

## Canadian Wheelmen's Association.

REPORT OF THE DIRECTORS' MEETING HELD AT TORONTO.

(Special to the Canadian Wheelman)

The first meeting of the newly-elected Board of Officers of the Canadian Wheelmen's Association was held at the Walker House, in the city of Toronto, on the 19th ult. There were present, the President, Mr. McBride, in the chair; Vice-President Doolittle, Chief Consuls Eakins and Robinson, Representatives McBean, Lailey, Knowles, Donly and Sec.-Treas. Brierley.

The first business brought up after reading of minutes was the appointment of a Secretary-Treasurer for the current year. Mr. J. S. Brierley was unanimously re-elected to the position. He, however, declined to any longer hold the office as his time was entirely taken up with his private business. After many vain attempts to get Mr. Brierley to alter his determination, his resignation was, on motion, most unwillingly accepted. Messrs H. B. Donly, of Simcoe, and W. G. Eakins, of Woodstock, were then proposed in turn for the office. Both declined most emphatically to run, the latter asserting that as he was about to leave the country it would be impossible for him to take it. After some further delay, Mr. Donly submitted to the wish of the meeting and was elected.

Mr. Brierley was then, on motion of Mr. Doolittle, seconded by Mr. Knowles, unanimously elected to the place on the Board vacated by the election of Mr. Donly to the Secretaryship.

The President and Secretary were authorized to purchase medals for the winners of the different contests in the London meeting last July.

The Secretary was authorized to procure designs for an Association badge, to be worn by members. Messrs. McBride, Robinson and Lailey were appointed a Racing Board.

Messrs. Eakins, Brierley and the Secretary were appointed editors of the Guide-Book, with orders to proceed with its publication at once in such a manner as they may see fit. After the transaction of some other matters of business of minor importance, the meeting adjourned.

### The Longest One-Day Trip in Canada.

We have received the following just before going to press, which explains itself:

"On Thursday last, Mr. R. J. McKee of the Wanderers Club of Toronto, made the longest trip in one day yet recorded in the Province. He rode the distance of 115 miles, from Toronto to Belleville in sixteen hours or not including stoppages in less than twelve hours. Two other riders from Toronto, who started for the same place before Mr. McKee, did not arrive there till early the next morning—Mr. McKee arriving there at a few minutes to 12 p.m."

## OUR CANADIAN ROADS.

MR. WHEELMAN:

Permit me to modify, to a certain extent, what may be considered undue severity in my criticism, in your first issue, of the roads which radiate from Woodstock. A recent visit to Detroit, during which I had the pleasure of meeting the veteran President Bates, Chief Consul Standish and other prominent League Wheelmen, has opened my eyes to the fact that we are particularly fortunate in this locality in the possession of roads far above the average. Detroit wheelmen, as far as I could learn, hardly know what it is to be able to take runs outside of the city, and those who had taken part in the tour through Canada were enthusiastic in their praise of our highways, with the exception perhaps of the "magnificent water-stretch" which they traversed between St. Thomas and London. Mr. Doolittle has, I believe, expressed the opinion that our road to Stratford (twenty-five miles) is equal to the famous Goderich road, and I can safely say that those leading to Ingersoll and Norwich (ten miles each) are, with one or two breaks, inferior to few. From all that I can learn of roads in the United States generally, Canada should be the "Paradise" of the wheelmen of this continent, and it bids fair to become the favorite touring ground of our neighbors immediately across the lines.

The following notes of a trip of over 400 miles, made by Messrs. W. J. and H. Williams, of our Club, may not prove uninteresting to those of your readers who live in Western Ontario. I am indebted to the diary of the riders for details. The distances mentioned are in all cases those actually ridden.

"Started August 13th. Woodstock to Waterloo via Tavistock, Shakespeare and Berlin—fifty miles. Road to Strathallan very hilly but hard, to Shakespeare splendid, to New Hamburg and Baden very smooth and hard, scenery beautiful. First-class Dutch dinner at latter place; thence to Waterloo, very hilly. Waterloo to Guelph via Breslau, fifteen miles. Roads and scenery very fine to Breslau, thence hilly and rough. First header.

"Guelph to Durham via Fergus, Arthur and Mount Forest—sixty miles. Pavement-like road to Fergus—thirteen miles in fifty minutes. Remainder bad and much cut up. Dinner at Arthur. Stared at by natives, being the pioneers over this road.

"Durham to Woodford via Williamford, Chatsworth and Owen Sound—forty miles. After leaving Durham and while crossing the romantic-looking Rocky Saugeen, caught in a thunder storm. Roads muddy. Did Chatsworth to Owen Sound, nine miles in fifty minutes. Rest of road very rough and rocky.

"Woodford to Orillia, forty-five miles. To Meaford, rough but down hill; thence to Collingwood, one of the best roads we saw, composed of decayed stone and fine gravel. Collingwood to Stayner, strong head wind

and soft road. Gave up and took train to Orillia.

"Orillia to Mono Centre, forty-five miles. Train to Barrie, thence per wheel across country to Mono Centre.

"A tough day. Rain and clay road to Cookston, then soft sand, and after passing Alliston climbed the Mono Hills, some of which were so steep that the wheels could scarcely be pushed up. Mono Centre to Guelph, fifty miles. To Orangeville very good road, thence to Hillsburgh, splendid. Not quite so good to Guelph. Guelph to Waterloo, eighteen miles. Went by way of Freeport, which was better than via Breslau. Waterloo to Woodstock, fifty miles. Left at 9.15 A. M. Bridge down between New Hamburg and Shakespeare. Walked three miles on track. Dinner at Shakespeare. Reached Woodstock at 3 P. M. Best long-distance run of the trip."

Including thirty-eight miles ridden while at Guelph, the whole distance wheeled was 411 miles. The Messrs. Williams say that it was the most enjoyable and cheapest trip they ever had. They derived much amusement from the remarks which the novel vehicles elicited in localities where bicycling is still an unknown art. At one time they were asked if they "belonged to a circus," at another if they "made their living by it." At Waterloo a corpulent Dutchman stood out in the road and yelled at them with all the strength of his lungs, "Jumbo—Jumbo!"

Their only breakages were a couple of bolts, and the ubiquitous Vice-President of the C. W. A. was the only wheelman they met on the road, though a tricycle had been in Owen Sound not long before them.

Woodstock.

W. G. E.

## IMPORTANT TO BICYCLISTS.

Some time ago, Mr. J. B. Moore of Stratford, while riding from Exeter to London on his bicycle, met a young lady driving a spirited horse, which became frightened at the approach of the machine.

The young lady taking advantage of a moment's stillness jumped from the buggy, and the horse wheeling around ran away and damaged the rig. The owner of the horse immediately went to Squire Ferguson and procured a warrant, but although Mr. Moore wrote a letter to a local paper (which was published) giving his address, he heard nothing further about the matter until Saturday last. On that day while in St. Thomas, he was arrested by a St. Thomas policeman, and handed over to Robert Shoff County Constable, who brought him to London, where he gave security to appear on Monday. On Monday he appeared before Squire Ferguson, who adjourned the case for a day to allow the plaintiff to procure witness. Mr. B. C. McCann of London acting for Mr. Moore, warned the plaintiff that he would be made to suffer for any delay that occurred with the suit, that the magistrate had no jurisdiction, and that he had better procure advice on the matter before proceeding further. The plaintiff came to London, and after consulting his solicitor agreed to suffer the damage, drop all proceedings, and pay costs to the extent of upwards of \$20 00, if Mr. Moore would consent which he agreed to.