

TORONTO TITBITS.

THE TORONTO CLUB ELECTION.

The annual meeting for the election of officers brought out the members of the T. B. C. in full force. Their popular president, Mr. A. F. Webster, occupied the chair. Mr. Webster resigned as president, and Harry Ryrie, C. Langley, F. Veigh, R. T. Blachford and Dr. P. E. Doolittle were nominated for the office, the election for which will take place at the next meeting. The balloting for the other officers resulted as follows: Vice-President, R. T. Blachford (re-elected); Secretary, A. S. Bowers (re-elected); Treasurer, W. H. West; Statistical Sec., W. Robins; Captain, W. H. Cox (re-elected); 1st Lieutenant, F. J. Brimer; 2nd do., C. F. Lavender; 3rd do., W. H. Thomas; Bugler, F. Burden. Committee of Management: F. Veigh, H. Ryrie, E. E. Horton and C. Langley; Surgeon, Dr. P. E. Doolittle.

HURST IN ENGLAND.

The *Cyclist* says: "Harry Etherington deserves the thanks of the lovers of trick-riding for getting Hurst, the Canadian, added to the performers at the recent Stanley Show. Hurst is one of the cleverest riders of the ordinary machine we have seen, and his show was much appreciated. Mr. Etherington guaranteed him £5, and that sum has been made up by subscriptions from exhibitors." Hurst is expected to return to Toronto soon, when his club, the Wanderers, will, no doubt, "recept" him.

THE TORONTO CLUB SOCIAL.

The T. B. C. boys enjoyed a pleasant social evening at their elegant rooms on Wilton Ave., on the 28th of January. An interesting programme of songs, glees and cycling experiences by members of the club and others, was contributed. It is likely that similar gatherings will be held in the future.

THE BIG FOUR TOUR.

George Orr has a letter in *The Wheel* in reference to the Big Four tours, in which he suggests that two contingents be formed of future parties—a fast one and a slow one, the former to wait each evening until the rear column advances. The first can enjoy fast riding; the second such of nature's beauty consistent with slow pedalling.

STEVENS INVITED.

Before leaving Chicago, Stevens was invited by telegraph to stop over an evening in Toronto and be banquetted by the combined clubs. His engagements, however, prevented him accepting at the present time. He writes me from New York, under date of Feb. 14th:

"I am very sorry to say that it is impossible for me to come to Toronto at present, or to fix any time in the future when I shall be there. It is entirely problematical. I appreciate very highly, though, your good intentions, and you may consider me with you in spirit, even when not there in the flesh.—Sincerely,
T. STEVENS."

Should he be able to come at some future time, he will no doubt be accorded a brilliant reception.

SOME TOURS.

Bert Brown and Harry Grenfell intend taking a wheel tour through the States as early in the spring as the weather will admit. They will likely skirt the shores of Lake Erie. Bert is mounted on a Star, the only one, I believe, in Toronto. A party of Philadelphia wheelmen

will take in Toronto on a wheel journey next summer also. I hope to wheel to Yorkville inside the twenty-four hours, and thus beat the record (of a policeman!).

EX-PRESIDENT WEBSTER.

The Torontos are lamenting the retirement of President Webster from the office which he has held for several terms. Mr. Webster combines the qualities of being a high-minded, level-headed, public-spirited gentleman, in the fullest sense of the latter word, with that of an enthusiastic wheelman, and nature, Providence and the T. B. C. members intended him to be their president for years to come; but business and private responsibilities have compelled him to resign. All his club friends hope to see him back again in harness; and that leads me to remark that that dread leveller of humanity,

MATRIMONY,

is causing sad havoc in the ranks of the T. B. C. The ex-President above referred to is "on the list;" so is ex-Treasurer Lawson and ex-Vice-President Lailey and ex-Lieutenant Tubby, and many others. Where will the infection end? Already there are dark rumors of other noble leaders of the Wilton Avenue band capitulating, and, if in order, I would respectfully move that a "Club Minister" be appointed to deal with any widespread outbreak. I wonder when Cupe's lightning will strike
PETE?

A LETTER NOT INTENDED FOR THE PUBLIC EYE.

The following extract taken from a letter written to Mr. J. H. Shurman, of Lynn, by Mr. A. L. Atkins, explaining why Rowe wanted to join the Springfield Club has now become public property. It shows how very careful a man should be not to put anything in black and white that he does not care to be brought up against him. Speaking of the assistance needed by Rowe, Atkins says he does not want money,—

"But what he does need is the assistance of the management of the Springfield races, so that they can manipulate the racing so that the whole gang of racers won't be able to get at Will at once; so that if there are heats to be run off he won't be placed so he will have to run Furnivall and English and Webber in his heat, and then have to race them over again in the final, but the management will fix it so he has a snap in his heat, and so save his strength for the final. There are a hundred other ways that the management will (and have agreed beforehand) help him. The Englishmen all get these favors, and so stand a better chance than our Americans do. Why should not Will be allowed to stand on an even footing with them? I have been connected with three tournaments at Springfield and one at Boston, and know that a rider who stands in with the management is o.k. in his races. I joined the Springfield Club at the same time—what for, do you suppose? for same reason that Will does, so as to play them for suckers during the tournament. Will comes here in May next, to stay and train until fall. He must be friends with all the boys here in order to use them during the tournament. As you know, Will does not race entirely for glory, and under his changed circumstances he has to do a little different than he formerly did. He is very much hurt at your unjust criticism of his actions. If you make a track at Lynn, Will will race on it just the same, if he does belong to a Springfield Club. Why don't your men kick because Will is a Thorndike man? I repeat, he cares nothing for the Springfield Club, except to make use of them in his racing at their tournaments,—play them for

suckers. Of course, we do not care to have them know our reasons for joining, but make them think we are Springfield men, because if they knew our real reason for joining, I am rather afraid they would not want us. You boys are too touchy about Will; he is a Lynn cycle man, clear through to his backbone, and your unjust suspicions about him, which you men have showed several times during the season, have hurt him more than you know. Why can't you trust him as he trusts you, and let him act for what is his best interest. He won't do anything that you will be sorry for.
A. L. ATKINS."

TRADE NOTES.

We would advise our readers to send a 3-cent stamp to Messrs. Charles Robinson & Co., 22 Church street, Toronto, for a copy of their new illustrated catalogue.

The St. George's Engineering Company issue a guarantee with all their machines. In considering the value of such a thing, it will be well to remember that the St. George's Engineering Company, although not a limited liability company, is perhaps the richest firm in the trade, the proprietors being worth half a million pounds stg.—
The Cyclist.

Messrs. Charles Robinson & Co., 22 Church street, Toronto, have been appointed sole Canadian agents for the Lillibridge Saddle and Springs; the Harrison Double and Single Alarms; Loudon's Cement, and Illiffe and Sturmeys' cycling publications.

The first edition of the tenth annual catalogue of the Pope Mfg. Co. is ready for delivery. It is a convenient pamphlet of fifty pages, containing illustrated descriptions of the machines made by this company for the season of 1887, viz.: the Expert, the Light Roadster, the Standard-Safety, the Semi-Roadster, and the Racing Columbia Bicycles; and the Two-Track, the Ladies' Two-Track, the Tandem, and the Racing Columbia Tricycles; and the description of the numerous cycle sundries, altogether requiring the use of forty-eight finely-engraved woodcuts. The presswork is clear and perfect, and the catalogue is by far the most comprehensive in the cycle line of trade. Catalogue sent free on application.

The exhibit of Rudge & Co. at the recent Stanley Show was the most attractive of them all, their new No. 3, the improved Bicycleette, and the Royal Crescent Tricycle being among their many new features. Chas. Robinson & Co., of 22 Church street, Toronto, are their Canadian agents.

In another page will be noticed a fine engraving of the world-renowned "New Rapid," which has so quickly come to the front, and is, without doubt, one of the strongest and best-constructed wheels made. We are informed that the orders for these wheels are something enormous. However, the St. George's Engineering Co. are equal to the occasion, they being the richest firm in the trade, and having every facility for turning out wheels in large quantities. T. Fane & Co. were very wise to secure the sole agency for such a fine wheel. Their (T. F. & Co.'s) trade being so much increased, they are compelled to move into larger premises, and are advertising a large clearance sale of new and second hand wheels, to take place April 2nd. Wheelmen should make note of this opportunity. No doubt the wheels will go very cheap.