

C. W. A. OFFICIAL ANNOUNCEMENTS.



BOARD OF OFFICERS, ATTENTION.

THE SPRING MEETING.

THE Regular Annual Spring Meeting of the Board of Officers of the C.W.A. will be held at the WALKER HOUSE, in the City of Toronto, on FRIDAY, February 19th prox, to commence at 10 o'clock of the forenoon sharp.

The attendance of every Chief Consul and Representative is imperatively demanded.

JAS. S. BRIERLEY, *President.*  
HAL. B. DONLY, *Secretary.*

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 Rylie, 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. Woodrooffe.

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. Bowic.

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.

Napanee.—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. Gnädinger, St. Peter Street.

“ “ J. R. Scales, 234 St. James Street.

Sherbrooke City.—R. N. Robins.

The field of cycling journalism, rumor says, is being entered by two new seekers after, if not knowledge, at least fortune. *The Wheelman*, published in Washington, D. C., and another cycling journal hailing from San Francisco, will enter upon the “struggle for existence” very shortly.

SCIENCE ON THE WHEEL.

The muscular exertion in bicycling is small when the enormous results are taken into consideration. In the first place, the position of the rider is that of partial support and partial bestowal of the weight of the body as a means of progression; and this balance can be varied at the will of the rider and the character of the road travelled. The whole or part of the weight may be supported by the saddle, or the whole or part of the weight may be bestowed on the treadles as a means of progression. The enormous wheels now used compel the rider to be almost in the perpendicular position, thus affording a minimum amount of exertion to the lower extremities, and utilizing the bodily weight as a means of progression. Take, for example, a bicycle with a wheel of 60 inches in diameter; every stroke with the foot causes the wheel to travel half its circumference, or nearly 7½ feet —*i.e.*, 90 inches. This is equivalent to three regulation walking steps of 30 inches; and not only so, but the impetus given to the bicycle by one stroke would carry it much farther, whereas a step in walking gives no farther “way” on the body. Hence each stroke becomes lighter after the first, and less and less exertion is required to keep the machine in motion. From all these reasons, then, and from actual observation of the effect of comparative distances travelled, it is plain that to travel a mile on a bicycle is equivalent in muscular expenditure to about one-sixth of that expended in walking a like distance. The exertion spent in travelling a mile on the “level” on a bicycle is not more than four foot-tons, so that as 300 foot-tons is the calculated amount of daily exertion necessary to expend to keep a man in health, an 80-mile ride can be undertaken by a man without danger of overdoing it. No road, however, is level or smooth; hence it is nearer the truth when the exertion expended is considered to be six foot-tons a mile; limiting the distance which ought to be travelled to less than sixty miles a day, if one is to keep within the bounds in regard to the energy expended. Of course, a healthy man can do much more than 300 foot-tons a day, but an exertion greatly over that amount cannot be continued day after day without injury to health.

—Book of Health.

A well-known enthusiastic tandem writes us: “Indications point to a sweeping victory for the tandem another season. The tandem has shown its wonderful qualities, especially in the mixed tours, its adaptability for use on long rides and tears by lady and gentleman riders being unquestioned. A prejudice was seen at first.—Riders of singles averred that they each preferred to ‘paddle their own canoe,’ but when they find that the big boat has the playful habit of leaving his lesser brother (and sister) sadly behind at times, self-protection will be the order of the day, and the tandem will be the necessary evil another spring. They come high, but we must have ‘em.”

“Wheelmen are requested to appear in uniform,” now appears on the cards for nearly all the receptions and entertainments given by wheelmen in New York and vicinity.