

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen'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
St. Thomas	C H Hepinstall	Grand Central
Walkerton	D Trail	Hartley House
Tara	W J Fawcett	

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.
Kingston	W Nicol	None
Napanee		Campbell House
Belleville	James Bonar	Dafoe & Anglo-American
Trenton	C W Thomson	Queen's
Brighton		
Colborne		
Cobourg	A Will Donly	
Port Hope		St Lawrence Hall
Bowmanville		
Newcastle		
Peterboro	G A Scofield	Grand Central
Lindsay		
Madoc		

OTTAWA DISTRICT, NO. 5.

(No return.)

THE WORLD'S RECORDS.

The following table shows the records held by Wm. A. Rowe, as compared with the best previous world's records:

Rowe's World Record		Previous Best		Rowe's World Record		Previous Best	
Miles	m. s.	m. s.	m. s.	Miles	m. s.	m. s.	m. s.
1-2	1 12 4-5	1 15 4-5	11	31 37 1-5	31 41		
1	2 35 2-5	2 38 3-5	12	34 37 3-5	34 41 3-5		
2	5 21 3-5	5 33 1-5	13	37 24 3-5	37 47		
3	8 7 2-5	8 17 3-5	14	40 25	40 42 3-5		
4	11 11 4-5	11 16 1-5	15	43 26 1-5	43 36		
5	14 7 2-5	14 8 4-5	16	46 29 2-5	46 35 2-5		
6	16 55 3-5	17 2 3-5	17	49 25	49 33 1-5		
7	19 47 2-5	19 58 1-5	18	52 25 1-5	52 44 2-5		
8	22 41 4-5	22 53	19	55 22 2-5	55 52 2-5		
9	25 41 4-5	25 48	20	58 20	58 56 1-5		
10	28 37 4-5	28 44 2-5					

One hour, 20½ miles, 132 yds., 4 inches, against the previous best of 20 miles, 1,907½ feet.

TWENTY MILES IN AN HOUR ON A TRICYCLE

The *Cyclist* of Sept. 1 says: On 27th July, 1882, the late H. L. Curtis astonished the whole world by riding a bicycle twenty miles in an hour, considered then an astounding feat, and now, only four years later, G. Gatehouse, of the Cambridge University Bicycle Club, has fairly created an excitement by doing the marvellous feat of riding twenty miles in the hour on a tricycle. The now well-known track at Long Eaton has proved itself the fastest track in the world, as, not only on account of Gatehouse's grand ride, but also on account of the record made by P. Furnivall, of the Berretta B.C., by riding a bicycle in the world's record time of 2m. 30s. Thursday last turning out a fine and nice day, Gatehouse determined to try and do what he had set his whole heart on, viz., the twenty miles in the hour. Gatehouse got on the twenty miles mark a few minutes after seven, and being sent to a good start soon got on to the tandem, and going at a rattling pace did the first mile in 2m. 50 1-5s., time, and 4-5s. inside even time. Still keeping up the pace, he finished the second mile in 5m. 37 2-5s., which showed 22 2-5s. inside. Now things began to look very hopeful, and still keeping up the same steady pace, he finished five miles in 14m. 27 3-5s., or 32 3-5s. inside. Things looking so very rosy, he was told to keep on, and, pegging away a right good one, he finished ten miles in the unprecedented time of 29m. 26 1-5s., or 33 4-5s. inside evens at half-distance, beating the previous record by 3m. 7 2-5s., otherwise a mile inside the old record. In the meantime, the pacemakers were being continually changed, and began to cry they had had enough, but still going on, 15 miles were rolled off in 44m. 23 4-5s., being 6m. 40 1-5s. ahead of the old record, or two miles and over to the good. The excitement now amongst the spectators got up to the highest, and as mile after mile was knocked off, it became a matter of speculation whether the 20 miles bicycle record of R. H. English would be wiped out or not (59m. 6 3-5s.). Gatehouse was still keeping hard at it, and as the bell was rung for the last lap he went for all he was worth, and coming away from the pacemakers finished the 20 miles in the world's record time of 59m. 10 3-5s., only 4s. behind the bicycle record. Gatehouse still going on till the pistol was fired (showing the hour was up), did 20 miles 460 yds. 6 inches in the hour, establishing a record which will remain for many a long day, and beating the previous 20 miles tricycle record by 9m. 31 2-5s., or about three miles in the hour faster than any other man has ridden a tricycle.

Those who are interested in French racing, or who wish to compare distances, should cut this out and keep it:

200 metres,	about 1 furlong.
800 "	" half a mile.
1000 "	" 5 furlongs.
1200 "	" three quarters of a mile.
1600 "	" 1 mile
2000 "	" 1 mile and a quarter.
2200 "	" 1 mile 3 furlongs.
2400 "	" 1 mile and a half.
3000 "	" 1 mile 7 furlongs.
4000 "	" 2 miles and a half.

Charles Robinson & Co., of 22 Church street, Toronto, have a change of advertisement in this issue. They are now carrying on a clearing sale of a large stock of second-hand bicycles, which are being offered at greatly-reduced prices. We would advise our readers to send for their catalogue and look over the list. They also intimate that they are prepared to fill orders for winter sporting goods, such as snowshoes, moccasins, toboggans, etc. They have also been appointed sole Canadian agents for Harrison's bells, London's cement, and Iliffe & Son's publications.

If you desire to transform your "ordinary" into a "safety," apply one of Foote's anti-headers to it. The device will prevent one half of the headers, and save your clothes, your nose and your temper.

DURYEA'S NEW WHEEL.

The St. Louis *Post-Dispatch* thus describes Mr. Duryea's new bicycle: In a rear room on the second floor of the Turner building, a peculiar-looking machine was being ridden around to-day by a few wheelmen of the city. The thing had such a weird look that one beholder said it reminded him of a nightmare. A spectator observing first one man and then another get into the machine and ride off easily, could scarcely believe that he was gazing on the first spokeless and hubless bicycle ever made. But such it was, and it proved to be the one that the fertile brain of Chas. E. Duryea has evolved. Mr. Duryea, up to a few months ago, was a resident of this city, and for two years studied on the original idea of making a bicycle without spokes. Last fall, after getting the details well worked out, he went to Peoria, Ill., where he has since devoted all his time to inventing, and especially to making a model of this wonderful idea. Being a practical wheelman himself, and the inventor of several bicycle appliances, including the Duryea saddle, he was not long in getting the model put together. To do this he used only the roughest kind of material, and consequently the machine, as shown to-day, weighed twice as much as it will when the gas-pipe is replaced by fine steel and the cog-wheels with chain gearing. The wheel is not only spokeless, but it is inclined away from the rider, which at first adds to its strange appearance. The wheel, as shown to-day, had a diameter of fifty-two inches. Not a spoke was in it, and the driving gearing was placed on the rim, the big wheel passing under the gearing by running on small idle-wheels. The pedals are of the regular tricycle kind. The rider's seat is placed on an iron support extending upward from the gearing, and as the wheel is inclined toward the right, the rider's seat is removed a few inches from the tire, over which one arm is thrown to grasp the handle. The rider thus presents the spectacle of a rider within his wheel, and at the same time over it. The equilibrium is maintained by means of a little wheel behind, as in an ordinary bicycle. It has been ridden over granite, up and down sidewalks, and has worked to perfect satisfaction even in its crude form. No header can be taken on it, as the rider sits as in an open tricycle. Besides its other peculiarities, it is the first one-track cycle ever made that a lady could ride as easily as a man.

In telling a story of how a certain tricycle was once the property of H. R. H. the Prince of Wales, the *Tricycling Journal* says: "We give the above very pleasing yarn for what it is worth. Personally, we have our doubts whether the machine in question was used by the Prince of Wales, though we do not deny his possession of it. It would be interesting to know how His Royal Highness parted with the machine, which, of course, after he had used it, was second-hand. We do not remember receiving any advertisement from him offering it for sale. We should have liked to have purchased that machine; that is, if the sale was conducted on orthodox lines. The delicious delight of heckling with the first gentleman in England as to whether he would throw in a spanner and oil-can with the tri., would have been something to boast of."

*Newly arrived Gentleman*: "Whisht, Patsey! Did yez see the bye goin' pasht alayin' on the top av a whale?"

*Patsey*: "My, but yer a gossoon! The whale's a Boy-sickel."

"A phwat?"

"A Boy-sickel. When I kim over they called thim a wheel-hossoped, an' sence the byes tuk to ridin' thim it's Boy-sickels they are. An' ef yees desire to learn to ride wan, ye can begin by larnin' on the grindstone in me back yard. An' whin yees can ride a grindstone along the top av a rail fince, ye can tackle a Boy-sickel."—*Spectator*.