

### From Toronto to Belleville in One Day.

Thanksgiving Day is usually looked forward to by the members of the Toronto Bicycle Club, for a record of long distances, and arrangements are entered into sometime beforehand in order to secure success. This year has been no exception, and a club run was called by the Captain for an eastward trip the objective point being Belleville, a city of beautiful situation on the shore of the far-famed Bay of Quinte, and 117 miles east of Toronto. Six members put in an appearance at the Don Bridge shortly after 5 a.m., and as the morning was very dark considerable difficulty was experienced in making safe progress. As the Don Bridge was reached the first header was taken, causing a bent handle bar, which had to be put in good condition before proceeding on their journey. Captain McBride, Lieutenant Ryrie, and Mr. Webster left the bridge at 5:10 a.m., the balance of the party Messrs. Blackford, Langley, and Warwick following shortly after. While proceeding along the sidewalk some two miles on, Mr. Webster's cap was brushed off by the lower limbs of a tree, which were very difficult to avoid on account of the intense darkness. He was not missed by the leaders till they reached the Woodbine, four miles from the market. Here a halt was made and the whistle sounded, answering voices were heard, when a remount was called and the leaders proceeded. As slow progress was made it was expected that the rear would soon catch up, but from this time forward, the Captain, and Lieutenant did not see nor hear anything of them. After daylight had made its appearance, when a good view could be obtained a look back was given, but no sign of the stragglers appeared. Messrs. McBride and Ryrie then gave up hopes of seeing them again and pushed on to try and accomplish their task.

A few days before starting, a programme was prepared giving time for different points and denoting where refreshments were to be taken. Oshawa, thirty-four miles was reached at 9:10 and a halt was made for breakfast. Remounting at 9:30, Bowmanville, forty-three miles, was passed at 10:59, Newcastle forty-eight miles at 11:25. Before reaching Port Hope a call was made at a farm house for dinner which caused quite a delay as the servant was very slow in her movements, and occupied double the time necessary.

In spite of the delay Port Hope, sixty-five miles, was reached at 5:05, just five minutes after programme time, but another half hour was lost here looking after some luggage which was to be sent on to Belleville. Port Hope was left behind at 2:35 and Cobourg, seventy-two miles, was passed at 3:25. A stop was made at the house of a friend, some five miles from Cobourg and a comfortable tea was partaken of. Grafton, eighty miles, was reached at 4:47 just 13 minutes ahead of programme time. As it was now beginning to get dusk, on account of the cloudy sky, no stop was made further than to make

enquiries at the hotel about a friend who was to meet the party here. As he did not turn up, the wheels were again mounted and the road taken for Colborne, eighty-eight miles, which was reached, over some poor roads for night riding, at 6:05 p.m. Here Mr. Bowles, of Brighton, was found in company with the only other bicyclist in this district, Mr. Johnston, who had come all the way from Brighton to escort the party to that village. After a pleasant stay of twenty minutes at the Windsor, a fine new and commodious hotel, a fresh start was made under the escort of Mr. Bowles and his friend, and taking an easy pace in the darkness, Brighton, ninety-five miles was reached at 7:45 p.m. Here supper was ordered at Clark's Hotel and done justice to by the hungry travellers, who caused the steak and boiled potatoes to disappear in a manner that suggested a considerable vacuum in the inner regions. As there was nothing now to gain in the way of daylight a short rest was taken, when McBride and Ryrie again took to their saddle, and, headed by Mr. Bowles, who kindly volunteered to accompany them the ten miles further to Trenton, they leisurely wended their way eastward, reaching Trenton, 105 miles, at 10 p.m., where they found a party of three members of the Belleville Club, Messrs. Morgan, Wills and Daly, whom Mr. T. S. Clarke, accountant of the Bank of Montreal in Belleville had induced to accompany him to Trenton to escort his Toronto friends over the beautiful gravel road that runs between Trenton and Belleville. After a hearty introduction and hand-shaking, line was formed at 10:30 p.m. and an uneventful ride of one hour and three-quarters brought them to the beautiful city which had been so far distant when they set out in the morning. The ambition of the riders was now satisfied, they had completed the largest record of a club run, or any other single day's run, in Canada and were thus content to close the riding season. As it was now 12:15 a.m. an effort was made to get their baggage from the station, but the train had arrived and it was found too late. Mr. Bowles, who had accompanied the party from Colborne to Trenton (some sixteen miles) was loath to leave them and quickly made up his mind to go the whole distance. Strange to say the riders were not yet tired of the road and decided, before retiring for the night, to ride back part way the next day, as the captain wished to call upon some friends at Grafton, whom he had not time to see on passing through. Breakfast was had at 8:30 next morning and after a few calls had been made, the return trip was commenced at 10:20, and, putting on a faster pace than the night previous, Trenton, twelve miles, was reached at 11:40. A rain storm having set in before Trenton was reached a halt was made here and dinner partaken of, but on getting ready to start again, a strong gale of wind and rain from the south and west caused a change of programme, and the rain continuing to come down in torrents accompanied with thunder and lightning, it was finally decided to wait

for the evening train to Toronto. At 5:30 p.m. a start was made for the station, some two miles distant. This distance had to be walked as the road was bad at the best of times, and was now a mass of mud. The sidewalk which could otherwise have been utilized, was cut short at every crossing with a drop of eight to ten inches, which made it practically unrideable. The baggageman on the train was very careful of the wheels and kindly made room for them, by moving some boxes, so that they would sustain no damage. Brighton was soon reached, where Mr. Bowles, to whom they were so deeply indebted for the pleasure of the latter portion of this trip, bade them farewell. He beguiled the way with entertaining anecdotes of this or that person or place and seemed to be full of information pertaining to that section of the country. It might be here mentioned that on his way to Colborne to meet the Toronto riders he and his friend took the trouble to clear off the large loose stones lying on the hills that would interfere with safely coasting them after dark, and, following his leadership, all the hills between Colborne and Trenton were safely coasted in the darkness of the night. Mr. Bowles learned to ride when living in St. Thomas, and should this meet the eyes of any of his old associates they will be pleased to know that he is as enthusiastic as ever concerning the wheel. The time on the train passed quickly in pleasant chat over the events of the past day and regret expressed that rain prevented the completion of the trip. The machines ridden were, by Mr. Ryrie, a Standard Columbia, and by Mr. McBride, a light roadster Special British Challenge. No accident happened to mar the pleasure of the trip and the wheels did not require the services of a wrench or oil can during the whole run. The roads were in fair condition but were somewhat heavy and rough till after Bowmanville was passed when they improved, and, with the exception of two miles just west of Port Hope, were good. Between Grafton and Brighton sandy patches are met with which cannot be ridden, but there is good wheeling between. From Brighton to Trenton and on to Belleville the road is very good, and can hardly be excelled in Canada or the States.

### O. W. A.

Applications for admission to the C. W. A. have been received by the Secretary-Treasurer, as follows:—

Carl Kent, Newcastle; Thos. Miller, Newcastle; D. Ferguson, Simcoe. Goderich Club applied Nov. 3rd. Dr. T. F. McLean, President; D. Glass, Esq., Vice-President; Geo. B. Cox, Captain; Jno. H. McCullough, H. G. McLean, M. G. Cameron, Allan Cameron, Geo. McCullough, Andrew Henderson, J. H. Vidal, Secretary. Treasurer. Kingston Bicycle Club applied November 13th, 1883. D. F. Armstrong, captain; George Smith, 1st. Lieutenant; Thos. T. Renton, 2nd Lieutenant; John Tweddell, 3rd Lieutenant; W. F. Coy, Secretary-Treasurer; R. J. Wilson, W. B. Skinner, R. J. McKelvey, W. C. Carruthers, Wm. Nicol, G. A. Newman, E. Richardson.