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# CYCLING

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

Vol. 1.

TORONTO, JANUARY 28, 1891.

No. 5.

## *A Glimpse at Our Exchanges.*

The Cyclists Touring Club now boasts a membership of 20,431.

Several of the British Volunteer Regiments are forming cyclist sections.

About 500 patents on tyres have been taken out in the British patent office..

The Doctors Wheel Club of Buffalo is in need of a tonic as the organization is nearly defunct.

Elwell, the projector of the last European tour, is about taking a party to Jamaica for a winter tour.

The bicycle clubs in New York and vicinity are at present enjoying themselves by holding billiard, pool and bowling tournaments.

The Bicycle Insurance Co. of Washington, D.C., is the latest aspirant for public favor, their object being to insure bicycles against theft.

Our English cousins are, this winter, making the most of the cold weather, and all the bicycling papers are full of club skating-party news.

From the favorable comments of our American exchanges, it is very likely that the L. A. W. meet next summer will be at Detroit. "Griff" is a hustler.

"Old Sitting-Bull is now a corpse,

That poor, old son-of-a-gun:

But we'll see you in Detroit, Mich.,

In eighteen ninety-one."

From a late issue of the *Wheel*, we learn that there are 2,000 bicycle clubs in the United States, of whom 600 have club-rooms or club-houses ranging in value from \$100 to \$40,000.

An Englishman has patented a useful article in the shape of a tool and 'uncheon bag, which can be opened whilst riding. Would it not be very convenient for riders in long distance road races?

Clarence Smith, of Detroit-to-Niagara Falls tour fame, is organizing a European tour for 1891, and has already received a number of applications for places. President "Griff," of the Detroit Wheelmen, being one of the number.

The recently finished Cyclists' Club House at 8 Queen Anne's Gate, London, Eng., valued at \$50,000, was completely gutted by fire on Christmas morning. Fortunately the loss is entirely covered by insurance.

"Gothamite" in the *American Cyclist* says that President Gulick of the Citizen's Bicycle Club, of N.Y., denies that that club is about joining the New York Athletic Club, and hopes "that the statement may turn out correct, as this is no time for wheel clubs to merge themselves into the athletic bodies."

We hear that Messrs. H. P. Davies & Co. have secured the Canadian right for the manufacture of the celebrated Garford saddle, which they intend putting on all their wheels this year. American saddles are recognized as away ahead of all others, and the Garford is one of the best made in the U.S.

The Detroit wheelmen have elected these officers: President, A. H. Griffith; Vice-President, B. J. Holcomb; Second Vice-President, R. T. Deacon; Secretary, George S. Mackay; Assistant Secretary, Louis W. Schimmel; Financial Secretary, Fred Ekkliff; Treasurer, Charles Lawson; Captain, William E. Metzger.

We learn from the *Wheel* that the Comet Cycle Co. have met with such success in their Buffalo branch that they will, this season, manufacture the wheels in that city as well as here. Our old friend, H. C. Pease, has proved a very successful agent, and we have no doubt but that he will be just as successful as manager of the Buffalo factory.

The Stanley show, the great event of the year to the English cycling trade, is now in progress, and no doubt the next few issues of our British exchanges will be full of matter interesting to those who intend purchasing new mounts during the coming season. One feature of the show of interest to all riders will be Mr. Shipton's paper, and the subsequent discussion on "The Great Tyre Question."

That the Safety seems to be destined for use as well as pleasure is being demonstrated more every day. For some time past it has been used in England in various ways as an assistant in delivering small parcels, etc.

Recently the Post Office authorities of the United States have purchased a number of them to be used in the collection of letters from street boxes in Washington, D.C., and a couple of weeks ago we saw one of the Toronto Electric Light Co.'s employees riding along one of our snow-covered streets, "trimming" the different electric lights on his route.

English exchanges are advising their readers not to be in too great a hurry to purchase new wheels, as there is no doubt that many improvements will be made, both in frame and tire construction, during the next season. At present all cyclists are turning their attention to the Stanley Show, which takes place during the latter part of the present month, and no doubt many ingenious devices will then be exhibited which will materially aid our English cousins in choosing their mounts for 1891. We, on this side of the water, can well afford, before making a selection, to wait until the voluminous reports of the show are published in the various wheeling papers.

### Governor Hill, of New York, on Good Roads.

"The construction by the State, under the supervision and direction, for instance, of the State engineer, of two scientifically-built roads in each county, so that a person could start from New York or Buffalo or Albany or any other place and travel with speed and comfort through every county in the State without leaving the State roads, would be of incalculable benefit to the State at large as well as to separate localities.

"The State roads would serve as object lessons in each county, stimulating local authorities to the improvement of other highways by presenting examples of substantial construction, and by illustrating the material advantages which accompany ready and satisfactory means of communication. Except in the case of these two State roads, local control would be as complete as it is now.

"I commend this subject to your serious attention. A bill incorporating the executive's suggestion, and commonly known as the 'Richardson Bill,' was introduced in the Senate last year, but failed to receive the requisite number of votes for passage. It is hoped that the measure may receive closer scrutiny this year, and that the Legislature will not refuse to co-operate in securing for the people of the State the benefit of this great public improvement."

"The prospects seem to be now that the plan outlined in Governor's Hill's message will be carried out wholly or in part in New York State. If it is, then the great commonwealth will surely be entitled to the name, 'Empire State.' And when, in addition to all the natural advantages found within our boundaries, are added good country roads in every State, then, and not till then, may we call ourselves citizens of the empire nation."—*Ex.*

Written for CYCLING.

### A Reverie.

"O for the days that are gone!  
The days that shall come once more."  
*With apologies to Tennyson.*

Alas, that any time should come  
When needs must end  
Our comradeship, my summer chum,  
My silent friend.

We two have shared such happy hours  
This summer past!  
Fit compeers of the season's flowers,  
Too fair to last.

We were so truly of one mind  
However bent,  
To all my moods your silence gave  
A full assent.

If I was tired or much depressed,  
Your languid speed  
A subtle sympathy expressed,  
My wiry steed.

And if my spirits overflowed  
Like new made wine,  
Your buoyancy of movement showed  
Your sense of mine.

But once—I know not what I'd done—  
You threw me though,  
And for the deed, my fiery one,  
I shook you so.

Perhaps it was my horsemanship  
You disapproved,  
You have not given me the slip,  
Since that improved.

Indeed I think that if you tried  
You'd find, *mon cher*,  
However much you kicked and shied,  
I'd still be there.

Oh! once again upon your back,  
To race the wind!  
All care upon our flying track  
Left far behind.

If trouble on my pathway hide  
I pray it wait  
Till on your back I can defy  
The harshest fate.

So take your rest until, old friend,  
Spring comes again!  
This winter time will have an end  
And then—*ah, then!*

# Cycling

A MIRROR OF TORONTO BICYCLE CLUB EVENTS  
AND DEVOTED TO THE INTERESTS OF  
CYCLISTS IN GENERAL

EDITORS:

F. F. PEARD, - - - F. BRYERS.

PUBLISHERS:

WM. H. MILN                      CHRIS. B. ROBINSON

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## The Approaching Elections.

Before we again have the pleasure of greeting our readers, the nomination of officers who will guide the affairs of the T.B.C. for the year will have taken place. At the next meeting of the Club the members will be called upon to nominate the men they think best fitted to represent and look after the Club's interests. This matter of a selection of officers is an important consideration, and should be regarded as such by the members, more particularly as the T.B.C. is now looked up to as the premier bicycle club of Canada, a position which it has won by hard work. Having been so successful in making a name that is respected wherever cycling is known, it is a responsibility to uphold and advance the progress that has already been attained. There is no standing still; we must either progress or recede, and at this period when bicycling in Canada is only in its infancy it is imperative that men should be put into office who will, at the head of the various clubs, sustain the standing of the pastime and carry it on to greater success. In touching on the offices of the T.B.C. we shall only individualize the candidates for President and Captain, as both, we believe, are a foregone conclusion, as far as the desires of the Club are concerned. Mr. A. F. Webster, who is now President, is the right man in the right place, his genuineness, good-heartedness, amiability, and executive capabilities, are too well-known to need comment. Mr. Webster must be President of the T.B.C. for 1891; in fact he has a cinch on the position just as long as he desires the office. Quiet, yet full of humor, modest, unassuming, with a disposition bright as a cloudless August day—such is Will Robins, the man who will lead the Torontos through the various vicis-

situdes of cycling life this year. No one is better fitted to fill the position, taking an ardent interest in the welfare of the Club, having few superiors as a rider, and thoroughly filling the important point of attending with regularity the Club runs; he will make a worthy successor to the present Captain who retires after two years of whole-souled devotion to the Club. Lieut. W. Robins is a man and a wheelman whom the Club delight to honor, and we conclude this article with the hope that both these gentlemen will put aside any personal barriers that may present themselves, and give their services to the Toronto Bicycle Club for the year 1891.

T. B. C. Club House.

If we may judge from the items that have appeared in the daily papers lately, it is probably just as well that the Toronto Bicycle Club did not affiliate with the Athenæum, as there can be no doubt now that the latter would have endeavored to control the former, and instead of the two living in harmony there would have been a continual clashing of interests. The Torontos originally mooted the club house idea last winter, but allowed it to stand in abeyance on account of the scheme of the Toronto Athletic Association, which, if it had been within reach of the ordinary young man, would, no doubt, have received the support of the Club. This scheme, however, did not prove satisfactory, and the Athenæum recognizing this at once opened out their scheme, and an opportunity of affiliating with them was presented to the Torontos, but was not considered so satisfactory as a club house belonging entirely to the bicyclists would be. Preliminary stock lists were therefore opened about a week ago and already over \$5,000 has been subscribed, so that there is every prospect that the Toronto Bicycle Club will have a new club house built during the coming summer. The older, and whom we may call the ex-riders of the Club, have come nobly to the front, for \$3,000 of this amount has been subscribed by them. The payments are being so arranged that every member can take one or more shares without feeling that his resources are being unduly drawn upon. If he can spare ten cents a month towards it he can subscribe for one share, if fifty cents then five shares, or if a dollar he is good for ten share. In any event let every member fill in the number of shares and sign the blank sent him by President Webster and return it without delay.

### The Athenæum Bicycle Club.

SUCH is the name of a new organization which has come into existence and CYCLING has much pleasure indeed in extending a welcoming hand to the youngster. It was only to be expected that a club the size of the Athenæum, and having several riders among its members, should organize a bicycling branch, especially as there is plenty of material in this city, at the present time, for at least four good cycling clubs. We hope that the new-comer will at once apply for admission to the Canadian Wheelman's Association. We have every confidence that this new club will materially assist in booming cycling during the coming season. We trust that the Team Road Race at the C.W.A. will have three entries from Toronto.

### The Wanderers will Dance.

The Wanderers' Snow Shoe Club, a branch of the W.B.C., will hold their annual Reception and At-Home in the Pavilion at the gardens, on the evening of the 30th. It goes without saying that their event will be a success socially, and we sincerely hope that it may be so financially.

### A Moment With the Boys.

J. H. Fawell, one of the T. B. C. members, has been spending a couple of months in Chicago and other western cities. He expects to return soon.

Through the kind invitation of Messrs. H. P. Davies & Co., the Torontos enjoyed a very pleasant evening on Tuesday (the 20th) at the Riverside toboggan slide.

At the annual meeting of the Hamilton Bicycle Track and Athletic Club Company, W. H. Gillard was elected President; George E. Bristol, Vice-President; C. W. Tirling, Treasurer; A. D. Stewart, Secretary; R. A. Robertson, R. Simpson, H. N. Kittson, Committee.

Everything so far promises well for the success of the Club during the coming summer. The incorporation scheme is about completed, the new club house is in the hands of an energetic committee, and the success of the Team last season on the road are all incentives for further endeavor on the part of its members, and everything points to a brilliant season.

Through the list of members supplied the Conversazione Committee being imperfect, it appears that all have not been supplied with invitations, and the committee have requested us to state that any omissions have been un-

intentional on their part, as every member is entitled to one, and the committee thought all had been supplied. If those who have not received them will kindly call on either of the following gentlemen they will be supplied: E. Y. Parker, 86 Huron St.; H. B. Brough, 14 Bay St.; F. B. Robin, 34 King St. East, or H. English, 82 Front St. East.

We are pleased to find that the members of the Forest City Club are anxious to compete in a team road race, and we have no doubt that the officers of the C. W. A. will make every effort to assist as far as they can by placing such an event on their programme for the coming meet on Dominion Day. We have no doubt but that Hamilton, Kingston, St. Catharines, Ottawa, Montreal and some of the other large clubs in the Association will have teams in the field.

The members of the T. B. C. have requested us to thank Messrs. Bettys & Thurston, of the West End Club, Rochester, for the souvenir of their trip through Canada last summer. It has been placed in the Club album, and will be a constant reminder of the potato races at Weston. We hope Messrs. B. & T. will find time to spend a few days in Toronto with us during the coming summer, and will bring along some companions. The T. B. C. members will try and make their stay interesting.

Last Friday evening about thirty of the T. B. C. boys spent a jolly time at Captain Chandler's residence in Parkdale. Progressive euchre, singing and recitations were the order of the evening, President Webster coming out ahead in the game of euchre, carrying home the trophy, a photo of the champion road team. Jim Stanbury distinguished himself by winning the second prize, otherwise known as the "booby."

Several of the riders in the T. B. C. have cameras, and all use them more or less, but in Harry English the Club has a very enthusiastic devotee of the art. During the latter part of the bicycling season he procured many snap shots, some of which adorn the walls of the club house, and during the present winter, when it is difficult to get good out-door subjects, he has "carried the war into Africa," and has taken some very fine "flash light" photographs. One very amusing one being taken of a group of the members who were spending a pleasant evening at F. B. Robin's residence. The best one—in fact the best we ever saw—is one of the first meetings of the conversazione committee. It is to be hoped the new club house will contain a well-equipped dark room for the use of members who are devoted to the "black art."

## Toronto Bicycle Club.

ORGANIZED



1881.

Club House—Cor. Church and Alexander Sts.

### OFFICERS:

President .....	A. F. WEBSTER.
Vice-President .....	W. H. COX.
Secretary .....	C. J. W. LOWES.
Treasurer .....	ALF. BRYANT

### ROAD OFFICERS:

Captain .....	W. H. CHANDLER
1st Lieutenant Ordinaries .....	W. ROBINS.
1st " Safeties .....	F. B. ROBINS.
2nd " Ordinaries .....	JAS. MILN.
2nd " Safeties .....	F. BRYERS.
F. BRYERS .....	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 Club will be held in the Club House on Monday evening next, the 2nd prox., at 7:30 o'clock sharp.

As the nominations of officers for the ensuing year are made at this meeting and a large amount of other important business will be brought up, it is desirable that it be a representative one. The annual meeting and election of officers take place the second Monday in February.

C. J. W. LOWES,  
*Hon. Sec. T. B. C.*

Every member is expected to attend the *Conversazione* next Tuesday evening in the Academy of Music. The programme will be of a kind to suit everybody, consisting of an excellent concert under the direction of Mr. R. Hall. After the concert refreshments will be served, the balance of the evening to be spent in dancing to the first-class music of Corlett's Band.

The dress for the evening is either evening dress or club tunic. Concert commences at 8 p.m. Carriages may be ordered for 2 a.m.

TEAM PHOTO—Members desiring copy 5x7 in panel of Champion Team Photo, address H. ENGLISH, 82 Front St. E.

Wonderlets from the Pen of the Foreign Editor.

What the safety "ticket" will be for 1891.

If A. Hopeful Gregg will be at the March meeting of the T.B.C.

Whether the Toronto Bicycle Club's dinner will come off early in March.

Why brother Peniston of the Wanderers did not call his new "jersey" "cycling."

If F. Bicycle Robins will, through force of habit, be seen in a coupe on the morning following the nominations THIS year.

Why the consummation of a hungry agitation, several years old, should not be recorded before the persistent advocate gets his wheel re-plated.

If the Chairman of last year's safety caucus will be able to hold to his convictions, throughout the whole of the time, between nomination and election nights.

Why their should not be an "Hon." Captain for the Ladies' Division, and who would fill the position to better advantage than good old W. Geo. Mac.

When Messrs. McBride and Langley, the historians of last summer's T.B.C. European Tour, are going to favor a long expectant public with an account of at least their own little private jaunts to Geneva and Strasbourg or vicinity.

### "The Athenæum Will Rule the Roost."

DEAR EDITOR,—The above quotation is from an item in the *Empire* of Thursday, the 22nd inst. It represents, I think, just what a considerable number of the T. B. C. members felt would be attempted in case that club affiliated with the Athenæum, viz., that the Athenæum might have some chance of ruling the T. B. C. if they both lived in the same coop.

"AN OLD ROOSTER."

TORONTO, 24 Jan'y, 1891.

### London Letter.

DEAR EDITOR,—I see that the T. B. C. claims the last ride for 1890, some six of their members having ridden to Highland Creek Christmas morning. Well, we are ahead of you, for on Christmas afternoon Messrs. Payne, W. Wigmore, W. J. Wigmore and Morrow rode to St. Thomas, a distance of eighteen miles, returning home by train. And if a still later performance is needed, Mr. Corbin Weld rode the old year out and the New Year in, starting on a ride around town at 11.55 p.m. on the 31st December.

## Buffalo Letter.

As for first rides in 1891, I think we are also fairly entitled to the first honors, as starting with Weld's midnight ride we can make up a list of six or seven rides already this year. On Friday, January 2nd, Mr. W. E. Saunders rode to and from business. On Saturday, January 3rd, Mr. Saunders and Mr. N. S. Williams rode to St Thomas, while on Sunday, 4th, Secretary Burns and W. G. Owens rode to Lambeth and back. The roads here are in splendid condition for wheeling, being well covered with hardened snow. The weather, though cold, does not seem to be felt after you once get under way.

We are much pleased to see the active support you have accorded to that team road race scheme for next meet. We are sure that, with the assistance of your paper, the race will be held this year anyway, and if once held it will be sure to become a fixture.

The elections have at last moved forward out of the dark hereafter of the henceforth into the actual reality of the present, and from there have drifted into the dimness of the past and gone. (No extra charge for that effusion.) After the smoke of battle—I mean of "slot" cigars—has cleared away, the following appear to be the chief casualties:—President, Alf. Morphy; 1st Vice, Jas. Lamb; 2nd Vice, Jas. Reid; Financial Secretary, R. M. Burns; Corresponding Secretary, W. Mullins; Captain, W. G. Owens; Executive Committee, the above officers with Messrs. Evans and Mann; Lieutenants, J. A. Tune (ordinaries), Chas. Ellis (safeties); Bugler, Fred Luttrell; Standard Bearer, Jos. Knowles.

Some of our members still wheel in spite of the weather, Messrs. Burns, Brown, Webster and Milne enjoying (?) a trip to Delaware one day last week. They encountered a driving snow storm on the return trip, preventing any records being broken. However, "Bob," the old timer, beat the rest home by about two hours.

Some of the old<sup>7</sup> Torontos may feel interested in the fact that W. Kingley Evans will once more bestride a wheel this year. Everybody here is delighted, and wheeling will receive quite a boom from having this veteran wheelman once more with us.

"NICKEL IN THE SLOT."

LONDON, January 19, 1891.

### A Few Things the London Correspondent Would Like to Know.

Whether a block pavement will be laid on Central Avenue this spring for the especial benefit of Secretary Burns.

If President Murphy—I mean Morphy—will consent to ride in line on this year's runs.

Whether the two Secretaries will ride the same wheel, and which owns it.

Whether the Ordinary or Safety Lieut. will have the greater number of wheels under his command during the coming season.

With Thorne, Tune, Brebner, Mann, Saunders, Lawrason and Owens after the road championship who will get it.

Who will take Wigmore's place as the Safety flyer.

Whether we can get on a team road race with the Torontos this year.

DEAR EDITOR,—By my own neglect I find there was no "Buffalo Letter" in the last issue of CYCLING, so I must try and do better this time. Wheeling matters are still quiet in this city, although we find a few enthusiastic wheelmen who stick to their wheels in all kinds of weather. The Ramblers keep hustling as usual, if not at out-door sports they manage to keep things booming inside. Last Saturday they had a nice, quiet, little athletic entertainment in the gymnasium for members and friends, and on Saturday, the 31st inst., they intend assisting the 65th Regiment Athletic Association in an entertainment to be given in the State Arsenal, which is an immense building, giving a bicycle track of ten laps to the mile. About two months ago an entertainment was given in this building, at which some of our racing men thought to carry off some easy victories, but there was a dark horse who appeared on the scene and took everything before him; this, of course, was a disappointment to many, but there is more training being done for the next race; consequently we may expect to see some fun.

A few weeks ago I had a visit from our old and welcome friend, Jim Stanbury, accompanied by Mr. T. F. R. Struthers, who is a new addition to the T.B.C. since I left. I was sorry their time was so limited, for a person cannot show a visitor very much of this city in half a day, but we did the best we could under the circumstances, and I can only say, come again boys when you have more time.

For the encouragement of the Toronto ladies I would like to state that there is no use of them thinking they cannot learn to ride the wheel or to stand the country runs, etc., for we have many evidences to the contrary. There are, I suppose, not less than 200 lady bicyclists in this city, and some of them good hardy riders too. For instance, Miss Price rode during last season over 3,000 miles on her wheel, most of this on country roads. On three different occasions she rode over 63 miles in less than 12 hours. Of course it is not necessary to state what wheel she used, but I am of the opinion that she could not "Comet" as well on any other wheel. And then again, another lady, Mrs. Denver, called at our store on the 8th of the present month (Jan.) to enquire for a certain street number, she having ridden about three miles and would, before reaching home again, ride not less than seven or eight miles. These are both good records, and show there is no reason why a lady may not ride a wheel as far and at all times as well as their brothers, in fact, I do not know how some of our ladies would get along without their wheels—it would be as hard for them to dispense with them as it would for some of us to do without our telephone—the President of T.B.C. for instance.

Oh, there is just one thing more I want to say, and then I will close, and that is, I never was very much acquainted with your club champion, Mr. Dave Nasmith, but was under the impression that he was a fairly good looking fellow until I saw his picture in CYCLING, then I began to think I had met the wrong man.

CLUBUS LIARUS.

BUFFALO, 13th Jan., 1891.

### FOR SALE, WANTS, EXCHANGE.

Two insertions ..... 25 cents.  
Four " ..... 40 "

FOR SALE—No. 1 Rudge Safety, diamond frame, ball bearings 32in. tangent wheels. Apply 53 $\frac{1}{2}$  Mutual St.

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

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