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CYCLING

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

Vol. II.

TORONTO, AUGUST 25, 1892.

No 19.

Toronto Bicycle Club Races.

Year after year the Toronto Bicycle Club has been holding its annual races on the Civic Holiday, and as each year passed into history it has chronicled a successful meeting. The Race Meeting on Civic Holiday, 1892, was, however, far and away ahead of anything the club has yet held, or, speaking to the point, it was the best bicycle-race meeting ever held in Canada. Many things had combined to bring about this result, and while the presence of the World's Champion no doubt tended greatly to swell the gate receipts, yet the success of the meet was assured, and was due to the untiring zeal of Mr. Jas. F. Lawson, the club's Treasurer and the Secretary of its Racing Board.

Saturday, the 13th, was rather cloudy and threatening, and no doubt prevented many from going to the grounds, but, as it was, the grand stand contained a very goodly number, while the fence on the east side was lined two and three deep, giving the hope that Monday would bring a monster crowd.

The grounds are beautifully situated, and the grand stand is a large and well-built structure, capable of comfortably seating 2,000 people. The track itself is good, but will readily stand improvement in banking, and, we think, should either be made an even quarter or third mile, as at its present size not one of the events was started from the finishing point in front of the grand stand.

A feature of the meet which was clearly shown was the fact that we have riders who are quite capable of holding their own against the American cracks who appeared, with the single exception of Zimmerman. The handicapping of the latter was a wise move on the part of the Committee, and while it gave the other riders more of a chance of winning some of the events, led to the lowering of several of our records to within respectable distance of the American and English times.

The officers of the day were: Referee, J. P. Edwards, Hon. Pres. Athénæum B.C.; Judges, W. C. Meredith, Pres. Athénæum B.C.; J. Laidlaw, Pres. Hamilton B.C.; Louis Rubenstein, Capt. Montreal B.C.; Will Digby, Press C.C., Buffalo; Timekeepers, W. J. Suckling, Pres. T.L. and A.A.; Dr. P. E.

Doolittle, T.B.C.; J. P. Langley, A.B.C.; Jos. Irving, T.L.C.; Starter, J. F. Lawson; Clerks of Course, E. B. Ryckman, H. B. Brough, C. W. Hurdall, F. J. Whatmough; Scorers, W. A. Hunter, Capt. W.B.C.; E. A. Scott, 1st Lieut. T.B.C.; A. Byron, Capt. A.B.C.; Handicappers, C. F. Lavender, C. W. Hurdall.

Following is a list of events:

No. 1. Novice, 2 miles.—1, F. Bendelari, T.B.C.; 2, J. McKay, K.B.C.; 3, G. F. Stephenson, T.B.C. Time, 5-42½.

Stephenson made the pace from the start, followed by Bendelari, Love, Power, McKay, Bews and McKellar, but on the last lap Bendelari took the lead followed by McKay, who finished some thirty feet behind him with Stephenson a close third.

No. 2. Quarter-mile—Flying Start.—1, A. A. Zimmerman, N.Y.A.C.; 2, G. M. Wells, W.B.C.; 3, G. S. Low, M.B.C. Time, 32¾.

This was the first flying start ever attempted in Canada, and its success will no doubt lead to its being more frequently adopted, particularly in the shorter distances.

First Heat—Starters: W. Hyslop, T.B.C.; G. M. Wells, W.B.C.; W. S. Campbell, M.A.C.; A. A. Zimmerman, N.Y.A.C. Zimmerman led from the start, closely followed by Wells and Hyslop, between whom an exciting contest was maintained for second place, the Wanderer coming in a few feet in rear of Zimmerman, with Hyslop at his rear wheel. Time, 33 secs.

Second Heat.—Starters: C. H. Callahan, Press C.C.; G. S. Low, M.B.C.; F. F. Servis, Rochester A.C.; J. Kittinger, Press C.C.; C. J. Iven, Rochester A.C.

Low took the lead from the scratch and crossed the finish slightly ahead of Callahan, who was followed by Iven, Servis and Kittinger. Time, 33 4-5 secs.

Final Heat.—This included the first three of previous heats, but Hyslop and Iven did not start and Zimmerman, Wells, Low and Callahan faced the starter. Callahan was out of it from the start, Low taking the lead followed by Zimmerman and Wells to the north-west corner, where the two latter passed him. Zimmerman crossed the tape twenty feet in front of Wells who had a couple of yards lead of Low. Time, 32.2-5.

No. 3. One mile, three minute class.—1, L. D. Robertson Athénæum B. C.; 2, W. G. McClelland T. B. C.; 3, J. McKay K. B. C. Time, 2.46.

Seven other starters faced the scratch in this event, A. McMahon, K. B. C.; H. Love, T. B. C.; G. F. Stephenson, T. B. C.; W. G. Schack, Press C. C.; C. Bews, H. B. C.; and A. M. Lyon, A. B. C.

Lyon led for the first lap, when McClelland set the pace, with Schack, Lyon and Love close. In the last lap Robertson gradually closed up on the field and in the back stretch spurted to the front, leaving second place to be fought for by McClelland and McMahon, the whole three finishing in close order, with Kittinger and Schack near.

No. 4. Half mile handicap.—1, A. A. Zimmerman (scratch); 2, W. Hyslop, T.B.C. (20 yards); 3, G. M. Wells, W.B.C. (20 yards). Time, 1.08 4-5 (Canadian record to date).

First Heat.—Starters: A. A. Zimmerman (scratch), W. M. Carman, T.B.C. (20 yards); H. Syms, T.B.C. (75 yards); W. S. Campbell, M.A.C. (20 yards); W. G. Schack, R.B.C., Buffalo (20 yards); E. C. Bald, Press C.C., Buffalo (20 yards); F. T. Servis, A.B.C. (60 yards).

Syms fell near the start and was out of it and the fight at first was between Campbell and Carman, but on the next lap Zimmerman passed the field, finishing easily with Campbell, Carman, Servis and Kittinger in that order. Time, 1.09.

Second Heat.—Starters: W. Hyslop, T.B.C. (20 yards), G. M. Wells, T.B.C. (20 yards), W. G. McClelland, T.B.C. (60 yards), L. D. Robertson, A.B.C. (60 yards), C. H. Callahan, Press C.C. (20 yards), F. W. Gullett, T.B.C. (60 yards), G. S. Low, M.B.C. (30 yards), W. Nichol, H.B.C. (45 yards), Percy Brown, W.B.C. (75 yards).

Brown led with Gullett second on the first round. Coming into the back stretch, however, Wells and Hyslop closed in on the field, and finding themselves unable to pass outside rode on the grass inside the track, passing the others and securing the lead before reaching the turn. At the turn into the home stretch Wells and Hyslop were almost even and there was a magnificent spurt to the finish, Wells leading by inches, with Low and Callahan third and fourth. Time, 1.10.

Final Heat.—Starters: Zimmerman, Campbell, Callahan, Carman, Low, Nichol, Servis, Wells and Hyslop. The two latter under protest.

This was another race for second place between Wells and Hyslop, who had closely followed Zimmerman to the front and chased him down the stretch at a lively pace, Hyslop finishing a foot or two behind Zimmerman, with Wells near and the others strung out behind. Time, 1.08 4-5 (Canadian record to that date).

No. 5. Club Handicap, 3 miles.—1, W. M. Carman (scratch); 2, F. Bendelari (200 yards); 3, F. W. Gullett (200 yards). Time, 8.12 4-5.

The other starters were D. Nasmith (90 yards), H. Syms (300 yards), W. G. McClelland (200 yards), H. C. Love (250 yards), G. F. Stephenson (250 yards). Syms dropped out after a few rounds, and Carman was able to gather in the field about half distance, spurting away towards the last and winning easily with Bendelari second, Gullett third, Stephenson fourth, McClelland fifth, Nasmith sixth and Love seventh.

No. 6. One Mile Handicap.—1, A. A. Zimmerman (scratch); 2, W. Hyslop (40 yards); 3, C. J. Iven, R.A.C. (60 yards). Time, 2.28 2-5 (Canadian record to date).

The other starters were: W. M. Carman, T.B.C.; W. G. McClelland, T.B.C.; C. H. Callahan, P.C.C.; F. W. Gullett, T.B.C.; W. G. Schack, R.B.C.; F. T. Servis, R.A.C. and J. Kittinger, P.C.C.

On the second round the back markers had caught the limit men and rode with them until the last turn, when Zimmerman and Hyslop gradually drew away and finished first and second, Iven third and Callahan and Carman fighting for fourth place.

No. 7. Club Championship.—1, W. M. Carman; 2, D. Nasmith; 3, F. W. Gullett. Time, 5.36½.

Unless an accident happened it was a foregone conclusion that Carman would win, and the race thus lost much of its interest, though the time was pretty good.

No. 8. One Mile Consolation.—1, C. H. Callahan, P.C.C.; 2, G. S. Low, M.B.C.; 3, W. G. Schack, R.B.C. Time, 2.40 4-5.

It is not often that Americans coming over here to ride take part in consolation races, but the improvement in our riders has brought about this change. The race was closely contested from the start and Low was on the Press man's heels at the finish, with Schack some yards in rear.

SECOND DAY'S RACES.

Monday, the fifteenth, was looked forward to with anxious eyes by the committee who had in charge the T.B.C. meet, for it was known among them that the receipts of Saturday would not begin to pay the expenses of the two days meet. When Monday dawned bright and clear, with only a zephyr lazily ruffling the leaves of the trees, a heavy load was lifted off the shoulders of the boys, for the second day was an assured success, and if the riders were in condition more of Canadian records would go. From 1 o'clock the streets and avenues in the northern part of the city were dense with people, and at 2.30 the grand stand was jammed and the fence on the east side lined eight and ten deep with an enthusiastic crowd of sight-seers, who even overflowed to the grounds on the north of the track, while many were turned away from the gates for lack of accommodation. Little wonder then that the faces of the club members were wreathed in smiles and congratulations were the order of the day, for the gate receipts were the largest ever taken on the Toronto Lacrosse Grounds. As on Saturday, the Canadian riders were to the front in nearly every event, and Zimmerman, having consented to start back of scratch, ten yards in the half and thirty in the mile, was defeated twice by Champion Wells, who showed to better advantage than any other rider on the track, having considerably improved on his Saturday's form.

RACES.

No. 1. One Mile Novice.—1, C. Bews, H.B.C.; 2, F. W. Gullett, T.B.C.; 3, G. F. Stephenson, T.B.C. Time, 2.39.

Owing to the large number of starters this race was run in heats.

First Heat.—Starters: H. Love, T.B.C.; G. F. Stephenson, T.B.C.; C. Bews, H.B.C.; J. McKay, K.B.C.; J. Smith, Toronto; G. A. Patterson, R.C.B.C. Stephenson led for three laps, with Love second, but on the back stretch the latter passed him, finishing first, with Bews third. Time, 2.43 1-5.

Second heat.—Starters: A. McMahon, K.B.C.; F. W. Gullett, T.B.C.; W. C. Power, W.B.C.; H. D. McKellar, W.A.B.C.; H. Tolton, Galt; R. Jaffray, W.B.C.; A. M. Lyon, A.B.C.

McKellar led for a short time, but was replaced by Jaffray, who led until the club house was reached on the last lap, when McMahon, Gullett and Power passed him, finishing in that order. Time, 2.46 2-5.

Final Heat.—Starters: C. Bews, F. W. Gullett, G. F. Stephenson, H. Love, A. McMahon, W. C. Power. This was an exciting race and afforded a close finish. Stephenson set a good pace for the first three laps, but

on the back stretch he was passed by Bews, Gullett and Love, the latter of whom he passed, however, before the tape was reached. The proverbial blanket would have covered the first five riders at the finish, and the time, 2.39, was the fastest ever ridden in Canada for a novice race.

No. 2. Half-mile, Handicap.—1, G. M. Wells, W.B.C. (20 yards); 2, A. A. Zimmerman, N.Y.A.C. (10 yards behind scratch); 3, W. Hyslop, T.B.C. (20 yards). Zimmerman's time with flying start, 1.05 3-5. (Canadian record)

The other starters were W. S. Campbell, M.A.C., C. H. Callahan, P.C.C.; E. C. Bald, P.C.C.; C. H. Christ, Tonawanda B.C. (20 yards); G. S. Low, M.B.C. (30 yards); F. W. Doll, W.B.C.; D. Nasmith, T.B.C.; F. T. Servis, R.A.C. (45 yards); F. Bendelari (50 yards); C. McQuillan, W.B.C.; F. W. Gullett, T.B.C. (60 yards).

At the start the 20-yard men made a dash for position and soon got to the front, followed by Zimmerman, who passed Hyslop at the north-west corner and made for Wells, who was leading. The pace had told on him, however, and the Wanderer was able to maintain his position until he crossed the tape, where he led by a yard, with Hyslop another yard in rear of Zimmerman.

No. 3. One mile handicap.—1, W. S. Campbell, M.A.C. (30 yards); 2, W. Hyslop, T.B.C. (30 yards); 3, C. H. Callahan, P.C.C. (30 yards). Time for distance, 2.26 2-5.

First Heat.—Starters: W. Hyslop, T. B. C. (30 yards); D. Nasmith, T.B.C. (90 yards); E. C. Bald, P.C.C. (30 yards); C. J. Iven, R.A.C. (60 yards); A. M. Lyon, A.B.C. (120 yards); F. W. Doll, W.B.C. (90 yards).

Zimmerman, being tired, did not start in this race, and it was a contest between Hyslop and Bald for position, the former winning easily, with Nasmith third. Time, 2.27.

Second Heat.—Starters: W. M. Carman, T.B.C. (40 yards); C. H. Callahan, P.C.C. (30 yards); C. H. Christ, Tonawanda B.C. (60 yards); F. T. Servis, R.A.C. (90 yards); J. Kittinger, P.C.C. (60 yards); W. M. Hancock, Owl's B.C., St. Catharines (140 yards); W. S. Campbell, M.A.C. (30 yards).

For the first two or three rounds Hancock must have thought he had a "cinch" on the heat as the others remained in a bunch some distance in rear. He was passed, however, in third lap on the back stretch where Carman led until he crossed the tape, when he evidently thought the heat finished for he sat up. He was shouted at, however, and started after the others, coming in fourth, the leaders being Callahan, Campbell and Kittinger. Time, 2.26 3-5.

Final Heat.—Starters: Callahan, Campbell, Kittinger, Carman, Hyslop, Bald, Nasmith.

Nasmith set the pace for three laps when he was passed by the bunch, and the spurting commenced, the race apparently being between Campbell and Hyslop, the former winning by a yard, and Callahan third, Bald and Carman having had a spill on the back stretch.

No. 4. Two-third mile boys race.—1, Percy Brown, W.B.C. (scratch); 2, Frank Brown, (35 yards); 3, H. McCaul, (45 yards).

Percy Brown had too easy a time with this race, as he could easily have given double the handicap. The race between the other two was a good one.

No. 5. Quarter-mile Dash, Handicap.—1, G. M. Wells, W.B.C. (10 yards); 2, A. A. Zimmerman, N.Y.A.C. (scratch); G. S. Low, M.B.C. (15 yards). Time, 33 3-5.

Low spurted first, followed by Wells and Zimmerman, who had caught the other starters, Callahan (10 yards) and Servis (20 yards). On the last turn, the

three wheels were lapping, with Wells leading, Low second and Zimmerman behind. On the home stretch Zimmerman moved up, but Wells crossed the tape six inches ahead of him, with Low a yard away.

No. 6. Five Mile Handicap.—1, W. Hyslop (130 yards); 2, W. S. Campbell (130 yards); 3, W. M. Carman (130 yards). Time, 13 55.

The other starters were Callahan (130 yards); Nasmith and Kittinger (300 yards); Doll and McQuillan (400 yards); Zimmerman, the scratch man, not riding.

The limit men led for a couple of miles, when the others began pulling up on them, and Callahan led, Hyslop and Carman behind, until near the bell lap, when the race became limited to Callahan, Campbell, Hyslop and Carman, who were riding abreast to the north-east corner where Callahan dropped behind, and Hyslop, Campbell and Carman fought for first, finishing in that order close together.

No. 7. Two Mile Team Lap Race.—Teams were entered by the Torontos, Hamiltons, Athenæums and Montreals, but owing to the lack of scorers the positions could not be properly judged and the race had to be declared off for the teams, though the prize for first place went to Bendelari of the Torontos.

No. 8. One Mile (open).—1, A. A. Zimmerman; 2, G. M. Wells; 3, W. Hyslop. Time, 2.54 3-5.

The other starter was Servis, and the race was a loaf, with a scrimmage between Wells and Hyslop for second place, the Wanderer taking it by a couple of yards.

No. 9. One Mile, 2.50 class.—1, C. J. Iven, R.A.C.; 2, F. W. Gullett, T.B.C.; 3, W. G. McClelland, T.B.C. Time, 2.42 3-5.

The other starters were J. McKay and A. McMahon, K.B.C.; D. S. Louson, M.B.C.; J. Kittinger, P.C.C.; and C. Bews, H.B.C. McClelland led until near the finish, when Iven and Gullett passed him, Iven winning easily.

No. 10. Provincial Championship, Three Miles.—1, G. M. Wells. Time, 8.47 3-5.

Nasmith led, with Wells and Hyslop trailing until the commencement of the last round, when they spurted, Wells winning by a couple of yards and thus adding another to his championship list.

NOTES OF THE MEET.

It was a great day for Canada.

Bendelari has gone off on his holidays.

Will Hurndall's notice board was a success.

Sliter was ill at Kingston, hence his absence.

The Torontos will clear about \$1,000 by the meet.

The cyclists are talking of building a track of their own.

Zimmerman traded his two bicycles for a diamond pin.

Buffalo sent a large delegation over to view the sports.

Kittinger rode an 84-inch gear, but was "not in it."

Carman has been laid up since his fall, but is now better.

The prizes were the finest and most costly ever given in Canada.

Now is the time for the cyclists to combine and build a track of their own.

Gauld made a plucky finish in the team race after his tumble.

The champion took well with the crowd and was repeatedly cheered.

Freddy Gullett always finishes with a smile, no matter where he comes in.

The Yankees went home with a pretty fair opinion of our riders.

The score cards were neat and convenient, but not very plentiful on the second day.

T.L.C. members kicked considerably when charged an admission fee to the club house.

The receipts on the first day were \$600, and at the gate on the second day over \$1,100.

Palmer, Smith and Skerrett were on the grounds, but being on the sick list did not compete.

The *Evening News* reporter boasts of a fine large imagination when he becomes reminiscent.

Harry Love says he rode as hard as he could in the novice, and there was not a bit of spurt left in him.

One lady wondered what difference it made if they did run over the dog. He probably would not get hurt.

The Buffalo riders were delighted with the track and club house, but thought the former ought to be widened.

Zimmerman complained of being pocketed in the half mile; the field was large enough to make it difficult to manœuvre through.

It is a toss-up whether Wells or Hyslop is the better man. One day Wells gets most of the plums and the next Hyslop draws his share.

Joe Higgins telephoned to a number of his friends to meet him at Athenæum club rooms one evening where he disposed of a large number of tickets.

The daily papers were one and all fair and generous in their reports, as well as in the many notices which they so freely gave the meet prior to its coming off.

Sarnia Race Meet.

On Wednesday, the 17th inst., the Sarnia Bicycle Club entertained themselves and friends by watching the American riders break the Canadian records. It was expected of course that Zimmerman would carry off the firsts in most of the events he entered, and that Hyslop and Wells would have a big tussle for second place, and might also get a chance in some of the handicap events for a

first, but a dark horse, in the person of W. C. Sanger, of Milwaukee, cast a shadow over the horizon. The day was beautiful and the racing interesting. Following are the summaries:—

Novice, One Mile.—1, E. S. Jeffers, Flint; 2, F. J. Heazlit, Detroit; 3, W. B. Tecknor, Detroit. Time, 2.50 2-5.

Half-mile Dash Handicap.—1, W. C. Sanger, Milwaukee (20 yards); 2, A. A. Zimmerman, N.Y.A.C. (scratch); 3, G. M. Wells, W.B.C. (20 yards). Time (Zimmerman's), 1.07 4-5 (Canadian record).

The other starters were: W. Hyslop, T.B.C. (20 yards); A. W. Palmer, T.B.C. (30 yards); T. B. McCarthy, Stratford (40 yards); R. E. Everett, Sarnia (90 yards); Dr. Robertson, Stratford (40 yards), who finished in that order.

Two Miles (2.45 class).—1, W. C. Rand, Detroit; 2, T. B. McCarthy, Stratford; 3, F. H. Herrick, Detroit. Time, 5.43.

The other starters were: Clay Monville, London; Dr. Robertson, Stratford; C. Bews, Hamilton.

One Mile Open.—1, A. A. Zimmerman; 2, W. C. Sanger; 3, G. M. Wells. Time, 2.37.

Other starters: W. Hyslop, A. W. Palmer.

One Mile (3.00 class).—1, T. B. McCarthy; 2, —Hurlburt, Detroit; 3, E. J. Jeffers. Time, 2.55.

This race was run in heats,—McCarthy, Clay Manville and W. B. Tecknor taking the first, with Hurlburt, C. Bews and H. A. Cassitt the second.

Quarter-mile Flying (in heats).—First heat: 1, W. C. Sanger; 2, G. M. Wells; 3, W. Hyslop. Time, 34 1-5.

Second heat: 1, Sanger; 2, Hyslop; 3, Wells. Time, 32.

It had been intended to run this in three heats, but the riders mutually agreed to accept the second heat as a final, Hyslop thus getting second prize.

County Championship, Two miles.—1, R. Everett; 2, F. Hitchcock; 3, H. Watson. Time, 6.26½.

Two-mile Handicap.—1, W. C. Sanger (80 yards); 2, W. Hyslop (80 yards); 3, G. M. Wells (80 yards); 4, A. A. Zimmerman. Time, 5.01½.

In this race, Zimmerman succeeded in lowering the Canadian mile record, catching the whole field inside the first mile, and covering the distance in 2.26 flat, after which he slowed down and the others finished ahead of him, though his time for the two miles was only 5.03½, making another record.

Team Race, Three miles.—1, Detroit: Rands 46, Herrick 40, Hurlburt 27; 113 points. Hamilton: Palmer 37, Skerrett 22, Griffiths 17; 76 points.

The Road Race.—In the 20-mile Inter-Club Team Race the score was as follows: London, 69; Sarnia, 59; Stratford, 33; St. Thomas, 26; F. White, the first man, making the distance in 1 hr. 15 m.

Mr. R. H. McBride, an old member of the T.B.C., had an exciting encounter with a burglar in his house last evening, but fortunately he captured the burglar without suffering any damage himself.

Hyslop and Wells went to Buffalo to try conclusions with the Yankees on Saturday, and though they had the satisfaction of defeating Dorntge and the local cracks, they brought back nothing but a few scrapes and bruises received in the tumble engineered by Birdie Munger.

Cycling

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

EDITOR: F. BRYERS.

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AUGUST 25, 1892.

A Fall Meet.

The Wanderers are talking seriously of holding a Fall meeting at Rosedale during the latter part of next month. They should not have any difficulty in making it a first-class affair, and will be able to draw some of the fastest men from the other side as competitors. The experience of the Torontos on Monday last shows that the people of this city appreciate good racing and will support it by their presence.

Race Meet Photos.

Mr. H. English, the well-known amateur photographer of the Torontos, has been making a special study of instantaneous photography, especially as applied to bicycling races, this summer, and at the annual races of the T.B.C. he was particularly successful in taking several pictures of the best and most interesting events, showing all the riders as they came in on the home-stretch. One of these we have pleasure in reproducing in this issue, and we are certain our subscribers will join us in congratulating Mr. English on his success in this as in other branches of amateur photography.

Road Improvement.

It is indeed a matter for pleasurable congratulation among wheelmen to find the daily and weekly press throughout the country taking so much interest in the matter of road improvement. Once the people become educated to the fact that they are to-day spending in time and labor more money in

making (?) some of the poorest kind of roads than would be necessary, under proper supervision, to construct first-class roads, which could be used all the year round, they will insist upon a change being made in the present Statute Labor Law. To the general press of the country must we look for this educating power, and it behoves every cyclist, as well as every road user, to put his shoulder to the wheel and push forward the good work in every possible manner.

We are sorry to have to chronicle the death on Sunday last of Mrs. Davies, wife of the well-known dealer, Mr. H. P. Davies. Mrs. Davies was an enthusiastic wheel-woman and a lover of athletic sports. Her loss will be felt by a large circle of friends whose sympathies will be extended to Mr. Davies. The fact of her sudden death at this time is rendered all the more painful on account of Mr. Davies absence in Europe.

An agent for bicycles resides at Cropper's Hill, O'Helen's, Lancashire.

No English race path can vie with the Velodrome Buffalo, at Paris, in the completeness of its accommodation for the comfort and convenience of competitors and general attention to details in all the arrangements. Instead of one large dressing room there are separate training boxes for each competitor, fitted up in most comfortable fashion. The telegraph board, quite a mammoth concern, is fixed in a position where everyone can see it, and is connected by telephone with the judge at the winning post. A clever device denotes to the competitors the number of laps to be covered, and an electric alarm announces the last lap.

A good plan which obtains on Irish racing paths is the use of a shrill whistle by the starter, in the following manner: At the first "call" the men get upon their marks, at the second sound they strip and mount, and upon the third are supposed to be "ready," and failing any protesting, uplifted arm, the pistol is at once fired. This system is very useful in starting long distance handicaps, when the men are distributed right around the entire track, and as the competitors comprehend perfectly what they are expected to do at each sound of the whistle there is no time lost, and at the third sound the pistol is invariably fired without further delay. The idea is one which might be generally adopted with advantage.

"A Dunlopian Ode."

The captain's brow was sad
 And the captain's tire was flat,
 For he had got a puncture
 By riding o'er a tack;
 His voice was sad and solemn
 As he called his comrades round,
 And announced in quavering accents
 That a carpet tack he'd found.
 Said he, "Whate'er may come to pass
 Don't buy a Dunlop Tire,
 Or else some day you'll be condemned
 To help me shovel fire;
 This tire has been my ruin,
 My morals it has spoiled,
 And my once spotless character
 With profanity has soiled."
 And then he bound them with an oath
 Of very solemn hue,
 "That they would never tell Tom Fane—
 Or Pease—by all that's blue."
 And speaking he departed
 With his wheel upon his back,
 With slow and weary footsteps
 To find a railway track.
 We left him at the station
 Awaiting the up train,
 And heard him swearing softly
 As we started on again.
 My friends that ride a Dunlop tire,
 Take a warning from my tale,
 And never get so far away
 That you can't get home by rail;
 Or else by all that's wonderful
 You will be up the stump,
 If you ever get a puncture
 Or e'en forget your pump. "SNIBOR."

Races at the Woodbine.

The Woodbine Driving Club finding their crowd on the Civic Holiday much smaller than usual naturally placed the blame on the cyclists, and in order to try the effect of similar races on their track, placed two handicap events on their list for Wednesday the 17th. Twenty entries were secured for each event and three valuable pieces offered for prizes in each.

Two Mile Handicap.—1, E. J. P. Smith, T.B.C. (scratch); 2, F. W. Gullett, T.B.C. (60 yards); 3, Percy Brown, W.B.C. (250 yards).

Smith caught the field before the end of the first mile and rode easily until the last quarter, when he spurred in, closely followed by Gullett. Time, 5:21½.

Five Mile Handicap.—1, E. J. P. Smith, T.B.C. (scratch); 2, D. Nasmith, T.B.C. (100 yards); 3, F. W. Gullett, T.B.C. (100 yards). Time, 13:49½.

In this event Smith rode hard for the first couple of miles which he made in 5:21½, and came up with the limit men with whom he stayed until the last quarter, when Nasmith and Gullett spurred with him to the finish where he won by a couple of feet from Nasmith, with Gullett a close third.

Items of News.

The Windsor wheelmen held a club handicap road race on the 19th; distance, 13 miles.

The Kingston Fair authorities will hold a bicycle day on Sept. 5, with five open events, viz., one-mile novice, one-mile scratch, two-mile (6.30 class), one-mile open, and two-mile handicap. Entries close Sept. 1, with C. N. Greaza, Secretary Committee.

The Exhibition people will have a Wheelmen's Day on Sept. 7, when a two-mile and a five-mile handicap race will be run under C.W.A. rules, three prizes to each event. A cup is also offered to the club having the largest number in line. Entries close Sept. 3, with H. J. Hill, Exhibition Association.

Stratford Bicycle Club are anxious to entertain visiting wheelmen on the 31st, when they will hold their annual meet, offering prizes for six open events, as follows: one-mile novice, half-mile dash, one-mile (3 min. class), one-mile scratch, two-mile (2.45 class), and five-mile scratch.

With Newmarket to-day (Wednesday), Montreal, Saturday; Kingston, Monday, and Stratford on Wednesday next, with the events at the Kingston and Toronto exhibitions, riders who have a little time at their disposal should be able to win a prize or two. Verily cycling is having considerable of a boon this summer.

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

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Stratford Bicycle Races.

Below we give the programme and prize list of the Stratford Bicycle Club's races, to be held in that city on the 31st inst. The course is a half-mile clay track, and is being put into first-class condition for the occasion.

PROGRAMME AND PRIZE LIST.

One Mile Novice, Open.—1, Gold medal; 2, Set nut-crackers and picks.

Half Mile Dash (3 heats), Open.—1, Silver tea set; 2, Clock.

One Mile (3.00 class), Open.—1, Gold watch; 2, Silver watch.

One Mile, Open.—1, Walnut chair, upholstered in silk; 2, Gold-headed cane.

Half Mile—Club Cup Race.

Two Mile (2.45 class), Open.—1, Silver tilting water pitcher and cup; 2, Dressing case.

Five Mile, Open.—1, Dominion Organ, walnut case, fancy top; Maple bedroom set.

Two Mile Club Team Race. Open to counties of Oxford, Perth, Middlesex, Huron, Wellington. Waterloo and Lambton (3 men).—Prize—Oak secretary.

Warning.

Already the "Smart Aleck" has commenced his antics by racing the electric car. It is about time some of these crazy cyclers were fastened up for a while, until they have had time to reflect on the foolishness of their actions. Although a few of them "never would be missed," and might serve as a lesson to others, still it is not pleasant to see blood and brains scattered over the asphalt, and we would advise them not to try racing the electric car, for a slip on the asphalt means death.

Club Runs.

Many are the complaints made about non-attendance at club runs, and various remedies are given. In some cases the fault lies with the "scorching" element, in others apathy is the cause; but we are of opinion that both these faults might easily be overcome by the proper and efficient exercise of judgment on the part of officers. It is rather discouraging to the ordinary members of a club to start out on a run of ten or twenty miles with the hope that the whole party will wheel slowly back to the city in the evening, only to find that several of the riders intend to spend Sunday in the country. Particularly is this the case when some of the principal officers are among the Sunday contingent. The only successful way to engineer the Saturday's run is for all to go to a certain point for tea, and then all return together in

the evening, enlivening the trip home by choruses and conversation. Try it once or twice and see how it works. We venture the opinion that one such trip will live in the memory of the club men much longer, and will act as an incentive in bringing out riders to future runs, than if the run develops into a scorch each way.

Arthur Ducros and R. J. Mecredy, the Irish riders, are pretty evenly matched. In a recent mile in Dublin, Ducros beat Mecredy, and the latter had his revenge a couple of days later at Waterford in a similar event.

The railway companies intend running excursions on the 26th, 27th, 28th and 29th to Montreal and Kingston, good to return until September 19th, fare \$7 and \$4 respectively. Full particulars may be obtained from Mr. A. F. Webster, 64 Yonge St.

The recent trotting of the mile in 2.07½ by Nancy Hanks was before a pneumatic sulky. Will the cyclist be able to make it in the same time with a flying start? An intimate friend of Zimmerman's is of the opinion that the champion will cover the distance in that time before the close of the present season.

It is never safe to predict that any particular cycling record will remain on the books for a long time, although it used to be quite "ong raygl" for enthusiastic reporters to declare of every fresh record that the time had been put where it would not be beaten for many a long day. That there is no finality in cycling records has long become an accepted truism; and it is quite within the bounds of possibility that half-a-dozen men might succeed, this very year, in surpassing Shorland's 413 miles in a day; but they—or any one man—would have the hardest task that was ever set an aspirant to record honors, and it is almost "odds on" the present record enjoying a lease of life longer than any yet known to cycling. But the unexpected always happens; and by some strange freak of fate it may eventuate that the very next time anyone goes for twenty-four hours on the path he may be favored with just such perfect weather as made it possible for Shorland and James to exceed the long-dreamt-about 400 miles. But everything depends upon atmospherical conditions, and unless the weather be equally as fine as it was on Saturday week, it will take several years of detail-improvement in machine construction, track-making, and riding experience, to so accelerate our speeds as to make (say) 420 miles in the day possible.—"An Old File," in the *Irish Cyclist*.

Toronto Bicycle Club, Ltd.

INCORPORATED
1891.



ORGANIZED
1881.

Club House: 346 Jarvis Street.

DIRECTORS:

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

OFFICERS

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

ROAD OFFICERS

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

CLUB RUNS.

Aug. 27.—Weston for tea.

Sept. 3.—Bond Lake and Aurora.

Sept. 7.—Exhibition Races. The Exhibition Committee are offering a cup valued at \$40 for club having largest parade. The Captain and road officers expect the members to turn out to win this cup, and also to give our racing men encouragement.

Sept. 10.—Lambton Mills or Cooksville.

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

Sept. 24.—Annual century run. The Captain and road officers intend working this up to a big affair, and making the arrangements so complete that everybody will be pleased. It is proposed to leave the Don Bridge at 7.30 a.m. sharp, and to wheel to Trenton.

The purpose of this run is not to see who can make the fastest time, but the aim will be to make the pace so that everyone who STARTS shall FINISH.

A time-table will be made out allowing plenty of time between each tour.

The Captain will make the pace and no one will be allowed to break the ranks.

Any members not willing to conform to the above, are not wanted to start.

HERE IS A CHANCE for those anxious to make a century before the season closes and also to have a pleasant trip.

Club runs every Tuesday and Thursday evenings, leaving club house at 7.30.

The following telegram was received at the T.B.C. club-house on Friday:—

" St. John, N.B., Aug. 19, 1892.

" Toronto Bicycle Club, Toronto:

" Three cheers for Wells and Canada. He is a cuckoo. Congratulations!

" Sgd. St. John Bicycle Club."

The message was safely delivered to Capt. Hunter, of the Wanderers, for whom it was evidently intended, and the Torontos add their congratulations to those of our brothers down by the sea.

A Pleasant Companion.

" Did I ever tell you about an adventure that happened old Blumold, my brother-in-law's grand-uncle, boys?" asked M'Gliblip, the celebrated yarn-spinner of the Zero C.C., as he leisurely arranged himself in the most comfortable arm chair in Strawberry Hall, with his "refreshment" within easy distance.

" No, no," chorussed his fellow-clubmen; " let's have it, old man!"

M'Gliblip having got his pipe into proper trim began:—

Old Blu., as we call him, was travelling late at night some time ago on the—dear, dear; I forget the name of the line. As the train was about starting, another passenger got into the compartment, which formerly had only been occupied by my brother-in-law's grand-uncle. The new arrival was a weary-looking individual, and did not seem to possess a very congenial nature, so old Blu. buried himself in the evening paper, from which he was disturbed by hearing his fellow-passenger speak.

The train had started some time and was now whizzing on a twenty-mile run.

" Would you mind trying if I am hard enough?" was the extraordinary request made by the man opposite.

Blu. gazed at the speaker in astonishment for a few minutes, and then, dropping his paper, turned pale.

" W—wh—what? I beg your pardon, sir?" he stammered nervously.

"Would you mind seeing if I am hard enough?" repeated the weary-looking man, more firmly, and, if possible, more in earnest.

"Hard enough!" gasped B.

"Yes," said the other, testily, "don't you see I've been blowing myself up for the past five minutes, and if you do not tell me whether I am hard enough now I shall probably bust in a minute or two!"

Blu. had already observed that the weary-looking man had the nozzle of some peculiar instrument inserted into one of the button holes of his vest, and was pumping away as if his life depended on it!

Now, if old Blu. had had the gumption of knowing something about cycling, he could have recognized that queer-looking instrument at once as a common pneumatic tire inflater. However, his education had been sadly neglected on these matters, and he therefore continued to gaze on the weary-looking one with intense astonishment, not unmingled with fright.

"Hang it, sir," exclaimed the w. l. one, "don't you see how I am distended. Put your fingers on me, quick, or by Jove, I shall explode this instant!"

No doubt Blu. looked as if such an occurrence would have given him extreme satisfaction, but instinctively he stretched forth his hand and touched the other as tenderly as if he was the startling-end of a powerful electric battery.

"Quick," yelled the queer chap, who continued pumping away like mad; "am I hard?"

"You are!" shouted the frightened Blumold; for his finger had certainly struck against something hard in the pumper's pocket.

At these words, a gratified and peaceful expression stole over the weary one's countenance, and ceasing his pumping operations, he sank back in his seat almost exhausted.

Poor old Blumold had naturally concluded that his companion was a lunatic, and began to consider how long it would take the train to reach the next station.

He tried his level best to appear unconcerned, however, and waited, in a state of disguised trepidation, for further developments.

Presently the owner of the inflater roused up a bit, and, after looking intently at old Blu., coolly bent across and gave him a most unmerciful pinch on the fleshy portion of the leg!

Blu. of course let out a yell of agony, which the other did not seem to notice, for he said solemnly,

"Sir, you are quite soft. You must be blown up at once or there will be every danger of a puncture. Allow me."

And before Blu. could move a muscle, the queer chap was leaning over him, having dexterously inserted the nozzle of the inflater in a button-hole of Blumold's vest, and began to pump vigorously.

When Blu. felt the forced air making perigrinations up and down his chest, he began to groan in agony, not, however, daring to stir, as the pumper was glaring down upon him—every now and then giving him a murderous pinch on the legs; but as Blu. is of that make known as "podgy," and naturally never felt "hard," the inflating gentlemen would be operating on his victim to this day as far as that was concerned. However, the strain proved too much for old Blu. With an unearthly groan, as the forced air began to tickle the back of his neck, he fainted dead away!

When he came to, a number of railway officials and others were around him, insisting on dosing him with brandy, etc. He soon got all right, and, having told his story, inquired about his mysterious companion.

They explained that the latter was a man who at one time owned a leaky-tired trike, and this had preyed upon his mind so much that he eventually went completely "off his chump," fancying himself, and, indeed, everybody else, a tire requiring to be pumped. To humor him his friends had allowed him to keep an inflater. On this occasion he had cunningly despatched his attendant to the refreshment room on some pretext, and during his absence had changed carriages, and the man on his return did not miss him till the train had left the station. At the next stop he had been found pumping away at poor old Blu. with great satisfaction.

"Is that a true story?" asked a doubting member of the party, regarding M'Gliblip with a cynical eye.

"Come, boys," said Mr. M'Gliblip, hurriedly, as he arose, "it's time for us to be off."—"Philander," in *Irish Cyclist*.

The Athenæum Club are talking of holding a meet this fall.

The prizes for the Wanderers meet are to be diamonds in every event.

The English are talking up a relay ride from Land's End to John O'Groat's.

Rumor, which in this instance probably states the truth, says that Zimmerman will represent the Raleigh Cycle Company in America in 1893.

Athenæum Bicycle Club.



OFFICERS :

J. P. EDWARDS	Honorary President.
W. C. MEREDITH	President.
J. P. LANGLEY	Vice-President.
J. H. EDDIS	Hon. Sec.-Treasurer.
A. M. LYON	Stat. Secretary.

OFFICERS OF THE ROAD :

A. BYRON	Captain.
L. D. ROBERTSON	1st Lieutenant.
JAMES E. DOANE	2nd "
HAMILTON J. IRWIN	3rd "
FRANK MAW	Bugler.

The regular monthly meeting of the A.B.C. will be held at the club house on the third Tuesday of each month, at 7.30 p.m. sharp.

CLUB RUNS.

Aug. 27.—Humber and Balmy Beach.

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

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

It Was Good.

Splendid weather, a big crowd, good races, pretty girls, good-looking chaps combined to make the meet of the Torontos on the Rose-dale Grounds, on the 15th inst., a decided success. The "Clerk" must have made the weather expressly for the occasion. Everybody, bicyclic speaking, was there and a host of other fellows. The good-looking girls who never miss the bicycle races turned out in great numbers and occupied seats on the grand stand. The boys who are always after the girls were there too. Taking it all in all it is conceded to be the most successful Canadian meet. To the Toronto Bicycle Club is due the credit of affording so many enthusiastic bicyclists and lovers of the sport an opportunity of seeing the world-famed Zimmerman ride in his best form. By his visit he added to numerous acquaintances a long list of admirers from the Queen City of the West. He is a truly great rider, a gentleman and a good fellow. There are some

points about the rigging and handling of his machine which differ from others that doubtless were noted, but which I have not space here to touch on. Our own boys, Wells and Hyslop, held up their end well. I call them our own boys because their popularity is not confined to the particular club or clubs they represented; their victories are acknowledged and shared in by the other local clubs. An authority who was present on the grounds on the holiday stated that he was convinced that with the same care, attention and training as such men as Osmond and Zimmerman receive, they would do equally good work. It would be superfluous to speak of all the others who took part, but it may not be out of place to express satisfaction in a humble way at the work of the Athenæum representatives, Robertson, Lyon and Carlyle. With a trainer and proper handling they will be more substantially heard from in the near future. The Torontos have reason to be proud of having succeeded in bringing together so large a number of excellent wheelmen, and they have the satisfaction of knowing that their efforts are appreciated. The immense gathering which witnessed the races, the interest manifested and the cash box bear testimony to this. Not in a spirit of fault-finding, but with a desire to try and perfect a good thing, I would say, how would it do next time to listen and respond to a few suggestions whispered by some whose opinions are worth consideration?

1. Always have a band of music; it is tiresome between the races without one. Of course you can talk to your best girl, but you can do it better when the band is playing.

2. Avoid such long delays between the races. An enthusiastic bicyclist can stand it; others can't.

3. A man who wins a three minute race is immediately placed with the cracks; there should be at least one class between. This rule applies to some of the other classifications.

4. Why not have age races, say for over thirty, over forty, fat man's race, etc.?

Should there be a fat man's race, our trainer could put on the track some record makers. Among our members are a number of heavy weights who complain of not having an opportunity of showing their form and speed.

The members of the Buffalo, Rochester and other visiting clubs were granted the privilege of the Athenæum during their stay in the city, and the A.B.C. were glad to be able to assist their sister clubs to entertain their visitors.

ATHENÆUM.

Trade Notes.

Mr. W. J. Andrews, the well-known driver, who will pilot "Chronos" (owned by E. H. Newcomb) around the Independence, Iowa, kite-shaped track, has recently had G. and J. pneumatic tires fitted to his pneumatic sulky at the factory of Gormully & Jeffery Mfg. Co. He has been using a smooth tread pneumatic tire, but feeling confident that the corrugated tread of the G. & J. tire would prevent side slipping on the corners, and realizing that this tire can be repaired by anybody on the track, when away from experienced repairers, which in itself is an item of prime importance, made the change, as stated. Mr. Andrews uses regular bicycle wheels, which offer less resistance to the wind than the wooden wheels used on some sulkies. The G. & J. tire, being so easily repaired, is particularly adapted for use on racing sulkies. The above-named company are also fitting their pneumatic tires to the sulky of T. J. McCoy, the well-known horseman of Rensselaer, Ind. who is very enthusiastic over the new departure

The opening day of the next Stanley show will be November 18th.

Mr. Thos. Barnes, of Hamilton, owner of "Fides Staunton," the trotter, was in the city the other day, and purchased a pair of bicycle wheels fitted with Laforce tires, which he intends using on a new sulky.

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When planning your annual tour, remember that this Company controls over 4,100 miles of railway equipped in the most approved modern style, passing through a magnificent country noted for its unsurpassed facilities for sport.

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ANDROSCOGGIN LAKES (via Bryant's Pond or Bethel)—Excellent trout fishing and game, large and small of every description.
THE WHITE MOUNTAINS (via Gorham, N.H.)—For trout and varieties of game.
THE SALMON RESORTS of Quebec, New Brunswick and Nova Scotia, reached via Quebec.
LAKE ST. JOHN REGION, via Quebec—For ouananiche, trout, caribou, bear, moose, beaver, otter, etc.
THE RIVER ST. LAWRENCE, in the neighborhood of the line for 400 miles.—For muscalonge, pike, bass, whitefish, pickerel, perch.
THE THOUSAND ISLANDS, via Gananoque or Kingston—For pickerel, black bass, muscalonge, pike.
MUSKOKA LAKES—The best place on the continent for fishing, shooting and camping. All varieties of fish and game.
PARRY SOUND AND GEORGIAN BAY, reached via Penetang, Molland, Collingwood, etc., for black bass, pickerel, deer, partridge, bear, otter, etc.
LAKES ONTARIO, ERIE, HURON AND MICHIGAN via stations at all principal ports.
LAKE SUPERIOR, via Collingwood, Wiarton, Sarnia, in connection with steamship lines.

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

THE BEST LAST.

Stratford Annual Race Meet

Wednesday, August 31, 1892.

FINEST HALF-MILE CLAY TRACK IN CANADA.

* PROGRAMME. *

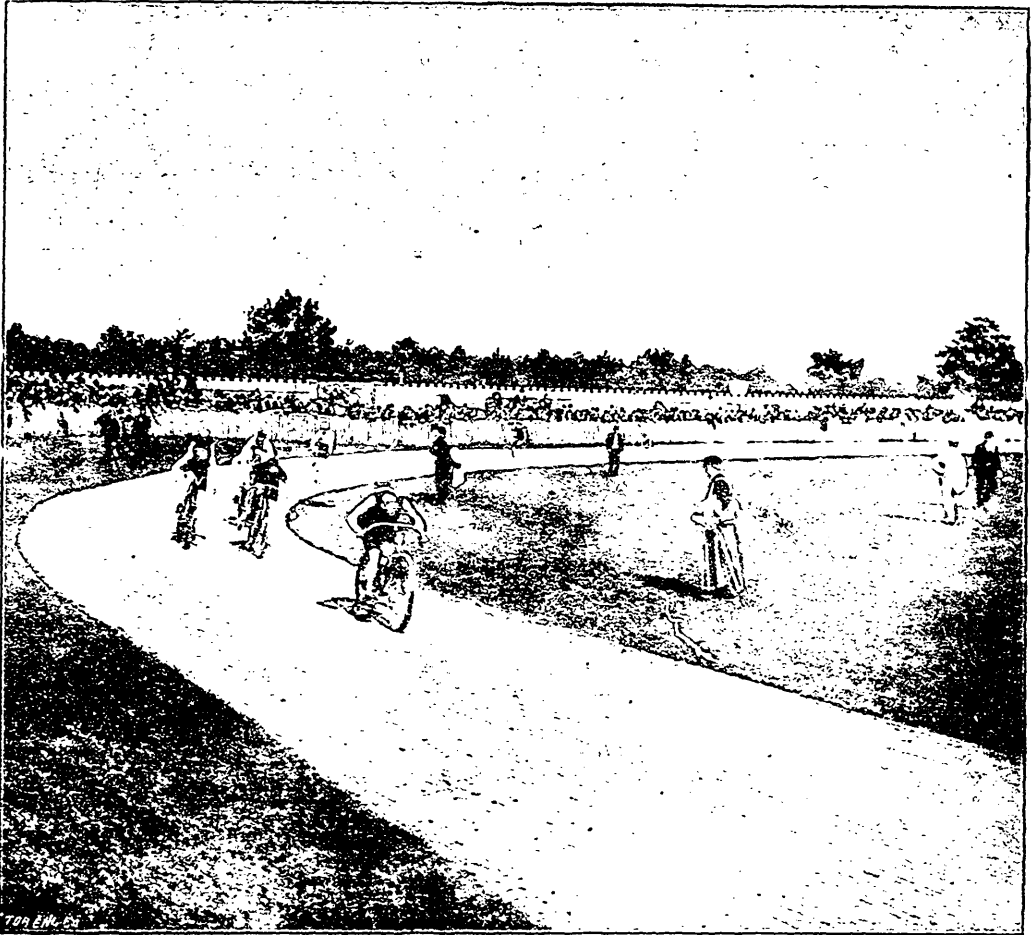
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|--|--|
| 1. 1 Mile Novice Race (open). | 7. 2 Mile, 2.45 class, (open). |
| 2. $\frac{1}{2}$ Mile, 3 Heats (open). | 8. 3rd Heat $\frac{1}{2}$ Mile Race. |
| 3. 1 Mile, 3 minute class (open). | 9. 5 Mile (open). |
| 4. 1 Mile (open). | 10. 2 Mile Club Team Race, 3 Men. (Open to Counties of Oxford, Perth, Huron, Middlesex, Wellington and Lambton). |
| 5. Club Cup Race, $\frac{1}{2}$ Mile. | |
| 6. 2nd Heat $\frac{1}{2}$ Mile Race. | |

For Entry Blanks and all Information Apply to

J. H. KENNER, - - - Box 768, Stratford, Ont.



ZIMMERMAN ON ROSEDALE TRACK.



ZIMMERMAN PICKING UP THE LAST MAN IN HALF MILE HANDICAP.

CALLAHAN,	CAMPBELL,	NASSMITH,
WELLS,	HYNLOP	ZIMMERMAN

Cycle Races.

The following, from the pen of "Mack," in *Saturday Night*, while primarily referring to the Toronto Bicycle Club's races, is still of such general interest that we need no apology for reproducing it in CYCLING:—

"The bicycle races on Saturday and Monday attracted very large crowds to Rosedale. In time, if properly managed, it may happen that bicycle races will in some measure supersede horse racing, against which so many people are unconquerably prejudiced. If those who frown down upon running and trotting races only step in and encourage wheeling contests, it is difficult to see why the change should not occur, for there is quite as much excitement at a bicycle race as there would be at a horse race where there was no betting. Unless my lights are poor, no man could have a troubled conscience for attending such a tournament as we have had here—there was no betting, no real or fancied abuse of dumb animals, the results did not depend upon chance, but upon the skill, strength and endurance of the healthy and handsome young men who entered the competition. To participants and spectators it was an elevating affair all through, producing laughter, cheers, and enough excitement to prevent a busy man's nature from growing rusty. Nothing fascinates a mixed multitude like a race—a game of any kind is half lost upon those who do not understand it, but it requires no understanding to see the intent of a race. It is the great relaxation for which men look; they will race on foot, on horseback, in boats, on steamers, on trains, on bicycles, in balloons, and when flying machines are invented there will be some fast winging, I can tell you, one man against another and both against the across-country records of carrier pigeons and wild geese. People will race and delight in racing so long as there is any good, healthy manhood in them, and, therefore, now is the time for the better element of each community to seize upon bicycle racing in the dawn of its universal popularity and safeguard it with their respectability. Why should the churches, for instance, yield this clean sport up to the companionship of the saloons? So far the bicycle is as welcome at the parsonage as at the public house. Why, then, should the publican gradually derive more legitimate pleasure from it than the preacher? More good things will grow in the narrow path than we plant in it. Foot races are run at Sunday school picnics, and if it is permissible to award a cloth edition of Pilgrim's Pro-

gress, worth a dollar and a-half, to the winner who ran a hundred yards in fourteen seconds, I never could make out why it would be improper to have the hundred yards run in ten seconds and to give the winner a morocco bound and illustrated edition of Pilgrim's Progress worth fifteen dollars. It seems to me the difference is not one of morals, but one of speed and value, performance and reward. There is no reason why a man who runs a hundred yards in ten seconds could not be as good a Christian as though it took him fourteen. And why should not a member of a Bible class who could "do it" in ten, receive as good a prize as the bartender who made the same speed at a picnic of the Licensed Victuallers' Association? Many disreputable things have cropped up in connection with foot racing, but that was because good people neglected the sport and allowed it to fall under evil control; because it became the custom for the wicked only to be generous and free handed towards sports, however innocent and health-giving they might be. Bicycle racing should be patronized by even the most severe people, so that it will not require to enter an injurious partnership with gambling. It is a sport that will remain respectable unless respectable people starve it, when, in hunger, it may repair to low haunts. Humans have done that?"

Holbein has again made a change in the figures of the twenty-four hour safety record. Mounted on a Swift safety fitted with Clincher tires, he started at midnight of Tuesday, the 9th instant, making 359 miles against his former record of 336½.

There has been considerable talk about cement as a surface for cycling tracks, and attention has been drawn to the Arnheim track, in Holland, and the number of records made thereon. *Bicycling News*, however, has made enquiries into the matter, and points out that Herne Hill track holds over one thousand mile records, while the Arnheim track only holds five records; and therefore cautious track builders ought not to be in too much of a hurry with cement laying.

SUDDENLY PROSTRATED.

GENTLEMEN,—I was suddenly prostrated while at work by a severe attack of cholera morbus. We sent at once for a doctor, but he seemed unable to help. An evacuation about every forty minutes was fast wearing me out, when we sent for a bottle of Wild Strawberry, which saved my life.

MRS. J. N. VAN NATTER, Mount Brydges, Ont.

THE HUMBER WINS

The Great 25 Mile Queen City
Road Race.

Also four out of the first five places were secured on HUMBER Bicycles.
They are like the people who ride them,

"THEY NEVER GET LEFT."

While in conversation with a prominent Freight and Forwarding Agent,
we are told that

OUR IMPORTATIONS OF BICYCLES FOR 1892

Are Larger than those of all other Bicycle Dealers Combined. This speaks
volumes for the Lines we are handling.

The Humber
The Psycho
and The Rover
ARE THREE MAKES WHICH CANNOT BE BEATEN.

THE HUMBER pattern of 1891 has been copied by nearly every manufacturer both in England, Canada and the United States, and in fact agents for other makers have been compelled to mount a Humber in order to successfully compete in races. It cannot be beaten.

THE PSYCHO enjoys a reputation for lightness, speed, durability and excellence of workmanship. It is manufactured by one of the oldest and largest bicycle firms in England.

THE ROVER, for pleasure, comfort, easy and graceful position, is right in line, while for speed it is a hard one to compete with. They are made in all weights to suit different riders. The workmanship and finish are the best.

We have Machines new from \$45.00 up to \$175.00. Send for Catalogue.

THE CHARLES STARK COMPANY, Limited

56, 58 and 60 Church Street, Toronto, Ont.

The Oldest and Largest Sporting Goods Dealers in Canada.

Adieu.

A RONDEAU.

May fortune's brightest smile abide with you,
 And flow'rs of joy your path of life bestrew :
 May envious glances on your fame be few—
 Zimmerman, adieu !

Though in your native land kind hearts renew
 The bonds of friendship, faithful, full and true:
 None are more faithful than the many who
 Must say, adieu !

E'en though a bitter thought ; a sneer undue
 Escaped the hasty, let no ill ensue ;
 But banish such, we beg, from Memory's
 view—

Zimmerman, adieu !
 —*Irish Cyclist.*

Sidewalk Riding in St. Catharines.

Mr. E. W. Smith, Chief Consul of the C.W.A. at St. Catharines, sends us the "Police Notice," which we publish below as a warning to tourists and others who have been in the habit of making use of the sidewalks when in St. Catharines. Several people have been hurt and some windows broken, hence the reviving of the old By-law.

POLICE NOTICE.

I beg respectfully to call the attention of the public to Section 13 of By-law No. 865, relating to streets and sidewalks, which reads as follows :

"No person shall run, draw or push any Carriage, Wagon, Wheelbarrow, Cart, Hand-cart, Horse-cart, Truck, Hand-wagon, Sleigh, Bicycle, Tricycle, or other vehicle used for the conveyance of any person, article

or property upon any of the sidewalks of the said city, under a penalty of \$50 00 and costs, or six months imprisonment."

I hereby give notice that the city police will, on and after the 15th day of August, 1892, enforce the said portion of the said By-law.

Trusting all persons concerned will govern themselves accordingly.

JOHN CUMMING, *Chief of Police.*

St. Catharines, August 9th, 1892.

Has the 24-hour contest heralded a new epoch in cycle racing? is what many are asking themselves. In this race, pacemakers were used for the first time on the path, and with complete success; and there is no reason why the experiment should not be tried in scratch races. It would do away with crawls, and make the race interesting to the public; and it would ensure the fastest man over the distance winning, and thus lead to men training specially for the distances which they believed suited them best. The anomaly of a mere sprinter winning a distance contest is one which should not exist, and nothing else can put an end to it but pacemaking. There are two ways in which it could be done—either to induce men to pacemake simply for the honor and glory of doing so, or else to give the value of the prize to the man scoring most points. To ensure a fast pace all through, there should be at least four points for scoring in each lap. When the bell rings, the pacemakers should turn off on the inside of the track, and leave the real competitors to fight out the finish between themselves. A race run on the rules would be intensely interesting, and could not fail to please the spectators.—*Irish Cyclist.*

HOW TO WIN THE RACE!

STRENGTHEN UP BY TAKING

Johnston's Fluid Beef

REGULARLY

It forms Muscle, Sinew, and gives
 Powers of Endurance.



HIGHEST AWARD

AT

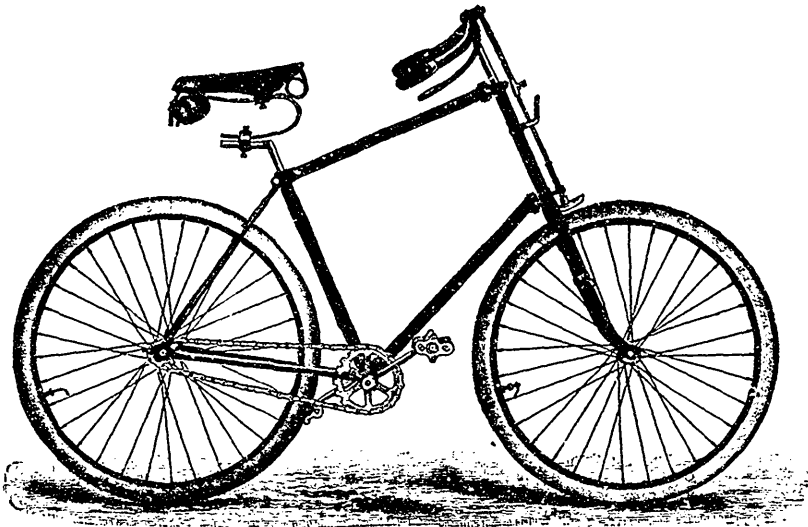
Paris,

London and

Colonial Expositions

TO

RUDGE



POINTS.—Beauty of Design. Excellence of Workmanship. Quality of Material.
Perfection of Bearings.

The Wheel for the Club Man. The Wheel for the Gentry. The Wheel for the Economist.

SOLE CANADIAN AGENTS

H. P. DAVIES & CO. 81 YONCE ST., TORONTO
89 KING ST. E., HAMILTON

— THE —

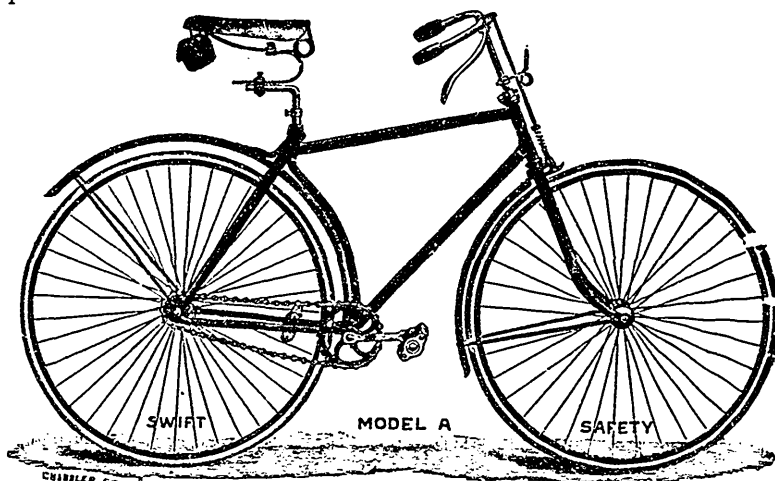
SWIFT

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

WHY NOT BUY A SWIFT?

Our Wheels Excel in all Points.

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



SPECIAL PRICE THIS MONTH OF \$95.

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

FRANK S. TAGGART & CO.

87 & 89 KING STREET WEST, TORONTO.

WHEELMEN'S HEADQUARTERS.

TORONTO.—Walker House, cor. Front and York streets, near Union Station. \$2.00 and \$2.50 per day. Special Rates to Wheeling Parties.

WEST

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

WESTON.—Eagle House. C. R. Dade, Prop. Wheelmen will receive the best of attention. \$1.00 per day.

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

LONDON.—Tecumseh House. Chas. W. Davis, Prop. Special rates for Wheelmen. Headquarters for Western Ontario.

COOKSVILLE.—Jas. H. King's Hotel. Special attention to Wheelmen. \$1.00 per day.

OAKVILLE.—Oakville House. M. H. Williams, Prop. Would be pleased to have Wheelmen call and see me. \$1.00 per day.

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

EAST

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.

LIVERPOOL MARKET.—Secker's Hotel. Travelling Wheelmen receive every attention. \$1.00 per day.

PICKERING.—Gordon House. James Gordon, Prop. Wheelmen's patronage solicited. \$1.00 per day.

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

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

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

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

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

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

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

COLBORNE.—Brunswick House. Hicks & Co.. Props. \$1.50 per day. Every accommodation to Wheelmen and travellers.

PETERBOROUGH.—The Grand Central. D. Lackie, Prop. Every convenience for Wheelmen. \$1.50 per day.

TRENTON.—Grand Central Hotel. A. Parent, Prop. The best \$1.50 to \$2.00 a day house in town. Special rates to visiting Wheelmen.

BELLEVILLE.—Queen's Hotel. Power Bros.. Props. The only first class hotel in the city. \$1.50 to \$2.00 per day. Special rates to Wheelmen.

NAPANEE.—Paisley House. Douglas Bros., Props. \$1.50 per day. Special rates to wheeling parties. Wheelmen always welcome.

KINGSTON.—Hotel Frontenac. E. H. Dunham, Manager. The leading hotel in the city. Every comfort for Wheelmen. Excellent storage for wheels. Special rate of \$2.00 per day.

OTTAWA.—Grand Union Hotel. John Graham, Prop. \$1.50 per day. Special rates to wheeling parties.

MONTREAL.—Balmoral Hotel, Notre Dame St., centrally located. H. W. Randolph, Manager. Rates, \$2 to \$3 per day. Special rates for Wheelmen.

NORTH

THORNHILL.—Green Bush Hotel. J. C. Steele. The favorite house for Wheelmen. \$1.00 per day.

AURORA.—Lemon's Hotel. Geo. Lemon, Prop. Every attention given to Cyclists. \$1.00 per day.

NIAGARA FALLS, CANADIAN SIDE.—Parkside Inn. F. DeLacy, Prop. It is situated directly opposite Queen Victoria Park, and adjacent to the Clifton House. We have every accommodation, and offer special rates to Wheelmen.

Burdock BLOOD BITTERS THE KEY TO **HEALTH,**

Unlocks all the clogged secretions of the Stomach, Liver, Bowels and Blood, carrying off all humors and impurities from the entire system, correcting Acidity, and curing Biliousness, Dyspepsia, Sick Headache, Constipation, Rheumatism, Dropsy, Dry Skin, Dizziness, Jaundice, Heartburn, Nervous and General Debility, Salt Rheum, Erysipelas, Scrofula, Etc. It purifies and eradicates from the Blood all poisonous humors, from a common Pimple to the worst Scrofulous Sore.

FOR SALE, WANTS, EXCHANGE.

Two insertions 25 cents.
Four " 40 "

FOR SALE.—Safety Bicycle, ball bearings, cushion tires, bought new July 1st. Will take \$50 cash. W. S. Corbin, Prescott

FOR SALE.—Premier Safety Bicycle in first-class condition, ball bearings; will sell cheap for cash. Apply evenings to H. E. Smith, 90 Wellesley Street.

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

JOHN M. SELLEY

Photographer

472 Yonge St., - Toronto.

Printing and Developing done for
Amateurs.

North Toronto Cycle Works

683 YONGE ST.

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

NOTE THE ADDRESS.

**HAVE YOU SEEN
The "OVERSTONE"**

**FITTED WITH
LAFORCE'S TIRES?**

Mr. H. J. LaForce has just received a
shipment of "OVERSTONE" Cycles
from Coventry, England, fitted with his
celebrated tires.

If you are thinking of buying a pneumatic,
see this wheel before purchasing.

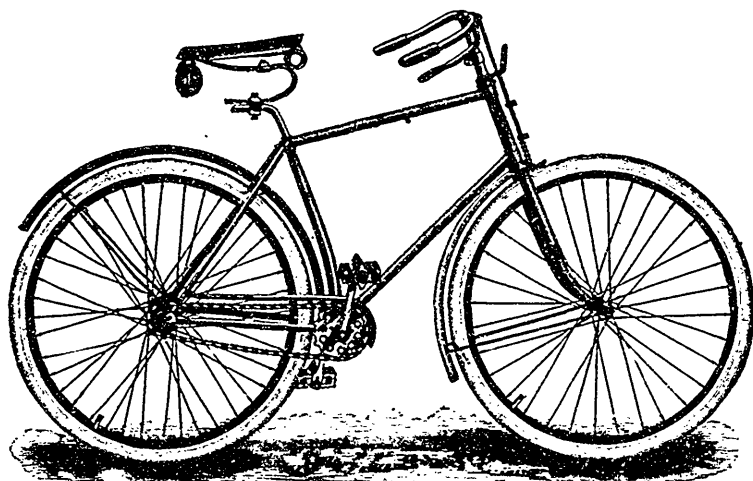
IT IS A DANDY.

H. J. LaFORCE, Church St., Toronto.

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

WANTED: GOOD LIVE AGENTS TO PUSH

"Imperial Wheels"



"MODEL A."

**WE CAN MAKE
IT
INTERESTING
FOR YOU.**

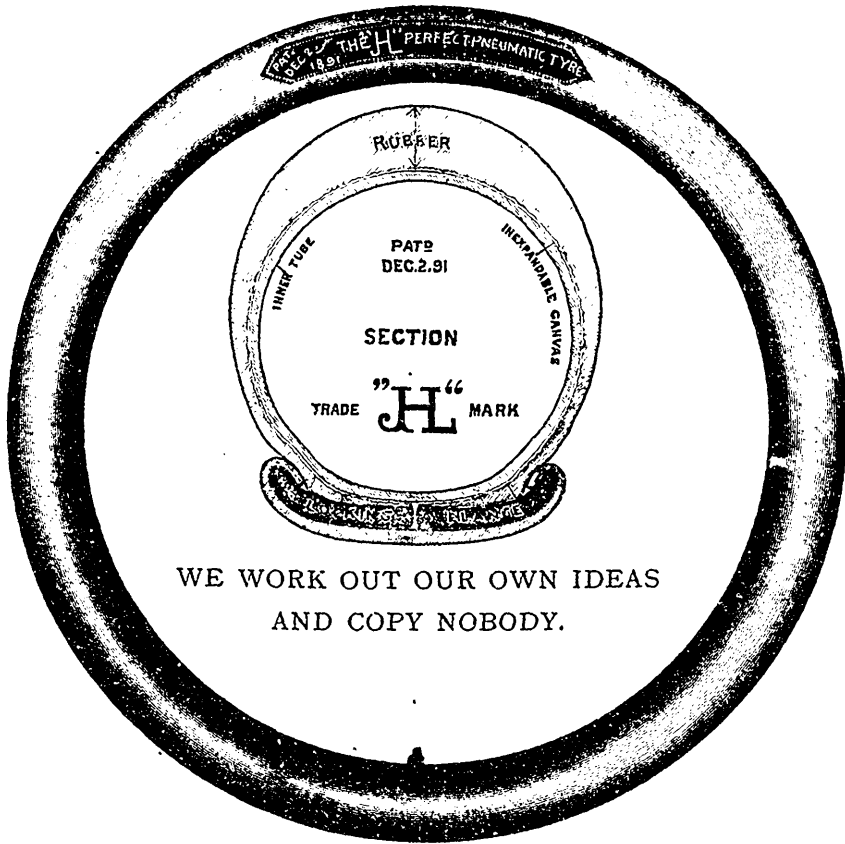


SEND FOR '92 CATALOGUE

Showing all styles and
at all prices.

AMES & FROST COMPANY, MAKERS, 302-4 WABASH AVE., CHICAGO, U.S.A.

THIS CUT REPRESENTS OUR TIRE AS PATENTED



WE WORK OUT OUR OWN IDEAS
AND COPY NOBODY.

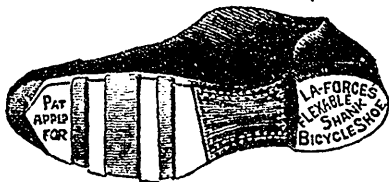
The Purchaser of Our Patent Pneumatic Tire
BUYS THE ONLY PERFECT DETACHABLE PNEUMATIC TIRE YET KNOWN.

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

A BOON TO OWNERS OF HARD TIRE WHEELS.

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

Trade Supplied in Small and Large Quantities.



The only Manufacturer of the

LaForce Flexible Shank Bicycle Shoe

Made to order and Trade supplied.

Specialties:—Dunlop Tires Repaired and Lawn Racquets Restrung.

H. J. LAFORCE,

- CHURCH ST., TORONTO.

WANDERER CYCLE CO.

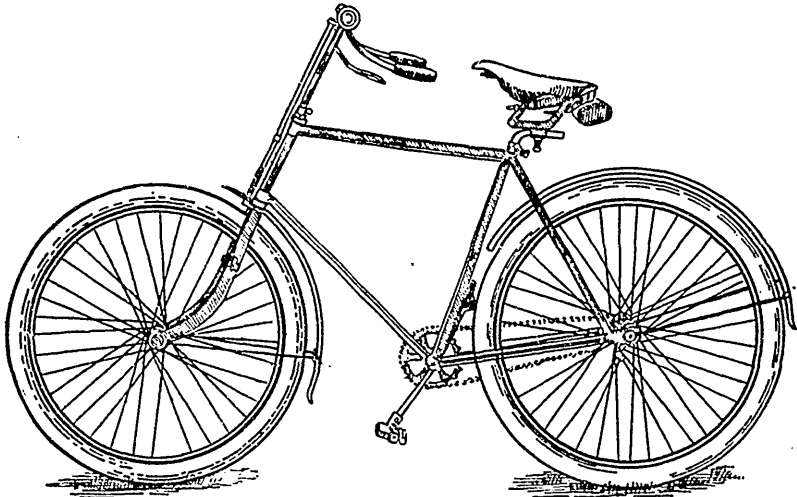
22 AND 24 LOMBARD STREET, TORONTO

MANUFACTURERS AND IMPORTERS OF

HIGH GRADE BICYCLES

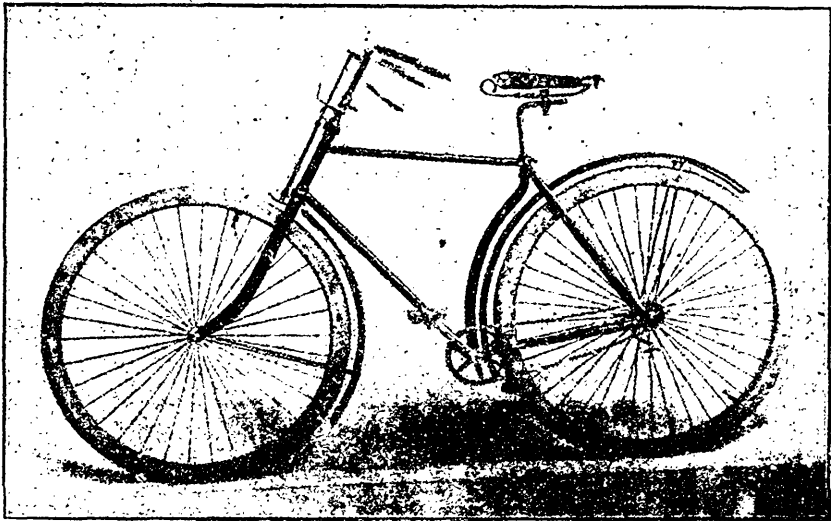
Have you seen our Wanderer? Here is its portrait

It is greatly admired and is second to none.



Purchasers are delighted with it. It advertises itself

We have also in hand a stock of the "GREENER" SAFETY, a first-class and beautiful wheel, with Dunlop Tires. Call and see them.



Remember that we are headquarters for repairing, and can alter your wheel to Cushion or Pneumatic Tires, making it almost as good as new.

WANDERER CYCLE CO., . . . 22 and 24 Lombard Street, Toronto.

THE ♦ RAGLAN ♦ CYCLES

AT THE

C. W. A. MEET ON JULY 1st & 2nd

SECURED THE FOLLOWING FIRST PRIZES :



$\frac{1}{4}$ Mile (open) in 37 secs.
 3 Mile Championship..... “ 8.08 3-5.
 25 Mile Road Championship. “ 1.10.06.



The above goes to show that the Raglan Cycles are both Path and Road Cycles, the Road Race being won without the slightest break or mishap.

FAST, LIGHT, * * *
 * * STRONG & NEAT

CANADIAN REPRESENTATIVE

GEO. F. BOSTWICK,

24 Front Street West, - Toronto, Ont.

THE GENDRON CYCLE EXCELS

MIDDLEMAN'S PROFITS GIVEN TO THE CUSTOMER

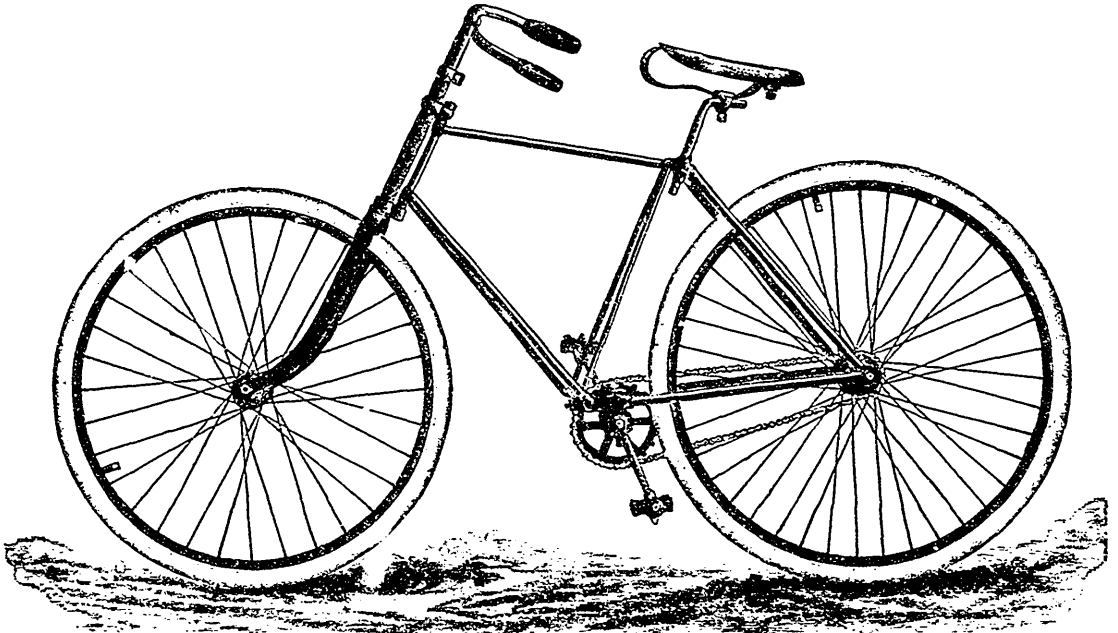
By buying from us you buy from the Manufacturer.

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

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

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

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



PNEUMATIC TIRE, \$130.

CUSHION TIRE, \$115.

HANDLE BAR.—Of $\frac{3}{4}$ inch weldless steel tubing, bent to the most comfortable shape; with seamless, hollow steel post; vulcanized grips; steel lamp bracket.

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

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

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

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

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

GENDRON MANUFACTURING CO., Ltd.

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

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

WANDERERS'

♣ FALL MEET ♣

Saturday, 24th Sept., '92

ON THE

NEW ONE-THIRD TRACK

ROSEDALE, - TORONTO, CANADA.

PROGRAMME

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. One Mile Novice. 2. Quarter-Mile (open), Flying Start. 3. Two Mile, 2.50 class. 4. Half-Mile (open). 5. One Mile, 2.40 class. 6. One Mile (open). | <ol style="list-style-type: none"> 7. Three Mile Club Handicap. 8. Half-Mile (open), Handicap. 9. Two Mile Team Race (three men), open to Canadian Clubs only. Wells, Nash, Hyslop, Smith, Carman, Palmer barred. 10. Five Mile Handicap (open). |
|---|--|

All races on Safety wheels.

C. W. A. Rules to govern.

Fees—Individual events, 50c.; Team Races, \$3 each team.

Fees must accompany entries.

Entries close 21st September.

Three starters for Second Prize, four for Third.

Position on track according to order of entry.

Committee reserves right to alter Race Programme.

The Prizes will surpass, in Value and Style, anything ever offered at a Bicycle Race Meet in this country.

THE BEST MEET OF THE YEAR!
DON'T MISS IT!



For Entry Blanks and other information, apply to

T. C. THOMPSON,

Hon. Secretary, - 136 King Street E., Toronto.

WANDERER CYCLE CO.

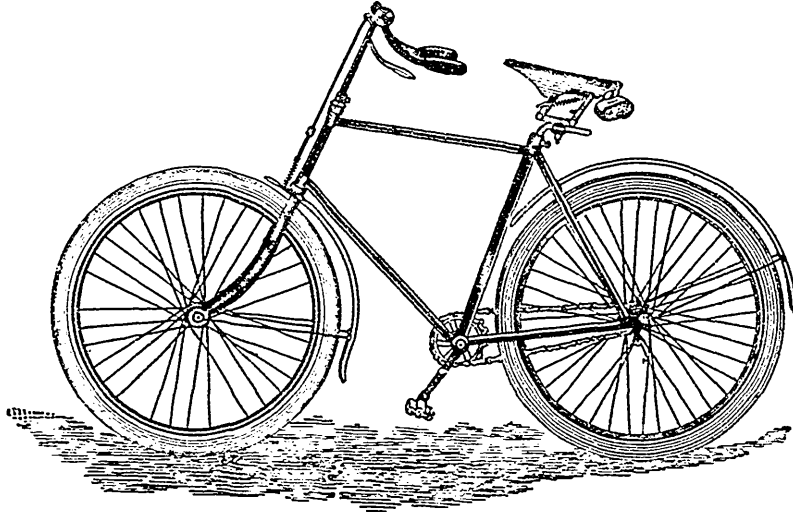
22 AND 24 LOMBARD STREET, TORONTO

MANUFACTURERS AND IMPORTERS OF

HIGH GRADE BICYCLES

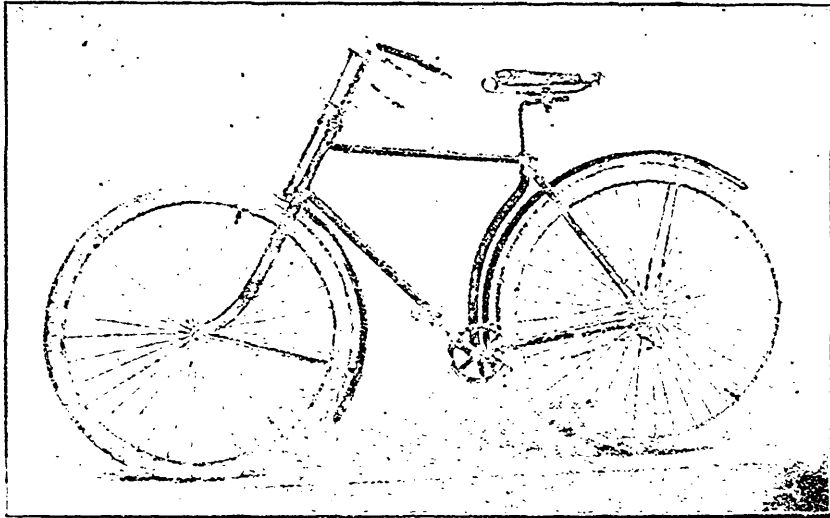
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Purchasers are delighted with it. It advertises itself

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Remember that we are headquarters for repairing, and can alter your wheel to Cushion or Pneumatic Tires, making it almost as good as new.

WANDERER CYCLE CO., - - - 22 and 24 Lombard Street, Toronto.