as covering from neck to knee.

Rule 31 was amended to read:—"A class race is open only to those who up to date of the closing of entries have not won the first position in a public event in the same or better time than the class under consideration; or in relative time judged from the other distances according to the appended table:—

$\frac{1}{4}$ -mile.	$\frac{1}{2}$ -mile.	1 mile.	2 miles.	5 miles.
34	1.10	2.25	5.00	13.40
34 $\frac{1}{2}$	1.13 $\frac{1}{2}$	2.30	5.10	14.00
35	1.15	2.35	5.20	14.20
35 $\frac{1}{2}$	1.17 $\frac{1}{2}$	2.40	5.30	14.40
36	1.20	2.45	5.40	15.00
37	1.23	2.50	5.50	15.30
38	1.25	2.55	6.00	16.00
39	1.27	3.00	6.10	16.30
40	1.29	3.05	6.20	17.00
41	1.31	3.10	6.30	17.30
42	1.33	3.15	6.40	18.30
43	1.38	3.25	7.00	19.30

Rule 38 was added as follows :—" No person who has been expelled, or is under suspension by the L. A. W. or N. C. U., shall be allowed to compete at any race meet given under the association rules; and any member of the Association knowingly competing in a race at a race meeting in Canada where any entry of such an expelled or suspended person has been made will be liable to instant loss of his amateur standing."

The Song of the Scorcher.

The following adaptation of "Ta-ra-ra Boom de-ay" was written and sung by Mr. James Miln at the luncheon tendered to the C.W.A. officers, April 15th :

I'm a scorcher you'll agree,
A member of the T. B. C.,
You can all look out for me;
Just you wait until you see
When I start this year to race,
Won't I cut an awful pace,
And lead them all a wild-goose chase?
I don't care who I have to face,
"Ta-ra-ra Boom de-ay," etc.

From the green old sod I came,
George Ta Ra Rum is my name;
I have started in to train,
And the goal I will attain.
I pity the poor old son-of-a-gun
Who tries to catch me in a run;
I've got the finest wheel "bar noan,"
I tell you, boys, she runs alone,
"Ta-ra-ra Boom de-ay," etc.
I'm getting a pair of racing shoes,
The slickest kind a man can use;
Divil the road race I will lose,
I'll win them all just as I choose.
At Hamilton I had a fall,
Sure that don't bother me at all;
I'm there when the race they call,
In shape to ride through a stone wall,
"Ta-ra-ra Boom de-ay," etc.

There are some dandies I will kill
When I get them on a hill,
I'll go by them so I will
Like they're tied or standing still.
Don't think I'm talking through my hat,
I'm just telling you right flat,
Look out for me, remember that
I'll ride for blood in ev'ry spat,
"Ta-ra ra Boom de-ay," etc.

The authorities of Boston have provided a certain space in Franklin Park as a resting place for the machines of visiting wheelmen.

Zimmerman has had his first taste of English riders, and came in very much of a second. Our American exchanges are therefore devoting their columns to ingenuous explanations.

Toronto Bicycle Club, Ltd.

ORGANIZED
1881.



INCORPORATED
1891.

Club House: 346 Jarvis Street.

DIRECTORS:

President C. E. LAILEY.
Vice-President W. H. CHANDLER.
Secretary ED. B. RYCKMAN.
Treasurer J. F. LAWSON.
W. H. COX, R. H. MCBRIDE, F. BRYERS, CHAS. LANGLEY,
W. ROBINS, E. A. SCOTT, A. RANKIN.

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Honorary Secretary S. J. SCHULTE.
Statistical Secretary J. W. STANBURY.

ROAD OFFICERS

Captain JAS. MILN.
1st Lieutenant Ordinaries C. W. HURNDALL.
1st " Safeties E. A. SCOTT.
2nd " Ordinaries JAMES SINCLAIR.
2nd " Safeties H. LOVE.
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 NOTICE.

The regular monthly meeting of the T.B.C. will be held in the Club House on Monday, May 2nd. A large attendance is requested, as matters of importance will be brought up.

S. J. SCHULTE, Hon. Sec.

CLUB RUNS.

APRIL 30.—Highland Creek and return or Whitby.

MAY 7.—Halfway House. The captain and road officers intend making up a monster run for this day. Let everyone turn out as this will be a pleasant little trip.

MAY 14.—Weston.

MAY 21 to 24.—Niagara Falls. This has always been considered the "Banner trip" for a good jolly holiday. Members who participated in the trip last summer will all be there again. It is proposed to leave the club house Saturday at 3 p.m. and ride to the falls via Hamilton. Good roads and plenty of time to do the distance. The officers guarantee there will not be the sign of a scorch. The weakest rider need not be afraid to start.

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

Until further notice there will be a regular Tuesday evening run, leaving club house at 7.15.

Woodstock Races.

The ninth annual race meet of the Woodstock Amateur Athletic Association will be held in the W. A. A. Park on Tuesday, May 24th. The full program with prize list will be ready by the 1st May. Below we give a summary of the events.

BICYCLE RACES.

1. ONE-MILE GREEN.....All Safety Machines.
2. ONE-MILE GREEN (Pneumatics barred) ... Safety.
3. ONE-MILE (Open to all) Safety.
4. FIVE-MILE..... Handicap
5. HALF-MILE, HEATS (Open) Safety.
6. ONE-MILE (Open) Ordinary.
7. ONE-MILE (Open to the County)..... Safety.
8. TEN-MILE TEAM ROAD RACE—
Open to teams of three men (members of the club), for which two prizes will be given: one for the first man in, and one for the club winners, to take place on Wednesday morning, May 25th. C.W.A. rules to govern.

FOOT RACES AND GAMES.

1. 100-YARD FOOT RACE.....Open.
2. 150-YARD RACE (Open)..... Handicap.
3. 440-YARD RACE (Open)..... Handicap.
4. 100-YARD SCHOOL BOYS' RACE—Under Thirteen
[Years.]
5. 100-YARD COUNTY RACE—Boys eighteen years and
[under.]
6. RUNNING HIGH JUMP.....
7. STANDING HIGH JUMP.....
8. RUNNING LONG JUMP.....
9. VAULTING WITH POLE.....
10. ONE-MILE WALK.....
11. TUG OF WAR.....

C.A.A.A. rules to govern. Our full programme with list of prizes will be ready about 1st May. For same or any particulars as to rates, accommodation, training, etc., write the Secretary, who will cheerfully answers all enquiries. W. McWHINNIE is the Secretary of the Association.

Several of our Old Country contemporaries are advising lower gear for the average rider, 60 inch being recommended for use by exceptionally strong riders, while the majority would probably be suited better on 52 to 57. Some of our Canadian riders will probably be coming down off their large gears before the season is far advanced. Moreover, the strain of a heavy gear on a light machine is, we think, rather detrimental to its longevity.

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

The "Puncture Fund" is becoming an institution in many clubs where a number of pneumatics are in force. Each contributor pays into the fund, say, 50c., and any member whose pneumatic becomes punctured, has it repaired and paid for out of the fund. When the fund becomes exhausted another assessment is levied.

Rudge in New York.

The following is an extract from a letter to Messrs. H. P. Davies & Co., Toronto, in reference to the importation of English machines into the States: "The Metropolitan Hardware Co. are agents for the 'Rudge' machine in New York, and they are doing a large business, and say they will soon outdo you. I think a good deal of the new Ball Head, and intend to dispose of my present wheel and get the new style, as the Rudge cushion tire with the bell section goes ahead of any other design."

A Good Chance.

Wanderer Cycle Co. want an energetic man to take charge of office and sales. One preferred who can take half interest in the business, and who has knowledge of bicycle trade. Apply in first instance by letter, care of Editor.

The Wanderer Cycle Co. have just completed their new wheel, and it has been carefully examined by some of the leading wheelmen of the city, and pronounced the neatest wheel ever manufactured in Canada. It compares favorably with the best English wheels. They are fitting them to the Lavender and LaForce pneumatic tires, and also cushions. There is no doubt but a large number of these wheels will be eagerly picked up.

HIDDEN FOES.

Among the many foes to human health and happiness, dyspepsia and constipation are twin enemies greatly to be feared. With B. B. B. to drive them out of the system, however, no danger need be anticipated, as every dose brings the sufferer a long step further on the road to perfect health and strength, and a permanent cure always results.

FOR SALE, WANTS, EXCHANGE.

Two insertions 25 cents.
Four " 40 "

FOR SALE.—Rudge Safety, No. 1, spring forks, in good condition, almost new, will sell cheap for cash. Apply A. H. Forster, care of Conger Coal Co., 6 King Street East.

NO. 1 Rudge Safety, spring forks, spade handles, tangent spokes, only in use short time and good as new. H. English, 82 Front Street East. Evenings, 112 Maitland Street.

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

FOR SALE.—Rudge Safety, No. 1, Diamond frame, solid tires. Also complete Toronto Bicycle Club uniform. Apply Room 62 Canada Life Building.

FOR SALE.—Rudge Safety, fitted with McLean & Bulley's pneumatic tire, almost new, sell cheap for cash. Apply H. C. Arnold, 113 Church Street, Toronto.

Athenæum Bicycle Club.

OFFICERS :

I. 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.

At the Northumberland (Eng.) sessions a miner was sentenced to nine months for stealing a bicycle.

Charles R. Maddox of the once famous Wanderers B. C. (Eng.), who served several years as Foreign Chief Consul of the C.T.C., was thrown from a horse on the 7th of April and received injuries which caused his death on the following Sunday. He was a talented man and an enthusiastic cyclist.

In these days when inflaters, repair plugs, extra inner tubes, and such like become essential to the welfare of wheelmen, it often happens that when the need for one of these occurs that the rider finds himself, like the country hotel—"just out of that." It may be well to know when an effective cement is needed for repairing that a teaspoonful of glycerine to a gill of glue will make one with which temporary repairs can be made to hold together until the rider reaches home. This receipt is simple, easily remembered, and the ingredients can always be purchased at any drug store.—*Bicycling World*.

The 24 Hour Record.

On Monday evening, April 11, at seven o'clock, J. E. L Bates of the Anerley B. C. mounted on one of Morriott & Cooper's geared ordinaries started for Holbeins path record. The particulars of the ride are given in *Bicycling News* as follows: "The weather was fine, but somewhat cold, a fairly brisk wind from the eastward making the air somewhat chilly, and there was a frost during the night.

"Commencing at a steady pace and led by R. L. Ede, Bates covered mile on mile with good regularity; he was among the records at 102 miles, and contrived to keep ahead. The lion's share of the pacing was under-

taken by M. B. Fowler, of the London County Club, whose services in this respect were really invaluable. The ride was singularly free from any sort of incident, save that at the 260th mile a loud report betokened that the front wheel tire of Fowler's safety had retired from active services. Pacemaking services were rendered by L. Stroud, A. G. Fentiman, C. W. Nettleton, S. F. Edge, C. A. Smith, J. Morgan, E. V. Soanes, C. L. Newland, A. Westlake, J. Leen (of Redhill), A. Zimmerman, F. L. W. Knight, A. Bunning, Bassett, W. M. Sinclair, R. E. Cumming, R. Burns, F. G. Bradbury, F. W. Weatherley, K. J. Ilsley, B. W. Attlee, and R. G. Merry.

"Bates' ten miles times are as follows :

	HRS.	MIN.	SEC.
10.....	0	31	58 4-5
20.....	1	5	18 4-5
30.....	1	37	41 2-5
40.....	2	13	53 2-5
50.....	2	52	24 4-5
60.....	3	31	17 4-5
70.....	4	10	4 2-5
80.....	4	49	14 4-5
90.....	5	29	31 3-5
100.....	6	8	40
110.....	6	43	20 4-5
120.....	7	19	4 4-5
130.....	7	55	58 3-5
140.....	8	34	37 1-5
150.....	9	12	41 2-5
160.....	9	59	48 3-5
170.....	10	35	29 4-5
180.....	11	10	35 2-5
190.....	11	46	17 2-5
200.....	12	26	56 4-5
210.....	13	6	43 2-5
220.....	13	51	59 2-5
230.....	14	32	34 4-5
240.....	15	16	32 4-5
250.....	16	5	13 2-5
260.....	16	43	19 1-5
270.....	17	23	30
280.....	18	11	2 3-5
290.....	18	55	33 3-5
300.....	19	32	14 1-5
310.....	20	10	36 2-5
320.....	20	57	56
330.....	21	39	34 2-5
340.....	22	23	32 2-5
350.....	23	8	31
*352.....	23	18	49 4-5

*Stopped.

"All records from 102 miles up, the time for that distance being 6h. 15m. 28½s. During the last hour or so the record breaker's saddle was hurting him so, and the drop in the temperature was so severe, that his friends induced him to stop. This was a great disappointment, as he had only ten miles to go, and forty minutes time in which to beat the best previous 24 hours' record. There was a large crowd present to see the ride against time, the people coming down by scores, and any number of well-known faces were to be seen."

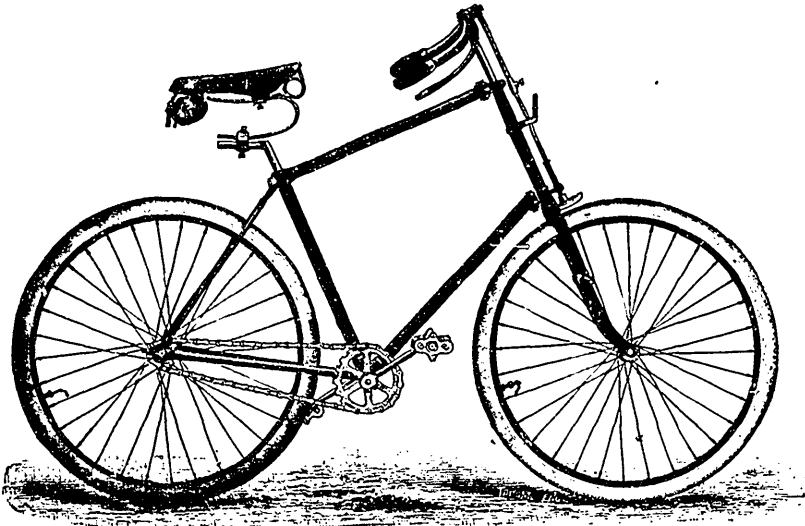
STERLING VALUE!



IS THE QUALIFICATION APPLIED TO THE

♣ **RUDGE** ♣

By those who know it.



NO SPECULATION IN BUYING THE "RUDGE."

THEY HAVE BEEN TRIED, ARE KNOWN
AND ADMIRERD.

See the Machines or learn of them from our Catalogue, which is sent free on request.

H. P. Davies & Co.

81 YONGE ST., TORONTO.

89 KING ST. EAST, HAMILTON.

Items of Interest.

The Q.O.R. bicycle corps held their first parade last Saturday.

Carman's name has been posted for membership in the Torontos.

Kingston Club are arranging for a team road race at the C.W.A. Meet.

Zimmerman has had a Preston-Davies' tire fitted to his "Raleigh" racer.

E. J. P. Smith and Dave Nasmith started on Saturday last on a 400 mile jaunt—Toronto to Gananoque and return.

The new athletic grounds, on which is to be laid the bicycle track, in Kingston, will be at the head of Johnston Street.

Captains Miln and Hunter are talking up a combined parade of all the city clubs at an early date. It should be a success.

Eddie Parker is reported to have eaten a raw egg at the end of every five miles on the occasion of his century ride, Good Friday.

McClelland and Palin, of the Torontos, claim record from Richmond Hill to Bloor Street, time 50 minutes, made last Saturday, with the wind.

C. Cootes rode his century on a cushion-tired wheel, and was so thoroughly tired out that he gave up just before reaching Trenton, and sat down on a stone at the road side. While lighting his pipe he noticed some figures on the stone, and, on closer examination, found the legend, "100 M." He immediately hired a farmer to drive him into Trenton.

The annual meeting of the Stratford Bicycle Club was held on Thursday evening, the 21st inst. Officers for the ensuing year were elected as follows: Hon. President, William Buckingham; President, C. E. Nasmyth; Vice-President, Dr. W. N. Robinson; Secretary-Treasurer, J. H. Keene; Captain, C. Welsh; Bugler, C. C. Johnston; Standard Bearer, A. Scarff; Committee, J. McFadden and R. McFarlane.

On Saturday's run with the Torontos, E. A. Scott, C. W. Hurndall and F. Robinson, while descending the hill on this side of Hogg's Hollow, had a narrow escape from being killed, as they were overtaken by a runaway team. The riders noticed the horses just in time to step aside, and, even as it was, two of the boys fell on Eddie's Whitworth and "buckled" the front wheel. Had the accident happened two or three minutes sooner some one would have been killed, as about twenty-five members of the Torontos were then descending the hill and were naturally spread pretty much all over the road.

From present indications one would almost imagine the Torontos had monopolized the C. R. C. C. Out of twenty-eight centuries reported, one goes to the Wanderers, one to Bowmanville, four to the Royal Canadian, one unaffiliated, and the balance to the Torontos. The following is a list of those reported to date:

1, 2 and 3, D. Nasmith, T.B.C.; 4, R. J. McGurn, W.B.C.; 5, Carl Kent, Bowmanville B.C.; 6 and 7, D. Nasmith; 8, F. J. Whatmough, T.B.C.; 9, W. Thomas, T.B.C.; 10, F. Bendelari, T.B.C.; 11, C. Cootes, T.B.C.; 12, E. Y. Parker, T.B.C.; 13, Jas. Wright, T.B.C.; 14, Geo. Begg, T.B.C.; 15, H. Sims, T.B.C.; 16, W. Thomas; 17, S. H. Gibbons, R.C.B.C.; 18, F. Creed, R.C.B.C.; 19, W. Thomas; 20, S. H. Gibbons; 21, F. Creed; 22, W. Thomas; 23, G. Karr; 24, D. Nasmith; 25, W. Hyslop, T.B.C.; 26 and 27, E. J. P. Smith, T.B.C.; 28, D. Nasmith.

Since writing the above the following have been ridden: 29 and 30, W. Thomas; 31, D. Nasmith; 32, E. J. P. Smith; 33, D. Nasmith; 34, E. J. P. Smith; 35, G. Karr.

IF YOU LIKE
A HIGH
WHEEL
WE CAN SUPPLY
YOU WITH A
SWIFT
ALSO LOW WHEELS
AND SPORTING GOODS AT
WHOLESALE PRICES
SEND 50c FOR CATALOGUE IF HAS A COUPON INCLOSED WHICH YOU MAY RETURN AS SOON AS PURCHASE
FRANK S. TAGGART & CO
89 KING ST WEST TORONTO

A Smoking Volcano

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

In the Body

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

Cured by B. B. B.

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

BICYCLE UNIFORMS

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

We also are showing a choice range of

Spring Suitings, ♣ Overcoatings, ♣ Trouserings
Fancy Vestings, etc.

THE NEW SHADES ARE EXCEPTIONALLY ATTRACTIVE.



JACKLIN & WARK

Art Tailors and Drapers

171 YONGE STREET 171

E. J. CASHMORE

GUN MAKER

AND

Bicycle Repairer

21 SCOTT STREET, - TORONTO.

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Printing and Developing done for
Amateurs.

North Toronto Cycle Works

683 YONGE ST.

We make a specialty of changing Safetys
to Pneumatics, also repairing of high
grade Cycles.

NOTE THE ADDRESS.

BICYCLES!!

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

HUMBER, PSYCHO, & ROVER

Bicycles, which I will be pleased to show
and quote at close prices.

WM. McDOWALL

8 KING ST. EAST - TORONTO.

RAGLAN CYCLES

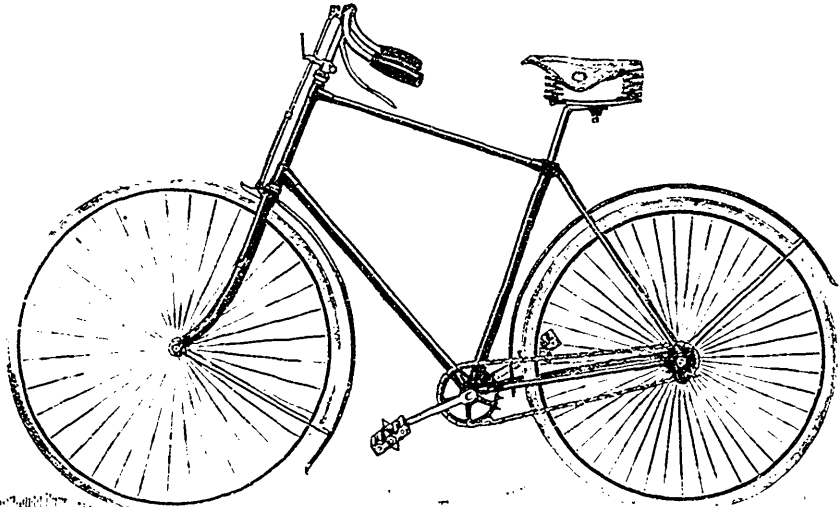
GEO. F. BOSTWICK

CANADIAN REPRESENTATIVE

24 WEST FRONT STREET, - TORONTO, ONT.

Seeing is believing. Do not buy until you have seen the RAGLAN. For Style, Quality, Durability and Price it has no equal. See our ROAD RACER, weight 33 lbs. A beauty.

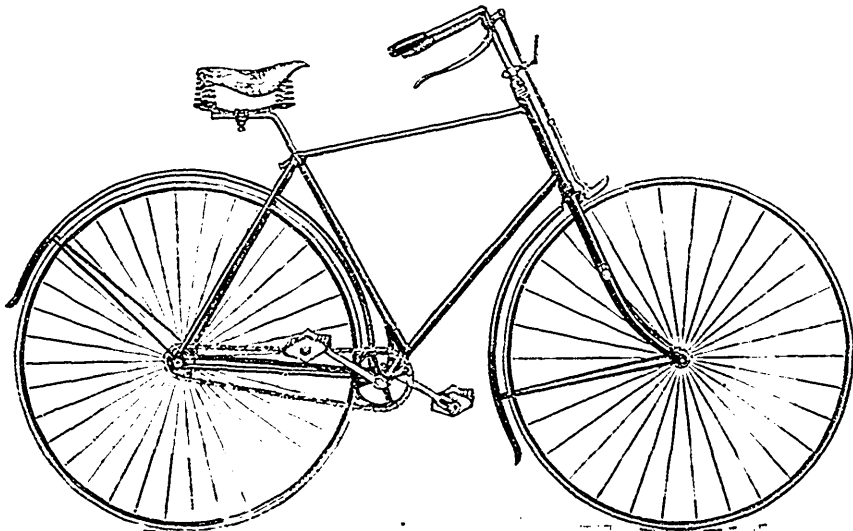
MANUFACTURERS, COVENTRY, ENG.



See our Spring Frame.

RAGLAN LEADER SAFETY—Cushion and Pneumatic Tires, 30 inch Front and 28 inch Rear Wheels, Extended Wheel Base, Ball Bearings throughout, built for Canadian Roads and general road use, being very light. Warranted. Price, Cushion Tire, \$140.00. Pneumatic, \$160.00, including Garford Saddle, Dunlop, Heale's or McIntosh Pneumatic Tires.

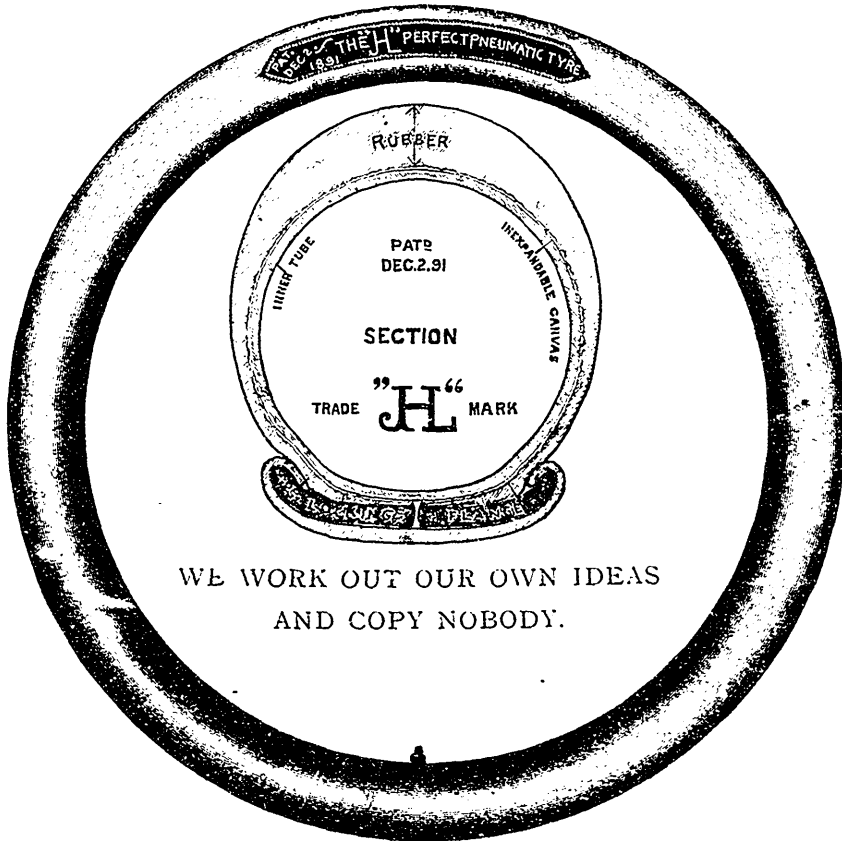
TAYLOR, COOPER & BEDNELL,



See our Ladies Safety.

THE POPULAR RAGLAN SAFETY, built especially for Canadian Trade. The finest Wheel for the price, and guaranteed for a year. Frame of Weldless Steel Tubing and Steel Stampings, Ball Bearings throughout, Ball Socket Head, Cushion Tire, Garford Saddle. Price, \$85.00. Special.

THIS CUT REPRESENTS OUR TIRE AS PATENTED



WE WORK OUT OUR OWN IDEAS
AND COPY NOBODY.

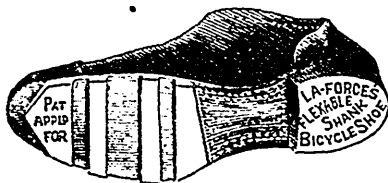
The Purchaser of Our Patent Pneumatic Tire
BUYS THE ONLY PERFECT DETACHABLE PNEUMATIC TIRE YET KNOWN.

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

A BOON TO OWNERS OF HARD TIRE WHEELS.

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

Trade Supplied in Small and Large Quantities.



The only Manufacturer of the

LaForce Flexible Shank Bicycle Shoe

Made to order and Trade supplied.

Specialties:—Dunlop Tires Repaired and Lawn Racquets Restringed.

H. J. LA FORCE,

-

CHURCH ST., TORONTO.

Chicago Letter.

Signs of spring have been seen on one or two occasions by enthusiastic cyclers, but it is yet very uncertain as to whether we are having spring, summer or winter, although the cycling season has opened here, and promises to eclipse all others without any difficulty whatever. Of course the two most important events occupying the attention of the cyclists of Chicago and vicinity are the relay ride between that city and New York on the 18th May, and the Pullman road race on Decoration day. The former is in the hands of Tom Roe, of the *Bearings* staff, and it is therefore a certainty that everything will have proper consideration. The affair is attracting attention, not only in this country but in all others as well. The best and hardest riders will participate, and it is confidently expected that the scheduled time of one hundred hours will be beaten considerably.

The course over which the Pullman road race will be ridden has been changed. The original course was Michigan avenue boulevard to Fifty-fifth street, thence east to Grand boulevard, through the Midway plaisance to Stony Island avenue, thence south to the finish at Hotel Florence. This year the riders will have as fine a piece of road for the first five miles over Michigan avenue boulevard to Fifty-fifth street as it would be possible to find. At Fifty-fifth street the riders will turn east. Stony Island avenue will, as in previous years, be reached through the Park. The difference in distance will be about two miles, the new course being the shortest, besides being much better than the old one. A large number of entries have been received, and amongst them I am glad to note those of two "Canucks," and I feel certain that they will give a good account of themselves. If I can be of any assistance to them in any way, or to any others who may propose coming here, I will only be too glad to do all in my power for them, and any communication addressed to me, care of the Monarch Bicycle Co., 42 N. Halsted street, Chicago, will have prompt attention.

It is with a great deal of regret that I have noticed that a number of people have "pitched" into the Century Road Club. Having first suggested the formation of that organization, I have watched its course with eagerness, and have intended writing on this subject before, but my time has been fully occupied with business affairs, and it is only now that I have the opportunity to explain. In the first place, there is not any possible

chance for any doubt as to the club being a success, and a grand one at that, of which all Canadians may be proud of being members, if it is properly run and let alone by those who have some unknown reason for fighting against it. When I first mentioned forming such a club, it was only after due consideration of the many questions that have since arisen, and I feel now just as I did then in regard to its success. There is no reason in the world why the Century Club should be considered antagonistic to the C. W. A., and I am very much surprised that such a thing should have been mentioned. The C. W. A., under its former and present by-laws, had not any jurisdiction whatever regarding road championships and racing, and it was with the intention of providing for such that I became an advocate for the Century Club. There is plenty of room in Canada for both organizations, without conflicting with each other in any way whatever, and if the members of either association would pull together, pay attention to the interests of whichever club they should be a member of, or if of both, they should be able to easily divide equally their time. In regard to recognizing Sunday centuries, I would say that, knowing as I do the public opinion in Canada regarding same, there would of course be the necessity of taking "the bull by the horns," and out-living the criticisms thrown out by those opposed. I remember the first time wheels were used on Sunday in Toronto; the people threw up their hands in horror, and we were told we should surely have our necks broken, and that we would go to a climate much warmer than that was. Well, what is the result? Has Sunday riding decreased? No. Are the "culprits" any worse than the man who has his horses hitched up in order to be able to drive to church to show them off? Or are they worse than the man who goes out for a walk on the Sabbath day? No, they are not, and I for one am thankful that on Sunday I can take my wheel, after a hard week's work, and get away from the city, far out into the country, and be glad that there is a Sunday; and I can go to work next day feeling a thousand times better than if I had remained in the stuffy, smoky city all day. Let me tell you this, I am perfectly confident that had it not been for my wheel and Sunday rides I would not be in this world to-day. This may be strong, but it is truth and fact, as my friends all know, and about which it is not necessary for me to go into details. No, the day will come in Canada, and very shortly too, as it has here, also in England, France and Australia, when the opinion of the min-

ority as regards the evil of Sunday riding will not be allowed to dominate the good sense of the majority. This year the number of cyclists in Canada will be beyond all possible expectation or calculation, and it only remains for the increase to see that the "kickers" have at last decided that their "kick" in order to achieve notoriety has no longer any weight. I look at it in this light: it is no worse to ride one hundred miles than it is to ride one, and, as I do not think it wrong to ride on Sunday, I do not see that it is wrong to ride a century on that day. The amusing part of it all is this, that, by their own confession, some of the objectors ride their wheel on Sunday, and yet they think it wrong to ride a century. I wonder if they could be coaxed to tell where they went and what they did on some of those rides. I think not. Remember, I want it distinctly understood that I do not advocate Sunday racing or desecration of the Sabbath. Century riding and racing are two entirely different things, and then, again, a man might ride a thousand centuries and he would not get so much as a single bar until he had paid for it, over and above his initiation fees and dues.

I have been subject to a great many surprises during the past two months, and some of them were of such a nature that I sincerely hope I may have many more of them. About six weeks ago, seated around a table at a restaurant, were four old Wanderers, having a "family reunion" as it were, chatting away over old times in a manner that would have done your heart good to have witnessed. The party was made up of George Pearsall, who was on his way to Denver, Col., where he is engaged with a well-known hardware house, Esten Fletcher, Charlie (better known as "Pat") Brown, and your correspondent. A day or two previous to the above I was glad to have a call from George Holtby, an old member of the Toronto Bicycle Club, and Sam White of the Hamilton Rovers. Sam is now with the Chas. F. Stokes Co., as salesman, and is well liked. George has dropped out of sight altogether, but I hope Chicago has not proved to big for him. I have also had the pleasure of meeting Dick Fensom on several occasions. Dick was a popular member of the Wanderers, and is still the same old Dick. The latest addition to the large colony of Canadian wheelmen now in Chicago is Tom Simpson, better known as "Simmie," and he is an awfully welcome arrival. Well, Mr. Editor, I hope that I have not taken up too much space, but then, I have been absent from your columns for quite a while, and as this is the busy season with the "manufac-

turer," I am not likely to bother you again for some time. Believe me to be as ever, yours sincerely,
J. JAY ROSS.

It is rumored that the Rudge Company will establish an American factory at Winstead, Conn.

Holbein is said to be looking "in the pink of condition," and will make a lively pace in long distances.

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 accommodation 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.

FRANK S. TAGGART & CO.

87 & 89 KING STREET WEST, TORONTO.

Coventry Machinists Company's

“SWIFT” WHEELS

NEW MODELS!

NEW MODELS! NEW MODELS!

FITTED WITH

Dunlop, LaForce, Boothroyd and Clincher Pneumatic Tires

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

A “Dark Horse” in Pneumatic Tired Wheels

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

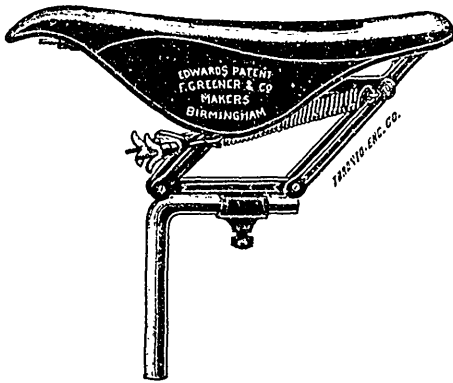
FRANK S. TAGGART & Co.

87 & 89 KING ST. WEST, TORONTO,

WANDERER CYCLE CO.

LOMBARD STREET, TORONTO

SOLE AGENTS OF



EDWARDS' ANTI-VIBRATION SADDLE

Beats all for Solid Comfort

LONG FELT WANT SOLVED

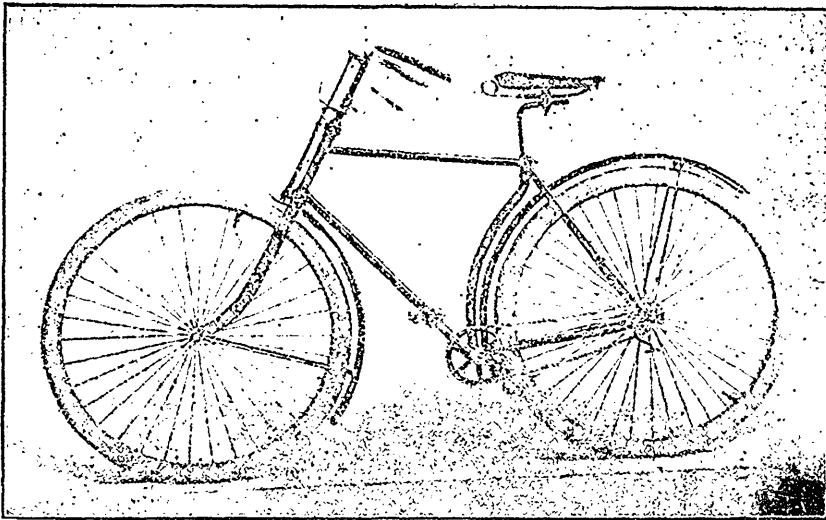
Neither tips forward nor backward, thus doing away with the distressing effects often sustained from other saddles on long runs.

PRICE \$4.25.

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

• AN ABSOLUTE PERFECT WHEEL •

They are fitted with Dunlop Tires.



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

SEE OUR SAMPLE MACHINE

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

Brantford * Bicycles Lead

In Quantity

In Riders

In Quality

In Improvement

In Material

In Workmanship

In Factory

In Agents

In Prices

In Pneumatic Tire

In Bearings

In Chain Tightness

The Goold Bicycle Co.,

Brantford, - - - - - Ont.

H. S. HOWLAND, SONS & CO.

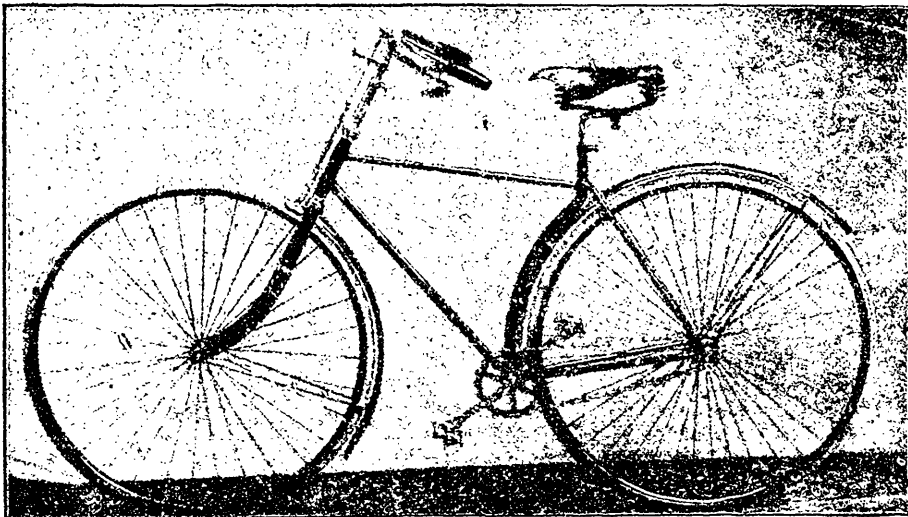
Wholesale Hardware

37 FRONT ST. WEST, - TORONTO

Agents for

LOYD, READ & COMPANY

COVENTRY, ENGLAND



No. 1 DIAMOND FRAME.

THE OVERSTONE BICYCLES

CALL AND SEE THEM BEFORE PURCHASING YOUR MOUNT FOR 1892.

THE GENDRON CYCLE EXCELS

MIDDLEMAN'S PROFITS GIVEN TO THE CUSTOMER

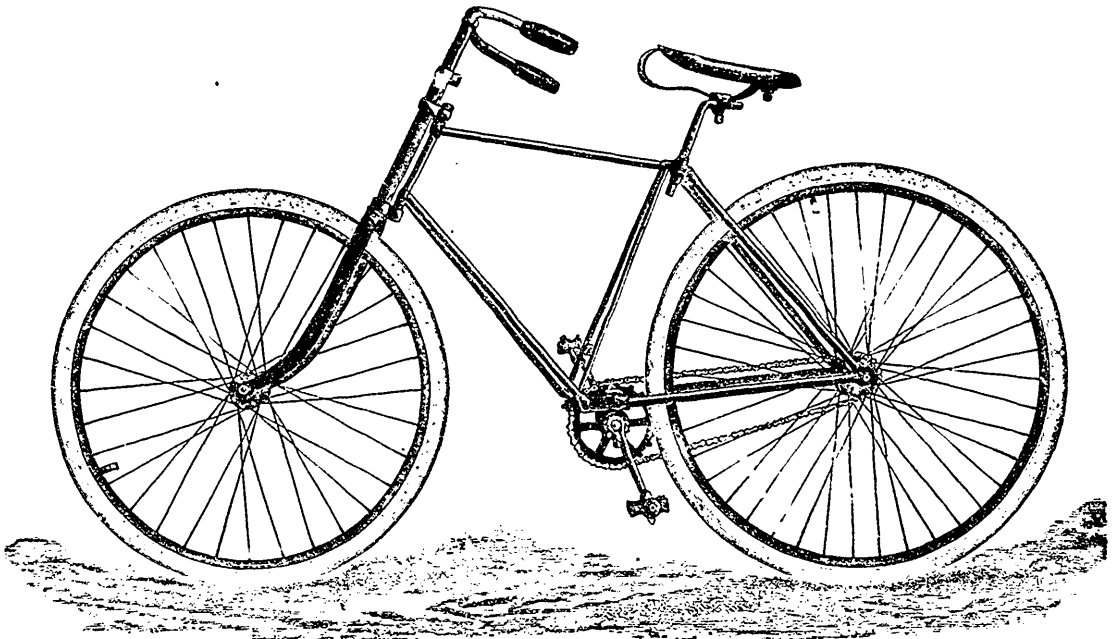
By buying from us you buy from the Manufacturer.

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

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

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

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



PNEUMATIC TIRE, \$130.

CUSHION TIRE, \$115.

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

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

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

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

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

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

GENDRON MANUFACTURING CO., Ltd.

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

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