

There were only two races contested during 1880, a 3 mile handicap, on 5th June, and a 3 mile championship on the 2nd October, both under the auspices of the Montreal Lacrosse Club. The first was won by G. M. Smith, (1.55 handicap) and the second place in this race being disputed, was rode over by Lane and Tibbs, the former being allowed 1 min. and winning easily.

The 2nd prize in this race was a silver medal, presented by Capt. C. J. Sidey. The 2nd Race, (2nd October) was won by L. H. Johnson, the then Champion of America; H. S. Tibbs, a fair second. In the winter of 1880-81 some of our members not being satisfied with summer riding, began to cudgel such brains as they possessed to find some way of enjoying the wheel on the snow; with the result that some three riders, Lane, Tibbs and Miller, found themselves "astride their pig-skins," one fine Saturday afternoon, with the mercury away down among the twenties below. They had substituted a runner for the back wheel, but they did not find the ride turn out a success, owing to the tendency of the runner to slide off sideways and run them into the fence, or bring them up "all standing" in the snowbank. However, they found it was practicable, to a certain extent, and with a double runner, shaped somewhat like an inverted V or with a runner having a flat surface, so as to prevent it from sliding off the "hog's back," a very enjoyable ride can be had, even in the dead of winter.

In January 1881, our committee began to bestir themselves and put things into proper shape for the coming season.

They decided to issue printed member's tickets; to have the rules printed with a list of officers immediately after the annual meeting; to advertise the rides or "fixtures" every week in the *Star*, committee to meet weekly to arrange same; to provide all officers with whistles and badges, denoting rank; to offer a prize to the member covering the greatest number of miles with the club during the coming season, exclusive of winter riding, and another for most frequent attendance at morning practice, muster-roll to be called at 6.30 A. M., (afterwards changed to 6.15 A. M.) by senior officer present and attendance reported to Secretary; and another (a medal or belt) for 1 mile club championship, to be competed for monthly during the season, winner to hold and wear the belt or medal in all cases until the decision of next race. About this time Secretary Tibbs mooted the question of amalgamating with the Montreal Lacrosse and Snowshoe Clubs, with a view to obtaining use of gymnasium, club room and grounds. This was a most important move and entailed a certain amount of

risk as it quadrupled the subscription and we were assured by many timid well-wishers of the club that if we raised the subscription from \$2.50 to \$10.00 per year, we would never receive any additions to our ranks, and probably lose many of our present members. However, after considerable discussion, at a special meeting held 2nd. February, a draft of an agreement with the executive of the gymnasium was read and signed by ten of the members present; and shortly afterwards by nearly all the active members of the club. In fact, I think we only lost some three members, and, as after events proved, it was the wisest move we could have made. Why, when one thinks of the advantages accruing from the increased subscription, the wonder is that we should have hesitated at all. For \$10.00 per annum we have membership in the Montreal Lacrosse, Snowshoe and Bicycle Clubs; the use of the spacious grounds on Sherbrooke Street, the only grounds in Canada with a regularly measured cinder track, (5 laps); the use of a well-equipped gymnasium, with a competent teacher to conduct classes during the winter, a reading room with large library, chess room, two bowling alleys, shooting gallery and billiard room. There is not another city in the world that offers the same advantages for, perhaps five times the money.

The agreement mentioned above was submitted to the executive of the gymnasium, accepted by them, and we became full-fledged members, each and all of us, bound over to pay his \$10.00 per year, and, as some of the doubting ones assured us, we had started on the broad road to destruction. But we have not reached that point yet.

It was this Spring we adopted our distinctive badge, the Shield surmounted by a Beaver, with the letters M.B.C. entwined on Shield, and 1878, (the date of our organization,) below them, to be worn on our helmets.

The 3rd annual meeting was held in the gymnasium, on Friday evening, April 1st, 1881. Captain C. J. Sidey in the chair.

After the minutes of the previous meeting had been read and confirmed, and the retiring committee's report had been adopted, the following officers were duly elected for the ensuing year; Ca., ain, C. J. Sidey, (re-elected); Secy.- Treas., H. S. Tibbs, (re-elected); 1st Lieutenant, A. T. Lane; 2nd Lieutenant, J. D. Miller; 3rd Lieutenant, G. M. Smith; 4th Lieutenant, C. A. Whitham; 5th Lieutenant, G. deSola.

Mr. Miller moved "That a vote of thanks be given to the Hon.-Secy. for his able conduct of the duties of his office, since the formation of the club," seconded by Mr. A. T. Lane, and

carried unanimously. Mr. Tibbs replied in a short speech, to the effect that as long as he remained in Montreal he should endeavor to foster the best interests of the club as carefully and as heartily as in the past.

After a vote of thanks to the chair, the meeting dissolved.

And now, that we had a new badge, a handsome uniform, and good-looking (?) fellows to wear them, nothing would do us, but we must have our "pictur took," so a committee of one was packed off to interview Mr. Martin and get his price for a composition photo group. This proving satisfactory, nineteen of our members, with "Dizzie" the "Club Dawg" agreed to be photoed. The photograph depicts our noble nineteen assembled on the grounds before the pavillion with Capt. Sidey and Secy. Tibbs comparing notes in the centre; Dizzie is gazing affectionately up at his master's back, and the rest are scattered around "promiscus like." Twelve machines are shown, four of them having riders. The likenesses are all good and the general effect of the group is very fine. The original picture is now hanging on the walls of our gymnasium, through the liberality of Mr. Martin, he having presented it to the club.

This summer, the first sign of opposition to 'cycling appeared, in the form of a resolution passed by the Park Commissioners excluding bicyclers from riding in the Mountain Park. Messrs. Sidey and Tibbs were appointed a committee to obtain legal advice on the subject and waited on Mr. R. D. McGibbon for his advice on the subject, with the result that they were assured that the Park Commissioners had overstepped their authority in passing any such resolution. Armed with this opinion they waited on the Park Commissioners and requested them to remove the interdict. After considerable discussion, a compromise was effected, allowing bicyclers to have the use of the Park up to 10.00 A. M.

The club agreed to this, without in any way waiving their right to the use of the Park at any time of the day, when they considered that should an accident occur at certain parts of the Park roads, the results might be very disastrous, and would undoubtedly damage bicycling in public opinion, although the bicyclist causing the accident might have been entirely blameless.

The *Montreal Witness* takes up the cudgel for the steel steed in this wise.

The battle of the Centaurs and Lapidae was as nothing to the contest which has been inaugurated between our modern Centaurs and the horses. Bicycles are cheaper than horses and can be more easily stabled. Our athletes have shown that they can do better traveling than the fleetest race horses. Being within the reach of many who cannot afford horses, they are destined not only in many ways to take the place of these useful animals, but to