

### Ottawa Letter.

DEAR CYCLING,—Having partially recovered from the strain occasioned by my last literary effort, I feel constrained—or in other words moved by the spirit—to again write you. The Ottawa Bicycle Club held a skating party last week. It was, as on previous occasions, a success. Several hundred ladies and gentlemen were present in the best of spirits (and, of course, other clothing suitable to the climate).

The skating parties are most enjoyable affairs, and the practice of giving them will, I trust, be long continued.

The last feat of Nasmith is truly wonderful and evinces an enthusiasm much in excess of the average. One hundred miles in winter through snow and slush and over ice and frozen mud is no "children's size" accomplishment. Speaking of centuries suggests the Century Club, which is being agitated over the question of Sunday records. I have no doubt that the decision will be against them. Is there any difference between making a record on Sunday and training on Sunday to make a record some other day? The wheelmen, in introducing the Sunday observance question, have struck a snag. They have opened up one of the great questions of the day, one upon which even the erudite divines of righteous Toronto cannot agree. Century Club, it is your funeral! Perhaps you had better get Mr. Gladstone and Col. Ingersoll to debate the question; or perhaps each member had better vote as advised by his best girl, which after all is the method most conducive to happiness. Century Club, you have a brilliant opportunity to exhibit moral courage; make the most of it.

Several people have asked me if an electrical bicycle or tricycle could be constructed, so for the information of those whose minds run on such matters I will venture to say that such an appliance, while within the range of possibility, is, under present methods of electrical generation, highly improbable. As near as I can make it by a rough calculation, a machine to carry one person would weigh from five to seven hundred pounds, which would make it an awkward wheel to pull out of a ditch or over a stile. As far as weight is concerned a steam tricycle would be far lighter than an electrical one, except, of course, double trolley wires were provided for all our roads and power generated in a central station. If this were done the weight of the machine would be under two hundred pounds. Up to date I do not know anything that for general pur-

poses comes up to a first-class man-power bicycle, and when it suggests a charming damsel on a safety words fail to express the beauty of the combination.

The O.B.C. members have issued invitations to an "At Home" on Friday evening, Feb. 19th. It is expected to be a grand success, and before this is printed will have glided into the past which holds within its dim portals so many similar happy memories.

Other matters bicyclic are quiet here, the only question being—"What wheel are you going to ride?" I'd tell you, but it would look like stealing a free ad. for Somebody & Co. Yours fraternally,

MARK G. McELHINNEY.

### Items of Interest.


Germany has 200,000 cyclists and three cycling papers.

The dates selected for the Ohio Division meet are July 4 and 5. The Poorman road race occurs on July 4.

Carman and Smith will ride Raglans; Palmer, a Rudge; Ross, a Swift; Nasmith and Wells, Comets; Hyslop, a Whitworth; and Nash, Skerritt and Robertson, Humbers; all pneumatic safeties.

The *Irish Cyclist* suggests that as long as the fact remains that cats have a propensity for sharpening their claws upon some surface, firm yet springy, it would be well to have an eye upon our pneumatics standing in the lower hallway.

It is pleasing to note that the *Evening Telegram*, which has been rather opposed to bicycling, is beginning to find itself in the wrong, and, by its publication on Saturday last of an interesting article on the growth of wheeling in Toronto, acknowledges the fact that cycling is becoming a power in the land.



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