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CYCLING

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

Vol. 1.

TORONTO, SEPTEMBER 9, 1891.

No. 20.



A. W. PALMER,
CHAMPION SAFETY RIDER OF CANADA.

Canadian Flyers—2.

A. W. Palmer, the present holder of the one and three mile Canadian championship, was born in Bewdley, Worcestershire, England, on August 24, 1868. He joined the Hamilton club three years ago, and is one of its most popular members. His first race was in May, 1890, when he started in a club handicap race for the club gold medal, which he won. In August, 1890, he forwarded entries to Toronto and the L. A. W. at Niagara Falls on the same day. His entry was duly accepted at the Falls when received, but the Toronto races, coming off on the 18th, caused trouble. He started in the three mile handicap at Toronto and defeated Gassler, the Niagara Falls flyer, who allowed him 300 yards.

Following up his entry at the L. A. W. Meet, he started on the novice race and defeated all his competitors; but Leavitt, of Cleveland, entered a protest over the Toronto race, and the Racing Committee of the L. A. W., without hearing Mr. Palmer, ordered him to return the medal to Leavitt (who finished second) under penalty of expulsion if he refused. The medal was returned.

At the club races held in Hamilton last summer he won the half-mile dash and a one-mile and a handicap race, and later on at the fall races entered in the mile open, which was won by Gassler, Palmer 2nd, and P. F. Ross (the holder of the safety championship) 3rd. Palmer also won the two-mile handicap race, being allowed 200 yards over Gassler.

This year the Hamilton club decided to encourage their riders, and a committee was appointed to devise a plan for training the racers. Mr. Jno. Hunter, lieutenant in the safety division, consented to look after the coming champion, and he is as proud of the result as the champion himself.

Mr. Palmer started off this year by again winning the club medal in a handicap race in which he started scratch. Then came the C. W. A. Meet and the breaking of the Canadian records. He had no difficulty in winning the one and three-mile championships and also the one-mile open. P. F. Ross, the ex-champion, entered but did not start, and Wells, Nash, and Hyslop had nothing to do with Palmer. He lowered the existing Canadian records for the one and three miles, and his victory was pleasing to his club mates.

The road race on July 2, 1891, was contested by teams of five men each from the Torontos, Wanderers, London, Ottawa and

Hamilton Clubs, and such strong road riders as Nasmith (the Champion), McClelland, Parr, Owens, Nash and Wells were entered, but Palmer made the pace from the start and won easily in the remarkably good time of 54½ minutes. The Hamilton Club then had the course measured and the actual distance proved to be 18 miles and 3 chains.

Mr Palmer entered for the two-mile race at Dufferin Park, Toronto, on July 18, and succeeded in establishing another Canadian record for two miles. He had no difficulty in defeating Hyslop and the others entered for this race.

He entered for the races in Toronto on Civic Holiday, but under advice from his doctor could not ride, greatly to his disappointment.

His next race was at Montreal on August 19, when he entered in the one and three-mile open, also the two-mile handicap. In these races he had for a rival P. J. Berlo, of the Manhattan Athletic Club, who has since made several American records. Palmer did not ride up to his limit, being too much afraid of his opponent, but after the races Berlo acknowledged that the one-mile race was the hardest event he has ever contested. In all of these races, which were quite close, Palmer finished second, and in the handicap he had almost a double handicap, because the tire of his own wheel became punctured and, through the kindness of Mr. Hyslop, he rode his wheel, which he was unaccustomed to.

His club is enthusiastic over him, and have entered him at Springfield, Mass., in the twenty-mile road race, also the half-mile dash open and the one-mile and half-mile on Friday, Sept. 11th.

We feel sure Mr. Palmer will uphold the reputation of Canadian athletes on the other side.

The road race on Monday afternoon for thirty-six miles between Toronto and Hamilton was his last race, and with a field of twenty of the best Canadian road riders Mr. Palmer finished first.

Like all other Canadian riders Mr. Palmer does all his training after six o'clock in the evening, and, had he the same advantages which the riders for the New York clubs have, we are quite confident, from the time he has made on the Hamilton track, that he would hold his own with Windle or Murphy. We congratulate him on his pluck in entering the half-mile open at Springfield against the pick of American riders, and anxiously wait the result.

Palmer is the most graceful safety rider we have ever seen, and on his wheel looks

the picture of ease and strength. He stands 5 feet 8 inches in his stockings, and when in condition tips the beam at 129 lbs. Of a retiring disposition, he never pushes himself forward, but easily attracts friends, and when known is much sought after on account of his pleasant and agreeable manner. It is safe to say that no athlete is more admired by his club mates than Palmer is by the H. B. C. They fairly idolize him, and fully appreciate the difficulties Mr. Palmer has had to contend with, and every member of the club not only considers it his duty, but a privilege, to aid in placing him on the highest rung of the ladder of cycling fame.

We hope the club that has fostered him will continue to reap the benefit accruing from the achievements of the most successful safety rider in Canada, and we wish every success to the Safety Champion himself.

W. J. H.

Hamilton Letter.

DEAR EDITOR.—I had hoped to be able in this issue to express to the Toronto Bicycle Club the great pleasure it affords me to again see them happy and smiling after defeating the team from the Hamilton Club. But "the powers that be" have intervened and I must await your succeeding issue before receiving fit and proper punishment for my hasty and sharp remarks about the race on July 2nd. There is one thing certain, I can stand defeat (not because I am accustomed to it, for I know not defeat) and I am quite prepared for a large dose of medicine in your next issue and will promise not to accuse any one of swelled head, etc., because every one is accustomed to crow over a victory.

To a stranger the scene at the King St. Station of the G.T.R. would never strike him as two friendly clubs trying to satisfactorily arrange a fresh date for a friendly race. On the face of it there was blood, and for what reason? The President of the H.B.C. stated positively that he thought more of the health of his team than of all the glory of a victory over any team, and he refused to allow them to race in the rain. Toronto had come up determined to race, and race they would, but when told to go over the course and claim the trophy declined to do so.

The H. B. C. then suggested Sept. 26th, but this would allow them time to train, and that would never do, the race must be run immediately so as not to interfere with the Industrial Fair. So, after two hours of wordy war, it was finally decided to ride on

Monday afternoon at three o'clock. It was very broadly hinted that the H.B.C. were not in shape, therefore were quite anxious to have the race delayed. Probably this was true.

The Hamilton Club, elated by the success of A. W. Palmer, have entered him at Springfield, Mass., for the twenty-mile road race, also the one mile open and two half mile dashes. It will be interesting to see him ride against the Americans, and of the result we are quite hopeful. At Montreal he did not push himself against Berlo, because the time was much slower than he usually makes. After the races Berlo told our champion that the one mile open was the hardest race he had ever ridden, and those who saw it think that if he had not crowded Palmer he would have been beaten. There is no doubt of Palmer's ability to beat any rider in Canada, and of course we are always looking for other fields to conquer so we send him where they are. This defeating the same men every day is becoming too much of a chestnut, moreover experience is a great teacher, of which I will tell you more anon.

HOBBY.

Military Cycling.

Military cycling is attracting a good deal of attention on the Continent. Major Brix, the commander of the Militar-Turnanstalt in Berlin, recently made some interesting experiments in order to test the speed of bicycles compared with that of horses, for the purpose of conveying despatches from Berlin to Weissensee. The distances attempted were from Straussberg to Weissensee, just twenty-four miles, and from Eberswalbe to Weissensee, thirty-two miles. In the latter journey two cavalry officers rode against two infantry officers mounted on bicycles. The latter accomplished the journey in 255 minutes and 210 minutes respectively, while the two lieutenants on horseback arrived at their destination seven minutes before the first bicycle rider. In the shorter distance the same result was attained, the rider arriving in advance of the bicyclists. In both cases the cavalry officers only rode at a gallop for the first fifteen minutes of the journey, while the bicyclists went at full speed all the way.—*The Wheelman.*

A bicycle corps has been organized in connection with the 13th Regiment of Brooklyn, N. Y., for instruction in reconnoissance duty and signal corps work.

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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A New Racing Track.

It is rumored that the Toronto Lacrosse Club intend having a first class bicycle track in connection with their new grounds, and also that the Toronto Athletic Club are thinking very seriously of devoting some of their funds toward a similar purpose. It is to be hoped for the benefit of the sport that either or both these rumors are correct, as the present track at Rosedale is anything but a good one, and some of the fast riders have refused to ride upon it again. One can hardly blame them for not wishing to return to their friends in a dilapidated condition, a result not easily avoided when any fast riding is accomplished. By all means build a good track, and there will be little difficulty in getting the support of the Cyclists, or of inducing fast men to attend our tournaments.

The Amateur Racer.

The racing man's lot is not an easy one by any means, whether he rides on track or road. Since May from ten to twenty riders of the two crack Toronto clubs have been more or less in training either for road or path races. By training, we do not mean that they have ridden a certain number of times round the track or a certain distance on the road, but that they have practically given up their amusements and enjoyments to devote themselves systematically and regularly to a species of very hard work, and all with what object in view? Possibly to satisfy a personal ambition, but mainly for the honor of their respective clubs, who, we trust, will recognize the efforts of their racing men by providing every facility for their amusement and instruction during the long winter evenings when cycling is impossible.

Montreal Bicycle Club Races.

On Saturday, August 20th, the Annual Fall Races of the M. B. C. were held on the track of the M. A. A. A., in the presence of about 2,000 people. The entries for the ordinary events included Zimmerman and Carman, but the former not turning up, Carman had these pretty much in his own hands until he took a header and smashed his wheel in the three-mile open.

For the safety events Berlo, of the Manhattan A. C., Palmer, of Hamilton, and Smith and Hyslop were the flyers.

McClelland and Miln, of the Torontos, were in hard luck, as their wheels were sent to Kingston by a mistake of the railway people, and did not arrive in Montreal until after the races were over. Miln succeeded in borrowing a wheel but the rear tire came off in the first race.

Following were the officers of the day:—

Referee—J. A. Taylor, President M.A.A.A.
Judges—S. M. Baylis, J. F. Scriver, T. Arthur Beament, Ottawa; Major Freeman.
Timekeepers—T. L. Paton, A. F. Webster, Toronto; W. G. Ross.

Electrical timekeepers—D. D. McTaggart, D. J. Watson.

Starter—Norman Fletcher.

Clerks of the course—W. G. Robertson, Gus. Harries, F. W. Johnson, F. D. Scott.
Scorers—L. Rubenstein, E. W. Barlow.

Umpires—H. McKenzie, R. F. Smith.

THE RACES.

One-mile, novice, ordinary.—1. C. W. Lennox, T.B.C.; 2. G. J. Deverall, M.B.C.; 3. E. Stevens, M.B.C. Time 3.10½.

In this event Lennox won easily, Jimmie Miln having lost the tire off his rear wheel.

One-mile, novice, safety.—1. J. W. Tatley, M.B.C.; 2. F. B. Robins, T.B.C.; 3. W. J. Smith, M.B.C. Time 3.00¾.

Robins rode a pneumatic, but was unable to hold Tatley.

Half-mile, ordinary, open.—1. W. M. Carman, W.A.A.A.; 2. G. S. Lowe, M.B.C. Time 1.21½.

This was the first event Carman contested, and he won it easily, Lowe and Mussen spurting for a while for second place, but the latter dropped out before the finish.

One-mile, ordinary, three-minute class.—1. D. S. Louson, M.B.C.; 2. Jas. Miln, T.B.C.; 3. Geo. Deverall, M.B.C. Time 3.15.

Miln, who rides a 50-inch wheel, borrowed Lennox's 52, and rode, otherwise he might have captured the gold medal.

One-mile, safety, open.—1. P. J. Berlo Manhattan A. C. ; 2. A. W. Palmer, H.B.C. ; 3. E. J. P. Smith, T.B.C. ; 4. W. Hyslop, T.B.C. Time 2.42½.

This was the race of the day, and was well contested, but the burly New Yorker was too much for the Canadians, though Palmer made a good second.

One-mile, ordinary, open.—1. W. M. Carman, W.A.A.A. ; 2. G. S. Lowe, M.B.C. Time 2.46½.

Mussen led at the start but dropped out as usual, leaving Lowe to follow Carman to an easy finish.

Three-mile, safety, open.—1. P. J. Berlo, M.A.C. ; 2. A. W. Palmer, H.B.C. ; 3. W. Hyslop, T.B.C. Time 9.45½.

This was the slow event of the Meet. Berlo tried hard to get Hyslop or Palmer to make pace for him but without success, Hyslop telling him that "he had not come there to make pace for any Yankee."

Three-mile, ordinary, open.—1. G. S. Lowe, M.B.C. ; 2. W. M. Carman, W.A.A.A. Time 9.00½.

Mussen also started in this race but soon quit, leaving Carman and Lowe to fight it out. Carman, unfortunately, ran into the kerb and smashed his wheel, leaving Lowe to finish alone.

Two-mile, safety, handicap.—1. E. J. P. Smith (35 sec.), T.B.C. ; 2. P. J. Berlo (scratch), M.A.C. ; 3. A. W. Palmer (10 sec.), H.B.C. Time 5.39.

This was a case where the limit man won and actually rode faster than the scratch man. Palmer, having broken his own wheel, borrowed Hyslop's but could not ride it to advantage.

Five-mile, ordinary, handicap.—1. D. S. Louison (1 min. 30 sec.), M.B.C. ; 2. W. G. McClelland (1 min. 15 sec.), T.B.C. ; 3. W. H. Mussen (1 min.), M.B.C. Time 16.12½.

In this race Louison had it pretty much his own way for first position, the fight being between McClelland and Mussen for second place. McClelland's own wheel, a 54-inch, was left at Kingston and he rode Lennox's 52.

NOTES.

All the visitors from the West report having enjoyed themselves exceedingly well.

Smith feels pretty good on account of having beaten Berlo's time in the handicap.

It is reported that McClelland and Stanbury became very much enamored of a couple of little French girls.

Captain Rubenstein is a born host, and could not do enough for the boys. The

Toronto Club is his whenever he comes to take possession.

Lennox's wheel won a first and two seconds under different riders. Palmer tried Hyslop's wheel in one race, but does not care to try it again.

Perhaps the most interesting, though solemn, feature of the Torontos' Montreal trip was a visit to the grave of their late beloved comrade, Edwin T. Coates, and a call by a few of the boys upon the bereaved father at his place of business. The old gentleman seems ever mindful of his deceased boy, whose photos he had close at hand, one in club uniform and mounted on his wheel represented Ed as we all knew him best. The father, evidently, derives great comfort from the fact of the bright Christian life Ed had led for years, and it is to be hoped the influence of that life will be long felt in the club.

C. W. A. Guide Book.

Secretary Donly has issued the following letter to the Board of Officers of the C.W.A. :

DEAR SIR, — A meeting of the special committee of the C.W.A., appointed to publish a third edition of our Road Guide Book, will be held at the Club House of the Toronto Bicycle Club, 346 Jarvis Street, on Wednesday, September 16, 1891, at 8 o'clock p.m., sharp.

The special committee will propose that the Dominion be divided into small districts, and that, so far as possible, there be placed in charge of each of these districts a member of the Board of Officers, whose duty it will be to collect and supervise the preparation of reports upon every road in his territory. To do this intelligently it requires that these men so selected shall meet with the committee.

This is, therefore, to invite you to be present at the meeting if you can do so. Should you live at a distance from Toronto and contemplate visiting that city during the fair you might be able to arrange to be there at the time of the meeting, if you live near Toronto we will expect you to be present to aid the committee by your counsel.

Trusting to have the pleasure of seeing you on the 16th.

A. A. Zimmerman, of N. Y. A. C., broke the world's record for flying quarter at Hartford yesterday making his last quarter in the half-mile championship in 29 4-5 secs., being one second better than previous record.

The Torontos' Team are Champions.

HAMILTON PLAYS SECOND FIDDLE, BUT PALMER IS STILL KING OF THE ROAD.

On Monday last between thirty and forty members of the Toronto Bicycle Club journeyed up to the Mountain City with the intention of cheering their team at the finish of the great race.

The weather was beautiful, the road had few grades and only one hill, but the surface was pretty rough after Saturday's rain, and the time made by the leaders was exceptionally good under the circumstances.

Hundreds of Hamiltonians lined the road on both sides, and gave bare room for the twenty contestants to pass.

The officers of the day were:—Referee, Marshall Wells, of the Wanderers; Starter, Ald. A. D. Stewart, Hamilton; Judges at Finish, Messrs. Phillip, of the H. B. C. and McBride, T. B. C.; Timekeepers at Finish, Messrs. Thompson and Rutherford, H.B.C., and Lawson, T. B. C.; Judges at Turn, Messrs. Lloyd, H.B.C., and Bryers, T.B.C.; Timekeepers at Turn, Messrs. Cuthriss, H. B.C., Wood and Robins, T.B.C.

A beautiful start was made at 3.37.38 3-5, every man getting away in good style. Palmer spurred at once, and was quickly followed by Skerrett and Robertson, with Smith, Hyslop and Nasmith hanging close behind them. The positions were unchanged for a mile or so, when Nasmith gradually drew up and at the Red Hill was close on Palmer, which position he held to the turn at Grimsby, where Palmer stopped to get his feet into his pedals, the blocks being a very close fit.

The following are the positions as the riders passed the turn at Grimsby Park, where the Torontos were fourteen points to the good:—

NAME.	HAMILTONS.	TORONTOS.	TIME.
1 Palmer	20	..	4.36.
2 Nasmith	..	19	4.36.15.
3 Smith	..	18	4.39.
4 Hyslop	..	17	4.40.
5 Robertson	16	..	4.40.15.
6 Skerrett	15	..	4.41.
7 McClelland	..	14	4.41.30.
8 Coote	13	..	4.41.45.
9 Palin	..	12	4.42.
10 Gauld	11	..	4.42.15.
11 Griffith	10	..	4.42.30.
12 Miln	..	9	4.43.
13 Lennox	..	8	4.43.15.
14 Hurndall	..	7	4.43.30.
15 Bulley	..	6	4.44.
16 Nelson	5	..	4.45.
17 Bews	4	..	4.45.15.
18 Raw	3	..	4.45.30.
19 Gullett	..	2	4.45.45.
20 James	1	..	4.49.
Total Points 98		112	

Nasmith gained a couple of hundred yards on Palmer after the turn, but the latter passed him in the village, while Nasmith again led on the rise passing out of Grimsby, and set the pace until near the finish when Palmer spurred, finishing first by about fifty yards at 5.38.09 2-5, covering the course (36 miles 6 chains) in 2 hrs. 31 2-5 secs.

The following is the order at the finishing point, together with the score and time of each man:—

NAME.	HAMILTONS.	TORONTOS.	TIME.
1 Palmer	20	..	5.38.09½.
2 Nasmith	..	19	5.38.12.
3 Smith	..	18	5.41.30.
4 Robertson	17	..	5.41.35.
5 Skerrett	16	..	5.45.15.
6 McClelland	..	15	5.45.45.
7 Coote	14	..	5.46.45.
8 Miln	..	13	5.47.15.
9 Griffith	12	..	5.47.30.
10 Hurndall	..	11	5.48.30.
11 Gauld	10	..	5.49.15.
12 Hyslop	..	9	5.52.30.
13 Palin	..	8	5.53.
14 Lennox	..	7	5.54.
15 Nelson	6	..	5.54.15.
16 Bulley	..	5	5.54.20.
17 Gullett	..	4	5.58.30.
18 Bews	3	..	5.59.15.
19 James	2	..	6.07.20.
20 Raw	1	..	not taken.
Total Points 101		109	

Raw's tire was punctured and he was compelled to walk some distance.

All rode pneumatic tired wheels, and the road was a good test. It speaks well for them that only one was punctured.

Accidents and upsets were numerous; one or two wheels were twisted and bent, but no one was seriously hurt.

McClelland was scorching along behind Hurndall when the latter fell at Stoney Creek and McClelland rode into him. McClelland's saddle came off and he lost several minutes in putting it on again. When he remounted he was last man, but passed thirteen men before reaching the turning post and another between that and home.

Hyslop rode a game race, as he was out of condition at the scratch and should not have ridden. As it was he was unconscious for an hour after the finish. He is all right again to-day and at work.

Palmer, McClelland, Hurndall, Miln, Nelson, and James all had tumbles on the road out.

Jimmy Miln, on overtaking Gauld, enquired what he was carrying, when the latter showed him a nursing bottle filled with milk, from which he proceeded to extract the contents. Jimmy informed him that "no son of a gun with a nursing bottle would do him on that road," and immediately showed Gauld the road to Hamilton.

After the finish about twenty of the Torontos got into hacks and drove round town for an hour, enjoying themselves in fine style, and much to the edification of the Hamilton people.

The Toronto party drove up to the Hamilton Bicycle Club Rooms and gave three cheers and a "tiger" for Palmer.

A lively party came home on the 10.45 train and were met at the Union Station by about fifty members of the Torontos, when all formed in line and proceeded to the club-house, where Chairman Webster, of the Race Committee, made a neat little speech congratulating the Club on the successful issue of the race.

On the first half of the race, counting five men on each side, the Torontos were five points ahead.

There can be no doubt of the fact that Palmer is the Champion Rider of Canada to-day, both on road and path. May he win at Springfield!

SATURDAY NOTES.

President Cox does not appear to care very much for Captain Robertson.

The chairman of the meeting does not seem to have been present, and they had a regular bull-fight.

Messrs. Cox and McClelland got their Irish up, and harranged the crowd in the freight sheds in a most impassioned manner.

Harwood, of the Torontos, kept his ears wide open and poor Hobby got caught napping. He won't talk so loud next time.

The Hamilton physicians seem to be unanimous in their opinion that the Hamilton team ought not to ride (or could not ride).

A gallant (?) member of the H. B. C. was so scared of defeat that he begged of the Torontos to go home and take the pennant with them, and never mind racing.

One of the Wanderers who loaned his pneumatic to the H. B. C. was so disgusted that he intends sticking a knife in the tires and putting the machine in a glass case.

It is reported that Captain Robertson had a certificate from the H. B. C. Club Surgeon to the effect that their team with the exception of Palmer and Skerrett were afraid toride.

The officials at the Grimsby end of the course, Messrs. Lloyd, Cuthriss, Wood, Laidlaw and Bryers, were in blissful ignorance of the fun going on at Hamilton, and put in the four hours' wait in the Park Tabernacle running foot races, eating nuts, smoking, etc., while Jack Laidlaw occasionally executed a jig on the platform for the edification of his fellow sufferers.

Toronto Bicycle Club.



ORGANIZED

1881.

Club House: 346 Jarvis Street.

OFFICERS

President	W. H. COX.
Vice-President	CHAS. LANGLRY.
Secretary	JAMES WOOD.
Treasurer	C. J. W. LOWES.

ROAD OFFICERS

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

H. Pease - - Club Reporter.

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

CLUB NOTICES.

On account of the absence of a large number of the Club at Hamilton, the regular Monthly Meeting, called for Monday evening the 7th inst., was postponed until the following evening, Tuesday the 8th inst., when the same was held.

It was decided that the members of the Club attend the Exhibition Monday afternoon in a body, meeting at the Club House at 1.30 p.m. Full particulars may be obtained from the Captain or any of the Road Officers.

If members who do not receive their notifications, etc., will notify the Secretary in writing giving their corrected addresses, the same will be entered on the revised list which is now being made up.

JAS. WOOD.

Hon.-Sec.

RUNS.

September 12.—Bond Lake, Thornhill.
 " 19.—Niagara and Hamilton.
 " 26.—Picnic, Lambton Mills.

A. H. Meyers, an Oshkosh wheelman, has made a canopy for his bicycle which he claims is a big success and which he will have patented. It does not interfere with the equilibrium of the machine a particle, and when he takes his child out for an airing they are both protected from the sun and rain.—*Sporting Goods Gazette.*

Athenæum Bicycle Club.

OFFICERS:

J. P. EDWARDS.....	President.
W. C. MREDDITH.....	Vice-President.
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OFFICERS OF THE ROAD:

J. P. LANGLEY.....	Captain.
A. BYRON.....	1st Lieutenant.
R. L. WEMYSS.....	and
A. ECHLEY.....	3rd "

On Saturday the 5th inst., instead of the projected run to Whitby, which was postponed, an enjoyable run was made to Weston, returning via Lambton Mills and the Humber.

*Now that cooler weather is approaching large turn-outs are anticipated.

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.—XII.

Western-Super-Mare is not to be found in many of the guide books, which enumerate the desirable English seaside resorts, but it is certainly a delightful place. The tide was out during the time of our short stay, so we were denied the privilege of a dip in the ocean; but we interested ourselves in riding along the sea-wall, taking snap shots here and there with our cameras, availing ourselves of the numerous catchpenny amusements to be found on the sands, and at last taking train for Exeter, glad that the short delay had given us the chance of becoming somewhat acquainted with Western-on-Sea. Devonshire cream and strawberries occupied a prominent place in our minds as we pushed our bicycles up the steep hill which leads from the railway station to the town of Exeter. We were a pretty hungry party as we sat down to partake of our supper at this old-fashioned Devonshire house, and our refreshment at this point was food certainly fit for the gods. A gentleman who was touring through the country *on foot* was stopping at the hotel, and from him we learned of the hills we would meet with in this picturesque country. We wished to reach Tavistock that night, believing the distance between the two places did not exceed eighteen or twenty miles, so immediately commenced our journey in company with a scorcher from Manchester, a young man who was in

the habit of making a century daily, but, unfortunately, knew as little about the lay of the land as ourselves. We rode on and on, climbing one hill six miles out from Exeter which, we were afterwards told, was six miles in length. We had no hesitancy in believing this; but while our ascent was laborious, imagine our run down the gradual slope on the other side! Our friend of recent acquaintance, who was so familiar with hundred mile scorches, employed us pretty well in keeping him within hailing distance, but we were totally paralyzed when we arrived at a town we thought to be Tavistock, and which was Newton Abbott, a village situated in a totally different quarter of the country from where we desired to go. We simply made a few courteous remarks about the party who had given us directions, and repaired, for the first time in our trip, to the consul of the C.T.C. We ascertained from this gentleman our proper route and, after bidding farewell to our Manchester cyclist, started off early the following morning towards the south. Our stay in Devon was uneventful, we each having friends with whom we visited, consequently for a few days our paths diverged. Our little band was to proceed on its way from Plymouth on Tuesday, July 1, but the delights of rural life in Devon were too much for one of us, and it was not until Shaftesbury was approached that our party was complete once more. Plymouth is a typical old English seaport town. We were fortunate in being able to see one of the old men-of-war sailing vessels which are so indelibly associated with Kingston's tales of nautical adventure. We spent a whole day wandering about the Hoe, poking around the old wharves, and pressing the button here and there on some specially good subject. We attended our first theatrical performance in Great Britain here (McBride, of course, was not with us at this time), being favored with a trying production of "Little Lord Fauntleroy." Torquay, about thirty-five miles from Plymouth, was our next stopping place. This is probably the most beautiful seaport town on the south coast of England. Its towering cliffs, magnificent residences, and salubrious climate, making it a most popular resort. We were endeavoring to overtake the contingent ahead of us, so the moments given over to rest and sustenance were very brief this day. Our route took us over the same hill we encountered when first entering Devon, and we also passed through Exeter, taking time to see the cathedral built in the Eleventh Century. Honiton, the village where the lace that bears this name is manufactured,

was hurriedly passed through, and we found ourselves, at the end of the day, in Stockton, a small hamlet eighty-three miles from Plymouth. We learned, early next morning, that our progressive brethren were only a short distance ahead of us, and at Shaftesbury, early in the evening, our party was completed by the arrival of the rear-guard.

The incidents of this day were numerous; McBride feeling that the daily monotony of riding was growing irksome without some excitement, and also, no doubt, with a view of refilling his coffers with gold on his return to Canada, took a very graceful header late in the afternoon and arrived in Shaftesbury with one arm entirely incapacitated, and looking as though the dust on the surface of the roads had taken him into its confidence. As a result of all this some poor accident insurance company suffered to the extent of a number of dollars. Peard lost all this gratuitous enjoyment by being obliged to travel sixteen miles off from the main road to Templecombe, a railroad junction, to which he had had his mail forwarded, but it was a journey well taken, as here was found a communication from the long-anticipated fourth member of the party in the shape of a one-cent Canadian postal card, with a message thereon, written in lead pencil, to the effect that the voyager was about to start on his journey across the Atlantic, and hoped to meet us soon in London. We inferred from the extra postage we had to pay on this mischievous and its general "get up" that McLean was making a hurried departure.

(To be continued.)

Another Sign.

When the bullfrog basso "hollers"
From the swamps and marshy "wallers"
"Jug-o rum!"
When the blooming beetle, wheeling
Through the window, hits the ceiling
With a whack,
Whence he tumbles like a plummet,
With the swiftness of a comet
Down your back,
Then its safe to make the statement,
Without discount or abatement,
"Spring has come!"

—Ex.

An improved pneumatic pump, similar to those in use generally, only about four times their length, has been found very satisfactory by those riders who have secured specimens. They have the same effect on the tires, not being too sudden or too vigorous in their action, but they do not have the terribly exhausting effect on the wretched pumper, who can take long easy strokes without labor.—*Bicycling News.*

Items of Interest.

The next in the series of Canadian flyers' photos will be G. M. Wells, the Wanderers' favorite rider.

Geo. K. Barret, late of Van Sicklen & Barrett, has retired from *Bearings* and is now travelling in the interest of The Humber Cycle Co. He is in good racing condition and expects to meet Murphy on one of the Eastern tracks.

The following Canadian records have been passed by the C. W. A. Racing Board:

1	Mile Ordinary, W. M. Carman, ..	2.42.
$\frac{1}{2}$	" Safety, F. H. Skerrett.....	1.17.
1	" " A. W. Palmer	2.42 $\frac{1}{2}$.
3	" " A. W. Palmer	8.58.

In the North Road (Eng.) 24 hour ride F. R. W. Shorland made 326 miles on the safety, J. F. Walsh 311 miles on the ordinary, and F. T. Bidlake 304 miles on the tri-cycle. During the latter part of the day rain fell in torrents, and the riders were plastered with mud, there being 5 lbs. of it on Bidlake's coat.

On Friday, Sept. 11, a bicycle race for boys—half-mile—will be one of the attractions at the Exhibition, and on Monday, Sept. 14, there will be a two-mile ordinary handicap and a two-mile safety handicap, with three prizes each in the two last events. To the club having the largest turn-out in uniform will be presented a \$20 cup. C. W. A. rules, entries free.

At the Waukesha-Milwaukee road race Van Sicklen won the time prize. He rode a pneumatic, which burst about 1 $\frac{3}{4}$ miles from the finish, and he borrowed a solid-tired wheel, but finding his shoes would not fit the pedals dismantled and ran up the next hill, where he took off his shoes and spurted bare-footed to the finish.

The "Bolte Indestructible Pneumatic Tire" is the latest aspirant for public favor in the U. S. and will be manufactured in Milwaukee. The "Bolte" pneumatic has no inner expansible tube; the tire is moulded the same as any cushion or solid, the linen duck which forms the principal feature of the main tube being vulcanized in layers around the $\frac{1}{2}$ inch thick inner coating of rubber. The thickness of the tire at the tread is not so great as on the ordinary pneumatic, but in place of a thick body of rubber which is easily penetrated, the "Indestructible" has five thicknesses of twilled linen duck wrapped in such a way as to bring the laps over each other at the tread, where the puncture is liable to occur.

Hints for the Tyro.

Always remember that the road was made for *you*.

Persist in riding at full speed through the most crowded centres.

Position, on the wheel, is everything. The rider who arches his back until his nose is within a hair's breadth of his front wheel is the very personification of gracefulness.

Wear loud clothes. If you have a good pair of legs—and, of course, you *have*—give same the prominence merited.

Never use a bell. A cyclorn is much more irritating; but, to bring out its full effect, should never be sounded until within two feet of the person to be "warned."

Lamps are only carried by idiots. Leave them, therefore, severely alone.

Never slow down unless for your own convenience. If an old woman is ridiculous enough to get in your way, knock her down. Don't hesitate about it; and satisfy your conscience—if you are conventional enough to possess such a thing—that the old woman oughtn't to have been there.

Stock your vocabulary with the choicest expletives.

If, when riding, you should happen to encounter a fellow whose machine isn't—to use your phraseology—"quite the cheese," don't attempt to disguise your contempt for it—and him. Make the most withering comment when passing (but not before) that you can think of.

Should you meet a lady cyclist don't fail to say something that will make her cheeks tingle with indignation. Remember she isn't *your* sister, although she may be somebody else's. Be careful, however, never to do this if there's a man about. *He* mightn't see your joke, and it might be awkward for *you*.

Join a swagger cycling club. Make a particular feature of parading *en masse* in public places, howling your loudest. The sport, as a sport, is nothing to you; so why care for anybody?

Don't trouble yourself about road courtesies on any consideration. If you are on the wrong side of the road stick to it, and let the "other fellow" do the best he can.

Where necessary ride on the footpath. In doing this keep your weather-eye well open, for the police are obstinate and might cause you some annoyance.

If you *should* carry a lamp don't waste money in purchasing oil or matches. Road jugginses are plentiful, and by studying

"economy" you can get along like a fighting-cock.

Read up Munchausen. Cultivate the habit of telling quaint lies to your select circle of your adventures on the road. You'll find plenty of fools who'll have faith in you.

If you tour on the Continent, remember that it is your proud privilege to be an Englishman. Take particular pains to impress that fact on the foreigners—whom you will find, by-the-by, mostly fools. Dress your loudest, ride your fastest, shout your hardest. They won't mistake your nationality then.

Keep up to date; and what you don't know assume. Read as many cycling papers as possible. Don't buy them—that's expensive. Borrow them.

Be "fly." Remember, in the spring-time young men's fancies lightly turn to thoughts of cycling. Trot out your well-worn bike; manipulate it, and advertise it with picturesque details. Sell it for three times its value, and laugh the buyer to scorn should he—as sometimes happens—subsequently complain that he's been "had."

"Do" everybody. It pays. Should you put up o' nights at an inn, and can manage next morning to slip away without paying your bill—well, by all means do so. Why should *you* care if such practices bring cyclists into disrepute?

Should you meet an elderly gentleman sedately taking the air on a trike, accost him in passing as a "funny old buffer on a mangle," or something equally facetious. If he has any sense of humor at all he'll appreciate your pretty wit.

Tricycles, remember, were merely invented for old women. Whenever, therefore, you meet a tricyclist give him "beans" for his femininity. (N.B.—*Old Tricyclists*.)—*J. H. K., in Bicycling News.*

A Buffalo writer calls attention to the gradual decline of the Cycling clubs in that city and says, "If it were not for the Ramblers, Press Cyclers, Wanderers and Zigzags, the reputation of the city as a great cycle centre would be almost nothing. The bicycle sections of the various athletic clubs are beginning to absorb the better classes of fleet pedal pushers, and there seems no way to keep them from it. Wheelmen are child-like inasmuch as they enjoy being amused and made much of; and when you cease entertaining them they are at no loss to find some one who will. I suppose there is something in this."



IT WON AT ROSEDALE

In selecting a Wheel, the following points are very essential—Strength and Ease in Running.

At the Races on Civic Holiday here, the Gould Wheel showed lightness in running, as was demonstrated thoroughly by its rider; although riding a heavy Road Wheel, and himself a new rider, other riders were passed with ease whether riding cushion or pneumatic tires. I can cheerfully recommend this make of Wheel to those desirous of purchasing, and will be pleased to have them call at my Warehouse and examine the Wheel thoroughly before making a selection, as this Wheel is built especially for Canadian Roads, and is built heavy, although taking less power to ride it than other makes of Wheels which are even lighter in weight.

GEO. F. BOSTWICK, 24 WEST FRONT STREET, TORONTO.

The contingent who attended the Hamilton road race will long remember the wonderful kindness of Mr. and Mrs R Wallace Young, who placed their beautiful home at the entire disposal of our racing team, going to great trouble and even expense to give them facilities equal to those enjoyed by the Hamilton team, and after the race ministered to their comfort in every possible way, leaving nothing to be desired, Billy Hyslop, who was ill, and Cox, who attended him, being particularly pronounced in their praises of the kind-hearted host and hostess. The most hearty thanks of the Club are hereby tendered to Mr. and Mrs. Young.

“One of the most amusing sights to be seen during the ‘hottest Sunday on record,’” says the *Philadelphia Record*, “was a bicyclist as black as the ace of spades, and his equally black girl, both riding machines of the latest pattern. The pair were dressed in the gaudiest of costumes, and succeeded in eliciting considerable applause *en route*. The girl wore a bifurcated skirt of crimson, with a canary-colored plush waist. Her hat looked like a handful snatched from a rainbow, while the shoes which only peeped from beneath the skirt were as white as snow. Her escort had sky-blue knickerbockers, a

fiery red blouse and a pea-green hat. The male could ride cleverly, but the woman had evidently recently learned, for just as the pair turned on the asphalt surrounding the Public Buildings the watchful escort yelled out: ‘Watch yo’sef, watch yo’sef; disremember dat yo bike has no wings, an’ doant go fer to clime de City Hall.’”

FOR SALE, WANTS, EXCHANGE.

Two insertions 25 cents.
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FOR SALE—52 inch Comet cushion tyre rational, almost new. Reasons for selling. H. F. Strickland, 55 Beverley Street.

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FOR SALE—52-inch Comet Rational (English manufacture), one-inch solid tire—in first class condition. Apply Geo. Parsons, Willard Tract Dep., Cor. Yonge and Temperance Sts.

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

FOR SALE—A two brand, Automatic Cigar machine, almost new, same as the Hamilton Club have—a paying investment for a club room—a bargain. Address box 358 St. Catharines.

A Long Ride.

The North Road Club 24-hours contest resulted in a grand victory for F. Shorland with a distance of 326 miles—which would have been much greater but for the heavy rains which prevailed for the last nine hours. M. A. Holhein, who started, was upset four miles from the start by Spencer, R. Lloyd, of the Anfield, riding into the heap. Mills and Shorland led for most of the first half of the journey, with Bates in close attendance. Nearing the expiration of the twelve hours Shorland got away and scored a new record by completing 192 miles in that time, Bates half a mile off, Mills a similar distance behind Bates. Mills, who complained of his knee, gave up at Wisbeach (231½ miles). Bates, James and Bennet subsequently retired, owing to the awful weather which prevailed. J. F. Welsh scored first in the ordinary class with 311 miles; F. T. Bidlake securing similar honors in the tricycle class with 304 miles. There can be no doubt that had the weather been at all favorable during the latter part of the ride very tall performances might have been accomplished. In view of the dreadful state of the roads, and the rain and mud, the distances recorded are very creditable, and quite up to the North Club traditions.—*The Wheelman*.

Speaking of the I. C. A. races, *The Wheelman* says: "Our English visitors were greatly pleased with the use of the whistle by the starters in Ireland. The whistle was introduced by the late Jack Dunbar, who also used it in boxing matches, instead of shouting 'time.' We expect to hear of the whistle being used by English starters ere long. Ireland leads again."

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LAMBTON MILLS.—Scott's Hotel. Every accommodation for Wheelmen. \$1.00 per day.

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HAMILTON.—Royal Hotel, cor. James and Merrick Streets. \$2.50 to \$4.00 per day. Special rates to Wheeling parties.

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KINGSTON ROAD.—Woodruff's Hotel. Special attention to the wants of Cyclists. \$1.00 per day.

NORWAY.—East Toronto Hotel John Warren, Prop. Every accommodation to Wheelmen. \$1.00 per day.

HALF-WAY HOUSE.—Beatty's Hotel. Every attention given to travelling Wheelmen. \$1.00 per day.

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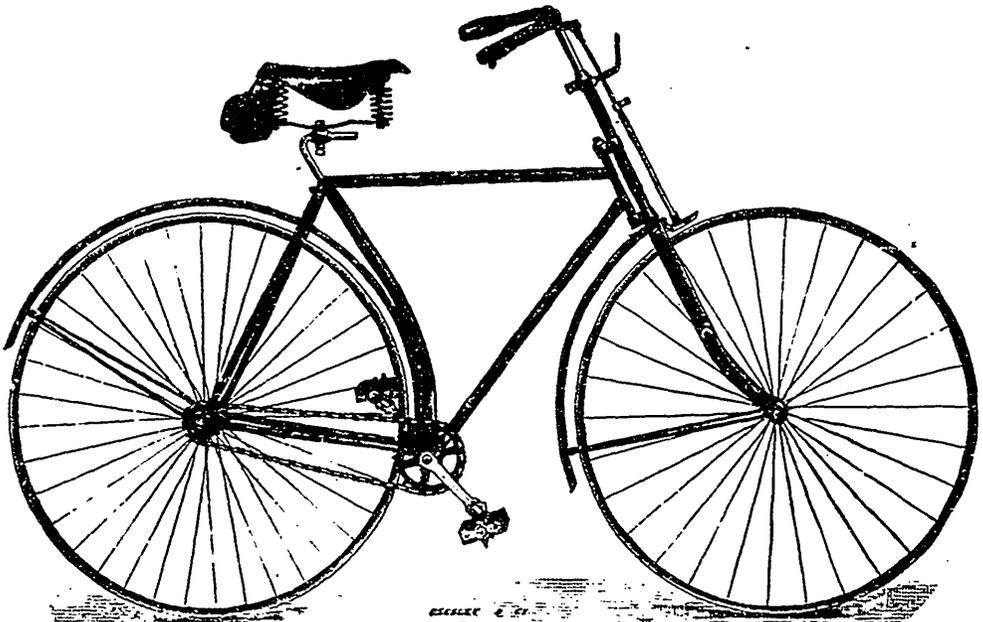
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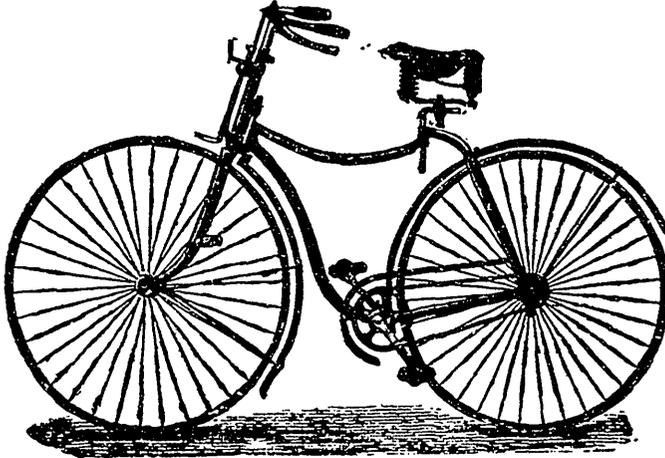
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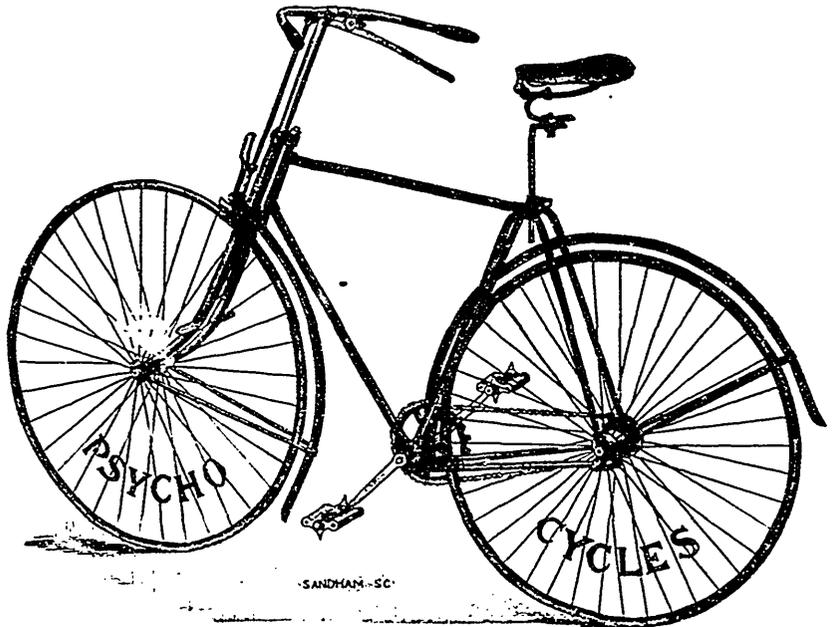


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30 inch equal wheels, geared to 54 inch. Best 7/8 inch moulded tyres. Patent steel tube frame with spring steel backs, adjustable handles and seat pillar. Garford saddle with improved spring. Improved plunger brake. New improved chain and adjustment. Ball pedals.

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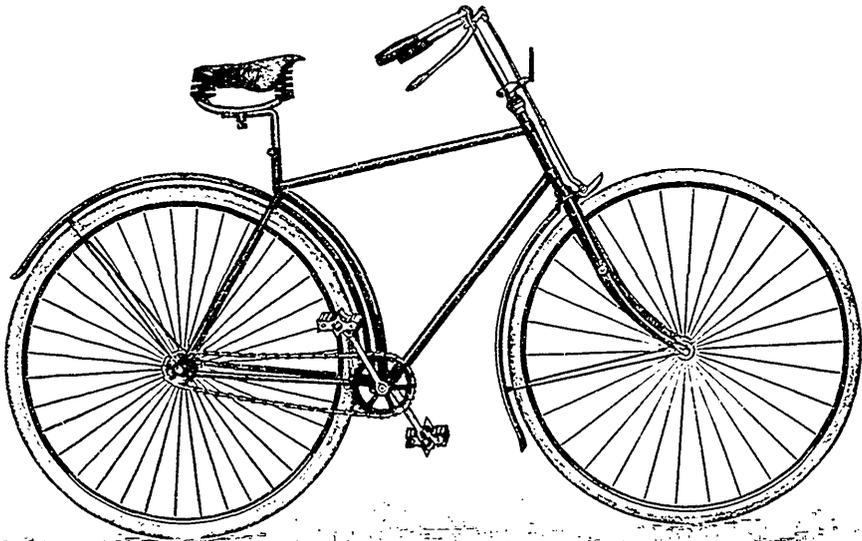
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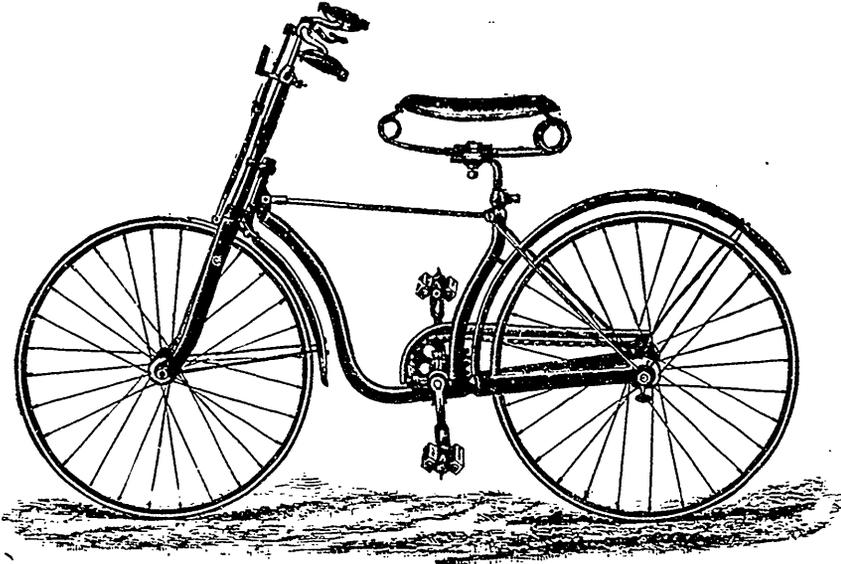
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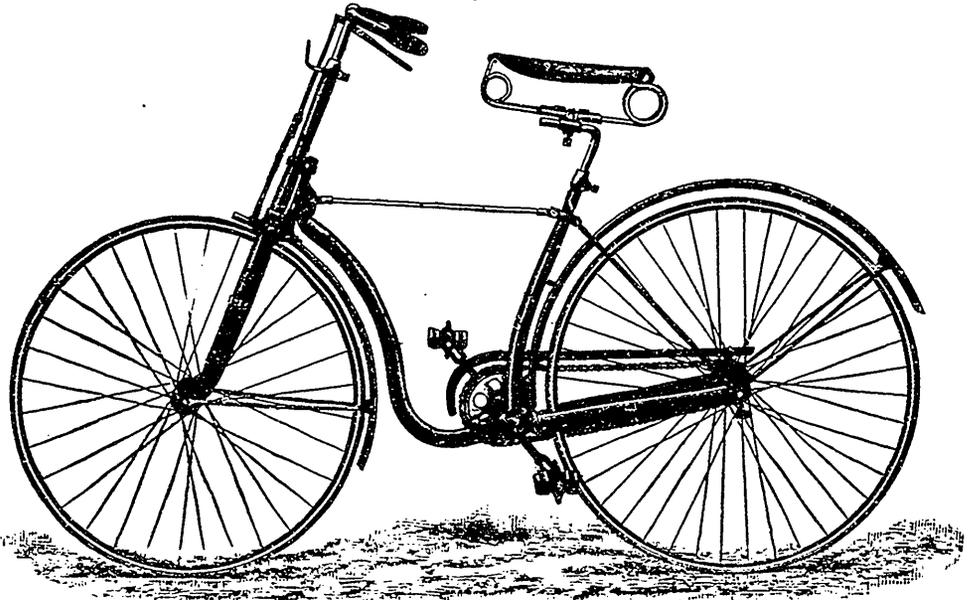
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Wheels—Both 24 in. x $\frac{7}{8}$ in. tires; tangent spokes with adjustable nipples; geared to 38 in.

Frame—Weldless steel tubing, semi-hollow steel forks, dropped forgings throughout; ball-centre head; adjustable cones in wheels, yoke and pedals.

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