

least annually, of all Canadian Wheelmen.—Under a clause limiting the voting power to one in five, the incentive for Clubs to send their entire membership to annual meetings is materially lessened.

Unlike mutual insurance and benevolent societies, the meetings of a cycling association are not merely intended to furnish an opportunity for legislation—a committee of a dozen delegates could legislate—but are supposed to be meetings of the wheelmen of a country for the purposes of information, comparison and closer fellowship; and the demonstration, by outward and visible signs, of the power and numbers of the disciples of the wheel.

The strongest argument on behalf of the discrimination in favor of clubs, is that the tendency to form clubs is strengthened thereby. I doubt if it is, for in many places where there are but five or six riders, all may be perfectly eligible men for our association, but all may not care for connecting themselves so closely together as the formation of a local club would require. But granting that this tendency to form clubs would exist, what then? Does that strengthen our Association, more than if those members joined individually? I trow not, for they will be practically disfranchised and lose correspondingly their interest in an association in whose conduct they have so little voice.

The changes I would suggest in the constitution are these:

1. That a uniform annual fee of fifty or seventy-five cents be charged each member, whether club or unattached.
2. That every member present at the annual meetings be entitled to vote, but that no proxies or delegates be allowed.
3. That all applicants for membership, residing in towns where clubs are in existence must be members of the local club, providing such club belongs to the Association.
4. That in place of holding the championship races in the autumn, as at present provided, they be held on the same, or following day, as the annual meeting.
5. That at all parades the captain of the local club shall be the marshal.
6. That at all parades clubs have precedence in order of numbers of riders present.
7. That every county be entitled to a representative on the Executive Board for every fifty members or fraction thereof over twenty-five, in said county.

Would not these changes, if carried out, simplify the workings of the Association?

The suggestions are made in that belief, and in the hope that a warm discussion will be provoked.

Whether the constitution be altered or not, the C.W.A. will prosper if every lover of the sport will do what in him lies for its advancement, and if, though

"Our wheels are a thousand, our hearts are one."

Respectfully yours,

JAS. S. BRIERLEY,

Secretary C. W. A.

Dec. 18th, 1882.

English wheel papers are joining in useless efforts to influence legislation against street railways, or, as they are termed over there, tramways. The fact is, that while they are in many respects nuisances and spoil our highways for bicycles and cause some swearing on the part of drivers of carriages, the benefits the general public derive from ready and cheap conveyance between local distances where walking would be out of the question, far outweighs the annoyance to the other classes of vehicles, and if submitted to a popular vote the question of their continuance would be decided in the affirmative by ten to one.—*Bicycling World*.

THE MEDITATIVE CRANK.

"In 'cycling meditation fancy free."

I see the newspapers throughout the Province are terming the Forest City Bicycle Club the youngest and strongest one in the Dominion, and verily they speak the truth. I had the pleasure of visiting its rooms the other night, and a veritable surprise awaited me. You wouldn't consider it a surprise, too, would't you, dear editor, if, shortly after being introduced to thirty or forty young men, you were expected to stand up and let their best boxer knock you around at his own sweet will? That is how they took this stranger in, and entertained him despitely. But one of the number afterwards amply atoned for the sins of the rest, by favoring the company with a few notes on the piano of a new opera called "Pinafore."

The Londoners, however, certainly understand the secret of making their Club a success. They keep constantly on hand a well assorted stock of energetic officers, who have procured good rooms and furnished them elegantly, and thus provided a place where the members of the Club can always depend on finding during the Winter evenings—congenial companionship and amusement.

I see Perry Doolittle, the father of the Aylmer Club, has taken up his residence in Toronto. A better example to isolated wheelmen in small towns of what a single man, with his heart in the work, can do for the advancement of 'cycling, could not be found than the one furnished by Perry Doolittle in Aylmer. Three or four years ago, before an imported bicycle had travelled the soil of Ontario, Mr. Doolittle rode one of his own construction, and from that day to this he has been a leading spirit in western wheel circles. In the town of Aylmer there are now about thirty wheels, organized into an active club, whose influence and membership is not confined to Aylmer alone, but extends for many miles around.

Racing events in Ontario during the season just past were not productive of as much interest as if they had been under the control or sanction of some body competent to hold championship races. But even as it was several young riders showed plainly what stuff they were made of. Fred. Westbrook, of Brantford, can undoubtedly show his little wheel to any Canadian rider in a one mile race, and if he rides next year I opine the best American wheelmen will also behold the same edifying spectacle.

The Canadian record for one day is still comparatively low, but next year the century men across the border had better look to their laurels. What was the longest ride made in Ontario?

Hepinstall, of St. Thomas, rode 102 miles one day last October—and I have yet to hear of a longer.

For Winter riding some western 'cyclers have made their small wheel stationary, and placed a runner underneath it, but I have not heard how the plan works. Love of bicycling must certainly be inventions' mother-in-law.

Compliments of the season to yourself and family.

CRANK.

Mlle Louise Armadillo as sent the following challenge to the *Chicago Herald*, under date of Dec. 26th, '82:

"I hereby challenge any man in America to ride a bicycle 26 hours, or a six-days bicycle race, twelve hours daily, even up, for \$250 a side and the long distance championship of America, to take place in Chicago three weeks from the signing of the articles of agreement, and to show that I mean business only, I have deposited \$50 in the hands of Mr. J. O. Blake, President of the League of Chicago Wheelmen. This challenge is open for three weeks, and if not accepted in that time I will claim the long-distance championship of America."

"Respectfully,

"M'LE LOUISE ARMADILLO,
Champion Lady Bicyclist of the World."

A correspondent of the *Bicycling Times* mentions two very light bicycles which he saw in the establishment of M. M. Clement & Co., in Paris. One was a 52-inch and weighed but sixteen pounds all complete, nearly everything hollow, and the front wheel had two hundred and eighty spokes. The head, neck, forks and bearings were all in one piece. Another weighed but eighteen and a half pounds, was a 50-inch, completely hollow, with three hundred spokes in the front wheel, and one hundred and forty in the rear wheel.—This latter machine had been thoroughly tested, having been ridden 2,000 miles. The same writer, says a rider, Ernst Roquent, of Paris, has, like Scuri, mastered the unicycle and takes long spins of twenty miles.

Mr. S. T. Clark of Baltimore, will leave New York for England, per steamship, "Britannic" 8 January. His purpose in going is to complete the specifications of what will be the most perfect light roadster ever imported into the United States, and to have dies for drop forgings made, in order to put the Rennyson patent safety "detachable handle bar" before the public, so that riders may have the advantage of this valuable appliance when they wish it. He will also attend the Stanley and other exhibitions of bicycles and accessories, and secure the latest approved novelties for his firm's trade.—*Exchange*.