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# CYCLING

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

Vol. 1.

TORONTO, FEBRUARY 11, 1891.

No. 6.

## *A Summer's Cycling Reminiscence.*

THE STORY OF A THREE MONTHS' BICYCLING  
TOUR THROUGH EUROPE, AND AN ACCOUNT  
OF SOME OF THE IMPRESSIONS  
RECEIVED.

BY ONE OF THE PARTY.

How did the idea of the tour originate? That is a question rather hard to answer. It certainly does seem a little out of the ordinary course of expectation that six members of the same bicycle club—the Torontos—should conceive the idea of going through Europe at the same season, and by the same means of locomotion—a bicycle—when such a mode of travelling would be feasible; but the dormant desire in the undecided became quickened into life at the stories of anticipation supplied by the one or two who had decided on the trip many months before. May was the month looked forward to as the commencement of the journey, and the first disappointment presented itself when Messrs. Robinson and Stark found that, to take the tour at all, they would have to start early in April. Our party was one of four, consisting of R. H. McBride, C. Langley, F. F. Peard and D. H. McLean, of Ottawa, although "Donald" did not join us until we reached London, in consequence of Toronto University demanding his presence at convocation to receive the B.A. degree. The cause of his delay did not tend to lessen his enjoyment, however, when he did get on the wheel. After several delays which almost induced Langley, who was impatient to get off and forget the first two days' experience at sea, to start a steamer ahead of the other boys, the little band of voyagers left the Union Station on the afternoon of the 27th of May, 1890, amidst the farewell wishes and last good-byes of a number of friends who had assembled to wish us *bon voyage*. What a peculiar sensation is experienced when you feel yourself being carried away from the old familiar scenes and faces, with the certainty of seeing neither for a lengthened period, and despite the brightness surrounding the prospective delights of the journey, the mind cannot but

picture the possibilities that may take place before time brings about a reunion. If we indulged in any such gloomy reveries, they were entirely dispelled by the time our Pullman drew into the station at Hamilton. What Torontonian could pass Hamilton and not feel at peace with himself and the world. We had our first amusing experience at Niagara Falls, where we were compelled to see that our baggage was re-checked for New York. Peard had on his polo cap with "Torontos" on the peak, and in looking after his wardrobe, which occupied one corner of a good-sized trunk, taken—the trunk I mean—for the purpose of creating additional revenue for the Canadian Government on the return journey, at least that is what McBride believed while supervising the handling of this most necessary adjunct to the success of the trip, his spirit was humbled by an energetic and guileless female, who innocently requested him to "Please check this trunk for Syracuse, sir." After this incident we almost persuaded him to take off the emblem of distinction, but being the far-famed "McClelland Bullion," it was allowed to remain in its place for the sake of the donor and the organization. It represented New York was reached without the occurrence of any further incidents of interest, but I cannot allow the opportunity to pass without mentioning the magnificent scenery witnessed from the dangerous, but exhilarating seat on the steps of our car. The morning was a radiant one, and as we rushed along, now losing the sun for an instant in the depths of a tunnel, now stopping for a moment at a station, from which we could see the little town nestling on the banks of the majestic Hudson below, the thought occurred to me, will nature show us any result of her handiwork more sublime than this? Our first desire after reaching the hotel was to see the boat that was to bear us to the land of Scotia, for we expected our bicycles to meet us at Glasgow. The good ship "State of Indiana" lay at her pier in Brooklyn preparing for the departure of the morrow, and having received the opinion of McBride—who is an authority on nautical matters—that the steamer was perfectly sea worthy, we decided that our

initial experience of a "life on the ocean wave" was to be a season of unalloyed delight. So it was, but like the seasons it was not fair weather all the time. After starting Brother McBride for Philadelphia, from whence were to come our "Kodaks," we spent the few remaining hours of the day in seeing a little of New York—and there is only one New York—THE city of the United States. We wandered through the inviting avenues of Central Park, and only regretted not having our wheels to enjoy the perfect roads. Peard's musical propensities drew us to the Casino—that home of comic opera—in the evening, where at this time the fair Lillian Russell was warbling the melodious, though ancient airs of "The Grand Duchess." During the performance it was apparent that Langley's musical proclivities had been overlooked in youth, or he would now have been a virtuoso, from the fact that he evinced such a marked desire to have each artist improve on his or her particular part by going over the same air repeatedly. Our party was completed again by the arrival of McBride with three inoffensive looking cases, which, upon examination, revealed as many "Kodaks." Had one of us known what the first experiences of "kodaking" would result in for him, there would have been one article less on the list of luxuries.

*(To be Continued.)*

### A Model Cycling Club House.

The Illinois Cycling Club, of Chicago, is the happy possessor of one of the finest, if not the finest, bicycle club houses in the Western States. The structure has been but recently completed, and is the pride of the West Side cyclists of Chicago, embracing as it does every convenience and appliance, conducive to the enlightenment, comfort and enjoyment of the wheelmen. The house is a three-storey building, 25x111, and was erected specially for the purpose. The front presents an imposing appearance, made up of Michigan green buff stone, with copper, and pressed-brick trimmings, and is a fitting index to the luxurious appointments within. On entering the first floor we find the wheel room, where accommodation is provided for an unlimited number of bicycles; from this our attention is directed to the map room, which contains maps of all the roads in and around Illinois; then we pass on to the bowling alleys, upon which the boys bestow unlimited attention at this time of the year. The café, kitchen, cloak and steward's rooms are also on this floor. The main floor, which

is approached by a separate entrance from the street, is given up to the reception and billiard rooms. The reception room is large, bright and handsomely furnished, and adorned with many a trophy, the result of victories on road and path. Passing along we are conducted to the billiard room. Here are to be found six pool and billiard tables, which, it is unnecessary to say, enjoy continuous and extensive patronage. Ascending still another flight of stairs, we are in the committee room and library, and it is pleasant to note that while the Illinois provides every imaginable form of physical recreation for its members, the intellectual is not overlooked, and here may be found all the leading books and periodicals of the day; adjoining the library are four card rooms, and last, though by no means least, the completeness of a most thoroughly equipped gymnasium greets the eye of the visitor. Here the long winter evening is wiled away in gymnastic exercise, under the care and supervision of a competent instructor, and as a result the energetic member who goes through the prescribed course, is as fit for his season's work when the spring opens, as he was at the close of the last October "scorch." The building is heated throughout with hot water, fitted with electric bells, and has every modern appliance, requisite to the make-up of a complete home. It has been the good fortune of the writer to meet many of the members of this live organization, and on several occasions to partake of their hospitality; and every one of them is to a marked degree an example of the typical good-hearted, hospitable American cyclist, whom many of us have met.

President T. L. Sloan, and Secretary W. A. Davis have been enthusiastic upholders of the club's interests since its inception, the latter being the progenitor of the organization, and although Dr. C. B. Gibson is without portfolio, if he would spend his summers in Chicago, the club would without doubt constitute him a reception committee of one to represent the club, for of all the genial, big-hearted, entertaining and tireless wheelmen we have met, none surpass the "Toronto's" Chicago member of 1889.

A repairing outfit for pneumatics is one of the latest cycling accessories. It consists of a leaden "pressure-tube" of quick-drying rubber solution, a small piece of prepared sheet rubber for patches, a length of improved linen canvas, and a stout needle and thread, the whole fitting snugly in the tool bag.

# 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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## Our Roads.

Now is the time for the voice of the cyclist to be heard in the land. Our Dominion Elections are to come off very soon, why not agitate road improvement? and get the promise of such from candidates for parliamentary honors. It certainly would not be a difficult task to secure them—the promises. Viewing the matter seriously, the time may not have arrived for attaining these ends through such a source, but the surface of our highways must be improved, and it is the duty of the Association to work up this matter. As an example take the English roads, probably the finest in the world, but instead of resting satisfied with the perfection of the moment, the Cyclists' Touring Club has a special Road Improvement Committee, which gives particular and decidedly energetic attention to the condition of the roads. While it is absurd to compare the highways of a comparatively new country, such as ours, with those of Great Britain, still to our minds this imperfection should inspire us as an additional incentive to make better what we already have.

## A Good Suggestion.

It has been suggested by some of the members of the T.B.C. that the club should put two teams on the road this summer, and hold team races once or twice a month, which would probably be just as interesting as the regular club handicaps, and of more benefit to the club in bringing out fast riders. In this way it would be an easy matter, if a race were to be run with an outside club, to choose the very best men in the club to

represent it, and there is not the slightest doubt that the position attained during the past season can only be retained by steady and persistent riding during the coming season, for already more than one of the outside clubs is strongly talking of trying to wrest the championship from the Torontos. We commend the idea to the road officers for 1891.

## Editorial Notes.

Our readers will notice that the firm of T. Fane & Co. will in the future trade under the name of the "Comet Cycle Co.," Toronto.

The phenomenal growth of the *Bearings* has necessitated its removal to new and larger quarters. The proprietors have our best wishes for increased prosperity in the future.

The February number of the *Cyclist*, of Hartford, Conn., comes to hand as the *American Cyclist*. Friend Goodman altering the name on account of the old name being the same as that of a well-known English cycling paper.

Among the novelties shown at the Stanley Show, in London, *Bicycling News* mentions the new "Zimer" power mechanism, consisting of a double hand-lever, fastened to the handle bars, which greatly facilitates hill climbing, and does not in anyway interfere with the convenience of the rider or the appearance of his machine.

We agree with the suggestion of the *Canadian Athlete* that there is an opening in Canada for a racing circuit similar to that proposed for the State of New York; only every Saturday is rather too often for our Canadian Cyclists, every second or third Saturday being, we think, sufficient. There is no doubt that great benefit would accrue to the sport in Canada from holding these frequent meets.

We have received from Messrs. Elwell & Higgins a four page circular announcing the Elwell European cycle Tours for the coming summer, which consist of two trips, one starting June 6th, the other July 8th. These gentlemen have had long experience in conducting bicycling parties in America and Europe, and we would advise parties contemplating a trip to Europe to communicate with them. Mr. Robinson, a member of the T. B. C., who had the pleasure of meeting them last summer in Europe, speaks highly in their favor.

### A Glimpse at Our Exchanges.

It is estimated that 75,000 wheels will be manufactured in the United States this year.

The League closed the year 1889 with 12,135 members. It closed 1890 with 17,650.—*Bi. World*.

The first rubber tyre for bicycles was patented in 1868, in which year two were protected, and two the following year.

A Philadelphia writer says: "Better is a banged-up wheel with brotherly love and usefulness than the most beautiful wheel with selfishness and pride therewith."

In Vermont a law has been passed forbidding caricatures. This seems to be a blow at the amateur photographer.—*Philadelphia Times*.

The most eloquent testimony to the badness of American roads is the low gear usually adopted by the cycle makers there, which ranges from 50-in. to 53-in. only in most cases.—*Irish Cyclist*.

C. J. Iven, of Rochester, at the meeting of the Rochester Wheelmen's League recently, suggested the idea of holding a National Bicycle Road Race, open to all amateurs of America, the route to be from Rochester to Buffalo or *vice versa*; distance seventy-four miles.

Philadelphia has already begun to agitate the question of holding the League meet in that city in 1892. The Quaker City would be an admirable place for the '92 meet. Detroit in '91, Philadelphia in '92 and Chicago in '93 is the way the programme should read.—*Bearings*.

The Kentucky legislator who proposed and actively agitated the Bill against cyclers on the turnpikes some years ago was defeated for re-election recently on active agitation by the wheelmen in favour of his opponent. The present representative is a friend of the cyclists.

"Coming events cast their shadow before." If we may believe this old saying, it is not improbable that our tyres will again become the same as those manufactured ten or a dozen years ago, viz., large solid tyres from 1 inch to 1½ inch in diameter.

Michawoka, Ind., a town of 3,500 inhabitants, four miles from South Bend, under the guidance of Mr. W. W. Dodge, has certainly the largest number of active riders of any city of its size in the country. It has 110 riders, of whom 22 are ladies.—*American Athlete*.

The January meeting of the Rochester Wheelmen's League was held early in the week. There were present delegates from all the association clubs, who, by a unanimous vote, decided to appoint a committee to consider the advisability of holding the next New York State division meet in Rochester.

The pneumatic has many advantages which all will concede, but there remains the disadvantage of puncture and accident to which the solid tyre is not so greatly exposed, and until the former has been better adapted for general riding the ordinary road rider will content himself with the solid tyred wheel.

Under "Topics of the Hour," a writer in *The Wheel* asks "What will be the result of the present upheaval in the tyre question?" and expresses the opinion that it will be a general adoption of larger solid tyres. Answering the question "What will be the next general upheaval in cycle manufacture?" he believes it will originate in the chain, many manufacturers thinking that the present chain gearing is wrong and that before long a radical change will occur.

### Rochester Notes.

There has been a dearth of cycling news since the holidays. Another of the West End parties came off Jan. 28th; everyone seemed to be highly pleased. On the same evening the Crescents held a progressive euchre party.

On the 9th of this month the semi-annual meeting of the officers of the N. Y. State Division of the L.A.W. takes place at Albany. There will be quite a delegation from here, and we will try to secure the annual meet for Rochester next summer. May success attend their efforts.

As spring draws near, the subject of cushion and solid tires is being freely discussed. The prevailing opinion seems to be for solid tires until some one else has demonstrated that cushions are wanted.

The question of protection against bicycle thieves is getting to be a serious one in this country, and I suppose that it is the same with you. It seems to me that the subject can only be handled to best advantage by the L. A. W. and C. W. A., although local organizations could also do much in that direction.

CRANKSLINGER.

ROCHESTER, Feb. 3, 1891.

**Toronto Bicycle Club.**

ORGANIZED



1881.

Club House—Cor. Church and Alexander Sts.

**OFFICERS:**

President .....	W. H. COX.
Vice-President .....	CHAS. LANGLEY.
Secretary .....	JAMES WOOD.
Treasurer .....	G. M. BEGG.

**ROAD OFFICERS:**

Captain .....	W. ROBINS.
1st Lieutenant Ordinaries .....	JAS. MILN.
1st " Safeties .....	F. B. ROBINS.
2nd " Ordinaries .....	C. W. HURNDALL.
2nd " Safeties .....	J. D. LAIDLAW.
E. A. SCOTT - 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.**

On Monday evening, the 9th inst., the annual meeting of the T. B. C. was held in the Club House. After the reading of the minutes of last annual meeting the different officers read their reports, showing that the Club has had a very prosperous year, and is in good financial standing. The following officers were elected for the ensuing year:

- President: W. H. Cox (accl.).
- Vice-President: C. Langley (accl.).
- Secretary: J. Wood.
- Treasurer: W. G. McClelland.
- Statistical Secretary: G. M. Begg (accl.).
- Captain: W. Robins (accl.).
- First Lieutenant, Ordinaries: J. Miln (accl.).
- First Lieutenant, Safeties: F. B. Robins (accl.).
- Second Lieutenant, Ordinaries: C. W. Hurndall.
- Second Lieutenant, Safeties: J. B. Laidlaw.
- Bugle Major: F. McMahon (accl.).
- Club Reporter: E. A. Scott (accl.).
- Club Surgeon: Dr. Doolittle (accl.).
- Committee of Management: A. H. Gregg, H. Ryrrie, R. T. Blachford, H. Bruce Brough.

After which medals were presented as follows:

- Club Mileage: 1st, C. W. Hurndall; 2nd, W. G. McClelland; 3rd, Jas. Miln.
- Whatmough Medal for greatest mileage, including club tours, C. W. Hurndall.
- The Club Champion Team, for 1890, one silver medal each.
- Handicap Road Races, 1st, D. Nasmith; 2nd, W. Robins; 3rd, Jas. Miln.

**A Moment With the Boys.**

In another column will be found the words of James Miln's latest song—our readers will have to apply to the Signor for the music.

The annual elections of the Wanderers have been postponed to the 12th March, on account of the Dominion Elections coming off on the 5th.

The subscriptions toward the T.B.C. stock are gradually creeping up, and it is believed that in a few days sufficient will have been taken to warrant the getting out of plans.

On Friday, the 30th ult., the Wanderers' Snow Shoe Club held their fourth annual At-Home in the Horticultural Pavilion, entertaining between six and seven hundred of their friends. Everyone was delighted with the entertainment, and the committee are to be particularly congratulated on the very pretty effect of their decorations, for the Pavilion never looked better than on the night of the 30th January, 1891.

At the regular monthly meeting of the T. B. C., on Monday, the 3rd inst., the nomination of officers took place, and the singular unanimity with which some of the oldest members of the Club declined office would lead one to think that something was radically wrong, or that in their old age they had become remarkably retiring in their dispositions. However, the Club has been successful in electing one of the best corps of officers it has ever had, and under the direction of President Cox and Captain Robins may look forward to a successful year.

The *Conversazione* in the Academy of Music, on the 3rd inst., was a great success, between three and four hundred being present. The Orchestra and Glee Club acquitted themselves nobly, and Mr. Hall is to be congratulated on his success as a leader. The solos of Miss May Cooper, Mrs. R. J. Hall and Mr. R. J. Hall, and the duett of Mrs. Hall and Miss Cooper were well rendered. As usual "Signor Milnoiri" covered himself with glory (and laughter), and the thanks of the Club are due to Mr. H. L. Clarke for his cornet solo, and the Schumann Male Quartette. The committee are deserving of praise for the very complete arrangements made by them for the successful carrying out of the evening's enjoyment.

**EUROPE A-WHEEL.**

Are you thinking of taking a European Cycle Trip this summer? If so you venture the opinion that the Elwell European Cycle Tours afford the very pleasantest way of accomplishing this desire. We run two trips this summer, one starting June 6th, the other July 5th. France, Switzerland, Germany, Holland and England. Write us, stating which tour you can consider.

PORTLAND, MAINE.

ELWELL &amp; HIGGINS.

## Now That's What I Think, Don't You?

Ottawa Letter.

Adapted and sung by James Miln at the "Conversations" given by the Toronto Bicycle Club, February, 3, 1891.

We are getting along at a "Rational" gait,  
Now that's what I think, don't you?  
Everything's turning out lovely of late,  
Now that's what I think, don't you?  
In everything wheeling we now take the lead,  
But there are still a few things we are badly in need,  
We must get our new house or we'll all go to seed,  
Now that's what I think, don't you?  
Now that's what I think, don't you?  
So let's have no more talk but subscribe for the stock,  
Now that's what I think, don't you?

We are badly in want of a new racing track,  
Now that's what I think, don't you?  
This is one of the things we at present most lack,  
Now that's what I think don't you?  
If our friends in the Grey and ourselves would unite,  
We'd soon have a new path or the old one put right,  
And our boys knock the records as high as a kite,  
Now that's what I think, don't you?  
Now that's what I think, don't you?  
The old track is too slow and too dangerous also,  
Now that's what I think, don't you?

Dave Nasmith will be faster than ever this year,  
Now that's what I think, don't you?  
And "Mac," our dark horse, on the track will appear,  
Now that's what I think, don't you?  
Fred Robins proposes to set things on fire,  
And to paralyze "Mac" with his new "cushion tyre,"  
It will have to be geared up to *ninetv*, or higher,  
Now that's what I think, don't you?  
Now that's what I think, don't you?  
But a man with Fred's name ought to fly just the same,  
Now that's what I think, don't you?

Wheeling for ladies is not at all bold,  
Now that's what I think, don't you?  
It's as pretty and healthful as horseback we're told,  
And that's what I think, don't you?  
The ladies will all catch the bicycle craze,  
And their prejudiced friends will not stare with amaze,  
When they see them in dozens skimming o'er the high-  
Now that's what I think, don't you? [ways,  
Now that's what I think, don't you?  
They'll get good health and muscle, and make some of  
Now that's what I think, don't you? [us hustle,

The Torontos will win the big road race this year,  
Now that's what I think, don't you?  
And the C.W.A. should arrange to meet here,  
Now that's what I think, don't you?  
The semi-professionals will all be made known,  
And will then have to ride in a class of their own,  
And the genuine amateur carry good prizes home,  
Now that's what I think, don't you?  
Now that's what I think, don't you?  
They'll make better pace and a far better race,  
Now that's what I think, don't you?

DEAR EDITOR.—In the sketch of Mr. D. Nasmith in your issue of January 14th, inst., you mention that he rode a "Rational." This is rather misleading as there are several "Rationals" made. The wheel Mr. Nasmith rode last year, and on which he did such good work, was a "Comet Rational," and it can be seen any time at the warehouses of T. Fane & Co., 24 Adelaide St. W. Yours truly,

H. W. B.

TORONTO, January 15, 1891.

DEAR EDITOR.—Owing to the various employments and festivities of the past few weeks I have been unable to "bore" you with my usual quota of remarks.

The O.B.C. held its annual drive and supper on the evening of Tuesday, December 30, 1890. The weather was at its coldest, which probably prevented an overflowing turnout. There were, however, enough for one large covered van. The snow crackled beneath the horses' feet, song after song rang merrily out on the frosty air, until the country seemed invaded by a company of Arctic elves bent on holding high carnival. Anon we reached Aylmer, where, at the hospitable inn, we regaled ourselves with roast and flagon; the merry jest went circling round the board and many a song and a tale or two. We much enjoyed ourselves. Solomon in all his glory was never on a merry making such as this. At an early hour ('twas truly early) we started for home, which was reached in safety—here let me draw the veil.

The next occurrence of interest was the skating "At-Home," held at Dey's Rink, on the evening of Jan. 14. Up to date this is the crowning event of the season. All were delighted with the manner in which the O.B.C. scored another success. Of course all the boys were there with their best girls and *vice versa*. The married members had to bring their wives. There is no club in America that have so many members with such charming wives as the O.B.C. We may be close pressed in this regard when some of the T.B.C. boys, who have been acting lately in a suspicious manner, are properly shown up, but until then we emphatically reiterate and tenaciously adhere to our former statement, the man that denies it is a tramp and a sneak-thief, if he pokes his knock-kneed head around these diggings—Hold on! I'm not married nor likely to be and here are some good invectives wasted for nothing. I once had a relative who used to predict that I would come to some bad end—it begins to look like it now. There is to be a general meeting of the O.B.C. this evening to consider the snow shoe tramp for Wednesday night, there being some difference of opinion caused by other engagements for that evening. If we hold the tramp I will write full particulars.

I wish to convey greetings to friend "Clubus Liarus." Perhaps he does not know who "Arto" is, but I know him. I'll tell you, Brother P's, how you'll know me—member the road race to Half-Way-House on Thanksgiving Day, two years ago—played football—had dinner—saw me eat—saw you eat—only two there that understood the art—race good—got left—paid for two dinners—ate four—*savez*? I know that I am a less polished prevaricator than his *nom de plume* would imply, but then I'm young and an apt scholar.

"ARTO."

OTTAWA, February 2, 1891.

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

## FOR SALE, WANTS, EXCHANGE.

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

FOR SALE—No. 1 Rudge Safety, diamond frame, ball bearings 32in. tangent wheels. Apply 534 Mutual St.

FOR SALE—52in. Rudge Ordinary, cheap. Apply J. Sinclair, 215 Sherbourne St.

NO. 1 Rudge Safety, 32in. in good repair, ball bearings throughout. Apply F. B. Robins, 34 King St. E.

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

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