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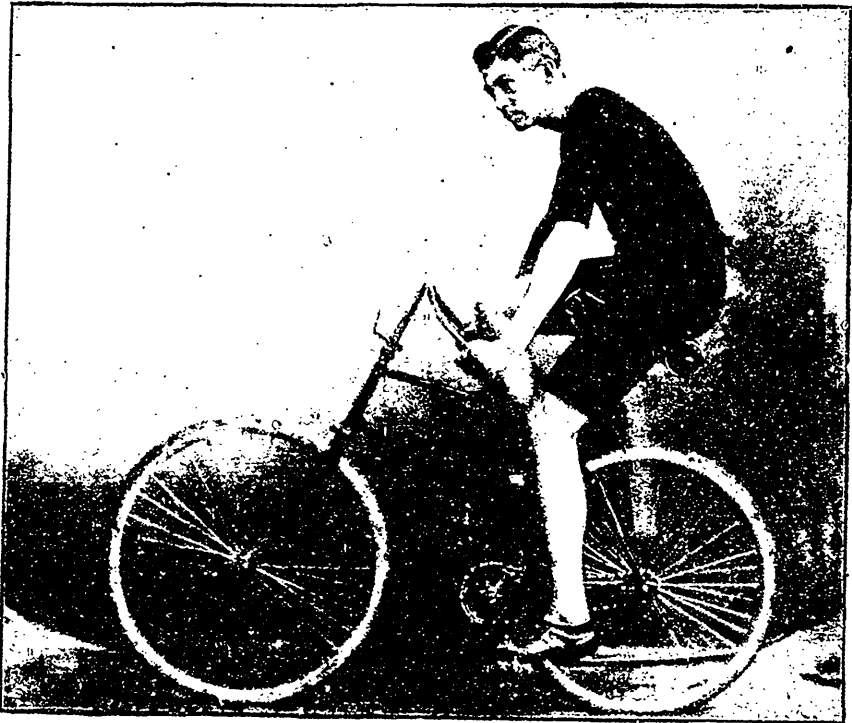
# ✓ CYCLING

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

Vol. II.

TORONTO, NOVEMBER 26, 1891.

No. 1.



E. J. P. SMITH,  
TORONTO BICYCLE CLUB.

### Canadian Flyers—7.

E. J. P. SMITH.

Among wheelmen who have become prominent on road and path the writer knows of no one who has so rapidly come to the front as the subject of this article. Three months ago the name of E. J. P. Smith was comparatively unknown in the wheeling world outside the circle of his own club; to-day he is classed—and deservedly so—among the fastest of Canadian flyers. Standing 6 ft. 1 in. in his stockings, and when in condition weighing 160 lbs., Mr. Smith is one of the strongest riders in the country, as is eminently proved by his having pushed a 76 in. gear during the past season in all his principal races. He is 22 years of age, and was born at Grimsby. Early in the past season he joined the Toronto Bicycle Club, and having a nature full of fun under a quiet exterior soon became a favorite among his club mates.

We distinctly remember his first appearance at a club run of the Torontos, when, in conversation, he casually remarked that he liked fast riding. Two or three of the flyers winked at each other and smiled, as much as to say that he would get it. Before long the easy pace of the leaders developed into a scorch, which was maintained for a good six miles, but at the finish E. J. P. was there as fresh as any of them, and it soon became evident that he was a rider of no mean ability. As a consequence he was persuaded by the road officers to enter for the annual races of the club at the Rosedale grounds on the 10th August last. This was his first appearance before the public, and he was successful in securing two first prizes and a second.

His fast pedalling at the meet led to his being chosen by the Club Racing Board as a member of the team to compete against the Wanderers in the ten mile track race on the 26th of that month, when he fully demonstrated the wisdom of the choice by finishing third, and within a few yards of the first man. His position might, perhaps, have been improved had he not damaged his pneumatic in the last mile. As it was, however, he crossed the scratch just ahead of that little flyer, J. H. Nash.

Three days later—on the 29th August—at the Montreal Amateur Athletic Association grounds he won the two mile handicap, defeating both Palmer, of the Hamiltons, and Berlo, of the Manhattans, of New York, establishing a Canadian record of 5.39 for that distance.

He next appeared at Hamilton as one of the contestants in the famous Hamilton vs Toronto forty mile team road race, where he

finished third, leading such cracks as Skerrett and Robertson, of the Hamiltons, and Hyslop and McClelland, of the Torontos, and covering the distance in 2 hrs. 3 min. 53 sec.

At the Toronto Industrial Exhibition, mounted on a strange wheel—his own having been punctured on the road to the grounds—he was able to capture a second prize.

It was his intention to compete in London at the races of the Forest City Bicycle Club in October, but having sustained a very serious accident while training, he was prevented.

On the 3rd inst. Mr. Smith rode from Barrie to Toronto—sixty-five miles—in 4 hrs. 15 min., or at a rate of about 15½ miles per hour, which is pretty fast travelling over Canadian roads for such a distance.

He finished the season by taking part in the recent Relay Race, when he rode from Belleville to Napanee, a distance of twenty-five miles, late in the day and over a road which was in a comparatively unridable condition from rain, in 1 hr. 33 min.

Having so recently taken to racing, Mr. Smith has had no regular mount, but most of his riding has been done on a Raglan Light Roadster Safety. Next year he will have a first-class racing wheel specially built for himself, and we have not the slightest doubt but that he will finish the season with a long list of victories to his credit. A.

On Friday, Nov. 13th, Messrs. Smith and Nasmith, in the face of a strong head-wind out, and over roads heavy with mud, reduced the record from Kingston to Odessa and return, made by E. O. Sliter, of 1 hr. 34 min., to 1 hr. 27 min.

### Athletic Reception.

The Toronto Young Men's Christian Association have issued invitations to the various Athletic Associations of the city to a reception in the Association Building, Tuesday evening, Dec. 1, at 7.30 o'clock. There will be a splendid musical programme and a good orchestra, while not the least interesting part of the evening's entertainment will be a stereoptican exhibition of about 100 slides made by leading amateurs of the city from photos taken by themselves of sports and scenes familiar to all out-door enthusiasts. Through the columns of CYCLING a cordial invitation is hereby extended to wheelmen and their friends to visit our building that evening and thoroughly enjoy what is set before them for their benefit and amusement. Cards can be secured at club rooms and at Association Hall.

H. ENGLISH,  
Musical Director Y. M. C. A.

# 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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NOVEMBER 26, 1891.

## A Canadian Century Cycling Club.

We recommend to the attention of our readers the suggestions of our Chicago correspondent on the above subject. The formation of such a club, embracing riders from every part of the country, would greatly tend to bring about closer relations between the various clubs, and aid materially in furthering the interests of the sport generally. We can well afford to follow the example of our American cousins, who have no doubt found their prototype in the English North Road Club.

For Chief Centurion no better name could be suggested than that of Art. Taylor, Vice-President of the Wanderers, who is well and favorably known all over the Province.

We invite the opinions of the various clubs in the country, and will be pleased to hear from correspondents on the subject.

## The Relay Race.

The Thanksgiving Day Relay Race is a thing of the past, but the interest it awakened is of the present, and will be particularly noticeable by the increased number of riders during the coming season. Fortunately the event took place at a time and through a part of the country which is very much in need of a reviving influence, for, with the exception of the Bowmanville and Peterboro' Clubs, there is not a C. W. A member between Toronto and Kingston. Great interest was excited in all the towns along the route, and the riders were aided and encouraged in every possible way by the public. The riders themselves certainly de-

serve very great credit indeed for their pluck in facing such roads and weather, and the performance was one to be proud of. November, however, is hardly the time of the year either for pleasurable or fast riding, and we would respectfully suggest that the next Relay Race be ridden, say, in June or July, that it be an inter-club affair, and the course be from Windsor to Ottawa. In this way the clubs all along the line would be interested, and each have its quota of riders participating.

## LaForce's Pneumatic.

Mr. H. J. LaForce, of Church Street, has patented a pneumatic tire of very simple construction. The tire consists of an outside case lined with canvas, between which and the tread is a chemically treated woollen pad. The edges of the case are formed with a sort of ear, which fits into the reversed edges of the rim, and the action of inflating effectually fastens it thereto. The tube is of pure rubber, and is prevented from coming into contact with the metal of the rim by a canvas flap attached to the casing. The tire can only be removed by deflating, and is easily replaced.

Mr. LaForce forced a sharp instrument through the tire, removed it, mended the puncture, replaced and re-inflated the tire, all in four minutes. Sufficient material to mend fifty punctures (more than could possibly occur in three or four seasons' riding) is contained in a small brass box  $2\frac{1}{2}$  in. long and  $\frac{3}{4}$  in. in diameter. A great feature of the tire is that the canvas lining of the case prevents stretching, so that patching the air-tube does not produce the unsightly lumps on the outer surface so common to the Dunlop. The valve is a deflating one, and is quite simple in construction.

## Publishers' Notice.

Bound copies of CYCLING (vol. 1) will be ready in a few days. Those desiring copies will please send in their orders at once, as the number is limited. Price \$1.25.

Subscribers who have preserved their copies through the year can have them bound in cloth for 50 cents.

The "Wanderers" held their fortnightly "Smoker" last Thursday evening, and spent a very enjoyable time. Excellent music was provided and materially added to the festive occasion.

## Toronto Bicycle Club, Ltd.

Chicago Letter.

ORGANIZED  
1881.



INCORPORATED  
1891.

Club House: 346 Jarvis Street.

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H. C. Pease - - -	Club Reporter.

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

## CLUB NOTICES.

The regular monthly meeting of the Toronto Bicycle Club will be held in club house on Monday evening the 7th Dec. J. Wood,  
*Hon.-Sec.*

Anybody who wants a clear illustration of the benefits of cycling on women should take note of a case lately brought under my notice. The lady in question was the editress of a technical journal, and the over brain-work her post brought about produced a threatening of paralysis. Somebody advised tricycling, and for six months she rode a machine much heavier than herself every morning, whatever the weather. That was four years ago. Now she has taken to a bicycle, is devoted to all day tours, and declares herself capable of doing more work than ever in her life before. When one adds that this winter she talks of editing two papers, instead of one, surely there is nothing else to say as to what cycling has done for her. And yet, only the other day, a doctor who still retains some antique prejudices in this age of enlightenment actually told her that cycling was not good for any living woman—she is physically unfit for it, and ought to let it alone.—*Violet Lorne, in Bicycling News.*

The present season has been a great one for the wheel, both on road and path, and the West has not been behind the East in any respect. It almost dazes one to think of the number of wheels that will be in use next season, especially by the ladies. The day has gone when a lady on a safety is a subject for remark. Neither do the fair sex stick to the boulevards and asphalt pavements, but take long rides out into the country and bid fair to outdo a great many of their brother riders. I do not think there is a place where road riding has grown to such an extent as in Chicago. It seems to be a mania, and if you don't belong to the Century Club and dangle half a dozen bars from your badge you are "not in it." The Century Road Club of America with headquarters in Chicago is to-day one of the largest clubs in existence, and at the present time numbers about 270 members, including some of the most prominent road riders in the world. Of the total number nearly 200 have ridden at least one century, while others have completed from two to six and one or two have reached as many as twelve. The Club was organized Aug. 12, 1891. with Wm. Herrick as Chief Centurion. J. M. Newman won the gold medal given to the member who first made twelve centuries, with John Erickson a close second. The club has a mileage in century runs alone of 45,000 miles. Among its members are a number of ladies who are envied by a good many gentlemen riders because they are the owners of two or three of the coveted bars.

Why not start a Century Club in Canada or join the C. R. C. of A? It is open to the world, and has members who reside in England. I think there would be no difficulty in organizing such a club in Canada, if someone would give it a start, and there is no doubt but what it would give a big boom to cycling, and bring out riders of whom we know very little at present, and would in time bring about a much needed reform in the condition of roads. There is the genial V. P. of the Wanderers Club who would make an ideal Chief Centurion, and would bring the Canadian Club into as much repute as the one on this side of the line.

The ride from St. Louis to De Soto, a distance of forty-six miles, which is described as being forty-five miles of hills (some being two miles long) with the remaining mile scattered in between, with good sized boulders displayed on aforesaid hills, was undertaken by a party of Chicago boys, accompanied by members of the two clubs in St. Louis,

about two weeks ago. Only one man of the Chicago party, "Birdie" Munger, succeeded in riding every hill. The round trip of ninety-two miles has only been ridden once, that by the late Cola Stone. A medal will be given next year to the wheelman making the trip in twenty-four hours, and it is said that two Canadian boys will have a try at it.

Jay Ross, an old Wanderer, started to form an ex-members' club, but had to give it up owing to pressure of business. I believe it is his intention, now that the busy cycling season is about over, to again give his attention to the scheme, and next year you will probably hear "summat" of the Canucks who are now in Chicago.

The most recent and the best way of bringing about good roads is the courier relay rides now absorbing the attention, not only of wheelmen, but the public in general all over the world. The fact that in such a way despatches can be sent quicker than by a courier on a horse, has been clearly demonstrated by the relay ride from Hartford to New York, and not only in fine weather, but through mud and rain, over hill and along stony roads, as shown by the plucky "Canucks" who took an active part in the ride from Hamilton to Kingston, a distance of 205 miles, in the remarkably fast time of 15 hrs. 20 mins. That ride is bound to create a sensation, and will tend to greatly increase the use of the wheel throughout Canada. The writer is well acquainted with the greater portion of the road, and it is to him a genuine astonishment that some of the riders got through on account of the mud and rain. I consider that the cycling fraternity of Canada owe those riders a debt of gratitude for bringing their favorite pastime into such prominent notice. I offer as a suggestion that the C. W. A. give to the riders who took an active part in the ride some souvenir as a token of appreciation for the service done in assisting the advancement of wheeling.

L. D. Munger's record of 3 hours and 47 minutes over the De Soto road has been disputed by Hal Greenwood, of St. Louis, and as a result he has challenged Munger to a race on that famous road, which "Birdie" has accepted and is ready to ride on Nov. 28, for a solid 18 karat gold stop watch. He will be accompanied to St. Louis by a number of Chicago's 2.50 Club members, who want to try conclusions with the St. Louis scorchers.

The majority of riders have laid up their wheels for the winter and have turned their attention to indoor base-ball and bowling

alley. The clubs have opened up the winter season, and smokers, receptions, card parties, concerts and raffles are taking place at some club nearly every night in the week. Chicago has about forty-seven clubs at the present time, and nearly all possess elegant club-rooms or club-houses. The latest addition in the way of a club-house is that of the Oak Park Cycling Club, located on the corner of Railroad and Prairie Avenues. The lot is 65 x 125 feet. The total cost is in the neighborhood of \$50,000, and the house is something of which the O.P.C.C. may well be proud.

I ran across big Sam T. White, of Hamilton, to-day, who intends remaining here if things come out all right. He will probably go into some bicycle house, and ought not to have much trouble in doing so as "Sam" is a "hustler." He reports trade in Canada as good and the prospects for next year are very bright. His reason for leaving Hamilton is, that when he undertook the sale of "Push On's" photos his trade fell off and he is now doomed to be

A TRAMP ABROAD.

Chicago, Nov. 18.

#### Sarnia Letter.

DEAR CYCLING,— Referring to "Sarnia Letter" in your last issue, the Sarnia Bicycle Club feel that they cannot allow such a thing to pass, without making some explanation.

"Nibbs," whoever he may be, is a person who is in no way connected with the Sarnia Bicycle Club, and who had no authority from the club to write any letter, and the first information our club had of such a letter was when it appeared in the columns of CYCLING.

You will therefore see that this club is in no way responsible for "Nibbs'" actions, nor in sympathy with his ideas, and we regret that his letter should ever have been published, purporting to come from the Sarnia Bicycle Club. Yours truly,

W. R. PAUL,

SARNIA, NOV. 21, 1891. Sec'y S. B. C.

[We are indeed sorry that our correspondent "Nibbs'" letter should have given such displeasure to the S. B. C., but trust that no harm has been done.—Ed.]

#### London Letter.

DEAR CYCLING,—The F.C.B.C.'s special meeting in regard to ways and means took place last evening. After a business-like

discussion of upwards of an hour, during which some of the Solons and Ciceros of the club distinguished themselves, a decision was reached which was agreed to unanimously. The club will hold a benefit about Christmas, for which a good attraction will be secured. Judging from our past experience with theatrical and similar benefits it should be a great success. Nothing is needed to ensure success but the enthusiasm and energy of the boys, and they have shown in the past how they can exert these qualities in the cause of the club.

At last night's meeting Mr. Wm. Wigmore, "Dad," delivered the most eloquent, and, at the same time, the most sensible speech of evening. His advice was sound in every particular, and was listened to with wrapt attention by all.

An evening paper contained an item the other day to the effect that the F.C.B.C. was about to disband and also that a pneumatic club had been formed. Subsequently, after notification by our worthy President that such was not the case, they announced that although the F.C.B.C. was not about to disband certain members had joined a new club called the Pneumatic Club. The fact is that the F.C.B.C. was never about to disband, and it is contrary to the rules of the club for a member of the F.C.B.C. to be a member of any other bicycle club.

I see "Billy" Hyslop took part in the production of "Ben Hur" at the Grand, Toronto, last week. A former F.C.B.C. member, now in Toronto, was requested to take the part of "Ben Hur," but was obliged to decline owing to lack of time for rehearsals.

"Capt." Will Challoner, of the Strathroy Club, was in town on Saturday last, and was the guest of the F.C.B.C. while in the city.

Yours truly, W. G. OWENS.

### Oh, Jimmy, How Could You?

Grinning through a horse-collar, writes "Graphis," used to win prizes at country fairs. Grinning over a handle-bar is the accomplishment that wins pots now, in America at all events. One of Columbia's greatest cracks, according to the cycling papers, is in the habit of laughing cheerfully at his opponents while they are fighting out a close finish with him, and this proceeding so paralyzes and terrifies them that the smiling one has no trouble in shaking them off. Henceforth the art and practice of smiling when at his last gasp will surely be a feature in the training of every racing crack, and the man hauled up for in-and-out running can

bring forward a new excuse. "Why did you suddenly slack when you had caught the field, with only Jack Thirdrater to pass?" "Why, because he smiled at me till I missed a pedal, and couldn't even steer!" We would suggest that the specially dangerous Columbian smiler should, like the dogs, be subject to a muzzling order during the summer.—*Irish Cyclist*.

FOR "CYCLING,"

### A Summer Idyl.

I.

A wheelman went a-wheeling  
When the summer sun was low,  
When the merry birds had sought their nests,  
Where did the wheelman go?  
He went to see the fair Daphne.

II.

The wheelman went a-walking  
When the summer sun had set;  
Sly Cupid shoots when the birds are mute,  
He'll get that wheelman yet  
Down at the feet of Daphne sweet.

III.

The wheelman wheeled him homeward  
When the summer moon was high,  
What sweet delight was in his soul,  
But why did Daphne sigh?  
Sly Cupid's dart had pierced her heart.

IV.

Two wheelers went a-wheeling  
On the cycle swift of Time,  
Daphne has made the wheelman glad.  
Ring out the merry chime  
In blessings free on fair Daphne.

MARK G. McELHINNEY.

### Items of Interest.

McClelland says his relay was the worst ride he ever had, "bar none."

The Winnipeg Bicycle Club is flourishing, and has two hundred members.

The Cincinnati Wheel Club has just received letters of incorporation.

The subject of our next article on Canadian Flyers, will be Mr. Fred Foster, of the Wanderers Bicycle Club.

E. J. P. Smith only returned from his relay trip on Saturday last. He reports having received many kindnesses from the cyclists in Kingston, Napanee, Belleville and Trenton.

Quite a number of cyclists rode east on Thanksgiving Day, participating in the last official run of the Torontos.

Illinois Division L. A. W. are engaged on their new road book, which promises to be a very complete one.

H. C. Pease is still suffering from the effects of his "header," and his wrist is very painful at times.

The first use made of the new police patrol wagon was to gather in a lot of cyclists who had been riding the sidewalks.

Foreign exchanges are advocating a good spring saddle as a *sine qua non* to the comfortable use of the pneumatic.

Our English exchanges come to hand with plenty of news of smokers, dinners and indoor amusements.

The geared ordinary is evidently in the field to stay, as many English riders are ordering mounts from the new model.

The recent Relay Race, from Hamilton to Kingston, is commented upon in all our American exchanges, some of them giving considerable space to the event.

General Miles, the Indian fighter, has ordered a dozen Columbia safeties, to be used for the purpose of experimenting in the U.S. army.

F. C. Graves, the American road racer, who won the Irvington-Milburn race on May 30, and rode second to Palmer at Springfield, is very ill with typhoid fever.

The *Irish Cyclist* does not think Windle equal to Osmond, and points out that if the latter had trained and prepared as much for the ride he would have come near 2.10.

The Toronto Club have recently put a pool-table in the house, and the boys are enjoying themselves trying to keep the cue ball out of the pockets.

In the recent Relay Race most of the wheels used were Humber Pneumatics. These machines are undoubtedly the best on the market for road racing. We believe that they are the strongest wheels manufactured considering their lightness. The Charles Stark Company have the sole Canadian agency for this wheel.

B. F. McDaniel, the well-known long distance rider, starting on the 16th inst., broke the 24-hour Pennsylvania record, making 262 miles. The former record was 224 miles, made by J. D. Artman, of the Quaker City Wheelmen.

## Athenæum Bicycle Club.

### OFFICERS:

J. P. EDWARDS .....	President.
W. C. MEREDITH .....	Vice-President.
J. H. EDDIS .....	Sec.-Treasurer.

### OFFICERS OF THE ROAD:

J. P. LANGLEY .....	Captain.
A. BYRON .....	1st Lieutenant.
A. ECKLEY .....	2nd "
L. ROBERTSON .....	3rd "

The regular monthly meeting of the club will be held at the club rooms, Public Library Building, on the third Thursday of each month at 7.30 p.m. sharp.

The appointments of a cycle have gradually been increasing in number as improvements in accessories have taken place, and we now find that an up-to-date cycle carries a couple of spanners for the principal nuts, another one for the saddle, a fourth for the bell, and a detachable key for the lamp, to say nothing of oilcan, string, wire, padlock and chain, and pneumatic repairing apparatus. If this sort of thing goes much further we shall have a tourist with a forge, a fire and bellows, a supply of various-sized tubes, a few spokes, and an extra wheel or two as simple necessities for his daily requirements.—*Bicycling News*.

### FOR SALE, WANTS, EXCHANGE.

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