

With the Clubs.

THE BELLEVILLE RAMBLERS' BALL.

Among the many successful bicycle clubs which are now formed in Canada, the Ramblers of Belleville are ranked as one of the best and most energetic, as every thing the members have undertaken has been made a decided success, and altogether through their own efforts. The strides made by this organization since it was inaugurated have been remarkable. In May, 1883, there were only six wheels in the city, and only about ten enthusiasts. Nothing daunted, they formed a club, which proved the nucleus of the best wheel club in this part of Ontario. There are now over fifty wheels in the city, and the organization has a membership of nearly a hundred, with fair prospects of their all having cycles in the spring.

During the past season a number of public entertainments have been given, the most brilliant being that of the 24th of May; while the most charitable was the concert, which netted \$103 for the Hospital Fund. The receipts for the year have been \$1,278.78, but so liberal have been the club in sharing their pleasures with the public, that the treasurer's funds amount to less than \$200.

Their last successful entertainment was the ball given at the Oddfellows' Hall on the evening of Tuesday, Dec. 23rd, which was attended by a select party representing the *élite* of the city. The hall was handsomely decorated with evergreens hung around the walls, Union Jacks and Stars and Stripes gracefully intertwined and suspended on the walls, while in each corner of the room a bicycle was placed.

Everything passed off splendidly, and great credit and praise is due the managing committee, composed of Messrs. Corby, Way, Fenwick, Reid, Thompson, Biggar, Retalack and Daly, for the admirable way in which it was conducted.

Shortly after nine o'clock dancing was commenced, and indeed it was a pretty sight to see the fairy like forms of the ladies tripping the "light fantastic" to the excellent music furnished by the Oddfellows' orchestra, the whole presenting an ever-moving scene of lie and beauty. One of the novel features of the ball was the appearance of the members of the Ramblers in their club uniforms, making a very pretty contrast to the evening suits of their guests.

With a programme consisting of thirty sets, with extras, the unsullied enjoyment of the evening proved so great that it was nearly four o'clock before dancing was ended.

Among the visiting wheelmen who were present were Messrs. Hope, of Trenton, O'Flynn, of Madoc, and Vidal, of Sarnia. Of course, there was the usual expressions as to who was the "belle of the ball," the name—Belleville—being very significant that the city is possessed of an unusual amount of beauty and elegance—a fact which is vouched for by all the gentlemen present.

The Ramblers are certainly to be congratulated on their unstinted success in all their ventures, and it is also clear that cycling in Belleville has its army of fair admirers.

Francis Cushing, of Montreal, is the only Canadian representative with the Bermuda tourists.

ARIELS' ANNUAL MEETING.

The annual meeting of the Ariel Touring Club was held in their club-rooms, Albion Block, London, on Thursday evening, 8th inst., with the president, Mr. J. D. Keenleyside, in the chair, and a good attendance of members. The secretary treasurer's annual report showed the club to be in a prosperous condition financially. Some interesting statistics regarding club runs were presented, showing the total club mileage for the first riding season to be 943 miles, of which the five highest individual records are as follows:

Geo. E. Forsythe.....	709 miles.
James Lamb.....	639 "
J. D. Keenleyside.....	577 "
G. P. Lilley.....	524 "
W. M. Begg.....	499 "

Each of these members have also a private record of about as many more miles. The aggregate of miles made by members in club runs was 6410. The shortest run was 4 miles, and the longest 84; average length of runs, a fraction over 20 miles.

The following officers were elected for the ensuing year: President, George E. Forsythe; Vice-President, J. L. Fitzgerald; Sec.-Treas., W. M. Begg; Captain, J. A. Muirhead; 1st Lieut., Jas. Lamb; 2nd Lieut., J. D. Keenleyside; Standard-bearer, R. J. Osborne; Bugler, C. E. Mountjoy.

An adjournment was then made to Hawthorn's Restaurant, where an hour or two was passed in a very pleasant manner in singing songs, speech-making, and in doing justice to a bountiful repast. The members separated feeling satisfied with their enthusiastic annual meeting, and expressing their good intentions for 1885.

TORONTO BICYCLE CLUB.

On the race track the Torontos have been more than successful, forty-six prizes being the result of the sport during the season of 1884. They are as follows:

	1st Prizes.	2nd Prizes.
At Newcastle on May 24.....	5	2
" Woodstock on May 26.....	3	2
" Montreal on June 21.....	5	4
" Toronto on July 1.....	5	4
" " " 3.....	2	0
" " " 14.....	1	1
" Brockville on July 10.....	2	0
" Woodstock on August 25.....	4	1
" Toronto on Sept. 6.....	1	0
" Kingston on Sept. 29.....	1	1
" Ottawa on Sept. 31.....	1	0

The prizes were won by the following members: C. F. Lavender (champion), 11 firsts and two seconds; P. E. Doolittle, 7 firsts and three seconds; M. F. Johnston, 4 firsts and 5 seconds; J. Campbell, 3 firsts, 3 seconds and 1 third; Jos. Anderson, 1 first; Robert Wilson, 1 first; W. M. Stewart, 1 first; R. T. Blachford, 1 second; A. E. Brown, 1 second; A. F. Webster (captain), two prizes for the best club presentation at Newcastle and Woodstock. The above list does not include prizes won at the club tournament, but only events open to all Canadian bicyclists.

TOURING.

Though there has been no very wonderful road records made in this country during the last twelve months, there has been a marked increase in the number of organized tours and tourists. We have advocated this sort of riding with such constancy that we are naturally gratified to find our course sustained. Two attempts to cross the continent were made. Stevens succeeded, by dint of hard work and considerable walking, in travelling from the Pacific to the Atlantic, but beyond the slight notoriety he gained, and the reported prospect of an account of his trip appearing in book form, his trip possesses no significance whatever, although it developed the suspected fact that there are great stretches of country where the cycle must for many years to come be at a discount. The professionals, Woodside and Morgan, with visions of great gain, attempted a similar feat, though reversing the starting point, but a failure to realize their brilliant expectations of pecuniary support resulted in an abandonment of the scheme. A new touring country of great promise was opened by Mr. Elwell, and that indefatigable rider, "Karl Kron," who discovered and revelled in the beauties of the Bermudas. The result of this discovery has been the organization of a party to visit these islands during the winter. The Down East tour was repeated over a different route this year, and the magnificent scenery enjoyed, but the pleasure of the trip was somewhat marred by bad weather. Burley B. Ayers and his Chicago friends piloted a jolly party of cyclists from Niagara to Boston with his usual success. The value of these tours is becoming inestimable, as they furnish an ever-increasing fund of information about the topography of the country and the condition of the highways, which, from a wheelman's point of view, could not be attained in any other way. A more careful use of the cyclometer, and a more thorough recording of observations, if disseminated through the medium of the press, would be of great and permanent value. Several clubs instituted and carried out tours of greater or less extent. For instance, the Detroit Club explored the region of Western Ontario, while the defunct Ramblers meandered off with a large party over the more familiar country along the North Shore. The C. T. C. ran over the route of the "Wheel Around the Hub," but the weather was poor, and that historic trip lost some of its charm by undue familiarity. However, the move was a good one, and was the first attempt of the kind by the association to carry out its purpose of encouraging touring. At the meeting held the first night of the trip, at Massapoag, a subscription was started to obtain a fund for the erection of danger signs. A considerable amount was subscribed, but the money has not yet been expended. The tricycle did not figure much on these tours, so we were furnished with no data for comparing it with the bicycle.—*Bicycling World*.

There seems to be a great probability of employing paid officials for the L. A. W. at an early day, as the duties of the present officers, who perform their work to the satisfaction of all, are becoming far too heavy to be done gratis.