

been handed in. Some extracts from the appeal may not be uninteresting to readers of THE WHEELMAN:

"Of the many properties offered, the Directors have selected one as being the best adapted for our use, with ample space for all time to come. The property is situated next the Seminary grounds, on Sherbrooke street west, and forms the corner block opposite the old toll-gate, running from the Seminary property west to the avenue, and from Sherbrooke street back to the brow of the hill, is owned by Mrs. L. H. Holton, and is offered to the Association till the 1st January next for the sum of \$100,000. This is a large sum, and beyond the power of the Association to assume alone, interest at five per cent. and taxes entailing a charge of \$5,500, the average net revenue for the past three years being only some \$3,500 per annum. For the small sum of *ten dollars*, any respectable young man, upon being elected a member, enjoys the privileges of five clubs, with free admission to all their sports—the use of one of the best-equipped gymnasiums in the country, and free admission to the classes; use of the reading-room, one of the cosiest and best-equipped in the city, where all the current literature of the day may be enjoyed free of charge; membership in the chess club, with free use of its tables; use of the well-kept bowling-alley and shooting gallery; and last, but not least, privileges of one of the best-furnished billiard-rooms in the city, where the game may be enjoyed apart from the objectionable accompaniments of the public saloon, besides being provided with companionship of a healthy tone and surrounded by influences that tend to develop a manly character. Therefore, in furtherance of the laudable work in which the Association is engaged, an appeal is made to the citizens of Montreal to come forward and assist in this good work by making our cause their own. We are pleased to believe that we already possess your sympathy and good wishes, and in view of the magnitude of the enterprise and the interest involved do not think we are presuming too much in asking for a subscription of \$50,000, to pay one-half of the cost of our proposed new grounds, believing, if this was done, we can, by judicious management of our present revenue, create a sinking fund that will year by year decrease the liability on account of principal and interest, so that at the end of fifteen years we shall own our own grounds *free of debt* as the absolute property of the young men of Montreal, to be used by them as a recreation ground for all time to come, and remain as a monument of the liberality and enterprise of our citizens. That we are not too sanguine in our expectations may be seen from our record of the past few years. Five years ago, when our Association was composed of but three clubs, with a membership and revenue far and away below where it is now, we took over our present building from the shareholders, the old Montreal Gymnasium Company, with liabilities of some \$13,000, which have been *all paid off*, some \$5,000 more spent on repairs and improvements, and we stand to-day not only without a dollar of debt, but having a considerable sum in hand toward assisting us in our proposed enterprise—all being done without increasing the subscription *one cent*, and every year adding to the attractions provided."

Unnecessary to say, the best wishes of the cycling fraternity of Canada are with the M.A.A.A. in its courageous endeavor to place itself in a better position than ever to add to the physical and mental well-being of the young men of Canada's commercial metropolis. The Association and its work is a credit not alone to Montreal but to Canada, and furnishes an example that ought to spur on the young men of other cities to like endeavors.

W. M. Woodside, J. W. Esk and Wm. J. Morgan, professionals, sail from New York Jan. 13 for England. They propose holding a tournament in Toronto before going.

Wheelman Centres.

TORONTO.

November 3.—I've just reached home safely after helping the Wanderers "house-warm" their new quarters in the Arcade. The event was a highly hilarious and socially successful one. The Hon. President, Dr. Macdonald (who, later on, was presented with a framed photograph of the 1884 officers of the club) filled the chair, ably assisted by Captain Riggs. Messrs. C. P. Orr, Lator, Jenkins, Alexander, Ryan and Ostell sang like old professionals, while Mr. Doherty at the piano, Bert Brown on his mouth organ, and an Italian gentleman on his harp, helped to swell the waves of music; others recited acceptably. Messrs. Grenfell and Lator had a mile race on home-trainers, the latter winning. It reminded me of the home-trainer on our ancestral homestead, which was operated by the paternal Pete. It was made of leather, and was a No. 13. But to resume: the rooms contain a piano, a pool table, magazines, etc., easy chairs, pictures, and a strict set of rules. Altogether, the boys have a cosy home for the winter, and the fifty odd who were in attendance on the 3rd will long remember the pleasant evening.

PETE.

BELLEVILLE.

As the wheeling season for 1886 is now about at an end, the mileage of the Ramblers' Wheel Club of Belleville, or at least the active members, may be of interest to some of the readers of THE WHEELMAN, and spur them up to find out how much riding there is in one hundred miles. The list recs is:

Name	Miles	Name	Miles
T. McCormick	1080	J. S. Bonar	1041
W. H. Lingham	1007	G. E. Reid (accident)	300
Harry Price	813	L. Z. Cooper	814
W. Pettit	808	D. Gibson	803
Fred Foster	684	R. E. Clarke	775
J. James	627	J. B. Willson	632
W. P. Way (accident)	300	Frank Foster	412

While the above records are not large, they are honest, and can be verified by pocket records, in which are entered the daily performances, and which do not credit mileage on dates that the weather reports show rain-storms. The records were kept in accordance with a motion to that effect passed at the opening of the season.

RAMBLER.

Belleville, Nov. 20, 1886.

HOW MANY MILES PER HOUR?

Almost every competitor has had a try at this question, though there are some who have not succeeded. One or two have worked out the problem to two places of decimals; others to furlongs, yards, feet and inches; others have merely given fractions of inches. We propose giving the correct answer in miles and yards only:

A mile in 2m. 30s. is at the rate of	24 miles per hour.
" " 2m. 31s. " " " "	23 " 1480 yards.
" " 2m. 32s. " " " "	23 " 1204 "
" " 2m. 33s. " " " "	23 " 931 "
" " 2m. 34s. " " " "	23 " 662 "
" " 2m. 35s. " " " "	23 " 397 "

Those who have worked it out to decimal points are credited with a correct reply in cases in which we have found the decimals to be accurate.—News.

A. A. McCURDY'S RUN.

McCurdy has again pushed the Star to the front, and covered a few more miles in twenty-four hours than any other cyclist has ever succeeded in doing. He rode a 48-inch Star machine. The start was made at 9 a.m., and the rider went six times around the Boston Club's fifty-mile course, and then made two short circuits, a total of 304½ miles, and the trips to and from his hotel to the point of starting carries the record up to fully 305 miles. Following is the official time both for the long and short circuits:

Start.	Finish.	Time.	Distance.
H. M. S.	H. M. S.	H. M. S.	Miles.
9.00.00 A.M.	12.04.00 P.M.	3.04.00	50
12.06.25 P.M.	3.28.25 P.M.	6.28.25	100
3.49.30 P.M.	7.24.30 P.M.	10.24.30	150
7.51.10 P.M.	11.35.00 P.M.	14.35.00	200
12.00.40 A.M.	3.58.00 A.M.	18.58.00	250
4.24.45 A.M.	8.38.00 A.M.	23.38.00	300
8.38.00 A.M.	8.48.50 A.M.	23.48.50	302
8.48.50 A.M.	8.57.45 A.M.	23.57.45	304 3/8

Dr. Jordan had McCurdy in charge, and not a drop or bit passed the rider's lips other than that which came from the hands of the doctor. Fresh blood was all the sustenance he took during the trip, not one bit of solid food passing his lips. He was allowed to drink water only after taking the blood, but, as he says, the blood so quenched his thirst that he did not have much use for water. The route had been traversed by McCurdy and his pacemakers at least twice before the trial, so that they were familiar with it on the day of the attempt. He was accompanied every inch of the way by a promateur.

A DANGEROUS DISMOUNT.

We have often been laughed at for dismounting from a safety bicycle of the "Kangaroo" or "Facile" type by the backbone, as we used to do off a tall bicycle, instead of doing the little jump backward affected by most safety riders, by which they alight with one leg on each side of the hind wheel. To our mind a man should always dismount from a bicycle in one way, as then it becomes second nature to him, and he dismounts instinctively and mechanically in moments of danger without being apt, as a "variety dismounter" is, to pause a perhaps precious moment to consider how he shall do it. Mr. G. Beales, photographer and cycle agent, of Spalding, had adopted one regular mode of dismounting from a safety, but, unfortunately for him, it was the little jump backward to which we have above alluded, and for which we could never personally find the necessary nerve. Mr. Beales had been riding a safety of the "Kangaroo" type, and from this his mode of dismount was all right, but changing to a "Rover" type of machine, he forgot that it was necessary to dismount in another way, and jumping off backward, with his legs astride, has suffered one of the most horrible accidents that we ever heard of in connection with the sport. He naturally suffered great agony, and, even after an operation, it is doubtful if he will survive. We trust that the penning of this note may act as a warning to all Safety riders to see to their mode of dismount. We are sure that Mr. Beales will have the sympathy of all.—Editorial in the Cyclist.

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