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CYCLING

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

Vol. II.

TORONTO, JANUARY 14, 1892.

No. 4.



JAMES MILN,
TORONTO BICYCLE CLUB.

Canadian Flyers—10.

JAMES MILN.

The subject of this sketch first took to wheeling in the fall of 1888. In the spring of the following season he joined the Toronto Bicycle Club and was always a welcome member at the club runs, but was not looked upon as a racing man until June of 1890, when he surprised his club friends by taking part in the first of a series of handicap road races in which some twenty-three started, when he gave them a still further surprise by taking fourth place, beating McClelland, Hurndall, F. B. Robins, W. H. West, Whatmough, and others who had already made their mark on the wheel.

Encouraged by his success on this occasion he started in the 20 mile road race held on the 21st of July of the same year, in which he took third place, having been beaten only by D. Nasmith and W. H. West. On this occasion he came in ahead of the celebrated Will Robins which seemed to have given him more satisfaction than if he had taken first place. On the 13th of the following September the third and final race of the season was held, this being a 30 mile race, in which Mr. Miln again did good work by once more taking third place; on this occasion being beaten by Nasmith and Will Robins, but coming in ahead of McClelland, F. B. Robins, S. Bulley and others. On account of his good showing in these races the racing board selected him as one of the team in the great 50 mile road race between the Torontos and Wanderers with ten men a side, held on the 29th of September of the same year, when he showed the wisdom of their choice by finishing ninth, beating many of the old champions of the wheel, including Fred Foster, Fred Brimer, Bert Brown, Fiskey Johnson and others.

Thus far Mr. Miln's performances had been confined to road riding, but in August the following year at the club's annual race meet he made his first appearance on the track by taking part in the two mile novice race, winning second place, and beating Hurndall, Hunter, Lennox and Bain. On the same day he took first place in the one mile handicap, beating Pearsall, Palin, Bain, Begg and others. This was a very exciting race, and was a hard struggle between Palin and Miln, but the little Scotchman was equal to the occasion, and as the saying is, "got there with both feet." The five mile race coming on a few minutes later, Mr. Miln started in it and rode pluckily to the end,

taking third place, although somewhat exhausted from the previous race.

A few weeks after this he attended the meet of the Montreal Athletic Association, but by some carelessness of the Grand Trunk Railway his wheel with others was left at Kingston. However nothing daunted he borrowed a fifty-two inch wheel, which was two inches too large for him, and entered the one mile three minute class, in which he secured second place.

His races thus far had all been ridden on a high wheel, but as he was selected by the racing board to ride in the big forty mile team race at Hamilton on September 7th, 1891, and as all the wheels in the race would be safeties Jimmy determined to try his luck on a safety, and a week before the race mounted one for the first time, and found the position so new to him that he could not turn around on Jarvis St. However, he stuck to it, and did what training he could in the short time at his disposal, and on his new mount was one of the twenty men to start in this race, in which he took eighth place, being fourth man in his own team. Time 2 hrs. 9 mins. 36 secs. He finished his riding for the season by taking part in the relay race which was ridden from Hamilton to Kingston on November 18, by riding from Bowmanville to Port Hope in the rain, a distance of twenty-two miles, in 1 hr. and 31 mins.

With such a record as the above to his credit it is quite safe to predict that he will be one of the foremost men on the track next season, and the members of the T. B. C. are expecting him to win new laurels for the club.

He is a very graceful, easy rider, and the accompanying cut shows him seated in his favorite position on his Comet Rational, and his competitors know too well when they see Jimmy lean forward and commence to bob his head that it is time to look out for squalls.

To say that he is a general favorite in the club would be putting it mildly, for socially he is an indispensable member. No entertainment is complete without the name of "Jimmy Miln" on the programme. Many are the enjoyable evenings spent by the boys in listening to his comic songs, most of them being of his own composition. H. C. P.

To-morrow evening the Wanderers Snow Shoe Club give their annual assembly in the Pavilion. Those who have been favored with invitations should not fail to attend, as it promises to be *the* event of the season.

Cycling

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

EDITORS:

F. F. PEARD, - - F. BRYERS.

PUBLISHERS:

WM. H. MILN CHRIS. B. ROBINSON

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JANUARY 14, 1892.

Cash Prizes.

The "cash prize" fad seems to have taken a strong hold on the English and American cycling press during the past winter, the various papers taking one side or the other. It seems to us that the abuse of the "amateur" idea in permitting the big athletic clubs to gobble up the best riders in the country, paying all their expenses and keeping them in constant training, is directly responsible for the present state of affairs, though no doubt the increased and unwarranted advance in the values of prizes has materially assisted. The cash prize system in some form or other will be the outcome of the present agitation, though the coming season will hardly realize it. When it does come we may as well bid adieu to real amateur sport, in cycling events, and look forward to the annual influx of a number of Irish Americans, similar to the professional baseball teams who have had the run of the country for the last few years.

Century Road Club of Canada.

The suggestion a few weeks ago by our Chicago correspondent of having a Canadian Century Club seems to meet with the approval of Canadian wheelmen generally, so much so, in fact, that the sporting editor of one of our city dailies, with his usual modesty, claims to have originated the idea. However, if it does him good it will not injure us, and may tend to further the idea of the new club. Will not some of our riders who have a knack for organizing, and who have completed the century within the allotted sixteen hours, sacrifice a little of their

time and leisure in order to get the club formed and in good working order before the 1892 season opens, otherwise our flyers may affiliate with the C. R. C. of America, which is open to them, and when we wake up it will be too late to form the club this year.

Chicago Letter.

The new year has now got fairly started, and the beginning was certainly auspicious enough, that is from a "bicycular" point of view, to assure the inhabitants of the wheeling world of a great season for their pet sport. As far as the weather was concerned, it was anything but bright when the "dark horse," 1892, spurted past that well-remembered old-timer, 1891, and beat him on the home stretch without any trouble. In Chicago the new comer was welcomed with a salutation from steam whistles, church bells, guns and a volley of good wishes. At 11.40 p.m., New Year's eve, about a dozen enthusiastic riders mounted their wheels in front of the Lincoln club house amidst a rain storm that reminded me of a little shower that broke up a pretty parade of dignified wheelmen at St. Kits in '88, and sent them record-breaking on the sidewalk in search of shelter; but I am "tramping" away from my subject. After pacing old '91 until the speed got too hot for him, the aforesaid dozen spurred the "dark horse" on, but the little fellow didn't need any spurring, for when they returned to the club house they found that he had "got there just the same." After partaking of refreshments, the Midnight Wheelmen was organized with those riders who had participated in the initial run of the year as charter members. The following officers were elected: Jos. Guinea, President; F. Ed. Spooner, Chief Owl; J. M. Erwin, Recording Owl; A. H. Radell, 1st Vice-Chief Owl; F. L. Chase, 2nd Vice-Chief Owl; Wm. Herrick, Chief Hooter. The object of the club will be to promote night riding, and it's a good one, for when is there a finer time for a spin than on a moonlight night? and under the guidance of the Chief Hooter every member can depend on having a great big "a la Morphy" time. There will not be any dues or fees, membership in the "owly" being obtainable only by initiation, the ceremony being duly solemnized by the charter members. The badge of the club will consist of an owl mounted on the lower point of a crescent-shaped moon.

On the same night the Cook County wheelmen gave a euchre and watch-night party to members and lady friends. At the approach

of midnight the gentlemen got out their wheels, and, leaving the ladies in charge of the house, rode the old year out and the new year in. On their return the festivities were kept up until the early hours of the morning. At nearly every club house in the city the new year was welcomed by an entertainment of some description.

The yearly "scorch" of the Two-Fifty Club took place on New Year's day, starting at 10.30 a.m. from the corner of 35th Street and Grand Boulevard, the destination being Pullman, distance 12 miles, the prize a case of champagne and the honor of being Chief Scorcher for the year. Geo. K. Barrett, W. B. Young, C. P. Root and N. W. Van Sicklen were the starters, and they had a "real nice" time of it in the rain and mud. Young dropped out at Washington Park. Van Sicklen had to dismount to pump up his tire, whereby the others gained considerably; he overtook and passed them, however, and after walking across a field to the Sand Hill with his wheel on his back, he rode into Pullman four minutes ahead of Root. Barrett fainted just at the edge of the town and was carried to the hotel. Van's time was 1.37, which is not quite as fast as he made in the Pullman race last May, but the wonder is that they got there at all.

Percy Harris, lately of the firm of Harris & Ross, has gone out on the road for the Chas. F. Stokes Manfg. Co. of this city. He will do Michigan, Ohio, and New York States.

Charlie Thorne, a veteran Chicago wheelman, and a brother of W. C. Thorne, holder of the quarter-mile world's record, was married at Peoria, Ill., on January 6, to Miss Belle Wilber, of that city. They became acquainted at the ball tendered the visiting cyclists after the race meet held there in 1890, and finally decided to wheel their way through life as a tandem or rather a sociable team. Charlie intended keeping the affair very quiet, but it got out, and he was very much surprised to discover a large number of his friends at the scene of the ceremony, they having come from Chicago by special train. May their life be a long and happy one.

On Saturday evening, January 2, at a Smoker at the Lincoln club-house, President Gerould, Chief Consul, Illinois Division L.A.W., was the recipient of a handsome square gold locket, having inside an inscription from the donors. On the outside were the Lincoln red-and-white crossbars on a black ground in enamel, set with rubies and diamonds; on the reverse, a solitaire. Mr. Gerould was completely taken by surprise, and only able to make a few remarks thanking them for their gift, which were heartily applauded.

The annual meeting of Illinois Division Board of Officers League of American Wheelmen was held in this city at the Grand Pacific, on Dec. 26, 1891. It was decided to invite the League to hold the national tournament in Chicago in 1893. The Board endorsed Washington, D.C., as the place at which to hold the annual meet of 1892. Mr. Thos. F. Sheridan, of Springfield, Ills., will be nominated for the office of 1st Vice-Pres. of the League, and every effort used to secure his election. He is a popular, enthusiastic, hustling wheelman, and no mistake will be made by those who cast their vote in his favor. In the evening the visiting delegates were entertained at dinner by the local officers at the Grand Pacific Hotel, a pleasing incident of which was the presentation to Mr. Sheridan of a valuable gift, in recognition of three years' service as Secretary-Treasurer of the Illinois Division. The annual meeting of the national assembly of the League will be held at Columbus, Ohio, Feb. 5, 1892, for general business and election of officers. A State Division has been organized in Montana, with Helena as headquarters, so it will be seen that cycling has received a big boom already this year over here.

I have been made a prisoner in the house during the past ten days by a severe cold, and during that time have given a good deal of attention to comparing cycling on this side the line and in Canada, and have come to the conclusion that there is a lack of something over there. What is it? Perhaps some of your readers could solve that question for me. Take, for instance, the membership in the Canadian Wheelmen's Association, which in October last was only 1,051, and in the League of American Wheelmen at the same period, 21,569. Of course I thoroughly understand the difference in the population, and all that, still it seems that the membership roll of the Canadian Association is not as large as it ought to be. How many names have been added to it since October? I do not know myself, but from past knowledge do not think there have been, in proportion, remember, as many as in the L.A.W., which has increased nearly two thousand members. Why is it? Well, as I said before, I am not positive about it, but I will tell you what I think. It is my opinion that the Americans take more pride in their Association than the Canadians do. Every man that joins tries to influence his friends, and they boom their division in a little friendly rivalry against the others. Then again, I think that some of the officers do not attach the importance to their positions that they ought, and when once in they don't care much what occurs. Give a

little more attention to the elections when they come around, and do your best to elect only a set of officers who will give some of their time and attention to business connected with that office. Get your friends to join, and make the C.W.A. an association that any man would be proud to belong to. There are surely more than 1,051 wheelmen in Canada, and if so, why don't they belong to the national organization? If it is on account of the officers, then at the next annual meeting elect those who will fill the positions honorably and to the advantage of the fraternity. Cycling in Canada has attracted more attention during the past year over here than ever before. Then, wake up, and show your American cousins that your reputation and the attention that you have attracted are not merely a myth, also that you have not only one fast man, but lots of them, who are ready to meet all comers with every confidence of success.

How is the Century Club developing? Don't delay, but strike at once. There is the secret. Why wait until the beginning of the riding season? Commence now, and when that comes around the members will all be ready to begin to earn their string of bars. Depend upon it, such a club will give cycling a boom in Canada such as it never had before.

M. Redman, a member of the Peoria Bicycle Club, and the Century Road Club of America, while in Washington, D.C., on a visit recently, secured fifty dollars and ten names, which he sent to Chief Centurion Herrick. That is how they do it over here. Every man takes an interest and pride in his organization, and there is no reason why it should not be so over "ome," if such a place as a home can be claimed by

A TRAMP ABROAD.

Jan. 11, 1892.

A New Track.

What has been done among Toronto 'cycle clubs in reference to a new track for 1892? We understand one of the clubs has taken some action and appointed a committee to wait on the Executive of the Toronto La-crosse Club, who are opening new grounds in Rosedale, but with what result we have not heard. If those interested in cycling in this city are desirous of obtaining any alterations in the plans or otherwise of the La-crosse Club, no time should be lost, as the season is not far distant, and everything should be in shape so that no hitch may occur at the last moment.

Toronto Bicycle Club, Ltd.

ORGANIZED
1881.



INCORPORATED
1891.

Club House: 346 Jarvis Street.

DIRECTORS:

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

F. BRYERS, W. H. CHANDLER, W. H. COX, CHAS.
LANGLEY, W. ROBINS, E. A. SCOTT,
A. F. WEBSTER.

OFFICERS

Honorary Secretary JAMES WOOD.
Statistical Secretary G. M. BRGG.

ROAD OFFICERS

Captain W. ROBINS.
1st Lieutenant Ordinaries JAS. MILN.
1st " Safeties F. B. ROBINS.
2nd " Ordinaries C. W. HURNDALL.
2nd " Safeties J. B. LAIDLAW.
H. C. Pease - - Club Reporter.

Matter appearing in this column is furnished and paid for by the Toronto Bicycle Club, consequently the proprietors of this journal do not hold themselves responsible for anything contained therein.

T.B.C. Entertainment.

One of the most pleasant club entertainments of the season was that given by the Toronto Bicycle Club in the concert hall of the Y.W.C.A. new building on Elm Street last evening. H. C. Pease proved a happy chairman, handling his audience with consummate skill. In the early part of the evening an excellent stereopticon exhibition was given by J. Miller, assisted by H. English. The views were perhaps the best ever shown in Toronto, and consisted of scenes from almost every country on the globe, collected almost exclusively by Toronto Bicycle Club members. The photographic representations of popular club members and well-known local riders were scarcely less uproariously received than the celebrated characters of the day. Chairman H. C. Pease displayed his inimitable wit that has justly earned for himself the title of club comedian in introducing the canvas to the spectators, and kept the crowd in a continual mood of merriment. Then followed solos by Messrs. Doherty, Kidner and Miller, and Mrs. Fox; a duet by Messrs. O'Connor and English, and a duet, with banjo accompaniment, by Prof. Richards and pupil. An original one act skit, without props, by Horace Pease,

the club comedian, capped the climax, and drove the large audience of club members and lady friends out of the handsome new building in the best of humor.

Wheel and Camera.

ANGLI.

Continued.

One of the after delights of a summer's outing with wheel and camera is the making of lantern slides, with which you may, by the aid of a magic lantern or stereopticon, bring out upon the canvas the scene as it was in reality, minus the color, as the attempts of amateurs to imitate nature by coloring slides, here at least, is at the most very inartistic and unreal. Your 4 x 5 outfit—be it either a "Waterbury," a "Premier," a "Knack," or any of the first-class hand or detective cameras now to be had from any reliable photo. house at small cost compared with a couple of years ago—will give you a fine negative for the making of slides for exhibition, as the central part of the picture will be included in the plate supplied for this purpose, which is $3\frac{1}{4} \times 4$. Having procured a box of the best (Carbutt's), and prepared your developer, same as used for your regular work (if that be hydrochinon, as given in last issue, which will be found first-class if used diluted with one-third water, or you can, if you like to go to the trouble, make up a separate developer from the formulæ given with the box of plates, but I find the other does equal work and is convenient). Open your box of plates in dark room, place negative in printing frame, face up, and lay on it, face down, the lantern plate you are going to print on, hold frame to the red light, and you can place plate on any part of the negative you wish picture of; then carefully fasten down back of frame to prevent slide slipping, and if you have a Carbutt lantern for use in your dark room, you can use the white side of that for printing; if not, hold frame against your coat, open door of your dark room and holding frame in your hand about one foot from flame of lamp, having good light (or gas-jet, as may be), time according to density of negative from one to fifteen seconds (I find about five seconds best for most pictures), enter dark room, immerse plate in water for few seconds, then into developer, being careful that no bubbles are seen on it, as they will leave spots; if any appear, rub them off gently with your finger, develop until subject comes up clear black and crisp, but if the high lights—that is, whites and sky,—show the slightest sign of a dark tinge in the bright yellow color of plate before develop-

ment is complete, then it has been over exposed, and you will have to try again, a few seconds less exposure, and so on, until you get a slide which has the scene a distinct black, and the sky and lights perfectly clear, as any sign of fog on same will be greatly magnified when on canvas, to the detriment of the picture. Window transparencies are made by using either special plates made for the purpose, which are printed and developed similar to lantern slides or with Eastman's transferotype paper, full directions for which are on each package.

Forest City 'Cycling Club Officers.

The annual meeting of the Forest City 'Cycling Club was held on Monday evening, January 11th. The election of officers resulted thus:—President, R. Burns; 1st Vice-President, James Lamb; 2nd Vice-President, Alex. Milne; Captain, J. A. Tune; 1st Lieutenant, James Knowles; 2nd Lieutenant, Corvin Weld; Bugler, W. Parkinson; Standard Bearer, Charles Brown; Secretary, James Milne.

R.C.B.C. Elect Officers.

A meeting of the Royal Canadian Bicycle Club was held at their club rooms on Monday evening. The election of officers took place, resulting as follows:—President, S. Gibbons; Vice-President, E. Gibbons; Secretary-Treasurer, W. Gill; Captain, E. McTear; 1st Lieutenant, F. Hoare; 2nd Lieutenant, J. Crawford; Bugler, W. Sutton; Standard-Bearer, R. Tyner; Statistician, J. D. Tracie. It is the Royal's intention to place some strong men on both track and road the coming season.

OPEN LETTER.

To our Friends and Bicycle Riders generally:—

The "SWIFT" Wheel, manufactured by the Coventry Machinists Company, Coventry, Eng., is acknowledged by experts and practical riders to be in the front ranks with the leading wheels that are manufactured to-day. Equal in every respect to the best makes, and in many details ahead of them all. We therefore say with every confidence as to the positive correctness of our assertion that the best, most perfect and durable, most accurately adjusted, most comfortable riding bicycle manufactured in the world to-day, is the "SWIFT."

This statement we will confirm with much pleasure by presenting the wheel to you for inspection.

Our Sales Show Rooms in the Bicycle Department will be opened on the 18th of January, replete with wheels of all patterns and bicycle requisites.

Trusting to be favored with an early-call.

We remain, yours faithfully,

FRANK S. TAGGART & CO.

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EMBODIES the special features of many of the best English Machines, and is intended, as the name implies, to eclipse anything heretofore manufactured in this country.

THE STYLE is the very latest DIAMOND FRAME 30 in. wheels, fitted with $1\frac{1}{4}$ inch cushion-tyres of the purest and most substantial rubber manufactured in England.

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THE BEARINGS. As these perform a most important duty in a Bicycle, we are determined that the ECLIPSE shall win its laurels on this feature particularly, and have selected the most improved bearings. They combine the desirable points—easy running, durable, dust proof and simplicity of adjustment.

PRICE { We are setting a popular price on this } \$110
 { No. 1 grade Wheel so that all Cana- }
 { dian Wheelmen can reach it. }

IT, OF COURSE, CARRIES OUR FULL GUARANTEE.

H. P. Davies & Co.

81 YONGE ST., TORONTO, AND 89 KING ST., HAMILTON.

Items of Interest.

The subject of our next article on Canadian Flyers will be H. D. Parr, of Ottawa.

Chicago, Denver and Syracuse each have a midnight club.

The L. A. W. National Assembly will meet at Columbus, Ohio, on Feb. 15th.

Dave Nasmith, the Toronto's road rider, talks of joining the Athenæum for 1892.

The annual meet of the Ohio Division L. A. W. for 1892 will be held at Dayton.

Thomas Stevens, the original "Round the World" tourist is now lecturing in the U. S.

During 1891 a Philadelphia dentist rode 8,550 miles before 7.30 a.m., and 4 and 6.30 p.m.

The *Ink Blot* is the name of a paper published by the Quaker City Wheelmen, of Philadelphia.

The Century Road Club, of America, has placed its first milestone on the Sheridan Drive, Chicago.

Birmingham is to have a cycling exhibition, one feature of which will be a Home-trainer competition.

The L. A. W. Executive have guaranteed \$20,000 per annum for three years to further road improvement.

Secretary H. B. Donly, of the C. W. A., was in town last week looking up Association business.

Holbein, who was up before the N. C. U. Council in connection with the Spencer incident, came off with flying colors.

The Centaur Cycle Co. are turning out for 1892 a "King of Scorchers" roadster, weighing, all on, with 1½ cushion tires, 35 lbs.

Bearings for Jan. 1st contains a capital engraving and short sketch of Hal. B. Donly, Secretary of the C. W. A.

A. H. Overmon, manufacturer of the Victor bicycle, daily drives a buggy fitted with ball bearings and Victor cushion tires.

Roy Smith, of the Century C. C., Syracuse, and Century Road Club of America, rode 104 miles in fifteen hours on New Year's Day.

The Long Island wheelmen have been offered a plot of ground worth \$10,000, on reasonable conditions, on which to build a club house.

Major Knox Holmes, an English cyclist, 83 years of age, during the last summer rode 3,600 miles, several times covering 100 miles in less than nine hours.

The District of Columbia Division L. A. W., with only 200 members, is making an effort to secure the L. A. W. meet for 1892 for Washington.

A. A. Zimmerman's amateur standing is slightly under a cloud, it being stated that he accepted money for attending the Worcester, Mass., meet.

In reply to a telegram from *Bicycling World*, A. A. Zimmerman says: "Expect to go to England in January, although nothing definite is yet settled."

The Irish Cyclist Association has decided that any member of an affiliated club expelled for non-payment of dues or other financial liability shall be debarred from racing until he has liquidated.

The French Government have just definitely organized the military cyclists into two classes, the Regimental, numbering from seven to ten in each regiment, and the Staff, numbering seventy-five to each staff. The total number at present is 3,000.

The death is announced of Mrs. Mott, wife of Albert Mott, of Baltimore, Chief Consul of Maryland, and an enthusiastic member of the L. A. W. Mrs. Mott rode from Baltimore to Niagara Falls, on the occasion of the L. A. W. meet there in 1890.

For the last two or three years the C. T. C. has been controlled by a faction calling themselves the "Reform Party" whose principal business seems to have been that of badgering Secretary Shipton, and utterly ignoring the wishes of the club. To such an extent has this been carried that revolution has just taken place, and the old party, with two exceptions, have been turned out of office, and the club promises to have a fair chance of retaining its fortunes.

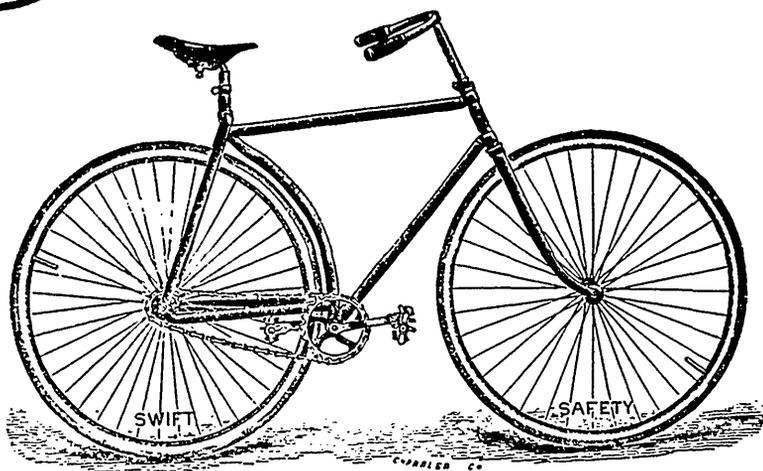
"To be, or not to be? that is the question," seems to be the position of the T. B. C. in regard to cards. At one meeting the members decided to place them on the amusement list, and at the next meeting concluded to take them off, while the third meeting resulted in placing them on the list again, and thus it stands. What next will occur remains to be seen.

La grippe has again favored the community with its presence, and to-day we are decidedly of the opinion that there are many things easier to do than attempting to edit a cycle paper while entertaining such a visitor. We played host to the visitor two years ago in royal style, thinking we would afterwards be exempt, but alas! we begin to think we are a chosen victim of our Russian friend.

278 WORLD RECORDS

HELD ON THE

SWIFT



MR. A. HOLBEIN, on November 20th, 1891, pushed a 43 pound Swift Roadster 361 miles, 1446 yards in 24 hours.

YOU CAN'T BEAT IT !

Unless mounted on our 27 pound Road Racer Pneumatic.

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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.

Trade Notes.

Messrs. Frank L. Taggart & Co. are having a spacious bicycle saleroom fitted up above their store on King Street. Mr. Phil. Ross, of the Wanderers, has associated himself with the above firm, and will look after the wants of cyclists in that line. We wish Phil. every success in his new position.

Mr. Brooks, who has been in England for the last two months, looking after Hyslop & Caulfeild's wheels for the coming season, writes that the "Whitworth" is a beauty, and will be fitted with pneumatic and cushion tires. This is the wheel Osmond rode last year. Hyslop & Caulfeild will also handle the "Townsend," and a wheel expressly built for them.

Mr. H. P. Davies has just returned from a week's business trip to the States, and while there bought out the "patent" of the Garford Saddle for Canada. The popularity of this saddle has grown to an enormous extent: the Garford people have orders on their books for 75 000 saddles for the coming season. Mr. Davies will manufacture here, and the Garford will be put on all his wheels. The samples of the Rudge are to be in the latter part of this week, and he will be pleased to have wheelmen call.

The Humber wheel seems to have set the fashion for all the smaller manufacturers in England, who, however, cannot succeed in imitating the workmanship although they can copy the patterns. The following extract, from C. H. Larette's report of the Stanley Show, is a proof of the Humber Co. as originators: "One of the main features of the show is the way the Humber safety patterns of last season have been copied. There is scarcely a stand on which you do not find machines which at the first glance make you think they are part of the output of the famous Beeston Works, but any illusion of this sort in most cases is quickly dispelled when the machines are closely examined. The work is vastly different."—Advt.

A NEW AGENCY.

Messrs. H. S. Howland, Sons & Co., Front Street West, whose advertisement appears on another page, have just completed arrangements to act as wholesale agents for Loyd, Read & Co.'s "Overstone" cycles, and judging from the English press comments, they come highly recommended. At the Stanley Show this firm had a large exhibit and won universal praise. The well-known Mackintosh tire has been adopted for these wheels, and is claimed to be the best on the market. The manufacturers have studied the wants of cyclists in regard to weight, and are building wheels from 33 to 45 lbs., and to be had in every style of frame, the diamond frame being one of the neatest we

have seen for some time, the general appearance is very striking, and the finish of the very finest. Mr. H. J. Laforce has taken the territory bounded on the north by Barrie, Hamilton west, and Kingston east, and will have his patent pneumatic tire attached to a number of these wheels. Messrs. H. S. Howland, Sons & Co. will be pleased to show their wheels for examination, and they are well worth seeing.

A long-suffering public is about to be inflicted with another lecturer. This time it is T. A. Edge who will lecture on pneumatic tires.

The Hartford Ladies' Cycle Club gave their first entertainment recently and called it a "Lemon Squeeze." The costumes of the hostesses were of a lemon tint, the confectionery consisted principally of lemon-drops; in fact lemons abounded. The "squeezers" come in in the round dances.

We candidly advise our readers, as soon as they have the New-Year festivities over, to decide upon their new mount for 1892. Those who neglect our caution and advice will have reasons to regret it. The demands for cycles from the Continent and America are greater than ever, with the result that there will be none too many to spare of good make—the cheap and nasty we have always with us.—*Scottish Cyclist*.

Bicycle Production.

Quite a new enterprise of Toronto's sporting goods magnates, Messrs. H. P. Davies & Co., is the manufacture of bicycles. One of our representatives was shown through this firm's extensive establishment; and, being a bicyclist himself, the manufacturing department had a great deal of interest for him.

The factory is complete in every particular, and the machinery, which, by the way, is operated by electrical power, is the most modern and improved. In passing along behind the benches of the workmen in company with Mr. Davies, he explained the different work and operations; and it was quite apparent from the manner in which the men handled their work that they were thoroughly familiar with this branch of manufacture; but when Mr. Davies afterwards explained that some of the mechanics were imported from English bicycle factories it somewhat accounted for their skillfulness.

The machine manufactured by this company is the Eclipse which is advertised on another page of this journal, and judging from a finished sample which was critically examined by us it promises to win a large number of admirers.

H. S. HOWLAND, SONS & CO.

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THE OVERSTONE BICYCLES

CALL AND SEE THEM BEFORE PURCHASING YOUR MOUNT FOR 1892.

A narrow tire, in making progress through sand or soft dirt, in effect and in reality, goes up hill all the time, while a wide tire, that sinks in but a trifle, runs on an almost even surface. The latter skims over the top of the dirt as easily as a bird over the water, while the narrow tire ploughs through it like a plough. So much for the greater ease of wide tires in cycling, and inferentially, their greater ease on horseflesh.

Pembroke Coleman's time keeping feat over Holbein's 24-hours' record becomes more astonishing when looked into than it appears at first glance. Laps, odd miles, and hours' records, total no less than 1,171 separate observations. There are only 1,440 minutes in 24 hours, so the observations average under *one* minute for each. The total number of figures entered into Coleman's book was 14,873, and the certificate for the N.C.U. Records Committee was an exact copy. Total of figures written, 29,746, the writing out of the certificate took nearly six hours. An unique feat, and one which is a worthy record performance of the Union's official timekeeper from 1878 to '91.—*Bicycling News*.

"The great stumbling block to the absolute success of pneumatic tires," says the *Bicycling World*, "is the fact that no matter how near perfection it can be brought it will never reach the point where it will not require intelligent care. We have before pointed out this difficulty, with the intention of placing the blame where it belongs, in many cases where failure has occurred. In a great many cases carelessness and recklessness by the riders of pneumatics has been the direct cause of such failure, and it is in such cases that we hear the loudest and most emphatic condemnation of the compressed air tire. Now the user of the pneumatic tire *must* use care and intelligence; he cannot put the tire to unusual tests 'just to show how easy it rides,' and expect the tire to stand. Well we remember the ridiculous and reckless way the safety bicycle was used on its first introduction. Obstructions were ridden over, and the machines were put to the most outrageous and unnecessary tests by riders, to prove that headers were impossible. Of course these machines, subjected to these unreasonable strains, gave out once in a while, and then the rider was emphatic in his condemnation of the wheel and the maker thereof, never for a moment realizing that the breakage was due to his own extreme carelessness."

Dublin Society delivers itself thus on the subject of feminine bicycling: "A great and mighty authority is prophesying that half the girls in Dublin will be riding bicycles next year. They could not do a better thing. If Dublin sets the fashion the unreasoning prejudice against bicycles for women—due in a large degree, we are sorry to say, to the ungraceful and ignorant riding of one or two careless specimens—will vanish rapidly. It is bound to go sooner or later. The makers usually know what they are about, and they are turning out ladies' safeties by the score in anticipation of a coming demand."

FOR SALE, WANTS, EXCHANGE.

Two insertions 25 cents.
Four " 40 "

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

FOR SALE—32 in. Comet Rational, cushion tyre—in perfect condition—cost \$135, will sell for \$75 cash. This is a bargain. F. Morphy, 141 Yonge St.

FOR SALE—Psycho Pneumatic, weight 40 lbs., Dunlop tyres—used two months—easy terms of payment, satisfactory reasons for selling. Address, "Bicycle" Drawer 33, Hamilton.

DO YOU WANT TO BECOME A PHOTO FIEND

IF SO HERE IS A CHANCE. WILL SELL A
No. 1 KODAK

(Never been used) at your own price. Apply

W. H. MILN, 6 Wellington Street W.

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