



BRANTFORD BICYCLES

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FULL ASSORTMENT AT

Toronto Warerooms, 24 Front St. W., - GEO. F. BOSTWICK, Representative.

Buffalo Letter.

DEAR EDITOR,—Since writing my last, the "clerk of the weather" seems to have made up his mind that the 4,000 or 5,000 wheelmen and wheelwomen of this city, who are anxiously looking forward to the opening of the wheeling season, must exercise a little patience, for he has from time to time ordered up the worst possible weather for wheeling; one day it would be nice and pleasant, and every person who owned anything in the shape of a wheel would be up in garret or out in woodshed cleaning the dust and vaseline from his or her wheel, and those who had none would be making a tour of the different stores, comparing prices and getting posted on the relative merits of cushion and solid tyres, cone or ball bearing heads, direct or tangent spokes; and going home at night with his head so full of the subject that in his dreams he would be sailing through space as though he were mounted on a shooting star or perhaps a flaming "Comet"; but in the morning all such ideas would be driven from his head by a call from the street inspector to hurry up and shovel the snow off the sidewalk. Still, in spite of all this, the wheelmen of this city are anticipating a

successful season, and already tournaments, tours, etc., are being talked of.

At the last meeting of the Ramblers, the captain's report for 1890 was read, which showed the mileage of the club for last year to have been 144,406, or an average for eighty-five members reported of 1,699. F. E. Klipfel led with 4,500, and the average for the first twelve men was 3,649½ miles. So you see the Ramblers have well sustained their reputation of being the best wheeling club in the city. In my last letter I stated that I would not be surprised to hear of some one attempting the run from Erie to Buffalo at any time. Well, last Saturday night F. E. Klipfel and M. Bruner took the midnight train for Erie, for the purpose of being the first to make the century run. Of course there were quite a variety of opinions expressed among the boys as to whether they would make it or not, but all were of the opinion that if these two riders could not come through no one else need try it. About 6.30 p.m. I took a walk around to the club room to see if any news had been received from the boys, when I was told they had just arrived, having come in on the six o'clock train. They rode some 33 miles, and then walked about nine to Brockton, where they boarded the train, being compelled to give up on account of the condition of the