

Foster, however, soon went to the front, and the former won handily in 3:03.

The ten mile championship race was one of the best races of the day. Foster, Davies, Johnston and Nasmyth, of Toronto, and Baird, of Montreal, started. Johnston dropped out on the third lap. Nasmyth rode pluckily, but had to retire nearly a lap behind at the end of five miles. In the meantime Davies also had gone out, and the race was between Baird and Foster, who kept well together. The former led until the home stretch was reached on the last lap, when Foster passed him with a fine spurt. Time, 33:50.

Half mile race, without hands—Johnston and Brown, of Toronto, and Fitch, of Brantford, started. Johnston went ahead at the start and won easily, Fitch coming in next. Time, 1:35.

One mile open race—Davies, Johnston and Fitch started and came in in the order named, Fitch riding a very plucky race. Time, 3:04.

The track, a clay one, was in good condition, but a strong wind militated against the records. Police protection was badly needed at times, the crowd frequently encroaching upon the track. With this exception, the arrangements were very complete, and reflect credit upon the Brantford Committee of Arrangements.

The officers of the day were: Referee, W. A. Karn, Woodstock. Judges, J. D. Miller, Montreal; W. G. Eakins, Toronto; W. P. Way, Belleville. Timekeepers, H. Grenfell, Toronto; C. E. Nasmyth, Stratford; G. H. Orr, Toronto. Scorers, W. K. Evans, London; W. E. Tisdale, Simcoe. Clerks of the Course, C. R. Fitch, Brantford; J. S. Brierley, St. Thomas. Starter, T. G. Gnädinger, Montreal. Umpires, G. D. Heyd, H. Howell, W. Webbing, Chief Marshal, C. R. Fitch, Brantford. The Local Committee were M. Truesdale, C. R. Fitch, W. J. Knowles, R. M. Orchard, W. E. Buck and J. H. Simmons.

A tent containing refreshments, furnished free to wheelmen, was much patronized throughout the day. There was a large attendance of spectators upon the ground.

BOARD MEETING.

In the evening a Board meeting was held in the parlor of the Kerby House, Mr. J. D. Miller, President, in the chair, and the following members present: Vice-President Way, Chief Consuls Tisdale, Langley and Gnädinger, and Representatives Brierley, Nasmyth, Foster and Donly, and Sec.-Treas. Donly. After routine, Mr. J. S. Brierley, Editor of THE CANADIAN WHEELMAN, presented the following financial report, which was adopted:

RECEIPTS.

1886.			
July 1—	To cash on hand	.....	\$ 2 50
1887.			
June 30—	“ from Advertisements	.....	392 91
	“ “ Subscriptions	.....	4 50
	“ due Editor	.....	67 31
			<hr/> \$467 22

DISBURSEMENTS.

1887.			
June 30—	By paid for printing	.....	\$442 10
	“ “ addressing	.....	12 00
	“ “ discounts, stamps, etc.	.....	13 12
			<hr/> \$467 22

ASSETS.

1887.			
June 30—	To amount due on Advert's	.....	\$193 48
			<hr/> \$193 48

LIABILITIES.

1887.			
June 30—	By due Editor	.....	67 31
	“ excess of assets over liabilities	.....	126 17
			<hr/> \$193 48

It was moved by Mr. Tisdale, seconded by Mr. A. W. Donly, That Mr. Brierley's report be adopted, and that he continue to publish THE WHEELMAN as in the past year. Carried.

It was moved by Mr. Way, seconded by Mr. Nasmyth, and carried, that Mr. H. B. Donly be reappointed Sec.-Treas.

Moved by Mr. Nasmyth, seconded by Mr. Way, That Messrs. Coster and Barnes and Blackhall and Keenleyside be reappointed Chief Consuls and Representatives for Districts 8 and 7 respectively. Carried.

Moved by Mr. A. W. Donly, seconded by Mr. Gnädinger, That Mr. Harry Deane be appointed Chief Consul of District No. 4, vice Mr. Way, elected Vice-President. Carried.

Moved by Mr. Foster, seconded by Mr. Tisdale, That Mr. Langley be Chairman of the Racing Board. Carried.

The following Standing Committees were elected. Transportation, W. P. Way, Chairman; C. R. Fitch and W. G. Ross, Membership; S. Woodroffe, Chairman; W. E. Tisdale and H. B. Donly, Constitution and By-laws. C. H. Riggs, Chairman; F. Foster and J. S. Brierley.

The Chief Consuls of last year who were present reported on the work of their district and the state of the Association. Their reports were adopted, and, on motion, the Treasurer was ordered to pay their accounts for postage, etc.

A lengthy discussion arose as to the loafing races that had taken place on the track during the afternoon, and the action of the two riders who were guilty of the offence was looked upon as nothing less than an insult to the Association. A motion made by Mr. A. W. Donly and seconded by Mr. Foster, instructing the Racing Board to so amend the track rules as to make it possible for the Referee of any meeting held under C. W.A. rules to suspend from the tracks of the Dominion any rider guilty of such conduct in the future for a period that he might consider commensurate with the offence, was unanimously carried. The Racing Board was also requested to amend Clause G of their rules to allow of clubs paying the expenses of any of their members to attend race meetings that are recognized by the Association. The Secretary was instructed to enforce the rule in regard to expelling clubs not renewed by the 1st of September.

The meeting then adjourned.

NOTES.

In the evening the clubs paraded to the Drill Shed, where the prizes were presented. The Wanderers were the only club that competed in the drill competition, and from the applause earned, showed their efforts on a very bad floor were well taken. They were complimented in giving the finest drill on bicycles yet given in Canada. The eight were composed of Messrs. Orr, Foster, Grenfell, Brown, Wilcox, Peniston, Miller and Capon. The club brought away from Brantford over \$200 worth of prizes, and out of twelve events won six first and two second places. Fred Foster won the five mile championship and the ten mile race; D. Nasmyth won the tricycle championship and was second in the two mile race; T. Fane won the safety race; the club won the \$60 cup for the largest number on parade, and the Drill Eight also captured the other large cup.

The Midland Brigade tour to the meet was quite a success, fifteen cyclers under the command of Mr. H. A. Deane, Captain of the Belleville Ramblers, taking part. Eight of them were from Belleville, three from Napanee, and two each from Trenton and Colborne. They left Belleville by wheel on Monday morning. As far as Newtonville the roads were found pretty good, but after that they were hard-going, being for long distances covered new with gravel and awfully dusty. They reached Whitby Tuesday morning, and then boarded the train and reached Toronto Tuesday evening. From there they took the train for Hamilton Wednesday afternoon, and wheeled from the Ambitious City to Brantford Thursday.

TRADE NOTE.

We would advise our readers to turn to the advertisement of Messrs. Chas. Robinson & Co., 22 Church street, Toronto, where they offer some tempting bargains for this month only. A full-nickelled invincible, nearly new, for \$70, is certainly cheap enough, as are the other wheels offered. This firm report a very heavy season's business, the demand for the Ruoge in its various forms being unprecedented; in fact, they are using the cable constantly for repeat orders. This not only speaks well for the wheel, but for the growth and development of the sport in Canada.

THE CLARKSVILLE 100-MILE ROAD RACE.

The men were placed in position at about 9 a.m. May 23rd, in the following order: H. G. Crocker, Boston, 53 in. Columbia; A. A. McCurdy, Lynn, Mass., 45 in. Star; Samuel Hollingsworth, Rushville, Ind., 53 in. Columbia; Robt. Neilson, Boston, 52 in. Victor; S. G. Whittaker, Chicago, 52 in. Champion; John Brooks, Blossburg, Penn., 54 in. Star; Chas. Frazier, Smithville, N.J., 54 in. Star; Chas. Ashinger, Omaha, 52 in. Champion; Wm. A. Rhodes, Boston, 59 in. Victor; L. D. Munger, Detroit, quadrant-tricycle.

Promptly at 9.16½ a.m. the men were given the word by the starter, W. M. Brewster, treasurer of the L.A.W. They got away well, and 100 feet from the start, as they shot down the steep hill, Frazier was leading. He was soon caught by Crocker, who held the lead until the Dover toll-gate was reached, 6 miles from Clarks ville, when the order was changed, and when the racers passed through Clarksville the procession was—Neilson, Whittaker, McCurdy, Crocker, Rhodes, Hollingsworth, lunched; Ashinger and Brooks some distance behind, and Munger hopelessly in the rear.

On the first round, Frazier, who was suffering from a fall taken some days before, dropped out and gave his wheel to Brooks, whose machine was breaking down.

The record of the last lap for the leaders is easily told. Rhodes cut the pace as usual, but took a header near the second toll-gate, where a farmer handed him a dipper of water. The handle caught in the wheel and Rhodes pitched forward on his knees, cutting one quite badly. He was up and soon again leading Neilson, who had not taken advantage of the fall. Rhodes, who had set the pace for 80 miles, was passed by Neilson when near the end and beaten by 100 ft. Nobody dreamed that the tall Rhodes would not cross the line first, and when the mass of humanity on the knoll near the finish saw the high wheel round the last curve first, the shout went up: "Come in, Rhodes, old boy! Come in, you've got it!"

But he didn't have it. The curve was about 800 feet from the line. A Post-Dispatch reporter who dropped in behind the two men a little piece down the road was close upon their rear wheels as they rounded the curve. It seemed as if both men had done their utmost and that Neilson was too fagged to spurt. But as the reporter raised his head from his amateur spurt, Neilson pulled out to Rhodes' right, straightened up for a brief moment as if to get a good breath, and then, with a lunge forward, with all his weight on his pedals, he flew past the man who had doggedly led him for eighty long miles. Rhodes saw there was no use. The thing he had feared all through the day had come at last. Neilson's famous spurt stayed with him for the close, and there was nothing for him to do but make as good a show as possible. He quickened his pace a little, and both shot down the last little grade in grand style, but Neilson's spurt lasted and carried him over the line a winner by fifty feet.

The time of the men was: Neilson, 6h. 46m. 27s.; Rhodes, 6h. 46m. 51s.; Crocker, 6h. 51m. 27s.; Hollingsworth, 7h. 12m. 30s.; Whittaker, 7h. 12m. 45s. The 50 miles were covered first by Neilson in 3h. 14m.

With the Clubs.

NEW MARKET.

After the regular club run of the Newmarket Bicycle Club, on the 20th inst., at which all the active members were present, an adjournment was made to the North American Hotel, where a tempting supper was spread in honor of Capt. Alex. Binns, who was about leaving for Toronto. On the removal of the cloth, numerous toasts, club songs and speeches were heartily given. Before dispersing, a copy of "Ten Thousand Miles on a Bicycle" was handed Mr. Binns as a souvenir of the evening. "Al." was very popular with the boys, and will make a valuable addition to the Wanderers' Club, and a candidate for future laurels on the Rosedale track.