

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association.
ORGANIZED SEPTEMBER, 1882.

President—Mr. JAS. S. BRIERLEY, *Journal*, St. Thomas, Ont.
Vice-Pres.—Mr. W. G. EAKINS, *Mail*, Toronto, Ont.
Sec.-Treas.—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

DISTRICT NO. 1

Comprises all the Province of Ontario west of and including the Counties of Haldimand, Brant, Waterloo, Wellington and Bruce.

Chief Consul:

W. A. Karn, Woodstock.

Representatives:

C. H. Hepinstall, St. Thomas.
W. E. Tisdale, Simcoe.
J. G. Hay, Woodstock.
S. Roether, Port Elgin.
R. M. Ballantyne, Stratford.

DISTRICT NO. 2

Comprises that part of Ontario east of District No. 1, and west of and including the Counties of Northumberland and Peterborough.

Chief Consul:

Fred. J. Campbell, 11 Front St., Toronto.

Representatives:

H. C. Goodman, St. Catharines.
R. J. Blackford, Toronto.
Harry Rytie, Toronto.
R. J. Bowles, Brighton.

DISTRICT NO. 3

Comprises all the Province of Ontario east of District No. 2.

Chief Consul:

Geo. A. Mothersill, Ottawa.

Representative:

R. H. Fenwick, Belleville.

DISTRICT NO. 4

Comprises the entire Province of Quebec.

Chief Consul:

John H. Low, 953 Dorchester St., Montreal.

Representative:

J. D. Miller, P.O. Box 1148, Montreal.

DISTRICT NO. 5

Comprises Manitoba and the North West Territories.

Chief Consul:

A. J. Darch, Winnipeg.

Representative:

W. V. Matthews, Winnipeg.

Committees:

Racing Board.—Fred. J. Campbell, Toronto; W. A. Karn, Geo. A. Mothersill, J. H. Low and A. J. Darch.

Membership.—W. A. Karn, Woodstock, Chairman; Hal. B. Donly and W. E. Tisdale, Simcoe. Transportation.—H. S. Tibbs, Montreal, Chairman; A. T. Webster, Toronto; W. K. Evans, London.

Constitution and By-Laws.—The President, Vice-President, Secretary, and Messrs. Low and Ballantyne.

LOCAL CONSULS.

DISTRICT NO. 1.

London.—W. M. Begg and W. K. Evans.
St. Thomas.—C. H. Hepinstall.
Simcoe.—W. S. Perry.
Port Elgin.—H. Wilkes, jr.
Listowel.—F. W. Hay.
St. Marys.—C. S. Rumsey.
Stratford.—A. C. Mowat.
Kincardine.—T. E. Coombe.
Woodstock.—S. Woodroffe.
Brantford.—W. J. Knowles.
Mitchell.—J. M. Ford.
Norwich.—W. H. Miller.
Berlin.—O. Shantz.
Waterloo.—Charles Fee.
Paris.—W. W. Patterson.
Palmerston.—A. Knowles.
Guelph.—J. Davidson.
Ingersoll.—W. C. Noxon.
Seaforth.—E. C. Coleman.
Walkerton.—D. Traill.
Paisley.—A. G. Beamen.
Cargill.—W. D. Cargill.
Tilsonburg.—R. C. H. Wood.
Drayton.—Joseph Powell.
Elmwood.—Moses Wildfong.

DISTRICT NO. 2.

Toronto.—W. A. Capon, 183 King St. east.
Newcastle.—Eli F. Bowie.
Hamilton.—Percy Donville, 121 John St.
Thorold.—J. Dobbin.
St. Catharines.—A. N. Lindsay.
Brighton.—R. J. Bowles.
Niagara Falls.—John Robinson.
Port Colborne.—Thornton Hayck.
Newmarket.—Thos. C. Watson.
Markham.—Jay J. Ross.
Richmond Hill.—Theo. G. Law.

DISTRICT NO 3.

Ottawa.—F. M. S. Jenkins.
Brockville.—A. L. Murray.
Napance.—Alex. Leslie.
Kingston.—Wm. Nicol.
Belleville.—R. E. Clarke.
Carleton Place.—Alex. T. Taylor.
Cornwall.—H. Turner.

DISTRICT NO 4.

Montreal City.—A. T. Lane, P.O. Box 967.
" " J. T. Gnadinger, St. Peter Street.
" " J. R. Scales, 234 St. James Street.
Sherbrooke City.—R. N. Robins.

The C. W. A. Hotel Head-quarters for the town of St. Marys has been changed to the National Hotel. W. A. KARN, C.C.

The annual parade, so long thought an indispensable adjunct of the annual meet, is growing in disfavor with numbers of the L.A.W., and it is probable that it will not be long before it will be abandoned. "London W." in the *Bicycling World*, says of it: "Shawmut is down on parades, and so am I, and so is every old rider, and so, I believe, is the public. A lot of wheelmen making an exhibition of themselves is a silly sight, and I hope Boston will be spared. I think the parade does more harm than good. It causes the people to regard cycling as boys' play, and destroys the notion that it is a manly sport, a pleasant recreation, and a practical form of locomotion. I know that the sentiment of a majority of leading wheelmen is opposed to the parade, and I hope it will be discarded at the next League meet, and a series of pleasant runs arranged."

THE SPRINGFIELD TOURNAMENT.

The Springfield Club have decided upon a four-day meet for 1886. The plan which Mr. Ducker relies on to make four days attractive, and the 1886 tournament "the grandest the world has ever seen," is to have a one-mile amateur bicycle race for the championship of the world, that shall be so recognized by the League of American Wheelmen and the National Cyclists' Union of Great Britain. The project in detail is that the League shall designate its six best men and the Union six flyers to enter the contest, in which at the beginning American will be matched with Englishman. The race Mr. Ducker would run in heats of two men each. The reason is obvious—perfect fairness; it is demanded by the fact that two or three riders often combine against and "pocket" a dangerous opponent, freezing him out of the race. The first round would be of six heats (a dozen men entering as proposed), three to be run the first day and three the second. The six winners would be matched on the second round in three heats the third day, and on the fourth and last day the three winners would struggle together in the final decisive heat. Mr. Ducker proposes two magnificent prizes of nearly equal value, one worth, say, \$600 for the winner of the world's championship (to be his property), and the other, worth \$400, to go to the man riding the fastest heat. It would be the first championship of the world if it should receive the sanction of both the League and the National Cyclists' Union, the two wheel organizations that number all the flyers save the Australian men Langden, Australia's champion, has, by the way, written that the Springfield tournament has charms to draw him from the antipodes, and doubtless a place can be found for him in the race, and for the Irish flyers, who have also expressed an intention of coming. If fifteen men were glad to start for the plain one-mile amateur open bicycle race last Sept., there will be no less a number eager to contend for the highest possible honor that can be offered. —*Springfield Republican*.

Of making saddles there is no end. And now comes the Acme saddle, which is the outcome of the experience and the experiments of Mr. Wm. H. Hale, one of Connecticut's best riders, and one who is well calculated to judge of what is required in this line. It is of the ordinary hammock variety, swinging between the ends of a flat spring. The spring rests on a shoe, which fits the backbone, and it is fastened to the machine at this point only. At the peak the saddle is hooked to the end of the spring, and at the rear a swivel plate allows the leather to accommodate itself to the action of the rider. The tension of the leather is adjusted by means of two screw bolts. The slot in the leather is made by cutting through the centre, turning back the edges, and stitching them down, thus reinforcing the seat. The parts are all interchangeable. The saddle is made by the Bicycle Supply Company of New Haven.

The *Century* for March has the first instalment of Jo Pennell's trip on the Continent on a tandem with his wife.