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CYCLING

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

Vol. II.

TORONTO, MAY 12, 1892.

No 12.



ROAD OFFICERS OF THE WANDERERS' BICYCLE CLUB.

Chas. Thompson, 3rd Lieut. J. H. Nash, 2nd Lieut. W. E. Dunn, Standard Bearer. James W. Johnston, 1st Lieut.
Bruce Robinson, Bugle Major. W. A. Hunter, Captain.

The Seddon Tire.

We recently had about a fortnight's trial of this tire, and consequently are in a position to say something as to its merits. Its construction is pretty well known. The air tube contains two chambers, each with a separate valve, so that one can be inflated should the other puncture, and it seems to be made of a sort of combination of rubber and cloth which is soft and strong, the rubber being outside to facilitate repair. The outer cover is exceedingly thin, and is secured to a rim, somewhat deeper than the present pneumatic rim, by wires at the extreme edges, the ends of these wires being joined by a coupling. For purposes of repair the air tube can be got at in a moment by deflating the tire and unhooking the coupling. In appearance this tire is the neatest on the market. The rim is not covered in any way, and the tire, which is red in color, fits close, and altogether the effect is very pleasing. We tried the tires on two different machines, a Hadley and an Elswick, and on both we found them admirable in use. It is almost impossible to discriminate between two tires nearly equal in speed, but there is one test which gives a very fair result, and that is coasting. On the Seddon we coasted several times against Professor Stewart on a Dunlop and he beat us by a few yards. Next day, however, we tried again, and found that there was practically no difference. From this test and from our fortnight's experience we should say that the tire was really fast. Another good point about it is that it slips little, less than the Dunlop. As regards ease of repair we fancy it scores also, but could form no definite opinion of to how great an extent, for although we punctured we had not the necessary implements to make good the damage. Another great point in favor of the Seddon is that the wheels need not be sent to be tired. The tires can be supplied like a solid tire, and fitted almost by anybody. This should prove a great boom to the trade, and a convenience to the man who sees fit to keep a spare cover and air tube. The racing tire has only a single chamber, and is very light. Next as to the defects--the wire may break. We saw this happen to O'Neill, but fancy it is a thing that would very rarely occur, especially as the coupling has been improved and is now nickelled to prevent rust. Punctures are more frequent owing to the very thin outer cover. That they are not unreasonably so, however, the fact of Naylor and O'Neill going safely through the

I.R.C. fifty miles under most unfavorable circumstances would seem to prove. We don't believe in the double chamber arrangement. In the case of the puncture we met with, both chambers were pierced, and we feel sure this would occur in nine cases out of ten. By doing away with one chamber, weight could be reduced, and at the same time the outer cover might be slightly thickened without interfering with the speed of the tire. On the whole, the tire seems a good article, and should become very popular. —*Irish Cyclist.*

The Forest City Bicycle Club propose appearing at the C. W. A. meet in Highland costume.

S. A. Miles, editor of the *Referee*, has been selected as handicapper for the Pullman Race.

A Buffalo rider broke his saddle recently and rode some six hours on his pedals; good grit we think.

Our American cousins are beginning to look toward the board track as the cycling path of the future.

The Council of Oakland, Cal., are proposing a new ordinance prohibiting wheelmen using the parks.

Begg and Parker were reported to have ridden to Belleville in eight hours. We did not think they would prevaricate to that extent.

Walter Thomas has been making centuries so often lately that the Century Club jeweller has had to increase his staff in order to keep up with the demand.

There seems to be a general impression that because the C. W. A. eliminated the high wheel championship there will therefore be no high wheel races. There will no doubt be races for that class at all meetings though no *championship* races.

High gears on the path seem to be coming into favor. At the Easter Tournament at Balls Bridge, Joynt, on a machine geared to 72 inches, rode better than he had ever done before, and Johnston rode a machine geared to 80 inches. Most of the cracks are riding machines geared to 68 inches this season.

For some little time a certain member has been trotting round talking the boys to death on the merits of a certain make of wheel, one of which he rode, and very amiably pointing out the defects existing in all others. For three or four days last week he was walking, on account of having "to get a little brazing done."

Cycling

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

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PUBLISHER: - - WM. H. MILN.

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MAY 12, 1892.

Not an Annexationist.

Zimmerman has had his first taste of English riders, and came in very much of a second. Our American exchanges are therefore devoting their columns to ingenuous explanations.—CYCLING, Toronto, Can. Well, we are surprised. We supposed the Canucks took as much interest in Jimmy's success in England as the Americans, but it must be that CYCLING's editor is an opponent of annexation.—*American Wheelmen*. No, brother Lewis, we are not running on the annexationist ticket just yet, unless Buffalo and north-western New York wishes to be annexed to Canada. We have an idea, however, that some of our racing men will annex one or two of the Martin road race prizes about May 30.

The Torontos' Niagara Falls Trip.

Those who accompanied the Club in this trip last year need no urging to be present on the coming jaunt, but for the information of newer members, the following is given: The members will leave the Club House at 3 p.m., on the 21st, and ride to Hamilton. Any who may be unable to ride that far may stop for the night nearer, and one or two of the road officers will wait with them. Others, again, may leave by boat or train, and meet that evening in Hamilton. Next morning all will proceed by one of the finest and prettiest roads in Canada to the Falls, stopping at the Parkside Inn, near the Clifton House, until the 24th, when a return will be made either via St. Catharines, or direct to Niagara Town, thence by boat to Toronto. The whole trip need not cost more than five or six dollars. Any members who

cannot get away before the 24th can cross on the morning boat, and spend the day at the Falls. Special fare from Niagara town to Toronto for members of the party, fifty cents one way.

The Parkside Inn is a very pretty place, and Mr. De Lacey has prepared ample accommodation. Do not fail to go either on the 21st or 24th.

Handicap Road Race.

And so we Canadians are also to have a Pullman Road Race. Monday's *Mail* contained a statement to that effect, and of course the club men are delighted. The proposed course is from Norway Hill to Highland Creek and return to the Woodbine—about twenty-two miles. It is a great pity that we Toronto people have not got a first-class stretch of road with a few less hills in it. One thing, however, the course is not too hilly for pretty good time, though not by any means as level as the Hamilton-Grimsby course. The prize list, it is announced, will be long and valuable, the race being under the auspices of the principal Toronto dealers. All information together with entry blanks may be obtained from J. H. Gerrie, *Mail* office, Toronto.

Has anybody as yet found a horse shoe fastened to his pneumatic?

In an article in *The Stanley Gazette* on "Clubs I have Joined," "Faed" thus recounts the origin of the famous North Road C. C.:—"The London Scottish was quite the long-distance riding club, and I had the mania for long rides strongly developed; so somebody nominated me for membership, my qualification being a remote ancestor who came from ayant tha Tweed, and, of course, never went back any more, boys, never went back any more. But someone on the committee did not want me, and allowed it to leak out that he should blackball me; and I consequently withdrew my candidature, and started the North Road Club. It may sound strange for me to say that the object for which this club was started was not the promotion of races, but merely to bring into association the crack members of various clubs who, like myself, felt it to be a pleasure to ride fast from one place to another in company with other good riders. The club handicaps, the open century and all-day rides, and the standard medal system were all after-thoughts."

Zimmerman in England.

The following is a list of Zimmerman's fixtures while in England:—

April 30.—Notts Forest Sports. A London County party will leave King's Cross at 8.30 p.m. on Friday, April 29.

May 14.—Bristol B. & T. C. A London County party will go down on the Friday night Particulars in due course.

May 21.—London County Club spring meeting at Herne Hill. The best English, Scotch, Irish and Dutch riders have been invited to meet Mr. Zimmerman at one mile.

May 28.—Polytechnic C. C., at Paddington, with a particularly interesting item.

June —. Championships of Europe at Berlin, and L. C. party.

June 18.—National Cyclists' Union championships at Herne Hill.

June 25.—National Cyclists' Union championships at Leeds.

July 9.—London, Lewisham and Brixton meeting at Herne Hill.

July 16.—Visit to Holland with a London County party.

July 23 and 25.—Collingwood Club, Newcastle (probably).

July 30.—Harrogate Camp with "Lacy Hillier's party."

Mr. Zimmerman's tour will close at Harrogate as regards racing; he will then visit Paris and return to America for the racing season there. He will probably ride at the Thursday evening meetings at Herne Hill, and as soon as the weather is warmer try for records there.

Provided there is room, cyclists and athletes who are not members of the L. C. C. and A. C., Ltd., are permitted to join the London County parties.

Position.

There is no point in connection with safety bicycle riding that is so important, and so much abused, as that of position. Riding far back over the rear wheel was at one time considered to be the correct thing for speed, though nobody who has had experience of riding in such a position could by any stretch of imagination call it comfortable. Even now we frequently see youths sitting back with curved spine, contracted chest, and outstretched arms in the fond belief, evidently, that they are posing as "flyers" of a very advanced type and superior description. It is an utter fallacy, and we know of nothing so entirely wrong in connection with cycle

riding than this same backward position. It is not to be wondered at, when young fellows place their bodies into such fearful and wonderful shapes, that people on the sidewalk, or anywhere else, should call the sport of cycling unhealthy. Such a position is unhealthy, and, we maintain, altogether opposed to speedy riding and comfort. A man, to attain to anything of pace, to pedal easily, to exert to its fullest extent the combined strength of arms, shoulders, chest, hips, and legs, and the weight of his body, should sit on his machine in an almost vertical position. Apart from the question of speed, just imagine the pleasure and healthfulness of such a position; no part of the system is cramped, the chest, instead of being contracted, is expanded, every breath of the country air gets right home to the lungs, and the heart is allowed its normal and necessary amount of room to beat in. Fortunately these facts have dawned upon a great number of the more sensible riders, and the highest grade mounts are this year mostly built in favor of a somewhat vertical position; but we still find many of the younger school of wheelmen assuming the old time hump-backed position, and it is particularly to them, should any of them read these lines, that we tender our advice. In no case should the peak of the saddle be more than about three inches behind the crank axle. This, if the machine is correctly built, and the handles properly placed, should put you in such a position as to enable you to get all the speed possible out of your machine with comfort and thorough enjoyment, besides increasing your pace up hill to a very perceptible extent.—*Cycling*.

It may be news to some people that the stooping position, so much in vogue amongst fast riders, allows much more free play to the lungs than if one sits bolt upright. At least, such is the opinion of Doctor Turner, who is one of the best authorities on the subject we know of. Young riders should take care, however, that the stooping position does not become "chronic."—*Wheeling*.

The L.A.W. championship medals for this year are to be a vast improvement upon those of previous years and will be handsome souvenirs.

Dr. Turner, the famous English cyclist, thinks the tricycle faster than the safety for twenty-four hour spin on the track, attributing it to the absence of exertion in balancing, which requires so much strain on the muscles of the arm and back.

Bicycle Stable.

The stable for bicycles which has been recently opened on Jordan Street by Mr. Brunet will fill a long-felt want among cyclists. This stable affords a place of safety for the wheels of men who have no other convenient place in which to store their machine during business hours. The location is central and easily accessible from all main thoroughfares. The charge for storage is 25 cents per week. This stable should be largely patronized.

The Scorcher.

See the scorcher, swiftly speeding,
Road and scenery unheeding
Past the mill
A sudden flash, he passes by
So fast he almost seems to fly,
Down the hill.

Head bent low, hands clinched tight,
Glancing neither left nor right,
Fast he rushes.
The air is full of music strong,
A world of melody, the song
Of the thrushes.

Naught cares he for Nature's beauty,
He races Time as though a duty
On he goes.
But a stone, in way improper,
Causes him to come a cropper,
On his nose.

See the scorcher, quite disgusted,
Examining his tire, now "busted"
Hear him talk.
With lengthened face, he sadly gazes,
And wishing the machine at "blazes"
Starts to walk.

T. O. Strange, in Cycling News.

St. Thomas.

The following is the programme of bicycle races to be held on the Driving Park, St. Thomas, on Tuesday, May 24th, 1892, at 2 p. m. :—

1—One half mile, 1, silver cup, 2nd, gold medal; 2—One mile, 1st silver cup, 2nd gold medal; 3—Two miles, 1st, silver cup, 2nd, gold medal; 4—Three miles, 1st, silver cup, 2nd; gold medal. All open.

The track is a half mile, and will be put in first-class shape. Races governed by C. W. A. rules.

Over 300 wheelmen will take part in the Society Parade which will take place at 1 o'clock p.m.

P. S.—The St. Thomas Bicycle Club extend a cordial invitation to all wheelmen.

S. H. Eby, Capt.; Geo. A. Watson, Secy.

J. E. L. Bates' 24 Hours.

It was very hard luck for Bates to be knocked out when absolutely beating record, but the very low temperature and possibly not wholly judicious feeding had as much to do with it as anything. The result with the long string of records from 102 to 352 miles suggests certain reflections. If Bates is not quite so good a man as Holbein, what a marvellous machine the G. O. must be? If the G. O. is much slower than the safety, what an unquestioned champion J. E. L. Bates must be! Given a warm day, a comfortable saddle, and proper training, and Bates and the G. O. will go very near 400 miles in 24 hours.

The result of Bates' attempt should encourage men to go for the Great Cuca Cocoa Cup. Had a man been ten miles behind Bates he might have proved the winner, and that was exactly what is to be expected in the long distance race. The men will slowly but surely "come back" unless they have undergone a complete and patient preparation.

Bates was quite spun out, and his friends are to be congratulated on the course they took to pull a man off who had forty minutes for ten miles, and was four minutes inside record. This course was most proper and justifiable. The crowd rolled in all the time, a very large number being present at the finish.

Some "eminent road merchants" seemed to find track work most enjoyable, judging from the persistent manner in which they flew around the running track in the intervals of pacing. Doubtless they will all be seen on the path in due course, as soon as the county council has stopped all road racing.—*G. L. Hillier, in Cycling News.*



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Centuries Made.

Since the publication of our last issue, the following century rides have been reported to Chief Centurion Brimer, of the Century Road Club of Canada:—

36, J. E. Doane, A.B.C.; 37, A. L. Lyons, W. B. C.; 38, G. F. Stephenson, T. B. C.; 39, L. D. Robertson, A. B. C.; 40, S. H. Gibbons, R.C.B.C.; 41, R. Tyner, R.C.B.C.; 42, Jas. Murray, R. C. B. C.; 43, W. F. Douglas, Hamilton; 44, S. Bond, T.B.C.; 45, W. J. Hosken, Bowmanville; 46, L. Downey, Bowmanville.

Kingston News.

EDITOR CYCLING, TORONTO,—No doubt just now your many readers are anxiously looking for news from Kingston, and scan your columns in search of every item pertaining to the next annual meet.

Although a number of things are as yet somewhat undefined, yet the general programme of events already insure a successful meet. We do not intend to toot our own horn much, but will leave the praise for those who come here on the 1st and 2nd of July next. The various Committees are hard at work, and from their reports of progress we feel safe in promising a good time. For the sake of those who felt afraid of our hotel men, the Hotel and Reception Committee report that they have bearded each lion in his den, and obtained an agreement duly signed, etc., from each one, giving their rates for the two days at their regular rates. As for accommodation, they claim they have more than enough for all the wheelmen in Canada, between the hotels and the boarding houses, which we trust will be needed.

The Railway and Transportation Committee have arranged for excursions from all surrounding districts, and in addition are earnestly working with each individual club from the far west to Montreal, urging them to run excursions from their towns to Kingston on the 30th June. In doing this the club members secure a very low rate, and should turn out in much larger numbers, and at the same time have an opportunity of making something for the club funds.

The Entertainment Committee promise us a good time, but have not yet finally settled on what they are going to do. I believe, however, that a run amongst the 1,000 Islands on Saturday afternoon will be a part of their menu.

The Race Committee have arranged for some ten events in addition to the road race.

They have communicated with the various clubs and racing men, and after hearing from them will finally decide on their part of the programme.

The Advertising Committee are working hard, and I am confident their efforts to bring a good crowd, both from our own Ontario and from the nearer cities and towns of the United States, will be crowned with success.

The track, which is asphalt, is one-quarter mile, of a width of twelve feet, with an increase to fifteen feet at the starting and finishing point. The ends will be circular and well banded, and as a whole there will be none better in the Dominion. Racing men will be well satisfied. The contract calls for completion of the track by the 5th of June. We shall be pleased to give you more definite information all round very shortly.

Yours fraternally,

E. C. HILL.

The following letter was received the other day by a prominent dealer in the city, and is a gem:—

May 10th, 1891.

Dear sir if you have a second hand bicycle in the low down safety I would like to get one to learn on as a new beginner racks a new one quite a bit in learning

yours truly

T. S.

It is a sorry reflection upon Toronto cyclists that on account of lack of energy the city is to be without a track this year, when one may be had for the mere expense of building it.

The new amateur rule of the N. C. U. prevents English cyclists from riding in competition in France. Holbein will start in the Bordeaux-Paris race, but, in order to overcome the rule, will ride the distance merely as a "spectator," and not as a "competitor."

Wheeling, in its comments upon the decay of the Cyclists' Club-House at Queen Anne's Gate, Westminster, says: "The cyclist is not a clubable being, that is, a sociable clubable being." Probably he is not a clubable being when the club is of such a nature that a wheelman in uniform is practically refused admittance. There are many purely social clubs in existence which offer all the advantages of the "Cyclists' Club House," and many that it did not. If the wheelmen of England are anything like our own wheelmen they will not support a purely social club, but we think one formed on the lines of those in this country would be as successful as are our own.

Torontos' Handicap Race.

On Saturday last fifty-two members of the Torontos left the club house at 3 p.m. for the Halfway House, to witness the first club handicap. Before passing the Woodbine, however, the number had increased to sixty-five, and as the pace was easy, the old solid tired wheels enjoyed the run as well as the others of the party who were more fortunate and rode pneumatics.

The following is the result of the handicap race from Halfway House to Norway Hill and return—eight miles:

Finish.	Rider.	Handicap.
First.....	W. G. McClelland.....	Scratch.
Second.....	F. Bendelari.....	20 seconds.
Third.....	H. Sims.....	20 "
Fourth.....	E. T. Parker.....	20 "
Fifth.....	H. Bendelari.....	40 "
Sixth.....	Jas. Miln.....	Scratch.
Seventh.....	S. Bulley.....	10 "
Eighth.....	W. Lee.....	20 "

The time made on a cushioned rational last year over the same course was 7 secs. better than was made this year on a pneumatic safety.

Harry Love was a starter, but broke his saddle on Auburn Hill and retired.

Fred Bendelari rode well, easily defeating the other starters from 20 second mark.

"Jimmy" took a header at the turn, and the scorcher from the "green ould sod" left him out of sight.

Treasurer Lawson (Ltd.) refrained from starting in the handicap as he did not wish to discourage the younger fry.

Harry Sims was a little off color, but will soon get into shape.

The B. R. B. C.

The *American Wheelman* of May 7 contains an illustrated sketch of the history of the Ramblers' Bicycle Club of that city. The club was formed in 1885, and last year had 158 members. The club mileage for 1889 was 189,325 miles for 100 members; in 1890, with 148 members, 251,452; while last year it amounted to 258,562 miles; F. E. Klippel, the present captain, making 4,520 miles. The club was incorporated in 1890, and has eleven directors.

Facilis est descensus Avernii; or, in other words, the road to Sheol is of unexcelled surface, with prime coasting all the way. An excellent bit of Latin for champions of long standing to keep pasted in their hats.—X. C. C. in *American Cyclist*.

The great question agitating the minds of some of the boys is, What is W. G. McC. going to do with the silk dress won in the Prize Pill competition last week?

The N. C. U. has refused to permit English racing men to compete in France, though *Wheeling* is of the opinion that French amateurs may race against professionals in France and against amateurs in England.

How is the Canadian racing circuit progressing? Toronto will not be in it to a great extent for lack of a suitable track, but there are several other towns such as Kingston, Hamilton, Woodstock and Sarnia, who should have some pretty good meets this year.

The other day, as Will Kernahan was riding into the T.B.C. club house, a rider on a pneumatic, who was scorching down Jarvis street at breakneck speed, ran him down and knocked him off his wheel which, being a solid tyred Rudge, did not suffer very much. The pneumatic was knocked out of shape, and its owner now wants Will to pay for his carelessness.

From the *Referee* we clip the following list of American and Canadian papers devoted to the wheel: Wheel, Bi. World, Bearings, Referee, American Wheelman, Cycling, Southern Wheelman, Cycle Guide, Cyclist's Life, Wheelmen's Gazette, Wheelman, L. A. W. Pointer, Canadian Wheelman, CYCLING (Toronto), Sporting Life, American Athlete, Sporting Times, Outing, Sports Afield, Sporting Goods Gazette, Sporting Review, Hunting, Fishing and Wheeling, Pacific Field Sports, Spectator, Sports and Amusements, Toledo Journal, Pneumatic.

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

Toronto Bicycle Club, Ltd.

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1881.



INCORPORATED
1891.

Club House: 348 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 RUNS.

MAY 14.—Weston.

MAY 21 to 24.—Niagara Falls. This has always been considered the "Banner trip" for a good jolly holiday. Members who participated in the trip last summer will all be there again. It is proposed to leave the club house Saturday at 3 p.m. and ride to the falls via Hamilton. Good roads and plenty of time to do the distance. The officers guarantee there will not be the sign of a scorch. The weakest rider need not be afraid to start.

MAY 28.—Port Credit and then to Cooksville for tea.

Until further notice there will be a regular Tuesday evening run, leaving club house at 7.15.

The Torontos are to have a "hard times" parade this evening, which will no doubt be witnessed by a large number of people.

The Torontos and Wanderers at their last meetings decided upon providing trainers for their racing men.

Stephenson, a new member of the Torontos, is quite a scorcher, and will soon develop into a first-class road rider.

Will Carleton, author of the famous "Farm Ballads," has joined the L. A. W.

Harvey Du Cros, jun., is of opinion that there are at least four men in England who will beat Zimmerman this year at his best. The four are Osmond, Harris, Edwards and Arthur Du Cros.

The St. George's Engineering Co. have recently supplied to Lord Dufferin, British Ambassador to France, a New Rapid safety. Lord Dufferin is a great supporter of the sport, and rides well. He may be seen on any fine morning taking cycling exercise in some of the quiet avenues of the Bois de Boulogne.—*Wheeling*.

There is, we think, very little doubt that the "Rudge Triplet" safety is the fastest thing yet built in the form of cycle. Rumors of the marvelous speed got out of it, when ridden by three good men who really nick and pedal together, have been flying about pretty freely of late, and now there comes to hand news of a performance last week, and which approaches the marvelous. The machine, with Dangerfield, Lowe, and W. W. Arnott up, and a fair wind, is reported to have covered ten miles, less three hundred and fifteen yards, of hilly road in 27 minutes 35 seconds. This is at the rate of twenty-one miles five hundred and thirty-eight yards per hour, a rate sufficiently high on the Queen's highway, however secluded the portion traversed. The last mile is said to have been covered in two minutes ten seconds, but we are without authority as to the time.—*The Cyclist*.

The Spring meeting of the Surrey Bicycle Club is looked upon in England as the opening of the season, and this year there were no ordinary bicycles and only two solid-tired safeties. The meeting was particularly interesting this year from the fact that Shorland and one or two others rode geared ordinaries in the ten-mile scratch race. They were, however, roadster wheels, and Shorland had taken a "header," which bent his wheel on his way down to the track, so that during the last mile and a-half his front tire scraped the forks at every revolution. The opinion was freely expressed that he otherwise would easily have won the race. As it was, however, he won the lap prize, securing the lead twenty-seven out of the forty laps. The following was the order of finish: 1, U. L. Lambley; 2, A. E. Good; 3, A. Du Cros; 4, F. W. Shorland; 5, E. V. Soomes; 6, A. W. Harris; 7, J. E. L. Bates. Time, 29m. 41½s. There were fifteen starters, among them being Fowler, who defeated Zimmerman at Brighton. He dropped out.

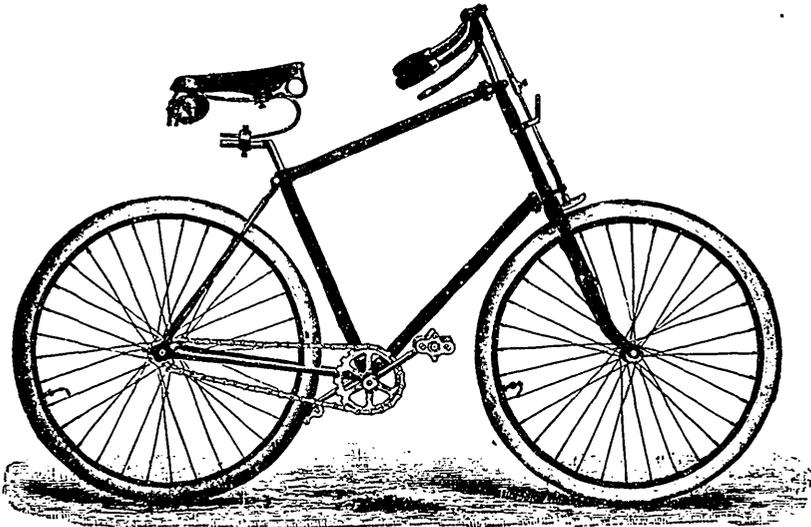
STERLING VALUE!



IS THE QUALIFICATION APPLIED TO THE

♣ **RUDGE** ♣

By those who know it.



NO SPECULATION IN BUYING THE "RUDGE."

THEY HAVE BEEN TRIED, ARE KNOWN
AND ADMIRERD.

See the Machines or learn of them from our Catalogue, which is sent free on request.

H. P. Davies & Co.

81 YONGE ST., TORONTO.

89 KING ST. EAST, HAMILTON,

Athenæum Bicycle Club.



OFFICERS :

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

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.

The Club runs for the month of May will be as follows :—

May 14th—Highland Creek.

May 21st—Cooksville (for supper).

May 24th—Special trip to Woodstock.

May 28th—Weston, returning by Lambton Mills.

Club runs will be held every Wednesday evening at 7.30 instead of Thursday evenings after May 14th.

The second annual meeting of the Athenæum Bicycle Club was held in their handsome new Club building, on the evening of April 21st, and the following officers elected for the year :—

Hon. President, I. P. Edwards ; President, W. C. Meredith ; Vice President, J. P. Langley ; Hon. Secy.-Treasurer, J. H. Eddis ; Statistical Secy., A. M. Lyon ; Captain, Allan Byron ; First Lieut., L. D. Robertson ; Second Lieut., Jas. E. Doane ; Third Lieut., H. J. Irwin ; Bugler, Frank Maw.

The Buffalo Exposition Cycling Association advertise the following events for August 20, at the Fair Grounds in that city: One mile novice, open ; 2 mile tandem, handicap, open ; 1 mile, 3.10 class, open ; $\frac{1}{2}$ mile, closed to city of Buffalo ; 1 mile, 50 yards flying start, time limit 2.30, prizes will be given to the first man at each quarter ; 1 mile handicap, closed ; $\frac{1}{2}$ mile, open ; 3 mile lap race, open ; 2 mile team race, closed.

Notes.

The Forest City, Hamilton, and Wanderers Bicycle Clubs will go to St. Thomas for the 24th.

Commencing with the 16th inst., the *Canadian Wheelman* will hereafter appear twice a month.

They are discussing as to whether negroes and Chinese will be allowed to compete in the Pullman race.

Will Hyslop is doing a little desultory riding, and will shortly get down to solid work for the season.

The combined parade of the city wheelmen is taking shape, and will, no doubt, be a huge success. All the clubs and unattached riders are invited to participate.

Kingston City Council has voted \$200 towards entertaining the C. W. A. on July 1. Evidently the Limestone City people are going to see that we get a chance to enjoy ourselves.

The Q. O. R. bicycle corps seems to be an established fact, and is the first of the kind attempted in Canada. No doubt their example will be speedily followed by other crack corps in the Dominion.

Hal. B. Donly says, "The possible inconvenience of an occasional puncture is lost in the added pleasure of riding a pneumatic." Wait until he gets out ten miles in Windham sands and runs against a snag.

The Wanderers' run to Whitby, which was to have occurred last Saturday, was postponed on account of the roads until next Saturday, the 14th. It is rumored the president will take a solid tired safety (in a G.T.R. baggage car).

Henry Goodman, official handicapper of the L. A. W., has prepared a list of the American and Canadian wheelmen who have made 2.50 or better for the mile. The only Canadians on the list are Carman, Palmer and Hyslop. We expect to find a considerably larger number in the next list, and also to find these three taking higher places.

A CRYING EVIL.

Every crying evil should be promptly removed. Sick headache is a crying evil affecting thousands of Canadians, which can easily be removed by the use of Burdock Blood Bitters, the best known stomach, liver and bowel regulator and cure for sick headache from whatever cause arising.

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

BICYCLE UNIFORMS

We wish to especially call the attention of Wheelmen to the fact that our abilities in the production of Uniforms is not equalled in Toronto, being based on a large experience with the well known houses, Hine, Ellison & Co., and Work Bros. & Co., Chicago.

We also are showing a choice range of

Spring Suitings, † Overcoatings, † Trouserings
Fancy Vestings, etc.

THE NEW SHADES ARE EXCEPTIONALLY ATTRACTIVE.



JACKLIN & WARK

Art Tailors and Drapers

171 YONGE STREET 171

E. J. CASHMORE

GUN MAKER

AND

Bicycle Repairer

21 SCOTT STREET, - TORONTO.

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.

BICYCLES!!

I have added to my stock of general sport-
ing goods samples of the

HUMBER, PSYCHO, & ROVER
Bicycles, which I will be pleased to show
and quote at close prices.

WM. McDOWALL

8 KING ST. EAST - TORONTO.

RAGLAN CYCLES

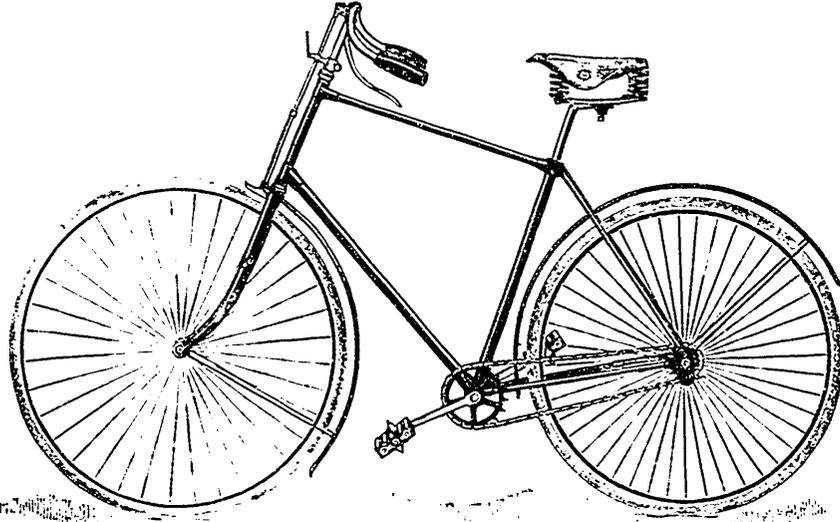
GEO. F. BOSTWICK

CANADIAN REPRESENTATIVE

24 WEST FRONT STREET, - TORONTO, ONT.

Seeing is believing. Do not buy until you have seen the RAGLAN. For Style, Quality, Durability and Price it has no equal. See our ROAD RACER, weight 33 lbs. A beauty.

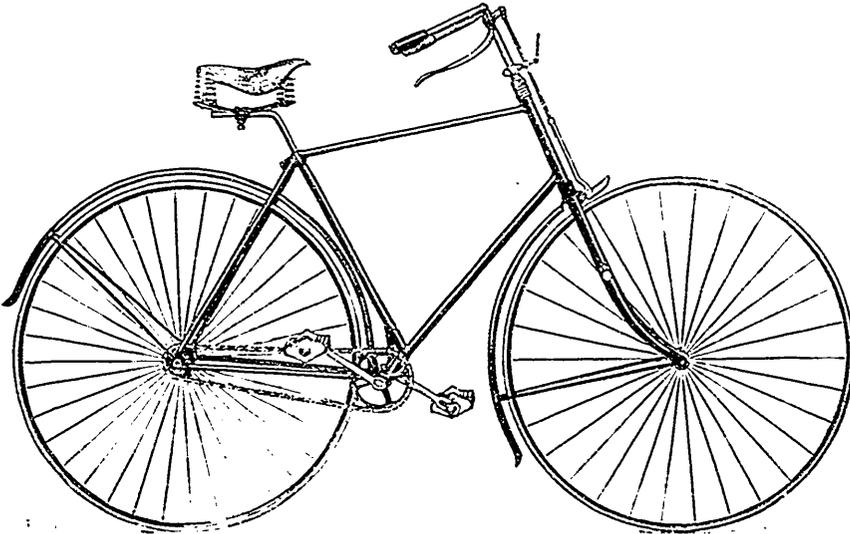
MANUFACTURERS, COVENTRY, ENG.



See our Spring Frame.

RAGLAN LEADER SAFETY—Cushion and Pneumatic Tires, 30 inch Front and 28 inch Rear Wheels, Extended Wheel Base, Ball Bearings throughout, built for Canadian Roads and general road use, being very light. Warranted. Price, Cushion Tire, \$140.00. Pneumatic, \$160.00, including Garford Saddle, Dunlop, Heale's or McIntosh Pneumatic Tires.

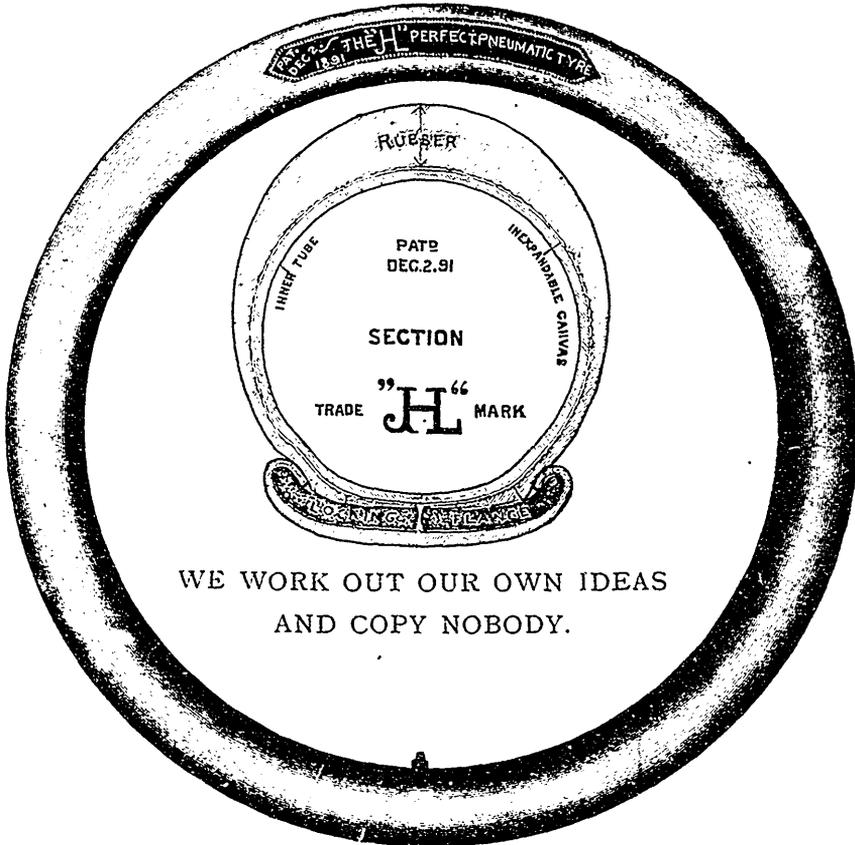
TAYLOR, COOPER & BEDNELL,



See our Ladies Safety.

THE POPULAR RAGLAN SAFETY, built especially for Canadian Trade. The finest Wheel for the price, and guaranteed for a year. Frame of Weldless Steel Tubing and Steel Stampings, Ball Bearings throughout, Ball Socket Head, Cushion Tire, Garford Saddle. Price, \$85.00. Special

THIS CUT REPRESENTS OUR TIRE AS PATENTED



WE WORK OUT OUR OWN IDEAS
AND COPY NOBODY.

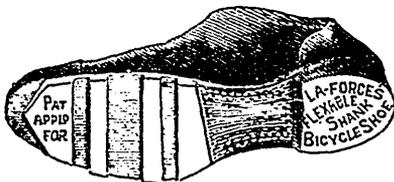
The Purchaser of Our Patent Pneumatic Tire
BUYS THE ONLY PERFECT DETACHABLE PNEUMATIC TIRE YET KNOWN.

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,

Items of Interest.

Three members of the Memphis (Tenn.) wheelmen made centuries in 8 hrs. 57 min. last week.

Thomas Stevens stepped down from the lecture platform a few weeks ago and is now in England.

Fowler's wheel with which he defeated Zimmerman was a Humber, shod with Preston Davies tires.

It is claimed that vitrified brick is more durable than granite, as smooth as asphalt and cheaper than either as a pavement.

Twenty members of the Anerley B. C. (Eng.) took in an Easter tour all on pneumatics, of which five burst or were punctured.

Down at Seneca Falls, N.Y., the friends of a clergyman have just been doing the graceful act by presenting him with a pneumatic Singer.

Sixty racing men on this side of the ocean hold records of 2.50 or better, the first five being Windle, Berlo, Taylor, W. F. Murphy and Zimmerman, all being under 2.22.

Louisville, Ky., is afflicted with a fiend whom the cyclers have named "Jack the Sticker," on account of his mania for puncturing pneumatics with a large knife.

The Century Wheelmen of Philadelphia recently had their record attendance—forty-seven. Pretty fair, gentlemen, but last Saturday's run of the Torontos brought together sixty-five.

The L.A.W. racing board are canvassing the adoption of a rule requiring the publication of the names of those about to be reinstated, so that any one having objections may file them.

A fifteen-minute limit has been placed on the Martin road race. Dorntge and Penseyres will be on scratch and the Genesee Road to Bowmansville will probably be used. Every fast road rider in Buffalo is entered.

The general opinion of the English press seems to be that J. E. L. Bates' trial for the twenty-four hours' record was, to say the least, foolish, in his comparatively untrained condition, and was rather a set back than an advance in cycling events.

The Lockport (N.Y.) wheelmen hold their fifth annual tournament on July 4. The open events are one mile novice, half-mile handicap, mile open, two mile lap, one mile team (three men) for safeties, half-mile, and mile handicap for ordinaries.

A. W. Palmer, of Hamilton, Ont., should come pretty close to getting the time prize in the Pullman. Here's betting that he'll beat Lumsden.—*American Wheelman*. The Hamilton crack will see to it that the *American Wheelman* editor wins his money.

The *Scottish Cyclist* has a column headed "State of the Roads," in which it gives the condition of the principal roads running out of Glasgow on the date of publication of the paper. The weather over there must be less given to change than here or the column is seldom of use.

After a long discussion in the papers our friends in the "old country" have awarded the honor of inventing the first gear-driven bicycle to Kirkpatrick Macmillan, blacksmith, of Courthill, Keir, near Penpont, Dumfriesshire, Scotland, who first made and rode such a wheel about 1845.

Asa Windle is now employed in the tire department of the Pope Manufacturing Co., and is introducing among their agents a spool-shaped rubber plug for the quick repair of the Columbia tire. The Pope Co. will soon have a repair outfit ready that will enable riders to mend small punctures on the road with but little trouble and time.

Bicycle clubs throughout the country would do well to follow the example of the Albany Wheelmen's club. At the club rooms there is a large map, which tells the character of the highway, the grades and hills as well as the condition of all the runs for miles around. The distances to places within a radius of thirty miles or so are also shown, so that when a bicyclist wishes a run he may know just how far it is to his destination and just what kind of a road there is. Many of the roads around this city are not in condition for travel, and which ones they are would be of interest to wheelmen if they knew before they started for a run.—*Exchange*.

FOR SALE, WANTS, EXCHANGE.

Two insertions 25 cents.
Four " 40 "

FOR SALE.—Rudge Safety, No. 1, spring forks, in good condition, almost new, will sell cheap for cash. Apply A. H. Forster, care of Conger Coal Co., 6 King Street East.

NO. 1 Rudge Safety, spring forks, spade handles, tangent spokes, only in use short time and good as new. H. English, 32 Front Street East. Evenings, 112 Maitland Street.

NO. 1 Comet Rational, in first class condition, for sale, cheap, cushion tires. Apply CYCLING office, 5 Jordan Street.

FOR SALE.—Rudge Safety, No. 1, Diamond frame, solid tires. Also complete Toronto Bicycle Club uniform. Apply Room 62 Canada Life Building.

FOR SALE.—Rudge Safety, fitted with McLean & Bulley's pneumatic tire, almost new, sell cheap for cash. Apply H. C. Arnold, 113 Church Street, Toronto.

Trade Note.

H. C. Pease, traveller for the Comet Cycle Co., has just returned from a trip in the west, and reports trade good, in fact he was called home by the company on account of their not being able to fill his orders. They are now running their factory until 10 o'clock every night in the endeavor to catch up with the host of orders already on their order book.

The Rev. Dr. Bolton, of the Century Church of New York, enlightened the young people of his congregation a few Sunday nights ago with a sermon on the "Bicycle." He gave an instructive resume of the history of the wheel, and drew a lesson from his illustration.—*Ex.* "Century Church," we have an idea, would have a tendency to induce the Rev. Dr. to become a "long distance" preacher.

Dr. Turner hopes that the advent of the geared ordinary may, by ousting the ordinaries from the path, lead to the abolition of all distinction between different classes of bicycles, so that in a few years we shall revert to the old order of things, and have only "bicycle" championships, open to all kinds of bicycles, as distinct from all kinds of tricycles. And since it is generally admitted that we have had too many amateur champions of late years, this idea may resolve itself into a (hitherto unforeseen) way out of our difficulties. In Ireland, this state of things has always obtained, and there has been no distinction between ordinary and safety bicycles on the path. The throwing open of the classic race for the Surrey Cup, last year, to all kinds of bicycles, must be regarded as the beginning of the end.—*Irish Cyclist.*

The short Eton jacket bodies, fashionable for spring and summer wear, will find favor among cycling women. They can be worn with a blouse or a waistcoat, but the blouse is the more convenient, as then the Eton jacket can be removed, if necessary. Being loose, and open in front, it supplies all necessary characteristics for comfortable wear, and the effect is neat, trim, and natty in the extreme. Buttons on the one side, and button-holes on the other, form a stylish finish to the prettier styles of this little jacket, and there is often a small strap of the same material, so arranged that it can button across the chest if needed, to protect the wearer from wind and cold. Sleeves are still a good deal longer than of old—a rather convenient fashion for riding, where they have always a tendency to work up, when the arms are extended to the handle-bars, unless they are carefully cut.—*Violet Lorne, in Bicycling News.*

An advertising scheme practised by a traveling theatrical company that struck St. Paul recently consisted of placing marked bricks upon nearly all of the business avenues and streets which caused no little annoyance and several mishaps to the wheelmen, several of whom succeeded in running over some of them occasionally in the dark. Several wheels were in the repair shops during the following week as a result of the novel but objectionable venture.

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.

COOKSVILLE.—J. s. 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

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

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

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

HIGHLAND CREEK.—Kellar's Hotel. The best place on the Kingston Road for meals. Wheelmen given every attention. \$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.

PORT HOPE.—St. Lawrence Hall. Mr. Owen, Prop. This house is noted for its attention to Wheelmen. Special rates to Wheelmen.

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

NORTH

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

FRANK T. TAGGART & CO.

87 & 89 KING STREET WEST, TORONTO.

Coventry Machinists Company's

“SWIFT” WHEELS

NEW MODELS!

NEW MODELS! NEW MODELS!

FITTED WITH

Dunlop, LaForce, Boothroyd and Clincher Pneumatic Tires

DO NOT BUY UNTIL YOU HAVE SEEN THESE WHEELS, THEY
ARE THE LIGHTEST, STRONGEST, AND MOST HIGHLY
FINISHED WHEEL YET PRODUCED.

A “Dark Horse” in Pneumatic Tired Wheels

Watch this page for our advertisement regarding Pneumatic Tired Wheels. We have a sensation in store for intending purchasers, and when the wheeling season fully opens will have an advertisement here that will pay you to read

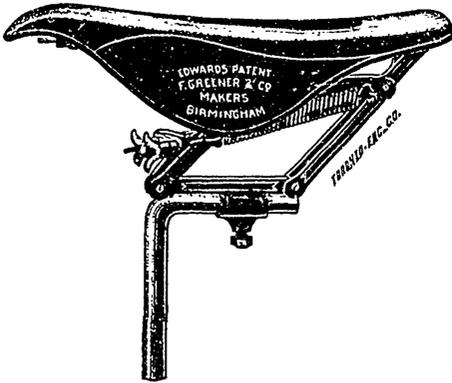
FRANK S. TAGGART & Co.

87 & 89 KING ST. WEST, TORONTO.

WANDERER CYCLE CO.

LOMBARD STREET, TORONTO

SOLE AGENTS OF



EDWARDS' ANTI-VIBRATION SADDLE

Beats all for Solid Comfort

LONG FELT WANT SOLVED

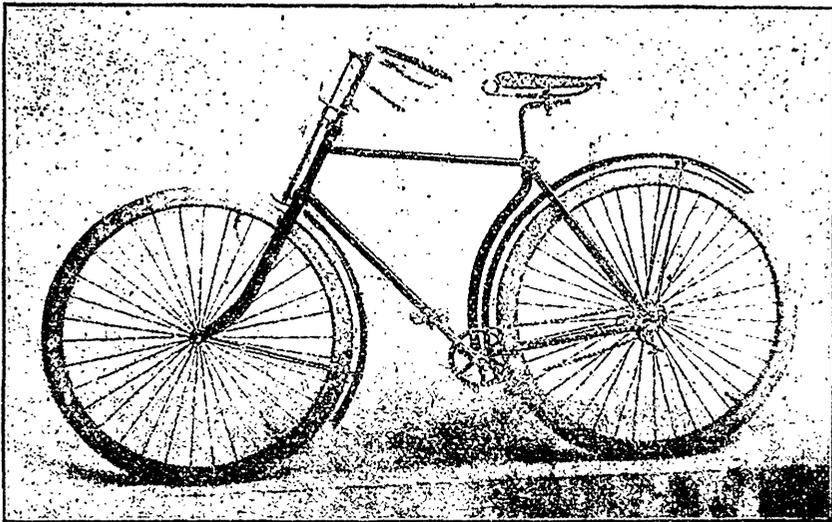
Neither tips forward nor backward, thus doing away with the distressing effects often sustained from other saddles on long runs.

PRICE \$4.25.

We have a big stock now of "GREENER" SAFETIES on hand.

• AN ABSOLUTE PERFECT WHEEL •

They are fitted with Dunlop Tires.



Luxurious Riding. - - Easy and Fast on Rough Roads. - - Every Known Improvement.

SEE OUR SAMPLE MACHINE

We are making "it a gem." Fitted with any Tire you desire, and handles made of any design to suit you. Can mount you as you like.

Brantford * Bicycles Lead

In Quantity

In Riders

In Quality

In Improvement

In Material

In Workmanship

In Factory

In Agents

In Prices

In Pneumatic Tire

In Bearings

In Chain Tightness

The Goold Bicycle Co.,

Brantford, - - - - - Ont.

H. S. HOWLAND, SONS & CO.

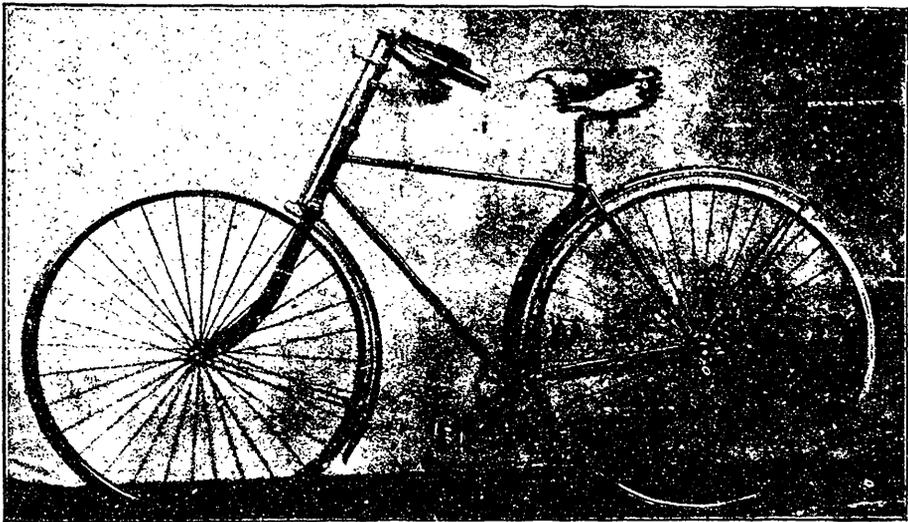
Wholesale Hardware

37 FRONT ST. WEST, - TORONTO

Agents for

LOYD, READ & COMPANY

COVENTRY, ENGLAND



No. 1 DIAMOND FRAME.

THE OVERSTONE BICYCLES

CALL AND SEE THEM BEFORE PURCHASING YOUR MOUNT FOR 1892.

THE GENDRON CYCLE EXCELS

MIDDLEMAN'S PROFITS GIVEN TO THE CUSTOMER

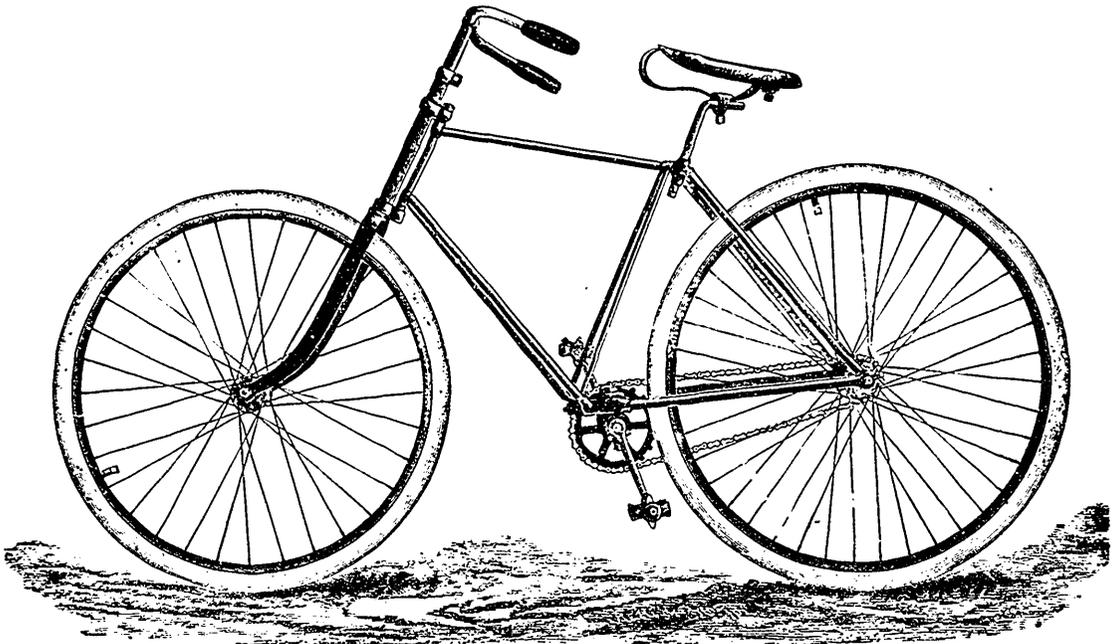
By buying from us you buy from the Manufacturer.

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 $\frac{1}{2}$ 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 road-ter 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.