

C. W. A. OFFICIAL ANNOUNCEMENTS.



APPLICATIONS.

The following is a list of the applications for membership to the C. W. A. received up to date, which are published in accordance with Article III. of the Constitution. Objections must be made to me within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs, and candidates, will please note if names and addresses are correct, and report errors at once to

HALL B. DONLY, Simcoe,
Sec.-Treas. C. W. A.

BELLEVILLE CLUB—33 NAMES.

B 0532, Henry Corby	B 0549, Edward Corby
B 0533, Thos Ritchie	B 0550, A G Magurn
B 0534, W R Carmichael	B 0551, W H Holden
B 0535, Geo E Reid	B 0552, S Thomson
B 0536, W P Way	B 0553, Thomas Cook
B 0537, L G Retallack	B 0554, Geo Morden
B 0538, W R Greatrix	B 0555, Chas Reid
B 0539, Geo Davis	B 0556, Geo Thompson
B 0540, T G West	B 0557, J W Jamieson
B 0541, R E Clark	B 0558, I. B Cooper
B 0542, W Northcott	B 0559, C Scantlebury
B 0543, S M Daly	B 0560, R Mathieson
B 0544, Jas Morgan	B 0561, S C Warner
B 0545, E H Stinson	B 0562, Geo Knight
B 0546, R Fenwick	B 0593, Wm Thompson
B 0547, J S S Retallack	B 0594, B W Reynolds
B 0548, Frank Foster	

With the Clubs.

WINNIPEG, MANITOBA.

In my last letter, besides giving you a few items of bicycling news, I undertook to predict what bicycling would be in this country, as judged from experience gained by driving through the country on a buckboard. I have no doubt but what a large number of your readers thought my predictions were rather highly colored; but I can assure you they were far from it. On September 23rd, our long-talked of tour in the west was entered upon. Owing to business and sundry other obstacles, our party was reduced to four in number, composed of Captain W. W. Matthews, C. B. Keenleyside, A. J. Darch, and L. R. Arnett. Owing to the early part of Sept. being very rainy, we decided to take the train until we passed the heavy roads and sandhills west of Portage la Prairie. We parted with our railway friends about 2 p.m., and made Brandon about 6 p.m., a distance of about 25 miles. The balance of the evening was spent in riding through the city. Brandon is a paradise for bicyclists. They have streets exactly one mile in length, and for smoothness and fast riding compare favorably with any cinder track ever

laid. These streets run east and west, and are almost level from one end to the other. The streets running north and south are equally as smooth, but are on a grade of about 500 feet to the mile. The pleasure of coasting these hills must be participated in in order to be fully appreciated. Tuesday morning we made a start on our southern trip, intending to make Deloraine, a distance of 65 miles. Owing to one of our party being a new rider, we only succeeded in reaching Plum Creek by night, a distance of 45 miles. The trails were, owing to heavy rains, rather rougher than we expected, but they were superior to the average Ontario road. We made another start Wednesday morning for the south, and after covering ten miles we put about wheels, and decided to make Brandon that night, a distance of 65 miles for the day. We found the roads much improved, and had no difficulty in doing the distance that night. The country passed through is, in every sense of the word, a paradise. The farmers were busy at their harvest as we passed, and on every side we saw nothing but activity. Owing to scarcity of barns in the country, the farmers draw their grain as fast as cut to the threshers, which stands on the open prairie. On all sides we were met with universal kindness and courtesy from the settlers, who, of course, had the usual number of questions to ask. While crossing a small slough, where the earth had been thrown up to make a roadway for ox-teams, one of our party took a very graceful side-header, and alighted on his shoulder in a foot of rather muddy water. We fished him out, hung his clothes on the prairie to dry, and stowed the unfortunate rider away under a wheat stack until his wearing apparel was dry enough to proceed. Thursday we spent riding in the suburbs of Brandon, taking from five to ten mile spins in each direction. Friday morning our party was considerably broken up, owing to some returning home to business. Wet weather prevented our starting until late in the evening; after covering 20 miles, we retired for the night to a settler's house. Saturday morning we started for Shoal Lake, via Minnedosa and Rapid City. The trails were lovely, and Shoal Lake was reached without difficulty. We spent Sunday on the banks of the beautiful lake, and early on Monday morning started for Brandon, where we arrived about 9 p.m., a distance for the day of over 80 miles. This brought the trip to a close, as far as the party was concerned. C. B. Keenleyside, however, having a few days to spare, made quite a trip south and east.

All I could write could not express the satisfaction and pleasure of our hrs. lengthy tour, and we all look forward with delight to repeat it. We have profited considerably by our first trip of about 300 miles, and with better knowledge of the best trails, expect next year to have a record for long touring second to none in the Dominion. The rains of September were exceptional for this country, and had it not been so, I am of opinion our contemplated trip of 500 miles would have been covered.

Our race-meet was a success—financially, especially. It is true, we failed to reduce the Springfield records, but still this is a country of great promise, and we live in hope for the future.

Johnston, the St. Catharines flyer, took the Province championship (5 miles). J. Suckling, a small man on a 48-in., captured the cham-

pionship of the city (1 mile). Chambers had a walk over in the Green race. J. Suckling again showed up as winner in the slow race. W. E. Slater took the 6-min. time race (1 mile).

The other day, in our drill-hall, one of the boys was practising fancy riding. He was standing still on his machine, or, rather, as still as he could on a board floor, when our janitor, —an old superannuated fossil from the army,—who had been standing by, mouth and eyes open, rushed up, saying, "Stuck, eh? I'll help you along!"

C. B. Keenleyside & Co. are importing a fine stock of Singer & Co.'s British Challenge Bicycles and Apollo Tricycles.

THE WHEELMAN is anxiously looked for by cyclists each month, and the many readable and excellent articles fully digested.

Yours fraternally,

SPOKE ADJUSTER.

Winnipeg, Nov. 24, 1884.

THE TORONTO BICYCLE CLUB.

The Statistical Secretary of the Toronto Bicycle Club furnishes the following interesting items from his log for the past season:

There were 31 club runs called, the first being on the 29th March and the last on the 22nd November. The aggregate attendance was 549, being an average of nearly 18, the largest turnout being 82 on the 1st of July. The average mileage was about 18 miles, the longest one-day run being 54, and the shortest trip recorded was three miles.

The ten first individual mileages and their attendance at club runs were as follows:

	Attendance.	Mileage.
A. F. Webster (Capt.)	30	519
Chas. Langley	22	350
R. H. McBride (Vice-Pres.)	18	337
W. H. West	13	279
W. H. Cox	14	275
H. K. Merritt	9	250
A. E. Blogg (Stat. Sec.)	22	235
W. H. Stewart	10	221
H. Ryrie (2nd Lieut.)	16	190
C. B. Murray	10	171

About fifteen others made over 100 miles. In addition to this, a number of long runs were made by these and other members during the season. Mr. Webster, accompanied by Messrs. N. R. Butcher and J. F. Lawson, rode from Hamilton to Niagara. Mr. Langley made the run between Newcastle and Kingston and return, besides several other trips. Messrs. Anderson and Bowers rode from this city to Fergus and return. Messrs. Webster and Knowles made Pickering and return one afternoon. Messrs. Ryrie, Eaton, Tomlinson and Sparling rode to Whitby and return. Mr. Webster also rode from Woodstock to Ingersoll and return, and from Clandeboye to Wingham. Mr. Horton rode from Lindsay to Toronto, besides other trips not recorded. Mr. Macklin, among other trips worthy of mention, made Richmond Hill and return and Brampton from this city. Mr. Doolittle, the 1st lieut. of the club, who had completed 10,000 miles before the beginning of this season, also as usual did a good deal of wheeling.

At a regular monthly meeting of the club held lately at their club-rooms, several important matters relative to the manner in which the club will fill in the winter months and next season's prospects were discussed.