

## MONTREAL.

One might as well make up his mind to have an ice-cream treat at the equator as to commence thinking or talking bicycle here in Montreal at the present season. Carnival talk would be more to the point. During the past two weeks we have had as severe weather and storms as during January. The M.R.C. lies still about eight feet under the snow, awaiting the warm sun of a new staff of officers and committee men to resurrect us in time to prepare for the coming meet in Brantford.

Our annual meeting and election of officers will take place on the second Thursday in April.

To Brantford I offer, in the view of all the boys here, our most hearty good wishes for a grand success in the coming meet. I am only sorry that there is such a great distance between us, which will naturally keep a good number of our members from attending. Any time that the meet comes out side of Toronto, I am sure that at least one hundred riders will attend from our province.

The snow and ice have frozen me up like our club, the ink will not even flow from my pen, so kindly reserve my column till summer arrives.

Montreal, March 29, 1887. MONTREAL.

## TOUR IN PROSPECT.

DEAR WHEELMAN,—The annual meet of 1887 is to be in Brantford, and it behooves the membership to arrange to be there in overwhelming numbers, from the far East, Montreal and Eastern Townships, and the far West, Manitoba. Let every member make up his mind to "get there." To show that the Midland Division mean business, and intends to be more numerously represented than at Montreal, ten of the Ramblers of Belleville intend to go to this particular meet by wheel—and that bicycle, not railway. The scheme is young yet, and they hope to swell it into a district tour, and when the matter is fully arranged and laid before the other clubs in the division it will probably assume the latter dimensions.

The plan is to leave Belleville Monday, June 27th, in A.M., reaching Port Hope, being June 28th, Tuesday, June 28th, on being joined by Port Hope and Peterborough, wheel to Toronto, picking up Newcastle on the run. Wednesday, June 29th, visit Toronto in forenoon, and await members of tour who had fallen out through accident or inability to leave home; afternoon steamer to Hamilton, as roads are unrideable. Thursday, June 30th, Hamilton to Brantford, short ride. Friday, July 1st, meet at Brantford, where has been promised the biggest kind of a time. Saturday, by rail home.

What is to hinder the above programme being carried out? Even Kingston and Napanee could join in the tour by either coming to Belleville Monday morning by early train, or a Sunday wheel to the same point would not be amiss, although some are averse to Sunday riding, such would, of course, take the early train.

What is to hinder the above plan being adopted by the entire Midland Division? Think of it! One week's holidays will cover the entire trip, and about ten or twelve dollars the expense. Come and join the following: Dean, Clarke, Bonar, Wilson, Cooper, Lingham, Pettit, Gibson, Foster and Way, who all mean "go," and you will have one of the finest times on record. Write to the undersigned and say you will join us on our tri-annual march, and make the tour a Midland instead of a Rambler one and make the District that was represented by three Jonesome wheels in Montreal fairly beat in numbers the District in which the meet is held.

Almost everyone can get away for the last week in June, and there is nothing to hinder us going into Brantford at least forty strong and taking the place by storm. Make up your minds at once that you would not miss this trip for the world. Send a post-card as soon as possible to W. P. Way, Box 963, Belleville, that you are going, and where you will join party, so that the exact number will be known and suitable hotel arrangements

be made, in order that there may be no hitch to mar the pleasure of the outing. This is not a money-making scheme, like some conducted tours, but is run on the Jersey plan—each man making his own bill and paying it.

Yours fraternally,

W. P. Way.

Belleville, March 18, 1887.

## HISTORY OF THE C.W.A.

In a letter to the *L.A.W. Bulletin* of Dec. 31, Karl Kron took pains to correct a previous misstatement of its editor, in order to accredit the C.W.A. with "the honor of putting forth the earliest official road-book known to any part of the world (April, 1884)." He also added a few words of recommendation for the '87 edition, to such League members as might intend to do any touring in Canada. We reprint from the advance sheets of his forthcoming "X.M. Miles on a Bi." the following history of the association, which gives in condensed form most of the important facts and rules contained in the introduction to the C.W.A. hand book.

The Canadian contingent of League membership when the first year ended (1864, May 31, 1881) was greater than at any time since, for Ontario then supplied 24 members and the Province of Quebec 19. A pair of these, one from each province, were included among the following eight enthusiasts who met at Toronto, Sept. 11, 1882, and founded the "Canadian Wheelmen's Association": H. S. Tibbs, Montreal; R. H. McBride, Toronto; J. S. Brierley, St. Thomas; P. Doolittle, Aylmer; F. Westbrook, Brantford; J. H. Eager, Hamilton; W. Payne, London; and J. K. Johnston, St. Catharines. All except the first-named were residents of Ontario, and that province supplies four-fifths of the present membership. Arguments were offered in favor of organizing as an Ontario Association, and as a Canadian Division of the L.A.W. (not of the English C.T.C.), as might have seemed probable, but the plan of an independent national body, to represent the entire Dominion, finally prevailed, and a committee of four were appointed to draft a constitution and by-laws, and submit the same to the ratification of the clubs. About a dozen of these were represented in a meeting of some 50 wheelmen, at St. Thomas, Sept. 11, when the committee's work was adopted and a provisional government was formed to serve until the first regular annual meet and election, at London, July 2, 1883. The parade, then, attracted 250 riders; a year later, at Toronto, there were 350; the third meet in 1885, at Woodstock, had nearly 400,—the most representative gathering of cyclists and the largest crowd of spectators ever seen at a wheeling event in Canada; and the fourth, in 1886, at Montreal, was the greatest social success of the series,—though there were only 165 paraders, of whom the local club supplied 53, because the meeting place was more distant from most members' homes than had been the case in previous years. The provisional president of the C.W.A. was J. B. Boustea, president of the Toronto B.C., and the secretary-treasurer was J. S. Brierley. As he declined to serve longer, the first regular election made by the officers conferred the office upon H. B. Doolittle (b. Jan. 1, '61), of Simcoe, editor and proprietor of the weekly *No. 10th Reformer* and the subsequent boards have unanimously re-elected him each year. In 1886, an annual salary of \$200 payable monthly, was attached to the office, and an allowance of \$150 for the past year's services was also granted. The president and vice-president are chosen at and by the annual meetings of July 1 (Dominion Day), and are ineligible for second terms. The four elections have rested as follows: 1883, R. H. McBride of Toronto, and P. Doolittle (b. March 22, 1861), of Aylmer; 1884, H. S. Tibbs, of Montreal, and J. S. Brierley (b. March 4, '58), of St. Thomas; 1885, J. S. Brierley, of St. Thomas, and W. G. Eakins, of Toronto; 1886, W. A. Karn (b. June 27, 1857), of Woodstock, and J. D. Miller, of Montreal.

## THE WANDERERS' ANNUAL MEETING AND NEW CLUB HOUSE.

The sixth annual meeting of this well-known club was held in the club-rooms, on Thursday, March 3rd, the large room being filled to its utmost with between 50 and 60 members. The club decided to go once more back to its old grey and black uniform, with additional peak cap. The Secretary's report showed the membership to have increased from 45 in March, '86, to 90 at the present date. Twelve new members were also put through at this meeting. There being some 10 or 15 "Safeties" in the club, a Safety division was also formed, and two officers were appointed in connection therewith. The by-laws were altered, and hereafter no associate members will be allowed to join.

The election of officers, which came off, showed some close running in some cases. The following were elected: Hon. President, Dr. McDonald; President, C. H. Riggs; Vice-President, Charles Robinson; Captain, G. H. Orr; 1st Lieut., A. Daniel; 2nd do., H. G. Enfield; Sec.-Treas., F. J. Morphy; Capt. Safety Division, T. Lator; Lieut. of do., C. P. Sparling; Colors, Norman Smith; Bagler, Bert Brown.

Any amount of enthusiasm was displayed at this meeting, and promise is given that the club will have this season the best it ever had, which is saying a good deal after looking over the success which has attended the Wanderers the past six years. The drill eight will be revived, and as there are now lots of good riders in the club, a crack corps is looked for. The most important event in the history of the club is the first bicycle club-house in Canada. The Wanderers have secured at a very large expense that most desirable property and house centrally located on the corner of Wilton avenue and Victoria street, where they are fitting up, at the cost of \$2,000 extra for furniture, etc., the most handsome club-house of any description in the city. They claim it to be the first pure bicycle club-house in Canada. The house is brand new, with nearly 30 ft. frontage and a depth of 35 ft. It is finished throughout with expensive improvements, and is a handsome sample of modern architecture in style and finish. On the ground floor will be a furnace-room, gymnasium and locker-room. On first floor is a parlor, reception-room, dining-room, steward and secretary's office, refreshment-room and kitchen; on second floor, two billiard-rooms, reading-room, bath-room and card-room; on top flat, two sitting-rooms and a steward's bed-room. The house is fitted throughout with electric bells and speaking-tubes. In the parlor and dining-room each have a magnificent walnut plate-glass mirror and tile fireplace, worth \$300 each, while all the windows are of the most expensive plate and stained glass. A wheel-house is being built in the rear. The Wanderers feel proud of their house, and will take pride in showing strangers through it at any time. It will probably be finished and ready for occupation on the 1st of April. "WANDERER."

Toronto, March 15, 1887.

## A REVIEW OF TROOPS ON BICYCLES

Gen. Boulanger has just been holding a cavalry review of a novel kind. A score of corporals, from the Joinville training school, went through their evolution before him a day or two ago, mounted on magnificent velocipedes. The composition of the little troop resembled that of the regular mounted force of the country; the bicyclists representing the light, the tricyclists the heavy cavalry. The Minister has decided to have a certain proportion of the men in the infantry regiments trained to the use of the velocipede, the utility of the machines for the transmission of orders and the interchange of communications between the different divisions of an army having been satisfactorily established in practice. Their employment will, for nothing, leave all the horses of the force available for the work in which their services are indispensable. The bicycle has been found to give better results on the whole than the bicycle, and it is probable that some form of the two-wheeled machine will be definitely adopted for general use.