

be used much more than horses ever were.

For riding purposes, such is the case already in England, where men go to their business daily by this method, and are enabled thereby to live in the country instead of in town. In London it is not an uncommon sight to see a man on a bicycle, threading his way through such a crowded thoroughfare as Cheapside or London Bridge, and clerks in large establishments have a place to lean their bicycles near their hats. In view of these facts we were much amused the other day to see that bicycles were to share the fate of dogs, and be ordered off the Park. That magnificent preserve, which is more or less nailed up to pedestrians, seems to be regarded as a place only intended for aldermanic broughams.

The reason given for suppressing bicycles is that they might frighten somebody's horse.

It might, perhaps, be fair to ask if it might not be equally sensible to suppress skittish horses.

Why should horses go upon the park which would not be safe upon the streets and country roads? Until the bicycle is suppressed on common thoroughfares it seems nonsense to drive it from the park for the sake of dangerous horses.

Between horse and bicycle we fear the horse will have to fight a losing battle.

During the season of 1881, which opened on April 15th and closed on December 26th, the club turned out for 64 rides, as against 43 in 1880, and covered a distance of 868 miles or nearly double that ridden (500) in the previous year. As a general rule, the weather was very favorable to us, and J. Pluvius, Esq., deserves a vote of thanks for being so conspicuous by his absence, excepting during the latter part of the season, when he ungenerously blocked us out of every Saturday from 22nd Sept. to 29th October, inclusive. Had it not been for that, I believe the club would have run up at least 1000 miles, as it is on the Saturdays, we rely to get in our heavy work.

The total attendance of 33 members was 419, an average of 6½ to 4 in 1880; and the aggregate distance covered was 4683 miles.

Secy. Tibbs won the mileage prize with a score of 522 miles, Bugler and 2nd Lt. Miller running him very close, indeed leading from the end of August till October, when he dropped off; scoring in all 561 miles.

Lt. Trotter came next with 419; Capt. Sidey 4th, with 415 miles, and would have been third, but that he left before the end of the season, (of which more anon.) Lieutenant Lane came 5th with 274 and Lieutenant Smith 6th with 268½ miles.

The best scores exclusive of the above, was C. A. Whitham's 202 miles; and the others who covered over 100 miles were Messrs. F. C. Holden (who has since won considerable fame as a racing man,) 182½; J. Darling, 159; H. Plow, 150; A. J. Corner, 142; J. Webster, 136½; R. Campbell, 128; Lt. deSola, 113; and Lt. Baylis, 110;

There were, during the season, 68 morning practices on the lacrosse grounds, attended by 37 members, with an aggregate of 536, average nearly 8.

The largest muster was 17, on the

20th Sept., the day before our annual race meeting.

I subjoin the score of the best:

Lt. Miller,	50,	late 7,	net 43,	wn'g prize.
Secy. Tibbs.	53,	" 20,	" 33,	2nd.
Lt. Lane.	37,	" 8,	" 29,	3rd.
Capt. Sidey.	28,	" 0,	" 28,	4th.
Mr A. Grant.	25,	" 3,	" 22,	5th.
Lt. deSola.	23,	" 2,	" 21,	6th.
Mr. F. M'Calloch 24,	" 4,	" 20,	" 7th.	
Mr. H. Plow.	24,	" 8,	" 16,	8th.
Mr. R. M'Calloch 17,	" 5,	" 12,	" 9th.	

It will be noticed that 6 officers lead the score in the mileage and 4 in the practices, a proof of the extraordinary sagacity displayed by the members of the club in the selection of their officers.

The 34 committee meetings were well attended, as will be seen by the following list:

Capt. Sidey missed 5; (2 held since he left); Secy. Tibbs missed 0; Lt. Lane missed 1; Lt. Miller missed 9; Lt. Smith missed 15; Lt. deSola missed 9; Lt. Trotter missed 5 since his election in August, on the resignation of Mr. Whitham, who gave up his post on account of press of business.

The longest club ride, and indeed the greatest distance covered in Canada in one day by any member of our club, came off on Dominion Day. 50 miles from the club house to St. Vincent de Paul, thence to St. Martins, St. Laurent, Lachine and home.

Messrs. Miller and Tibbs alone covered the whole distance, picking up a detachment of the club at St. Laurent.

The trip proved a most enjoyable one, albeit the day was very hot.

The largest muster was on the 21st Sept. the day of our races, when 18 rode in procession from the club house to the grounds.

Racing received considerable more attention in 1881 than in previous years.

Competitions were established for the club mile championship and belt; the first of which was held on the 6th June, at the lacrosse grounds, won by G. M. Smith in 4.06; F. C. Holden 2nd; J. Trotter 3rd; Miller and Tibbs had an "awful" smash up; the former riding clear over the latter, and coming a terrible cropper on his head. Seeing this, Mr. Lane, who made the 6th starter, sympathetically gave up.

Mr. Miller had, some three weeks previous to his meeting with this mishap, taken out an accident policy. The fact of his drawing \$10.00 per week, while unable to attend to his daily avocations, caused quite a boom in accident insurance and proved quite a windfall to the enterprising agent, who, providing himself with a list of the members of the club button-holed every man jack of them with a most remorseless energy; and, what was more to the purpose for him, "scooped in" most of them.

The second competition for the

club mile championship was also held on the lacrosse grounds, on the 13th June, and was also won by G. M. Smith, F. C. Holden alone contesting the prize with him.

Winner's time, 3.57; a very close race.

The third was held at the Thistle Society's Sports on the lacrosse grounds, on the 27th August, and was won by F. C. Holden against A. T. Lane 2nd; and G. M. Smith 3rd; in 3.50.

The fourth was held at Blue Bonnets on the 20th October and was won by F. C. Holden in 4.00; Lane 2nd; Arthur, 3rd. Track very heavy.

The fifth and last was run off on the 19th Nov., on the lacrosse grounds; when after a very closely contested race, Holden again came off the victor in 4.45, Smith 2nd; Lane 3rd. Track frozen and very rough. Thus F. C. Holden, although at that time only a junior member, having won the majority of the competitions, became the champion of the M. B. C. for 1881.

A road race, [handicap] was contested on the 25th June, from the club house to Lachine Toll and back to McGill College gates, 17 miles; 4 starters, J. D. Miller, [4 min. handicap] F. C. Holden, and G. M. Smith, [2 min. each and C. J. Sidey, [scratch.] Holden got first to the toll gate, but was caught and passed by the other three on the return. Smith winning in 1hr. 24 min. 35 sec.; Sidey second, time 1hr. 25min. 37sec.; Miller third, time, 1hr. 39m. There are two hills to climb and two to ride down each way, and they have to be ridden with a good deal of caution, being steep and rough. The back-bone of Holden's machine snapped in two above the step, just as he was entering the city, and he was brought home in a carriage, very grimy, but, as usual, smiling.

The chief event of 1881 was our first annual race meeting held on Wednesday, 21st Sept. The programme of events was as follows;

Ten-mile handicap, club. Starters, J. Robertson 7 min. handicap; H. Plow, 5 min. handicap; A. Arthur; 5 min. handicap; R. Campbell, 3 min. handicap; P. Barclay, 2½ min. handicap; G. deSola, 2 min. handicap; J. Trotter, 1 min. handicap; C. J. Sidey, scratch.

Sidey won easily in 45.40, Barclay second, 50.30; G. deSola 3rd, 54.30.

First prize a silver cup presented by P. Tibbs, Esq., one of our honorary members; second, Gold scarf pin; 3rd, silver scarf pin.

1 mile, open. 1st prize, diamond and gold medal; 2nd prize, set of gold studs. Three started, J. G. Hay of Woodstock, J. Moodie, Jr., of Hamilton and G. M. Smith, of ours. Hay won 1st and 3rd, Smith took second heat, and Moodie was second in each heat; fastest heat, 3.48.