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CYCLING

A Mirror of Toronto Bicycle Club Events and Devoted to the Interests of Cyclists in General.

Vol. 1.

TORONTO, FEBRUARY 25, 1891.

No. 7.

A Summer's Cycling Reminiscence.

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

BY ONE OF THE PARTY.—II.

We stood on the deck of our steamer and watched, with a great deal of interest, the good-byes that were being said at the last moment before the final cry "All ashore" rang out. It seemed to us that something was lacking when we looked upon the sea of faces, none of which had made the pilgrimage to the boat with the object of wishing us a safe and enjoyable voyage across the Atlantic, but our attention was well employed in the study of the various phases of human nature presented to our notice at this leave-taking. Here were people of all ages, representing every walk of life; some on pleasure bent; others crossing the mighty deep with business enterprises as their object; some few in search of the greatest of earthly blessings—health. It was soon over, the crowd on the pier had faded from our vision, we realized that for the next few days we were to be a distinct and separate community, and before we had lost sight of the light-ship our steamer chairs had been elevated to the hurricane deck and we—considerably on through the first chapter of one of our stock of novels. This did not last long, however, a restless feeling came over us and the books were cast aside. This was the experience day after day. The morning would commence with good resolves for a day of reading, but before the early part of the afternoon was reached we would vacillate from literature to shuffle board, or some equally interesting but harmless amusement. Then we would discover Langley explaining to a couple of vivacious New York Casino Opera Company young ladies the probable species of whale we would see that day, or drop upon the ship's surgeon and McBride discussing the question as to whether the consumption of canned lobster was conducive to a regular attendance at the table. Possibly our wanderings would next bring Peard before our

eyes, meditatively engaged in conjecturing whether or not the Kodak was "doing the rest" after the necessary pressure had been applied to the button, and also why the engineers in constructing the boat had not had an eye to the eternal fitness of things by adding a foot or so to the length of the berths. And so the days passed pleasantly by with little to break the daily monotony of eating and sleeping, aside from one day of a "blow" and the interest created by the game of shuffle-board, which became such a craze that it was played from morning till night, we had a tournament the day before our arrival; of course Canada came out on top, much to the visible chagrin of a reverend Scotchman who looked after the interests of the Scotch team. We realized that there is an end to everything, and that our voyage was drawing to a close when, on the evening of the last day out we were told that Ireland could be sighted from the bow. Nobody who has not been eleven days on the ocean without seeing land can appreciate how good this information was to us, or how crest-fallen we felt after getting to the front of the boat to behold "Ireland" in the shape of the word, drawn in chalk, on the side of the boat. Only a few hours elapsed before the lights along the shore greeted our eyes, and we retired with the comfortable feeling that our next resting place would be on terra firma. Bright and early next morning the passengers for Ireland took leave of us at Moville, and in a very few hours we were in the Clyde. From Ailsa Craig to Greenock the sail up this river is a grand one, the scenery is magnificent, with the heather-clad hills on either side and the quiet snug looking little towns welcoming you at every bend of the river.

It was a refreshing sight to see the people on shore, and how eagerly we looked at the wide, smooth roads winding up the hillsides, which, from our position on the steamer, looked like beds of newly-laid asphalt. While these thoughts were running through our minds the tender was quickly approaching, and we soon found ourselves with our luggage on the pier at Greenock, awaiting an interview with that autocrat of modern civilization, the Custom House officer. After two

hours spent in endeavoring to get hold of one of these individuals, we at last succeeded, persuaded him that we were quite harmless, and carried no contraband goods; so were allowed, with our belongings, to take the coach assigned us in the Glasgow train.

(To be Continued.)

Tyres.

As in ancient times the Jew turned his face towards Jerusalem so in these modern days the cyclist turns towards the Stanley Show. The show, always interesting and instructive, is this year of special interest on account of the discussion on the great tyre question. Secretary Shipton of the C.T.C., than whom there is no better authority, gave his lecture on the 26th to a large audience.

His opinion is that a properly constructed air tyre is entitled to pride of place. Such a tyre should be as simple in construction and as flexible throughout its entire diameter as is consistent with the uses to which it is intended to be put; that it should be readily repairable, and that it should be provided with efficient valves. Next to the pneumatic comes a cushion, so constructed that the displacement of the rubber at the point of contact is rendered easy without cutting by the rim. Next comes the solid with a spongy rubber core, and last the solid.

For those who have tried the cushion and found it wanting, and who still hesitate to purchase a full Dunlop Pneumatic, Mr. Shipton recommends the Pneumatic of the North British Rubber Co.

The Clincher rim is used, into which the air tubes, with the valve attached, is laid. Over the air tube is placed a hoop of rubber about five inches wide and a quarter of an inch thick. The edges of the hoop are tucked under the flanges of the rim, and the inner tube at once inflated, the inflation binding the edges of the hoop so fast that it cannot be wrenched from its place. This tyre is so simple that a child could keep it in order. It may be a little heavier and not quite so speedy as the Dunlop, but is much superior to the cushion or solid. Another recommendation to public favor is the comparatively low cost of the Clincher.

London Letter.

DEAR EDITOR,—Our new Executive Committee have got down to work with commendable alacrity and have secured Mr. J. W. Bengough, the well-known humorist, to give an entertainment for the benefit of the club. The boys are all hustling and are determined to make the affair a great success. "John A." has also helped us considerably by placing the nominations on the date of the entertainment.

A silver medal is to be given by the road officers to the member making the greatest mileage on club runs during the coming season. This should encourage a large attendance at each run.

It is rumored around the club rooms that the Citizens' Athletic Association is going to hold a meeting at an early date, organize search parties with powerful microscopes and endeavor to discover some funds. If the searchers are successful the money is to be devoted to buy Bengough tickets for the Association.

What is going to be the attraction on the Queen's Birthday this year? Is Woodstock once more to hold their annual? If so, will there be a road race? Of course there would be no money in it for them, but it should be a drawing card for wheelmen.

Another point on which we are somewhat in the dark in London is—Where is the meet of 1891 to be held? Hamilton would, I think, receive the solid vote of the west, and is fairly entitled to it anyway, since they have never had it before, have an excellent track, and, further, the meet should be west this year. What say the Torontos?

On January 25th last Lieut. Tunc and Mr. Alex. Milne made the return trip to Lucan for the first time this year. By the time the city was reached, on the return journey, the riders were both pretty tired, though they do say "Nip" was still as game as ever. He promises to make everybody hustle to win this year on the road.

The boys are all now eagerly looking forward to the opening of the season, which now cannot be more than seven or eight weeks off. Trips are being planned every day, price lists are being carefully compared, cushion and pneumatic tyres discussed, and everything got in readiness for the first bare road

"NICKEL IN THE SLOT."

LONDON, February 6, 1891.

Thinklets from the Think Tank of the London Correspondent.

Who will leave the biggest record for selling tickets for Bengough? "Nip," "Stout" and "Maud" ought all to run close together.

"Scotty" Milne is reported to be training for the purpose of surprising the other safety men on the road.

Bugler Luttrell says that when he receives his new Eagle nobody except Van Wagner will be "in it" with him.

Walter Mann will also make it hot for everybody mounted on a new Singer ordinary. Walt says he had enough of safeties in one year's trial.

Jack Dromgale proposes to make somebody hustle this year with his new mount, but Stout says he proposes to be the Irish flier himself.

Geo. Orr, of the Wanderers, may not be able to set a very fast pace as a rule, but when we had the pleasure of a visit from him last week he acquired quite a "gait" (gate.)

"Chuck" Ellis not being present at the club rooms for the last two Sundays, rumor has it that he has got over his woman-hating and is now as the rest of us.

Cycling

A MIRROR OF TORONTO BICYCLE CLUB EVENTS
AND 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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The C. W. A.

Our contemporary, *The Wheelman*, in the first editorial which has appeared in its columns for many months, pretends to answer our queries in regard to the activity of the Association, but, whether through accident or design, the reply is very wide of the mark. We know and appreciate the past work of the organization, but no organization to possess any vitality at all can afford to live altogether on its past. We are perfectly aware that harmony and quiet reign supreme in the C. W. A., and they are just as supreme in a graveyard.

We believe we are correct when we say that the old road books are out of print, and even if they are not the advance in cycling during recent years has opened up new routes, and shown better alternative routes over old ground, so that a new issue of the road book is a necessity.

In regard to more favorable Customs regulations, *The Wheelman* says: "The only answer necessary is that the Association cannot accomplish the impossible." We are sorry to find such a faint-hearted official as one of the chief heads of the Association. If it is difficult of accomplishment so much the more need is there of continued and well-directed effort on the part of our officers.

The Cyclists' Touring Club of England, have succeeded in securing like privileges from the French Customs authorities, and why cannot we in Canada secure them from the authorities of our own Government.

It pleases us very much to find that we have at last waked up our contemporary, and hope we will be able to keep him awake long enough to accomplish something. The C. W. A. cannot stand still; it must either advance or recede. Which shall it be?

The Question of Mileage.

The discussion of when a member of a cycling club shall be allowed mileage on the club records is one that has often been raised, and at least in one or two clubs has not been decided in a manner corresponding to the advancement of the age. It is admittedly absurd that simply because two or three members start off and tour perhaps to India, or any other out of the way spot, and not being under the eye of a road officer of the club, that the distance covered by the riders should not be placed on record in the road book. We grant that it is not fair for such riders to be allowed to compete for the mileage prizes against the less fortunate members who have not the opportunities for making long tours, but who, by their regularity at club runs, show a very considerable record for the season. Let these men have the medals by all means—no one would dispute their rightful possession; but let every club encourage long tours by crediting the riders with the total distance covered on the wheel, and consequently run the season's mileage up into the thousands of miles, instead of hundreds, as was the case of some of the Canadian clubs last year.

T. B. Club Tours.

Before the riding season opens we would suggest a change being made in the rule regarding the notice of club tours. As the recognized law now reads, it is necessary for any member who wishes to have his mileage appear on the club's books, to give notice at the regular monthly meeting preceding the proposed tour. Such a regulation is all very well for a school-boy, who can tell fairly well just when his time of recreation will present itself, but to a business or professional man, who has to accept a day or so here and there throughout the summer, it is entirely and utterly ridiculous to suppose that a rider can judge a month ahead what day he will be able to get away. Let the tour be gotten up, notice signed by the originator, countersigned by the captain if necessary, and posted in the club-house for one week previous to the start. This will give anyone desirous of accompanying the party ample time for preparation.

J. H. Fawell, a member of the Toronto Bicycle Club, who has been spending a holiday in Cincinnati, has sent for his bicycle, and intends riding to Chicago, and thence home, in all nearly a thousand miles.

What a Contributor Has to Say About the New Officers of the T.B.C.

President Cox is a very nice young man, liked by all—especially the ladies; but as he is now a benedict, this portion of the community are “not in it.” He possesses good business capabilities, which are specially adapted to pushing forward the successful completion of the much-expected club house.

Vice-President Langley is now in the place where he can have his mileage counted for every tour he makes this summer. Charlie is a good fellow and richly deserves his rank, but if brother Tubby devotes as much time to the Royal Arcanum this year as he did last, what will the club do without its two financial scrutineers?

Jimmy Wood, as secretary, will doubtless fill that rather thankless position with all conscientiousness.

Treasurer W. Geo. McClelland—Ah! how much safety reposes in that name (notwithstanding the new “Rational”) With all due respect to the gentleman who opposed Mr. McClelland in the late election, there is no member of the club who would appreciate the honor of this office more than “Mac,” and none who will watch its interests more closely.

Captain Will Robins, “the man of destiny,” is all right. We expect great things from our captain this year, and we hope that the merciless editors of CYCLING will have no cause to alter the good opinion voiced some time ago.

The four lieutenants are a jolly set of fellows, well adapted to second the efforts of a good leader. May they dwell in harmony together.

Dr. Doolittle has the proud distinction of holding office longer than any other individual in the club; in fact, he is recognized as part of the concern.

The reporting work will be well looked after by Eddie Scott, who is as versatile as he is true.

Mr. McMahon will see that the buglers keep their lungs and bugles in good shape for the season. By the way, will the hon. treas. do any blowing this year?

On the committee of management we find the old stalwarts Messrs. Harry Rylie and R. Thos. Blatchford; also Antici Pator H. Gregg, of banquet fame, and H. Bruce Brough. All these gentlemen are energetic, and should, in conjunction with the officers, advance the interests of the club to a marked degree.

Rochester Letter.

DEAR EDITOR,—At the semi-annual meeting of the New York State Division of the League of American Wheelmen held at the Hotel Kenmore, Albany, on Monday, Chief Consul Bull reported a phenomenal growth of the organization, the membership for this State now reaching 3,080 members. A new road book will be issued to the members during the coming season, which will be the most perfect book of the kind ever issued. Cash on hand, \$1,243.45. They are working in harmony with the Road Improvement Association of the State, who now have a bill before the legislature for systematic road improvement. They are furnishing to the daily and weekly press, manuscript for publication showing the advantages of road improvement. The road improvement committee are offering cash prizes for photographs showing the badness of bad and goodness of good road. The next meeting will occur at Rochester in August or September. The most important matter was presented by F. H. Bettys, who advocated that the New York division should be the first to guarantee protection to its members from the bicycle thief, by a system of rewards to its members for detection of the thief and the return of the wheel, the league to prosecute the thief at their own expense. As the L. A. W. has over 20,000 members in the United States it is proposed to make a detective of each of these members, for their own property, so a wheel stolen in Rochester cannot be carried elsewhere without detection as the membership extends into every town and state where bicycles are ridden and each member of the league would receive notice of the theft, though the weekly official organ. The following committee was appointed to perfect the plan of operation: F. H. Bettys, Rochester; I. B. Potter, New York City; Walter S. Jennings, Buffalo. The same committee were instructed to consider the advisability of incorporating the N. Y. Division L. A. W. Yours,

“CRANKSLINGER.”

ROCHESTER, Feb. 15, 1891.

Our English Namesake.

Cycling, edited by Chas. P. Sisley, of London, Eng., has made its appearance, and reflects great credit upon the name. We are a little sorry that they should have chosen our name, as of course it is ours by right of priority. However, we will dwell in peace and harmony together, and not anticipate any confusion that may arise as a sequence of both bearing the same appellation. Congratulations, Brother Sisley, on your first number; may you enjoy every success in your new venture.

“The mills of the gods grind slowly
But the grind exceeding small;
Though with patience He stands waiting,
With exactness claims he all.”

How often is this quotation made, and yet how true it is! How invariably it works out! Even in the cycling world the man who endeavors to register a lien upon the earth and its inhabitants by questionable measures, sooner or later finds that he has missed it, and what is the result?

Toronto Bicycle Club.

A Moment With the Boys.



ORGANIZED

1881.

Club House—Cor. Church and Alexander Sts.

OFFICERS:

President W. H. COX.
 Vice-President CHAS. LANGLEY.
 Secretary JAMES WOOD.
 Treasurer W.G.McCLELLAND

ROAD OFFICERS:

Captain W. ROBINS.
 1st Lieutenant Ordinaries JAS. MILN.
 1st " Safeties F. B. ROBINS.
 2nd " Ordinaries C. W. HURDALL.
 2nd " Safeties J. D. LAIDLAW.
 E. A. SCOTT - - Club Reporter.

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

CLUB NOTICES.

Owing to the fact that several of the promoters of the Club House scheme were absent at the special meeting Monday evening, Mr. W. Robins moved that the discussion of same be left over until the regular monthly meeting.

The regular monthly meeting of the T.B.C. will be held in Club House, on Monday evening, March 2nd. As the Club House scheme is to be brought up at this meeting and a committee appointed to take the matter in hand, it is important that all members be present.

An invitation has been extended to our members to attend the *Conversazione*, to be given by the Y.M.C.A. on Thursday evening, 26th inst., at 7.30. **JAMES WOOD,**
Hon. Sec'y.

Through an error of the printer in our last issue, the name of Mr. R. J. Hall, musical director, was omitted from the list of officers elected at the annual meeting of the T. B. C.

FOR SALE, WANTS, EXCHANGE.

Two insertions 25 cents.
 Four " 40 "

FOR SALE—No. 1 Rudge Safety, diamond frame, ball bearings 32in. tangent wheels, Apply 53½ Mutual St.

FOR SALE—32in. Rudge Ordinary, cheap. Apply J. Sinclair, 215 Sherbourne St.

NO. 1 Rudge Safety, 32in. in good repair, ball bearings throughout. Apply F. B. Robins, 34 King St. E.

52 INCH No. 1 Rudge Ordinary, in good condition, for sale, cheap. Chris. B. Robinson, 70 St. Alban St.

The annual elections of the Hamilton B.C. take place on Wednesday, March 4th.

Messrs. Nasmith, McClelland, Macdonald and Gullett made a run to the Half-Way on Saturday the 14th. Mac. says he wishes he had taken a softer saddle.

Hamilton is being boomed as the place for the Dominion Day C. W. A. meet. We think it will receive the support of most of the clubs. London, St. Catharines and Toronto are favorable, we believe.

That the purchase of the home-trainer and other light gymnasium material is a success has been amply demonstrated by the increasing number of the boys who are making use of them. Every evening, and all Saturday afternoon, the various machines were in constant use.

President Cox and his Executive held their first meeting on Tuesday the 17th inst., and thoroughly discussed the Club House scheme. We understand that each officer has been allotted certain work to do, and will be called to account for its performance. This is as it should be. First lay your plans, then go ahead.

Though the season has not opened yet some of the boys are already wondering where they will go for May 24th. One suggests a trip to the Falls (by boat) staying over Sunday, and wheel thence to Hamilton on Monday. Those who spent a Sunday at the Falls two years ago will be only too anxious to repeat the experiment. Has any one paid for that gallon of vinegar? We believe the present captain has the account.

Mr. T. M. Buckley has removed his repairing shop to a more commodious building at 101 York St.

The Comet Cycle Co. have issued a very neat descriptive catalogue of their new wheels for 1891.

Wheelmen may depend upon having their repairs well and promptly executed by Coster and Jones, 10 Gerrard St. East.

Messrs. Hyslop, Caulfield & Co., 17 Front St. W., are importing, from England, a large number of safeties, called the "Telescopic."

Jones, the reliable east end repairer, is now in a position to fill orders for the "Express" wheel. Call and see him at 284 Parliament St.

EUROPE A-WHEEL.

Are you thinking of taking a European Cycle Trip this summer? If so we venture the opinion that the Elwell European Cycle Tours afford the very pleasantest way of accomplishing this desire. We run two trips this summer, one starting June 6th, the other July 5th. France, Switzerland, Germany, Holland and England. Write us, stating which tour you can consider.

PORTLAND, MAINE.

ELWELL & HIGGINS.

Trade Notes.

The rising and energetic firm of Brooks & McLean, 12 Berti St., are this year placing on the market their Rational and safety "Planet" wheels. One of the features of their safety is the detachable cross bar, the removal of which transforms the wheel into a ladies safety. Their Rational is a very handsome and easy running wheel, and should find favor with road-riders. This firm has unsurpassed facilities for the repairing of bicycles. Give them a call.

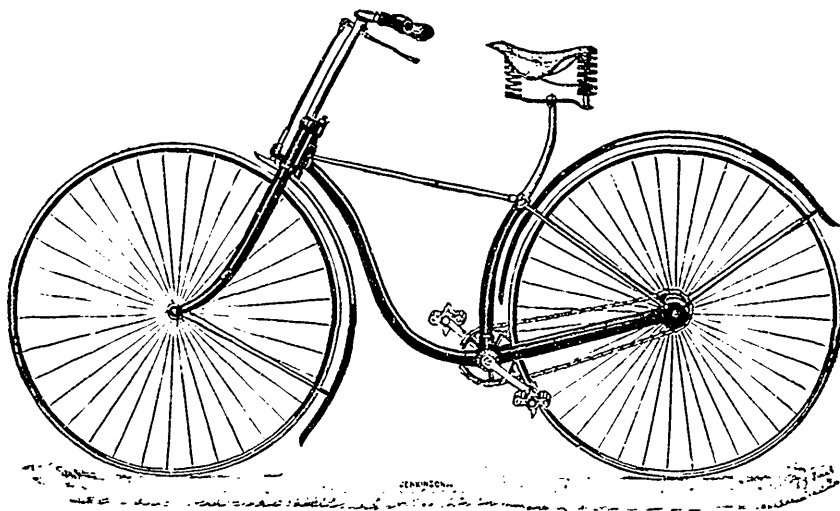
The Charles Stark Company, whose advertisement appears on the back cover, is to the front this season in bicycles, having secured the sole Canadian agency for three of the best known English manufacturers. They should do an immense business this year, and we think they will. Such wheels as the "Psycho," the "Rover," and the "Humber," are well known to all wheelmen, and are sure to meet with a ready sale. The growth of this firm's business is phenomenal, from a tolerably small concern they have developed into the largest sporting goods house in the Dominion, which, we may safely say, is second to none on the American continent. Their business extends from Newfoundland to Vancouver Island. They issue annually a handsome 320-page illustrated catalogue, which they distribute free of charge, and lovers of sport requiring anything, would do well to consult Stark's catalogue.

The London correspondent of the *Referee*, Jan. 23, says: "One of the firms which, if present promises are fulfilled, should have as good a season's trade as the biggest is that of Taylor, Cooper & Bednell, Ltd., over whose works, at Coventry, I went the day before yesterday. They have, during the winter, more than doubled the size of their factory, which is a model one constructed on the most modern plan. Not only has all the shafting and all the tools been made in the

place, but all the machinery as well, including laches and, in fact, everything that is used in the place. One of the latest of the firm's introductions is a light fork for pneumatics, constructed of four steel rods. It is also turning out some second grade machines, which, judging by appearances, are as good value for money as any on the market. A new spring frame safety is also to be one of its specialties this year. At present it is not quite complete." Mr. Mitchener, representing the Raglan people, is now on a trip through the Western States appointing agents.

Very prominent and energetic among the bicycle importers in Toronto are Messrs. H. P. Davies & Co., who control the Canadian business of the renowned Rudge Cycle Co., Coventry. Their establishment, just now, is the object of a good deal of attention from the wheeling fraternity, as they are just in receipt of a shipment, from the Old Country, of new bicycles, which embrace all the newest inventions and latest novelties in bicycle manufacture, among which is the cushion tyre of which the Rudge Co.'s own patent is a specialty, being provided, by a peculiar construction, against cutting, no matter how much pressed over the rim. These are applied to both safety and ordinary bicycles. Another new introduction on these wheels is the ball steering head and the "Garford" saddle. These are taking changes and absorb the attention of enthusiastic wheelmen. The ladies are also provided for in a cushion tyre safety, which relieves riding of the objections of jolting and vibration. This enterprising firm are bringing out from England an experienced bicycle hand to take charge of their repairing department, and they have built on their premises an enamelling oven, so that this work can be done under their own supervision. For the convenience of their customers in the West, they have opened a branch of their business in Hamilton, where they have a very handsomely fitted store on King Street.

Wheelmen, Attention!



Samples of our New "PLANET" wheels now ready.
Call and See before placing your order.

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For the purpose of introducing these wheels on the Canadian market we are taking orders for

25 Wheels at Cost Price

and it will be to the advantage of all riders to call on us and inspect our wheel before purchasing. The output of the works is now 400 machines per week, so that all orders can be filled as soon as received.

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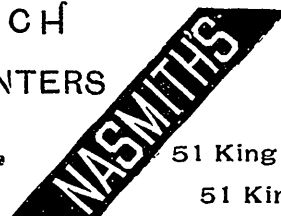
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