

Wheelman Centres.

TORONTO.

THE WANDRERS.

As spring draws nearer, the prospects of the old club grow brighter and brighter. This year the membership has increased from the 35 limit of 1885 to over 60 paid-up members, and most of them good riders. A glance over last year's record of the club shows, as usual, that we head the list, and starting on our sixth season we hope to rush things in our usual style.

Last season we were represented at all the large tournaments in the States, and the record of our Fred Foster is well known to every rider in Canada. In Canadian race meets, wherever our men have competed we have brought back more than our share of the glitter. This year we will place probably more racing men "on the turf." Hurst, the world-famed fancy rider, now in England, owes his agility on the wheel to the club. When a beginner, many a member has helped him on his wheel, and the club feels proud of having turned out such a rider. On the L. A. W. tour the club was represented by Geo. Orr, and although a Canuck he was appointed captain through Virginia; also, on the other side of the line Geo. Terry made a good score.

This winter the club has sustained a club-room, which is second to none in the city, and many a pleasant evening has been spent there by visiting brethren. This year a change will probably be made in the club suit towards getting back into the old uniform. The annual meeting will be held the first Thursday in March, and as there will be a close run for officers, excitement runs high.

Although the club has had one or two losses in membership, through the forming of a new club in '84, they are now bracing up, and are welcoming back any old members. At a late meeting held, 12 members were admitted, among them two who were once old members.

Our club picture was on exhibition in the Canada department of the Colonial Exhibition, and they say that it attracted lots of attention. We have several copies of this picture left, and will part with them to decorate club-rooms at any time. In almost every club-house in the large cities of the States the picture may be seen.

Well, I suppose we will all meet at Ottawa, or wherever the meet is going this year, and you can depend on seeing a good supply of Wanderers as usual, for where the fun lies there you'll find "A WANDER'OR."

Toronto, Feb. 15, 1887.

BRANTFORD HEARD FROM

In Brantford, we are exceedingly sorry to see that, in spite of the admonition and advice of the Woodstock scribe and of the warnings of "Pete," the Toronto humorist, the various clubs have sadly fallen off in their monthly offerings to the columns of THE CANADIAN WHEELMAN. Brantford can readily be excused, as it has been snowed under for several months back, and is just now emerging from its winter hibernation.

We may fairly say, however, that the backbone of winter is broken, and already the wheelmen are burnishing their wheels and longing for the spring.

Amongst the many queries which we hear repeated very often are: "Where is the meet to be held this year?" "Will it be at Brantford?" Before this is in print that question will have been answered. But if the directors of the Association think fit to bestow it upon Brantford we are not going to object, and we will also do all in our power to make the meet of 1887 a grand success, both financially and fraternally. Our track has now settled for nearly a year, and is quite ready for the final coating of cinders and rolling, for which purpose the directors have reserved \$300, and when that is expended the track will be in splendid shape.

Brantford is one of the prettiest little cities in this province, and is especially well adapted for the meet, being central, and having good railway and hotel accommodation.

The outlook for the coming year in cycling seems to be much brighter than last year. We will have the new Road Book shortly, I suppose, thanks to the zeal and perseverance of the compilers, and with the roads of 1887, which will be much better in most places than last year, should give an impetus to more road-riding and touring. The Americans, the ministers and others come over here in order to get several weeks of touring each year, but when do we hear of a Canadian tour? The L. A. W. have a touring branch; why cannot the C. W. A. have one also? The writer can well remember starting about the first week in July last, with two other enthusiastic wheelmen, to try the much-talked-of sandpapered road from Hamilton to St. Catharines, which popular superstition says is freshly swept from dust every morning. The calendar informed us that it was full moon that night, so we determined to start at 8.30 and enjoy the spin by moonlight. We started with a wetty road and an uncertain light, which made headers come sure and often. We had made some eight or ten miles before the ruts gave out, as also did the light, not to give place to moonlight, but to inky darkness. About this time we struck some fresh gravel; the wheel of the leader sunk deep in it, and the little wheel revolving around the big one, his head also struck gravel with a force that nearly knocked the wind out of him. Alternately we walked and rode until we had rolled up a score of about fifty miles, when, meeting a benighted countryman, we asked him how far it was to Grimsby. He informed us 12 miles. This rather discouraged us, as it is only 25 miles in all from Grimsby to Hamilton. Still we travelled on about 10 miles further, and seeing several lights in the distance, and knowing, of course, that it must be the long-wished-for, hoped-for Grimsby, we merely asked a stranger "How far it was to Grimsby?" out of idle curiosity. He told us 13 miles! One looked for his revolver, another for a club to brain the fiend, but he had vanished into the outer darkness of the night. We went about eight miles further, when we met a team. We dismounted, got on again, went 50 yards further, met another team, dismounted again, got on again, and met another team. This time we dismounted and kicked ourselves to see if we

were awake, or dreaming, or what. We concluded that these teams were nightmares, and so did not dismount for the next one, but the team did. It went into the ditch, and the driver got out rather hurriedly and unceremoniously over the dashboard. After having straightened his rig out for him, he informed us that there had been a big meeting at the camp ground that night, and some 5,000 people were coming home. We can certify that each of the 5,000 people had a rig, and that we passed each rig. When we arrived at Grimsby we were tired, to say the least. We have often been what we supposed was tired before, but we concluded that we had only been a little fatigued. After a good supper, although it was now past 12 o'clock, we started on the last two miles to the camp; arriving there, and finding the gate locked, we had the pleasure of lifting our machines over a ten-foot fence, with barbed wire along the top.

We then started down the sidewalk for the hotel. After walking several miles on this, we called a halt, and held a council of war to determine whether we were not walking on some sidewalk that went around the park, and if so to determine how many times we had been around the park. On a vote being called, it was decided we were on the right track if we only kept it up long enough, which we did, arriving at the Lake View House about 1.30 A.M. We told the proprietor to have us called for the 8 o'clock train, and when we awoke about 12 noon, he informed us that he had nearly battered down the door, and had thereby awakened all the guests in the house except us. After dinner, we took a stroll around the grounds to look for that unending sidewalk, but could find only some 150 yards of it.

MORAL.—Never try unknown sand-papered roads on an inky dark night until you see whether they have been freshly gravelled or not.

"C."

TO GO IT ALONE.

LEAGUE OF AMERICAN WHEELMEN WILL RECOGNIZE NO OTHER ORGANIZATION.

Secretary-Editor Bassett, of the L. A. W., has announced the result of the mail vote on Dr. Blackham's resolution, which was carried by 80 to 30, with one scattering. The resolution reads as follows:

"Whereas, the L. A. W. requires pure amateurship as a qualification for membership, and, therefore, should have full control of the question of amateurship,

"Resolved—That the L. A. W. hereby asserts its supreme and sole jurisdiction over legitimate amateur cycling athletics in the United States of America.

"Resolved—That it refuses to acknowledge any division of this jurisdiction.

"Resolved—That the racing board and membership committee be instructed to ignore any action or pretended action on the part of any other organization claiming to affect the amateur standing of any wheelman for acts done, or omitted to be done, in connection with cycling in the United States of America. Nor shall the record of such action be admitted, even as collateral evidence, in cases before the racing board or membership committee.

"Resolved—That if any wheelman has been suspended or expelled by our racing board or membership committee on account of said pretended action of any other organization, they are hereby restored to full and unblemished amateur standing."