

THE WHEEL

A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

VOL. V.—No. 23.—WHOLE NUMBER 127.]

NEW YORK, MARCH 7, 1884.

Subscription, \$1.00 a year.
Single Copies, 3 cents.

THE OFFICERS' MEETING.

(CONTINUED FROM PAGE 4, WHEEL OF FEB. 29, 1884, FOLLOWING TREASURER'S REPORT.)

MR. GILMAN:—There is one other matter which will take us but a few minutes to dispose of, which perhaps relates to, the Treasurer's report to some extent. You are aware that we have heretofore had a uniform membership ticket. There was a little divergence between 1880 and 1881, but there is the style of tickets we have since had. [Exhibiting tickets.] The 'Cyclists Touring Club has made a decided change in their ticket. Now, gentleman, it is unnecessary to make any formal motion, but I would like to hear the expressions of opinion as to whether he had better continue this same form of ticket for the future, or whether you would like the next Treasurer to take some steps for a change and for a new kind of ticket.

A REPRESENTATIVE:—I would like to ask the Treasurer whether he has heard any expressions of displeasure with these tickets—if not, I don't see why we cannot continue them as they are.

MR. GILMAN:—There has been no objection found whatever to the ticket, nor has any suggestion ever been offered of any other style, but it has been said to me that if this ticket could be made waterproof it would be an improvement. Now, that cannot be done; I know of my own experience in this business as a manufacturer of those cards that it is impracticable.

MR. EGAN:—I don't see that there is any call for any other ticket than we have already out, unless there be a demand upon the new Treasurer for a different ticket.

PRESIDENT BECKWITH:—This discussion is somewhat informal. As there are some recent appointments of representatives, it will be necessary to qualify them before we go into any discussion on any subject of importance, and we will proceed to the qualifying of those appointments at once, if the Secretary will please read the recent appointments.

Mr. Gilman read the names from THE WHEEL of February 8 and February 15, to which list was added the names of Mr. C. W. Spooner, Bridgeport, Conn., and Mr. Field and Mr. Wood, from New Jersey.

Upon motion the appointments were confirmed, with the exception of Messrs. Ducker and Fennessey, of Springfield.

MR. TERRY:—Concerning the matter of which the Treasurer has just called for an expression of the meeting, I move that it is the sense of the meeting that the Board of Officers are very well satisfied with the present form of membership ticket.

Motion carried.

MR. ADAMS:—I presume that it is hardly necessary to suggest to the Treasurer in future to have but one series of numbers on the ticket.

MR. GILMAN:—That was an error entirely of the printer. I gave him distinct instructions as to the number to be placed upon the tickets, and, as I stated in the official organ, we should have rejected them entirely if it had not been for the urgent necessity we had of using them immediately.

PRESIDENT BECKWITH:—Next business in order is the report of special committees.

MR. GILMAN, on behalf of the old *Committee on Membership*:—I have a report which settles entirely the case of Mr. Finch, of Michigan, which you will see is conclusive.

Mr. Gilman read said report, and also the appeal annexed thereto.

TO THE BOARD OF OFFICERS L. A. W.

Gentlemen: The accompanying appeal to the Board was received a day too late for your last meeting, and is consequently brought before you at this first opportunity.

The applicant, Mr. I. H. Finch, was protested on the ground of having engaged in a competition with Miss Elsa Von Blumen, an acknowledged professional. Upon the information furnished by Chas. D. Standish, Chief Consul, Michigan, the Membership Committee sustained the protest. Mr. Standish declares in his indorsement of the appeal now before you, that he "investigated this matter thoroughly." (See second page of appeal.) After this thorough investigation he reported that he had ascertained beyond a doubt that Finch was paid for racing with Miss Von Blumen. (See documents sent to Corresponding Secretary with the Membership Committee report.) Letters received from various parties relating to this matter, spoke of the event as a race, and if I remember rightly, Finch himself calls it a race, and admits the fact of having ridden in competition with a professional. The membership committee had the evidence of Standish as to the fact of the payment, also evidence that Finch rode with the expectation of pay, and that he was warned by an L. A. W. Consul of the consequences, before the act. The committee could not do otherwise than find him a professional, under clause (f), Rule 25, having competed with a professional for a prize to all intents and purposes. He also competed where gate money was charged, and was liable under another clause.

The facts upon which the decision was made are directly contradicted by the statements of the appeal. The evidence laid before the committee must be untrue, or the appeal must be so. A careful reading of the papers relating to the case will be necessary to a just decision.

Fraternally yours,

EDWARD K. HILL,

Ch'm'n. Mem. Com. 1882-3.

TO THE BOARD OF OFFICERS OF THE

LEAGUE OF AMERICAN WHEELMEN.

WORCESTER, MASS., Feb. 14, 1884.

We, the undersigned, members of the Maple City Cyclists, members, and applicants for membership to the League of American Wheelmen, believing Mr. I. H. Finch, of Adrian, Michigan, to be an amateur wheelman, in fact as well as in spirit, and failing to discover wherein he has violated any clause

of the L. A. W. rule defining an amateur wheelman wish, by a plain statement of the facts, to bring the case before your honorable body, that you may favorably consider his second application for membership, his first being refused by the Membership Committee during 1882.

During the winter of 1881-82 a gentlemen managing a roller skating rink, at this place, secured Miss Elsa Von Blumen, to serve as an extra attraction at his rink. It was announced that Mr. I. H. Finch would accompany Miss Von Blumen during her exhibition ride. The ride taking place after the skating, for the evening was over with. The novelty of witnessing the evolutions of a lady on the wheel served to attract a large crowd to the rink, though no prize was offered to compete for. It was not an open competition, Mr. Finch being specially invited to accompany the lady during the ride. It was not for a stake. It was not for public money or for gate money. It was not under a false name, or for a prize (unless the thanks of the manager, and Miss Von Blumen, together with the privilege of using the rink for a riding hall, when not used by skaters, may be considered a prize). Nor was it with a professional, when gate money was charged. An admission fee was charged to attend the skating rink, but only the usual price was asked, and season tickets for the skating rink were good for the entire performance. Mr. Finch has never pursued bicycling, or any other athletic exercise, as a means of livelihood.

In view of the facts, as above stated, your petitioners respectfully ask your careful consideration of the case, and that if consistent with your conclusions in regard to the same, that you accord to Mr. Finch the rights and privileges to which a League membership will entitle him.

Dated Adrian, Mich., Sept. 7, 1883.

F. L. NIXON,
W. B. MUMFORD,
HENRY M. JUDGE,
CHAS. MYERHUBER,
CHAS. G. WIESINGER,
GEORGE BOWERFIND,
W. H. BURNHAM,

DETROIT, September 8, 1883.

Last spring at the request of Membership Committee I investigated this matter thoroughly, and I fully endorse all which is contained in the petition, and think that Mr. Finch should be admitted. Most of the above signers are business men, and they all are men of integrity and honor.

CHAS. STANDISH,
Chief Consul, Michigan.

MR. ADAMS:—May I ask if Mr. Finch is a member of any club in Adrian, and are the signers of the petition members of a club, or simply business men?

MR. GILMAN:—I am aware that most of the men are members of the League, in good and regular standing now, and this would indicate that most of the signers are members of that amateur club.

MR. EGAN:—I don't see how there is much, if anything, left to the meeting. I don't see, after Mr. Standish himself makes the confession that he was wrong in making that charge, how there is anything for us to do but to reverse the decision of the Membership Committee.

It is moved and seconded that the prayer of the petitioner be granted, and that he become a member of this League.

MR. TERRY:—It seems to me, gentlemen, it would not be a proper thing for us to do to pass this by in this way. The Membership Committee have passed upon the proper consideration of the evidence, and now it seems that it is proposed to upset the decision of that committee simply because one man, whose evidence they acted upon, has retracted his statement. Now, I don't know whether or not their decision rested wholly upon the evidence of this one man, but it seems to me that if there was any change in the evidence, it ought to go to the committee again. It seems to me that it is hardly fair, the committee having decided the question after fully investigating the evidence, for this board to overthrow their deliberate examination simply because the evidence of one of the parties they took into consideration is changed. I would suggest that, in view of the fact that the Chief Consul of Michigan has withdrawn his charge, that it be again referred to that old committee.

A REPRESENTATIVE:—In support of my motion I would say that I understood from the letter that has been read by our Corresponding Secretary and Treasurer that the chief evidence was furnished by the Chief Counsel, and he having retracted I think it would be proper for us to overrule the action of that committee.

MR. HILL:—It would seem to me that from the evidence, and from the plain statement of appeal, that although Mr. Finch has not violated our strict definition of an amateur wheelman, it would seem to me, in my view of it, that he is in spirit, and I would suggest that instead of acting upon it ourselves we refer it to our present Membership Committee, who will have more time to construe thoroughly and decide upon it.

MR. TERRY:—It seems to me that the old Membership Committee are familiar with all the facts in this case and with all the evidence, and they could determine this matter with much more facility than an entirely new committee could. With regard to the objection of their term of office having expired, it amounts to very little, because it is the ordinary rule that any officer has power to finish the business upon which he was engaged at the expiration of his term. But it seems to me that I am not at all sure but that the prayer of the petitioner ought to be granted, but I don't think it ought to be granted by this board. I don't think we ought to decide upon it at all. This committee has given us their opinion of the present state of the evidence, and now I want to have the opinion of the members of the old committee upon this matter under the present state of the evidence, with the retraction of the Chief Consul of Michigan taken into consideration, and then if they are of the opinion that the action ought to be reversed and decided the other way, I should doubtless be heartily in favor of disposing of it in that way.

MR. EGAN:—It seems to me that the gentleman who has made this appeal makes the appeal to the new committee. He appeals from the decision of the old committee to the new committee, and it seems unfair to him that the case should be put back into the hands of the old committee. He appeals to the members of the League and to its present committee, not to the old committee. I don't think it is fair that it should go there.

PRESIDENT BECKWITH:—I will merely state that the present Membership Committee should construe this question in consultation with the old Membership Committee. It would be somewhat difficult perhaps to get the old committee together to act upon this

case, and I think any point necessary for the present Membership Committee to be posted upon could be easily brought about through communication with the old committee.

A REPRESENTATIVE:—Would it not be the easier way to get out of this difficulty for him to make another application to the League, and in that case it would come before the present Membership Committee.

MR. TERRY:—That would not be the proper way to do. The truth of the matter is, that if the case is acted upon in the proper way, with due deliberation by the committee and decided by them, then the remedy of appeal to the Board of Officers is the best way the person has got for deciding his case, and he should not be permitted to bother this body and its committees to construe the same evidence over and over again. In this case, however, they have done the proper thing by appealing from the decision of the Membership Committee—as they have a perfect right—to the Board of Officers, and my only objection to considering that now is simply that there comes in the additional element of new evidence, as you might call it. That is to say, this retraction of former evidence which was considered by the former committee. And that being the case, it seems to me it ought to be gone over by somebody who is able to give it more deliberation than this meeting is able to do; taking into consideration the other evidence without the evidence of the Chief Counsel of Michigan, whether they would consider they had sufficient reason to construe this person not to be an amateur in accordance with our by-laws, the question resting slightly upon a change of evidence. It seems to me it ought to be considered by that committee.

A REPRESENTATIVE:—For one, I have no objections to its being referred to the committee. I understood it was an appeal from the action of the committee, and that this was the only body who had any power in the matter, and I think, if that is the case, we should decide it here and now, but if we rule that this matter should go back to the committee, I for one am in favor of that, and will withdraw my motion.

PRESIDENT BECKWITH:—I should think that would be the proper mode for it to take.

It was decided that the matter be referred back to the present Membership Committee.

MR. TERRY:—I think you announced the report of special committees. I have a report of the special committee upon the matter of the League hotel rates and certificates, which I will beg the secretary to read, as I do not feel quite able to read it myself.

[Copy not yet at hand.—ED.]

On motion the report was adopted as read.

MR. TERRY:—Allow me as chairman of that committee to simply say, in brief, that the main thing in this report is a contract with the proprietor of the hotel, the form of it is there outlined, drawn up in the manner in which the printed blank should be adopted, with blank spaces to be filled in with the name of the hotel and the parties signing the contract. The contract is to be deposited with some one—the local counsel for example, for the benefit of all concerned. We are in favor of having this meeting take action at once upon the hotel contract. The other point—hotel certificate—can wait as well as not. Our idea in regard to it, as expressed in the report is, that there should be nothing written in that certificate: there should be no specimens of anybody's handwriting, and no date or any thing, and nothing in fact which should necessitate the slightest change

from year to year on account of the change of officers, or for any other reasons other than the simple fact of the revocation of the certificate itself.

The certificate remains the property of the League, and our idea in regard to it is, that it could be gotten up in an ornamental and tasteful manner from a steel engraved—or possibly a very beautiful lithograph—plate, and that would be sufficient to meet the purposes and requirements of this body. I would state that there are only two signatures upon that report, but I have no doubt whatever that the other member of the committee, if he were here would very gladly attach his signature thereto. In fact he has already given his consent to the form of the contract.

You see that the report recommends that it be referred to a committee with power to consult with some engraver or designer, and to get up a plan of something which shall meet with their approval. Our committee have attempted to do nothing more than to give their ideas of what words should be upon the certificate, without reference to any design whatever. We did not feel that we were justified by the vote, and certainly were not justified by the present condition of the treasury, in going to any expense ourselves in having a design gotten up to be submitted, as we think that can be done at some future time as well as now. We apprehend that most of the members who contemplate going to League hotels will find out what are the League hotels before they go into them, that they won't be apt to go into a hotel, and then look about on the walls to see if they can find the certificate. So that it seems to us that the hotel certificate—the ornamental certificate to be displayed in the hotel while it is a thing in which we are in favor of, and in a satisfactory condition of the treasury would be in favor of spending a satisfactory amount for, yet that matter can wait for thy present.

MR. TERRY:—There are two things spoken of there; one a certificate which is an ornamental thing to be hung on the walls of the hotel, the other is a contract. Now, the legal blank of the contract is recommended to be adopted at once, the other part of it we recommend that when action is taken that it be taken; that a consultation be had with designers and engravers, and a proper design gotten up to be accepted and approved; but that, owing to the present condition of the treasury, that that be not gone ahead with at the present time. We are in favor of the printing of the blanks for the contract, which is a small matter.

MR. HILL:—I think Mr. Terry is quite right in regard to the printing of the contract. I think that would come under the charge of the person who has charge of the other League printing.

PRESIDENT BECKWITH:—Perhaps the better way to dispose of this matter would be to withdraw the motion.

On motion the matter was referred to the Corresponding Secretary, who was directed to have the contracts printed and ready for distribution.

The report of the Racing Board was then read.

TO THE PRESIDENT AND MEMBERS,
BOARD OF OFFICERS, L. A. W.

Gentlemen: On behalf of the Racing Board, the following report is submitted for your consideration. The only questions arising since last meeting have been the cases of *Smith and Green*, of Philadelphia, protested for riding in fixed circus races, and *Foster*, of Baltimore, protested for organizing and competing in a race not sanctioned as the rules required, and at which (as per testimony of a member of

the Board) the League Rules were not complied with. Foster had been previously protested as the writer of a letter to the *New York Spirit of the Times*, reflecting severely upon the Maryland Club, and refused to return his League ticket to the Secretary pending investigation, and as per his own statement defying any one to keep him out of a race so long as he retained said ticket. By a majority vote of the Board, *Smith and Foster* have been expelled from the race-path of the League, and *Green* suspended for six months.

At its last meeting the Racing Board voted to suggest that the championships be held at the time and place of annual meet, but as only a minority of the Board was present, the following resolutions were submitted by mail, and by a majority vote have been carried:

Resolved, That it is the opinion of the Racing Board that the amateur championship for 1884 should be held at the time and place of the L. A. W. Annual Meet, and under the management of the Racing Board, and that the Board of Officers be requested to appropriate \$200 toward defraying expenses of same.

Resolved, That the track at New Haven, Conn., having been regularly surveyed, and the distance ridden having been full according to League Standard, the records recently made thereon be declared the "best on record" for America.

The Springfield records will probably be admitted also, as they are prepared to submit evidence that the full distance was ridden.

The Racing Board also asks the Board of Officers to instruct us as to our powers relative to the racing rules and regulations. The constitution provides that all racing matters shall be referred to this Board—not simply to a Committee on Racing, but "to the Racing Board (or body of directors)", shall be referred, as they arise, *all matters pertaining to racing*. It certainly seems only right that we should have full power to act, and absolute control of all events and matters regarding racing in which the League is interested. The League Racing Rules, originated by this Board, are already approved, and we work earnestly for their enforcement, but there are yet minor points in these rules which do not work as well as they might, and we think that we should, under the constitution, have power to moderate, abate, or annul such portions of said rules as we may find inadvisable, and to add or insert other portions which may, by a majority vote of this Board, be deemed expedient, and for the greatest good of the League. I have the honor to be, gentlemen, Very respectfully,

GEO. D. GIBSON,
Chairman Racing Board.

MR. CLAFLIN:—I would like to ask if that report be accepted, would we accept the records of the New Haven track.

PRESIDENT:—I presume we would.

MR. CLAFLIN:—Then I move that the report be not accepted.

PRESIDENT BECKWITH:—It is moved and seconded that the report be not accepted, are there any remarks?

MR. CLAFLIN:—I simply state that I do not think that this should be accepted, on the ground that the track is a horse racing track, and is measured three feet from the pole. At the time of the New Haven meeting the track was measured eighteen inches from the grass line. I don't think that measurement should be accepted. It would be manifestly unfair to accept the New Haven measurement and not accept the Springfield measurement. I don't know anything about the grass line; the track can't be measured from that. The New Haven track is a trotting track, and it is not measured three feet from the pole. It seems to me it should be measured from some fixed line, and not from the grass line.

MR. TERRY:—I rise here to make the confession that in the neighborhood of New York, when a mail vote was called for in regard to the measurements, that I voted in favor of the present rule, and I hadn't the slightest idea what I was voting on; but since the Springfield and New Haven races I have given some little thought to the matter of measurements, and I must say that I don't feel very much clearer now than I did then. The rule is, as I understand it, that it should be measured eighteen inches from the pole. Well, Mr. President, I have examined all the dictionaries that I have been able to have recourse to—and there are a great many—and

I have been unable to find any definition of the word pole, as relating to a racing track. I don't know what the pole is that we must measure from, and I should like to be informed. It was ridiculous my voting for a rule that the track should measure eighteen inches from the pole, when I didn't know what the pole was. But I did, Mr. President, and I am sorry for it. It seems to me that it is more important for us to decide what the pole is, than it is to establish a rule that it should be measured eighteen inches from the pole. The nearest approach to a definition that I have been able to find is an expression in the rules of the National—I don't know what it is—Horse Trotting Association; that is what it amounts to—where it speaks inferentially of a pole as being a fence or a ditch. Now I don't know where the pole was; it might have been in some other lot, you know, but it wasn't there so far as I could find, or know. Now it seems to me, Mr. President, that the best way for us to do is to acknowledge that we have put our foot into it in this matter, and accept these records and let them go, and put ourselves in better condition by changing the rules and by adopting some definite standard for measurement, that people will know what it means precisely, and then adhering to it unreservedly.

MR. CLAFLIN:—I think if Mr. Terry would examine any proper authority on racing he would see that either sticks or stones laid down in a racing track, within certain distances called the boundary line or pole, and on other tracks there is simply a plank sunk down and that is the pole—either posts or stones sunk at certain distances which stand near the inner ditch of the track, and which are called the pole.

MR. EGAN:—I think in relation to the New Haven track, the record was made there by Mr. Brooks, and I think—I am not certain—and there was a great deal of discussion entered into as to whether the record should stand. Mr. Curtis went down there, and after examining came back and allowed the record, and I cannot see why, if the New Haven Club has presented the best record they are capable of getting, why the record did not stand. In the case of the Springfield Club, I don't remember any figures or any certificate having been made as regards the measurement of the track, and I don't see why, if we allow the New Haven record, why we should also have to allow the Springfield record. It is very true the surveyors can be bought, and I don't know who cannot; but it seems to me there is no reason because that is allowed that we should have to allow the Springfield. I don't see it in that light at all.

MR. CLAFLIN:—But what Mr. Egan speaks about is Mr. Brooks' record of 226 yards, that is a very small portion of a half mile track. Now, in a ten mile race, they would have to go around the track twenty times. There is only one surveyor's certificate that the Springfield track was one mile long—I must say one certificate published, and I think there were more.

MR. EGAN:—I don't think it is incumbent upon this board or its committee to look in sporting papers for their information, I think it should be submitted to the committee. As regards Mr. Brooks' record, it is very true there could be only a small increase in 220 yards; but where time is gotten down to so fine a point as it was in that record, I don't think Mr. Curtis would give them a record if the track was not fully what it is claimed.

MR. CLAFLIN:—I should like to ask as to whether there is any certificate of the New Haven track before the meeting.

MR. BENTON:—I will say that the New Haven track has always been considered to be a very long track—a foot and a half to three feet on a measurement of three feet from the pole—and that this turf line extends about eighteen inches out from the pole as originally surveyed, and that taking it right through, eighteen inches from the grass line, it measured a little over a mile, and the delay in sending the certificate was owing to Mr. Butler having broken his arm, and he was confined to his bed for some six weeks, I think, after our races, and we waited for him to come up, and he went out and personally surveyed the track at our expense, and gave his authority on it, signed and sealed before a notary public.

MR. CLAFLIN:—As the business is now, I don't see that we have a certificate of either track before the meeting.

MR. BENTON:—The certificates has been submitted to the racing committee.

MR. ADAMS:—I understand Mr. Claflin's objection is, that we should accept the New Haven record, if we reject the Springfield record. Now has the Springfield record been rejected?

On motion Mr. Bassett was requested to explain the matter to the Board.

MR. BASSETT:—Mr. President, allow me to say. In the beginning, on this question, I was not in harmony with the committee. Though I voted no on this question of the acceptance of the New Haven records, and I did so because I thought there was an informality in both cases, and I wrote to Mr. Gideon, saying, that if he would send around the resolution embracing both tracks, that I would vote with the committee, and I will read you what he said in reply. "I have your favor of the 12th inst. for which I thank you, I think you are right about the Springfield track, and have already written them, that if they can furnish evidence that the full distances were ridden that I will put the matter to a vote of the board."

Well I suppose that he has written and that is what he means by this second paragraph here, "And I imagine that sometime in future a resolution will come around to the board asking them to adopt the Springfield record."

The New Haven track was measured from an uncertain turf line. Now I am willing to admit that if on the day of the race that track had been surveyed by a surveyor, and he had certified that from that turf line the measurement was eighteen inches, I should have voted that the record should stand, but the measurement was taken a month afterward.

The Springfield people also failed to certify as to the length of their track until a month or so after the race took place. That certificate said the track was a foot or more short, but the superintendent of the park is willing to come forward and say that on the day of the race the track was full length. Now that seems to me to place the two cases in the same condition. I am willing to say you have been wrong and we will forgive you, and take you all back, and we will accept these records, because I believe on both those tracks more than the distance was ridden, and I think if we put the question to the vote of the Racing Board to-day, they would vote to accept the Springfield records the same as the New Haven records. Now, if we let the matter go beyond to-day, it will be a long while before the Springfield records can

go in and it seems no more than just to the Springfield Club that it, too, should be included. I don't believe there is a man who was at Springfield who believes that those racers rode less than the distance.

MR. TORRANCE:—I don't see how the Springfield record can stand. As he admits, that when surveyed it was a foot or two short, and unless this gentleman who made the measurement is a surveyor and measured the track on the day of the race. On the other hand, the New Haven Club have the certificate of a surveyor who measured the track.

MR. BASSETT:—Every record that we hold to-day is held on a three-foot basis, every one of them.

MR. TORRANCE:—Then I don't see how any of the records can stand, Mr. President.

MR. BENTON:—I should say that I think the reason the course last mentioned is short is this: that the fence is over the pole, and that the grass line stands out eighteen inches from the fence; that would naturally come as near the grass line as they could, and if they got within eighteen inches of the grass line, they would come certainly within three feet from the pole.

MR. HILL:—We are now told there is first a pole or fence, beyond that eighteen inches is a turf line, and beyond that eighteen inches more is another eighteen inches from the turf; would be three feet from the pole, and it seems to me if the measurement of the track was thirty-six inches, the track has a chance to be over ridden all the while.

MR. TERRY:—Suppose that there was a well defined grass line where we have the fence, if there hadn't been any fence, the pole, according to Mr. Claffin's statement, would be the turf line; that a bicyclist would be able to ride right on that turf line, inasmuch as this was a fence within eighteen inches. If we have the regular trotting pole—the regular fence which is on the track—then the regular track measurement for trotting horses would be three feet from that fence, and our eighteen-inch bicycle line from the turf would correspond with it exactly; consequently, the measurement for all bicycle races was exactly that of the trotting horses, and I understand the measurement is to be taken eighteen inches from the pole for bicyclists, because there would be much closer cutting with bicycles than with horses.

MR. COLEMAN:—Unfortunately I have been the director of a trotting track, and I don't propose to give a great deal of information, but I have always considered that the pole was an imaginary line three feet from where the wheel of the wagon went; it was where the horse trotted in going to a sulky; he would have to ride where the horse traveled, three feet from the edge of the track. The pole is where a horse travels in a sulky.

MR. BURCH:—I would suggest that we pull up under this trouble and get through it as well as possible. In the racing rules the rules read that the track shall be eighteen inches from the pole. I would suggest that immediately after the word pole we should insert, *i. e.* from a point from the inner portion of the track, and that point to be fixed of some hard substance, and thereby we would have the track measured eighteen inches from the inside of the track; and if that is some solid substance, and made and fixed, I cannot see why we would have any further trouble.

MR. HILL:—I imagine from the centre of a sulky to the hub of the wheel is about

three feet, and if a horse was driven as close as possible to the fence, I should imagine that that would be about three feet from the pole.

MR. TERRY:—It seems to me that a fence is not a necessary part of a track for a bicycle race; that is to say, it is not necessary so far as the bicycle is concerned. I admit that it is very necessary for the purpose of keeping the people off the track. But it seems to me that the New Haven bicycle track, which is the matter under consideration, if there had been no fence there would have been a legal track in accordance with our rules, as I understand. I am of the opinion, Mr. President—I don't set my opinion against anybody else's, but in my opinion the word pole is sufficient for a well defined border line, inside the track. Well, now it seems to me that a well defined line of turf is just as sufficient for the purposes of bicycle racing as any other well defined line. No person riding a race would for the purpose of saving time attempt to ride on the turf. Now that is sure. Because we all know that it is faster riding upon hard ground than it is on grass. Now I am firmly of the opinion, upon the evidence which I have heard, that the New Haven track, at the time of the race, measured fully the mile, measuring eighteen inches from a well defined turf line, that existed visible to the eye to any one who went around the track, and that is a sufficient pole for bicycle racing. There is no danger whatever of bicycles running off of the track on to the grass. So far as the measurement of the ditch is concerned, it seems to me that any well defined line inside of which no one would attempt to ride is all that is necessary for the purpose of our rule. If there had been no fence there he might have ridden straight across the track, but if he had been riding for time he would not have done it; he would have ridden on the hard path; and still, if there is any fuss, it might perhaps be possible for a person to ride wherever he is a mind to; but there is no danger of his riding inside of a grass line any more than he would on the extreme outside of the line.

MR. CLAFFIN:—I should like, with the consent of the person who seconded it, to withdraw my motion and make another, that the whole matter be referred back to the Racing Board, with instructions also to look into the matter of the Springfield measurements.

PRESIDENT:—I think that would be much more acceptable to all parties concerned.

MR. BASSETT:—The board asked for instructions in regard to certain things.

Upon request, the Secretary read a portion of the report referred to.

MR. BASSETT:—If I may be allowed to explain, the League have adopted certain racing rules, and in order to alter or amend those rules we must come to the full League or to the officers' meeting, and now the board ask for the permission to make those alterations themselves if they see fit.

MR. ADAMS:—I notice that the by-laws read, rule 20, "To the Racing Board are referred all matters as they arise by racing." Now, is there any particular point that the Racing Board would like to be instructed upon?

MR. BASSETT:—Yes; but we must take those matters under the rules of the board; we cannot change those rules.

PRESIDENT:—It strikes me that the rule covers the whole matter, and the Racing

Board seems to be empowered with all necessary qualifications or powers.

MR. BASSETT:—To the Finance Committee are referred all matters relating to finance. They could not change the committees, however, could they?

MR. ADAMS:—Are there any particular rules in relation to governing races which the board would like to change? Does the Racing Board want to change any particular one, or any one as they see fit?

MR. BASSETT:—I would say here that we have nineteen rules, and those rules are passed by the League the same as their own rules and constitution from time to time. We have seen the necessity for changing them. For instance, rule 4, which is to govern bicycles and tricycles in their respective races, and the choice of costumes, is not limited. The Racing Board Committee, except that shirt and pants shall not bare the shoulder or knee. I contended with the board that they had no right to change them, and owing to the opposition they had from me, I presume they have preferred this request. Rule 7, "in cases of accidental fall," etc., [reading rule] I think that has been added by the Racing Board without any shadow of authority. As you will see, such cases as that are from time to time arising, and we find it necessary to add new rules or to alter those that are already in force, and since we have the whole matter in our keeping, it has been thought best to ask permission to take exclusive charge of these rules for the government of race meets, which rules we made ourselves. We have control of those rules, but not for the regular racing rules.

MR. EGAN:—Am I to understand that this gives authority to one or two or three members to make rules in regard to racing—that is, that their decision shall be final. It does not exactly seem to me that this is right. It does not seem to me that these men should have the authority to make a law that would bind all the racing men in the League. It does not seem fair to me that it should ask so much license; no other committee has it in the League that I know of.

MR. HILL:—I think that in a case where it can be done, that League matters—matters of any moment—are much facilitated by being placed in the hands of the fewest members. I think that a small committee do better work than a large body, and I certainly think that we elect or appoint our Racing Committees, that we can select such men as we can trust with the whole matter, they are certainly subject to the authority of the Board of Officers, if they at any time grossly neglect their duty or override their authority in regard to racing matters, and I think we can safely trust any five men which our President will appoint or our League should elect.

MR. EGAN:—I did not understand that the Board of Officers or the general League had any control over these gentlemen, that they settled the affair. As it is as Mr. Hill states, I withdraw my objection.

MR. TERRY:—It does not seem to me that by giving control to any committee we throw away our final power to take up any business which concerns it or concerns the government of the League, no matter what the form of the committee may be.

PRESIDENT:—The action of all committees is subject to the action of the Board of Officers at any time.

MR. HILL:—I always insisted that the Board of Officers could at any time investigate the action of any committee, no matter what

their powers might be, and at any time the committee was subject to investigation and to impeachment if necessary.

MR. HILL:—I move that this board do give and grant to the Racing Board full and free control of all matters pertaining to racing, to make any new rules they may see fit, or to alter or amend those now existing, their action to be a final overhauling of the Board of Officers if they go too far astray.

MR. TERRY:—Is not this motion virtually a motion to change the rules?

PRESIDENT:—I think the object of the Board is merely to have a confirmation of their action.

MR. TERRY:—It seems to me although these rules are prepared by the Racing Board, they are adopted by this body. Now it seems to me that the thing for the Racing Board to do is to submit at our next meeting a list of the changes or alterations in the rules which they would recommend us to adopt for our consideration, and I for one would be in favor of suggesting to the Racing Board that at our next meeting they present to the League itself or to the Board of Officers such amendments to the racing rules as they would recommend this body to adopt.

MR. BASSETT:—They already contemplate doing that thing.

MR. ADAMS:—If I understand the motion correctly, it embodies that the action of the Racing Board must be confirmed by the Board of Officers at their next meeting; I so understood the motion. Am I correct?

PRESIDENT:—That is my understanding of it.

MR. HILL:—If I understand the request of the Racing Board, it was merely that they should have power to control all racing matters in such a way that a question coming up needing instant ruling, as there often does in racing—very frequently questions come up in regard to racing which demand immediate ruling, and there is a chance for a great deal of racing between now and the next meet of our board and under the present condition of things the Racing Committee would have to wait until then before any changes could be made, and races would have to be held under the old rules, which are in very poor shape. Of course I only wish my motion to cover the point that they make any changes they see fit and the board will adopt or reject them afterwards.

MR. EGAN:—Do I understand that these rules, made by the Racing Board pending their confirmation by the Board of Officers, are to be followed in all cases; is that my understanding?

PRESIDENT:—Yes, sir, that is right. Motion carried.

PRESIDENT:—There is another matter in the report; an appropriation is asked for of \$200.

MR. ADAMS:—May I ask if that is customary in past years to appropriate that amount?

MR. BASSETT:—It cost \$400 at the racing meet in New York a few years ago; but I think there has been no appropriation. The races have been held and the bills incurred sent to the Treasurer, and he has paid them.

MR. ADAMS:—I move that the request be granted and the appropriation made.

Motion seconded and carried.

MR. GILMAN:—To me, gentlemen, it is perfectly plain the motion has been carried, but I don't know where we are going to get the money; I don't know how it can be paid unless it comes out of the assessments of next year, and that handicaps us at the beginning of the year, and this gentleman is even figuring on a compromise of fifty per

cent. on the prices of the official organ. They must permit us to have a new organ after April 1st, for 25 cents per member, and then we have barely sufficient funds to carry us through.

MR. ADAMS:—This expense will not be incurred before May. How soon do our dues commence to come in?

MR. GILMAN:—The first of June the dues for the years 1884 and 1885 come due. May 30th or June 1st; and the term of payment expires September 1st, but all applications received before April 1st and published, are also entitled to membership for the coming year. So that to some extent our funds will probably be strengthened, although it will depend upon what action you take to-day regarding the increase of dues and admission fees.

MR. TERRY:—It seems to me it would not be a good time for us to authorize any committee along the latter part of May or June to draw upon our empty treasury for \$200 or \$300; if it did, they would not get it. It seems to me, inasmuch as we have never adopted any course of this kind heretofore; it seems to me that ever our funds may be on the 1st of June, the question of the expediency of such a course, and it is practicable under any other circumstances, that this certainly is not the time for us to adopt such an appropriation, and I therefore move that the further consideration of this question at present be deferred.

(To be continued in our next.)

APPOINTMENTS.

The following are additional names of candidates furnished me by the Chief Consul of Mass., for appointment as Representatives L. A. W., and whom I take pleasure in appointing

BOSTON DISTRICT,

William I. Harris, 31 Federal st., Boston.

LAWRENCE DISTRICT,

Walter U. Lawson, Lowell P. O. Box 363.

BROCKTON DISTRICT,

W. M. Pratt, Brockton, P. O. Box 1,251.

SALEM DISTRICT,

Frank P. Ingalls, Salem.

Fraternally,

N. MALON BECKWITH,

Pres. L. A. W.

NEW YORK, March 1, 1884.

MR. TERRY DECLINES.

Editor of The Wheel: Will you kindly allow me the use of your columns to say to the L. A. W. members of the Connecticut division, that I do not wish to be considered a candidate for the office of Chief Consul for the coming year? I cannot afford the draft upon my time.

Respectfully, etc.,

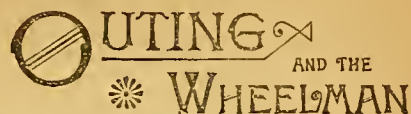
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The March issue of



is one of the best numbers of this magazine yet issued. It contains a vast amount of matter of universal interest to wheelmen and all lovers of out door life. Its sketches, poems, and stories are meritorious, and the magazine is profusely illustrated.

—Boston Globe, Feb. 24.

WHEELMEN

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A sketchy account of a bicycle tour in England. By Geo. F. Fiske, M. D.

ROLL ON, SHINING WHEEL.

Club song. By C. T. Mitchell.

ON WINGS OF LOVE.

A wheeling love poem. By S. Conant Foster. Illustrated by Geo. Browne Bowlend.

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FRED. JENKINS, - - - MANAGING EDITOR,
Box 444, New York.

Subscription Price, - - - One Dollar A Year
European Subscriptions, - - - 5 Shillings

Published every Friday Morning, by
THE 'CYCLING PUBLISHING COMPANY,
Box 444, 22 New Church Street, N. Y.,
and entered at the Post-Office at second-class rates.

New York, March 7, 1884.

To League Members and Correspondents.

League Members must be particular to notify the Publishers promptly of any change in their address. If members do not receive their paper regularly it is on this account.

Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the Company. Make all Checks and Money Orders payable to THE 'CYCLING PUBLISHING COMPANY.

THE LEAGUE'S ANNUAL ELECTIONS.

By the time THE WHEEL reaches those of its readers who are League members, they will doubtless have received from the Secretary a voting blank with proper instructions as to the manner of filling out and signing the same.

It is not our purpose to review the records for the present incumbents, pointing out those who have faithfully performed their duty, and mentioning those who have left it to others to do, but a passing mention of prominent features will, doubtless, be of interest. Of the old Board of Officers, three have declined to serve—Messrs. C. H. Lamson, E. K. Hill, and H. S. Livingston, all of whom have rendered the League faithful service, and done considerable hard work, such as is rarely appreciated.

In New York State, the Citizens and Ixion Clubs have endorsed the present State Board, consisting of a Chief Consul and thirteen Representatives. One other Representative remains to be appointed, and his name will doubtless be printed next week. As nearly all localities where there are ten League members have now a Representative, a united vote on this ticket will probably be the result. Last year, New York State cast more votes in proportion to its membership than any other, and we presume that history will repeat itself in this election.

New Jersey is fairly bubbling over with excitement. A strong opposition ticket headed by Dr. G. Carleton Brown, of Elizabeth, is in the field, and having such men as

Harold Serrell, Dr. Elliott W. Johnson, Walter H. Parsons, Dr. Edwin Field, and G. N. Buzby, as Representatives, is being pushed vigorously, with an excellent chance of success. In fact, the present Chief Consul will doubtless find that the "third term" is not popular, even in League politics.

Massachusetts has no regular nomination for Chief Consul, and the recently appointed Representatives are suggested for re-election. Pennsylvania is quiet, no ticket having been placed in the field as far as we can ascertain. Ohio, and Connecticut, are also quiet on the subject.

It would seem to us that the best way to handle elections by mail, would be to have a nominating committee in each Division, who would carefully select the proper delegates as early as the first of February, and publish their choice in advance. Such committees could be drawn from the membership of large clubs selecting one from each organization, and then if the results of such a conference are not satisfactory, opposition tickets could be placed in the field. The promiscuous selection of candidates by each voter is absurd, and must necessarily cause a scattering vote. The subject should be taken in hand, and considered by the Committee on Rules and Regulations, who have the revision of the Constitution and By-Laws under consideration, the result of which will doubtless be presented at Washington for due consideration.

[Since writing the above, we have received nominations from New Hampshire, which we will publish next week.—ED.]

We have this week resigned the title of Official Organ to the Cyclists' Touring Club in America; not that we have any but the kindest feeling toward the Association, but our mission as a newspaper is such that we cannot pay it proper attention, and we prefer to be perfectly free and independent from associations of every description. We are working in the cause of 'cycling, and our increased subscription lists, outside of League and Touring Club members, demand the space that must necessarily be given to dry standing notices, which are rarely read, but which must be published as long as the paper is under contract to print them. The Touring Club is yet in its infancy, and, as far as its American members are concerned, they have no voice or vote on any question, not even the selection of its officers. We pay our fees with the same feeling that we deposit a dollar in the missionary box. It helps the general cause, but there its limit of usefulness ceases.

AN INVITATION.

WASHINGTON, March 1, 1884.

To Wheelmen:

The forthcoming Meet of the L. A. W. in Washington on the 19th and 20th of May

next will doubtless attract to this city large numbers of wheelmen, club members, and unattached, League members and "outsiders." The rule just adopted by the Board of Officers of the League, which restricts the privileges of the Meet to League members only, gives the Capital Bicycle Club an opportunity to cordially invite all wheelmen to visit Washington at that time. They may at least be assured of a hearty welcome, and an opportunity to see Washington on the wheel as thoroughly as time will permit.

It has always been the aim of the Capital Club to extend to all wheelmen, without regard to their membership in any body or association, every courtesy in its power, and we trust that the prohibition just mentioned will not deter non-League members from visiting the city. If good riding of every kind, comfortable club rooms, good fellowship, and a cordial welcome can compensate for the enforced absence from a parade and banquet, it is hoped that all wheelmen will avail themselves of this invitation.

Fraternally,

DUANE E. FOX,
Cor. Sec'y, Capital Bicycle Club.

New Jersey League Members, Attention!

The following ticket is submitted to you for approval, and we trust members will unite in securing good government for this Division:

FOR CHIEF CONSUL,

DR. G. CARLETON BROWN, Elizabeth, N. J.

FOR REPRESENTATIVES,

HAROLD SERRELL, Plainfield, N. J.
DR. ELLIOTT W. JOHNSON, Jersey City, N. J.
WALTER H. PARSONS, Newark, N. J.
G. N. BUZBY, Camden, N. J.
DR. EDWIN FIELD, Red Bank, N. J.

Printed ballots have been sent out, and every individual member should be particular to sign it, and return the same to W. V. Gilman, Nashua, N. H., before the tenth of April.

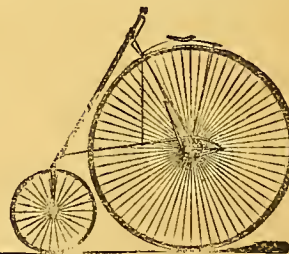
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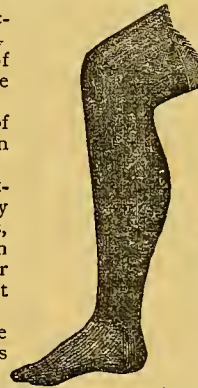
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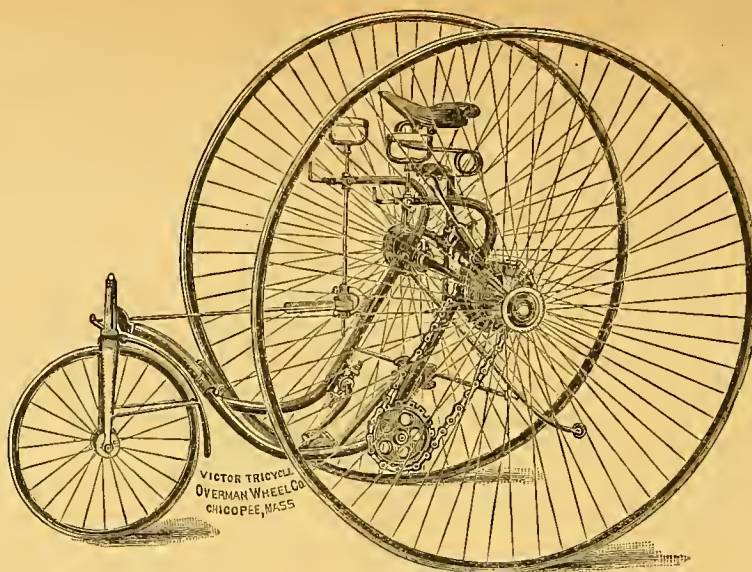
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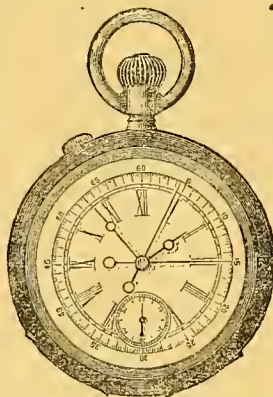
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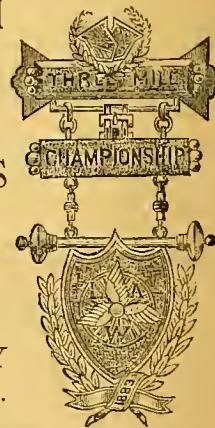
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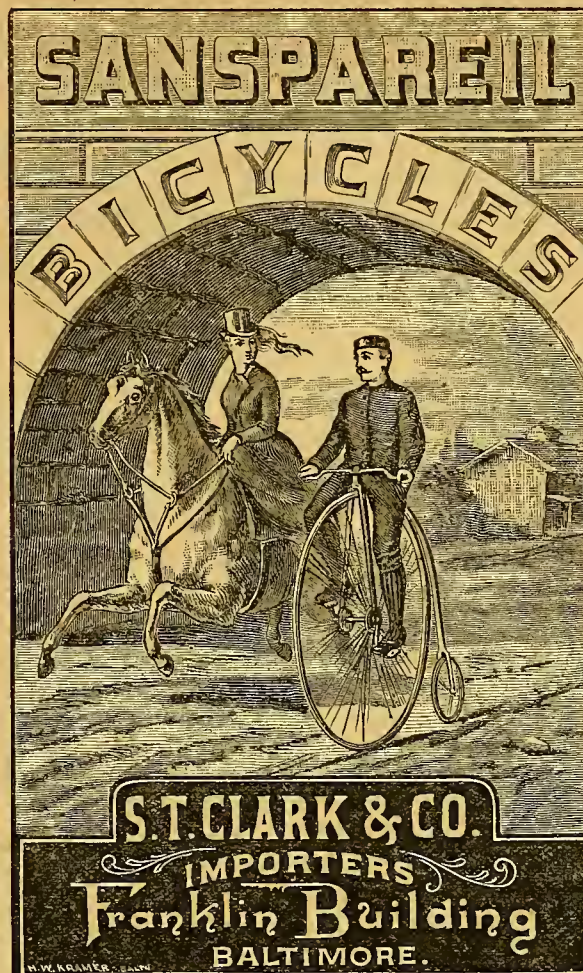
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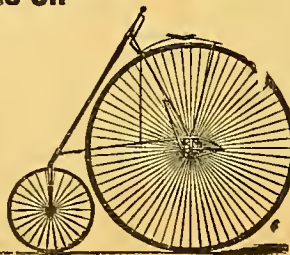
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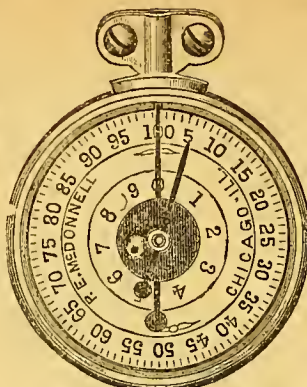
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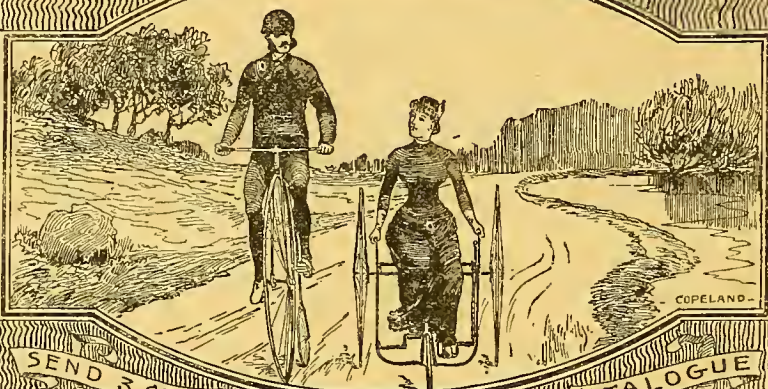
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