

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelman's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. W. A. KARN, Woodstock, Ont.
 Vice-Pres.—Mr. J. D. MILLER, Montreal, P.Q.
 Sec.-Treas.—Mr. HALL B. DONLY, Reformer,
 Simcoe, Ont.

APPOINTMENTS.

HURON DISTRICT, NO. 1.

The following are my appointments for the current Association year.

W. M. BEGG, C.C.

Place.	Consul.	Hotel.
London	W K Evans	Grigg House
Kincardine	F E Coombe	Royal
Listowel	F W Hay	Grand Central
Cargill	W D Cargill	
St. Marys	C S Rumsey	National Hotel
Port Elgin	S Roether	Arlington House
Stratford	A C Mowatt	Windsor
Seaforth	W C McKay	
St. Thomas	C H Hepinstall	Grand Central
Walkerton	D Trail	Hartley House
Tara	W J Fawcett	Queen's Hotel
Windsor & Detroit	F C Blodgett	

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the current Association year.

W. E. TISDALE, C.C.

Place.	Consul.	Hotel.
Simcoe	W S Perry	Battersby
Woodstock	S Woodroffe	O'Neil
Berlin	F W Doll	American
Brantford	W J Knowles	Kerby
Norwich	W H Miller	
Waterloo	Chas E Fice	Huethers
Paris	W W Patterson	Windsor
Tilsonburg	R I C Wood	Matheson
Grimsby	W D Forbes	
Waterford	W C Lundy	
Jarvis	A E Youmans	Commercial
Linwood	J W Bundy	Linwood House
Hamilton	S G Dunn	Royal
St. Catharines	A N Lindsay	Grand Centra
Niagara-on-the-Lake	W Bailey	
Niagara Falls	None	(Clifton) Winds'r International
Dunnville	H G McLean	
Welland	H A Willet	
Caledonia	ES Munroe	
Hagersville	None	Lawson House

TORONTO DISTRICT, NO. 3.

The following are the appointments for this District for the current Association year.

CHAS. LANGLEY, C.C.

Place.	Consul.	Address.
Toronto	C H Riggs	Corner King and Yonge streets
"	W H Cox	Toronto
Acton	Chas Gibbons	Acton
Drayton	J W Powley	Drayton
Palmerston	A Knowles	Queen's-Hotel
Newmarket	J J Watson	Newmarket
Markham		
Aurora	J J Ross	Aurora

MIDLAND DISTRICT, NO. 4.

The following are the appointments for this District for the current Association year.

W. P. WAY, C.C.

Place.	Consul.	Hotel.
Bath	J A Minnes	Wemp's
Belleville	James Bonar	Henderson
Bobcaygeon	F E Bell	
Bowmanville		Rheubottom's
Brighton	Harry Whittier	Central
Campbellford	J B Ward	Windsor
Cobourg	W G R Bond	Dunham
Colborne		Brunswick
Consecon	A McDonnell	Prince Edward
Desoronto	L B Cooper	O'Connor
Ernestown	C Mitchell	
Enelon Falls	A E Ames	Mansion
Frankford	F B Hope	Clarke
Harwood	A W Donly	Lakeview
Hastings	E A Reid	Royal
Kingston	D R Dupuis	Burnett
Lindsay		Benson
Madoc	Geo Biggar	Moon's
Marmora	W H Lingham	McWilliams's
Marysville	T McCormick	Culhane
Millbrook	C W Clelland	Roper's
Napanee		Campbell
Newburgh	G A Caton	Hope's
Newcastle	Carl B Kent	Windsor
Newtonville		
Norwood	V Halliday	Breman's
Odessa	W J Renton	Sproule's
Onemee	J McNamara	Blackwell's
Peterboro'	G A Schofield	Grand Central
Pictou	B W Reynolds	Royal
Port Hope		St Lawrence Hall
Shannonville	R E Clarke	Lorne
Springbrook	J B Wilson	McWilliams's
Stirling	C F Nicholson	Stirling
Trenton	C W Thompson	Queen's
Wellington	G E Reid	Garratt's

* Proprietor has signed contract and gives discount of 25% to members of C.W.A. All others are \$1.00 per day.

OTTAWA DISTRICT, NO. 5.

The following are my appointments for District No. 5 for the current Association year.

F. M. S. JENKINS, C.C.

Place.	Consul.	Hotel.
Ottawa	Major Walsh	
Cornwall	H Turner	
Brockville	J W Splan	

MONTREAL DISTRICT, NO. 6.

The following are my appointments for this District for the current Association year:

F. G. GNÄDINGER, C.C.

Place.	Consul.	Hotel.
Granby	F G Farwell	
Lennoxville	E W Farwell	
Sherbrooke	K N Robins	
Lachute Mills	J E Ireland	
Waterloo	F Briggs	
Montreal	A T Lane	
"	C H Loggie	
"	M H Ramsay	
Clarenceville	J B A Pattison	
Quebec	W N Campbell	(St. Peter st.)

American Traveller—"It is true that domestic affairs in Morocco appear peaceful enough, but it is all on the surface, my dear sir, all on the surface."

Omaha Man—"You suspect a plot against the Sultan, then. The last I have heard about him he was spending most of his time riding about on a tricycle."

A. T.—"Ah! you've heard of it. That is only the beginning; the conspirators hope ultimately to induce him to get a bicycle."—Omaha World

SAFETIES.

Bicycling News says: "We have received so many questions concerning the 'Rover' type safety of late, that we decided to ask our prize-hunters to briefly express their opinions on the advantages of this class of machine. And as nearly every competitor has sent in an opinion, we have gone carefully through each paper and extracted what appeared to us, after protracted trial of this safety, to be the best answers:

ADVANTAGES.

1. Perfect immunity from headers.
2. Very great brake power.
3. Ease in mounting and dismounting.
4. Great power uphill.
5. On account of its dwarf form, it does not offer as great a resistance to head winds as the ordinary bicycle.
6. Less vibration and bumping.
7. Ability to ride where neither ordinary nor tricycle could venture.
8. No skidding in driving up hill.
9. Maximum of speed with minimum of exertion.
10. Comfortable foot-rests.
11. Less splashing from mud and wet.
12. Saddle and handles can be raised at will.

DISADVANTAGES.

Some competitors remark, 'I know of no disadvantages.' The following are the objections received:

1. Mud-guards have a tendency to shake loose and rattle.
2. Somewhat ungainly appearance to those not accustomed to it.
3. Low seats prevents one from seeing about so well.
4. Inability to steer well with both hands off (except in 'Ivel' machine).
5. Small amount of space for baggage.
6. Steering not so steady when racing as in ordinary.

These are opinions expressed by our competitors, and are a remarkable testimony as to the good qualities of the rear-driving safety. The fact that only six objections can be found, and these merely temporary ones, says more than any amount of words. Safeties of this type are now made by nearly all the leading manufacturers."

After a somewhat complete test of this pattern safety, we can vouch for the above advantages. As to the disadvantages, they are exceedingly slight ones, and hardly worth considering. The first can be entirely obviated by removing the mud-guard on the rear wheel, which is the only one to rattle, and the fifth objection is not well founded. A good-sized mullum can be carried over the rear-wheel, while on the handle-bar no end of luggage can be strapped.

The "cycleries" under the auspices of the Boston Club was such a success last May that this club will again look into the advisability of holding a similar show next spring. It is proposed to enlarge the field of exhibits and not confine them to cyclists, but to have the exhibits embrace every branch of outdoor sports. The field is extensive, and if the Bostons decide to put their shoulder to the wheel a big thing may be looked for.—Herald.