

THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

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EDITORIAL JOTTINGS.

Kings County Wheelmen's First Soc-
iable, Friday Evening, Jan. 26th, 1883.

Twenty-five mile race at the Ameri-
can Institute, Jan. 26th, between Prince
and Woodside. On the same evening, a
twenty-six hours' race will commence
for the professional championship and a
\$200 belt, presented by the *Police Gazette*.

We understand that the Kings County
Wheelmen hold a special meeting
Thursday, to consider the advisability of join-
ing the League in a body. As this club has a
large active membership, it should set the ex-
ample to other organizations who are holding
back for some one to start the boom.

'Cycling matters in this city are not allowed
much rest, and races, receptions and dinners,
will keep up the interest until the snow
clears away, and the uncovered roads will
furnish other attractions.

The "rubber" between Prince and Frye,
will, no doubt, be exciting. We hope to be
there, and understand that several of the
Citizen's Club are going on Friday evening.

The Racing Board did some good work last
week, and their report should be preserved for
reference by all. If wheelmen would see that
County Fair managers become aware of the
requirements of the Board, it would prevent
confusion at the numerous races during the
coming season.



GEORGE R. BIDWELL.

It is the intention of the publishers to make
an illustration a regular weekly feature of THE
WHEEL. It is, of course, a matter of consid-
erable expense, and we hope that our *readers*
will show their appreciation by adding their
names to our subscription list.

Apart from the regular series of portraits of
prominent wheelmen, we shall publish a series
of comic sketches, from the pen of C. J.
Howard, whose work is well known to the
readers of the *Wheelman* and the WHEEL.

Dear "Chic":—The K.C.W. did not re-
ceive the Ixions' invitation New Year's, or else
they would have been very glad to have ac-
cepted it.

In this little 'cycling world of ours, where
we are bound together by the ties of good-
fellowship and fraternal feeling, we are often
called upon to share the joys and express
sympathy for the misfortunes of our comrades

of the wheel. We feel that all wheelmen
will unite with us in extending to Mr.
Elliott Mason, of the Citizen's Club, our
most heart-felt sympathy for the great
misfortune that has befallen him by the
sudden death of his father, who perished
in the recent Milwaukee fire. The
morning papers contained the follow-
ing sad particulars:

"Mr. Elliott Mason, of this city, re-
ceived a dispatch from Milwaukee yes-
terday, informing him that, after thor-
ough search, there was no escape from
the conclusion that his father, Professor
Benjamin Mason, was buried in the ruins
of the hotel. A telegram from St.
Louis, however, reassured him as to his
mother's safety. She had been so-
journing in that city with some friends,
and thus escaped the disaster. Pro-
fessor Benjamin Mason was born in
New York, in 1824, and was educated
at the New York University, where he

was a contemporary of Rev. Dr. Howard
Crosby, Aaron J. Vanderpoel, William Allen
Butler, and other well-known men. On
graduation, he began his career as a teacher
in the old Mechanics Institute school, of which
he became vice-principal. He was next placed
at the head of a school at Astoria, L. I., where
he remained until 1861. In this year he es-
tablished the Yonkers Military Institute, which
was a flourishing institution under his manage-
ment for twenty years. During 1881, he was
Superintendent of Public Schools in Bloom-
field, N. J., and left that post to become pro-
fessor of English literature in the German-
American Teachers' Institute, of Milwaukee.
He had just returned from a short vacation to
begin his second year of service in this institu-
tion, and was staying at the Newhall House,
because he was a personal friend of the lessee,
Mr. Antisdell. He leaves three sons and a
daughter, residents of this city."

PROMINENT WHEELMEN—IV.

GEO. R. BIDWELL, KINGS COUNTY WHEELMEN,
L.A.W. & C., & C.,

In the Fall of 1877, the city of Buffalo was first introduced to the bicycle by George F. Chavel, who, for a while, was a solitary rider. His mount was a cone-bearing Duplex Excelsior, 48 in. the size, being one of the first lot imported into this country. A few months later it passed into the hands of the subject of our sketch, who soon mastered the "first principles" so fresh in the minds of us all. In the Spring of 1878 several other gentlemen fell into the ranks, and he, together with Messrs. Chavel, Appleby and Gard succeeded in organizing the now well-known Buffalo Bicycle Club. In the Fall of 1878 a riding-school was started by him under the firm name of Geo. R. Bidwell & Co., his partner being C. A. Schladermundt, who is still in the business at Buffalo. Many new riders were created, and in the Spring of 1879 the good results of the enterprise was shown, in the membership increasing to thirty-five. The club now has, according to a late report, over sixty members. Mr. Bidwell was elected Captain of the club, which office he held until September, 1880, when he left the city to enter the employ of the Pope Manufacturing Company as general agent, in which capacity he traveled all over the United States establishing agencies, and doing general missionary work. The following June he was called to New York to be the manager of the bicycle department of E. I. Horsman, which position he has held ever since. Last April he moved to Brooklyn and entered the ranks of the Kings County Wheelmen, and has done much to further the interests of that energetic organization. Through his efforts the Brooklyn Bicycle Company was organized November 11th, as a joint stock company, incorporated under the laws of the State of New York. Mr. Bidwell is at present the manager, and has always a genial welcome for the visiting wheelmen. He is not only a practical rider but an enthusiast as well, and by his well-directed efforts tendered to advance the interests of bicycling in our sister city. As one of the oldest riders in the United States, he is fully entitled to the prominence we give him, and we hope to see him in the ranks for many years to come.

CORRESPONDENCE.

GLIMMERINGS OF A STAR.

BORDENTOWN, Jan. 9th, 1883.

Editor of the Wheel:—In answer to "D.'s" letter in last week's WHEEL, I would state that I am a rider of the "American Star" bicycle; learned to ride a bicycle about three years ago on a "bone shaker," which I replaced last Spring with an "American Star," after trying both the lever and crank machines; and can only say that I have never had reason to regret it.

Among the many good points, I shall enumerate only a few of the ones that I have found myself after running the machine about nine months.

I have ridden it down some of the steepest and roughest hills that I have met, and never lost control of the machine. In fact, the faster one rides the better control he has of his "steely steed," and no danger from "headers," which makes it delightful to ride at break-neck speed down the steepest hill; or if prepared, let the machine roll down with its own momentum, and keeping your feet on the levers, which work independent of the wheel and each other.

One evening last Fall, I rode from Allentown to the Club room, a distance of eight miles, half of which is very sandy, in fifty minutes without a light, and received no falls, though I had to make several dismounts on account of running out of the road, it being barely visible in the *very* dim twilight.

I have ridden some very steep hills. The advantage of the "Star" in climbing hills is that there are no dead centres, and you can use both feet at once, which give more power at the needed time.

The makers of this machine are now making an improved lever, which by simply pushing a latch down with the feet throws the pin, on which the strap is hooked to the lever, back nearer the fulcrum, thus giving the rider more power but less speed.

In reference to the motion of the feet, it is more natural than the crank movement, as they go up and down instead of around in a circle, one-half of which is useless as far as power goes.

The mount is easily and quickly made, the step being on the frame at the side of the large wheel, near the hub.

The advantage of this is apparent in mounting on hills.

It also turns in a very small circle, as the small wheel forms a brace on the outside of the circle, while in the crank machine the small wheel hangs helplessly on the inside.

The late improvements which have been made are a swinging spring, the new lever, and the felloe, which is made flat to prevent buckling or lateral strain, and also to give a flat seat to the tire which has one side flat also, this prevents the tire from rolling off as the round tires *will* do—though on my machine (which is old-fashioned and has the round tire) the tire never came off, it being put on with a steel core running through it and fastened with a right and left nut.

In conclusion, I would say that there are eight bicycles in this thriving city, seven of which are "Stars," and the other a Standard Columbia.

L. W. W.,

OWL BICYCLE CLUB.

P. S.—I hope you will excuse me if I am extravagant in my praise, but I have just come in from a ride over the frozen and snow-cov-

ered ground, which has sent my blood tingling through my veins and makes me enthusiastic.

TRACK MEASUREMENT AGAIN.

Editor of the Wheel:—In your editorial of January 4th, you say that the Springfield track was measured three feet from the pole. At the time our races were being matured, the three feet basis was under consideration by the *Bicycling World*. We then and there had our track measured by two competent civil engineers for two reasons: one is that horsemen in racing here have always claimed our mile was too long, and the other was that we wanted all races to go on record, and the result was as follows: The mile measured was two feet from the pole, and when measured three feet from the pole it measured one mile three feet nine inches, and we had a certificate ready to show the judges to that effect had they so demanded.

Should the two-foot rule hold good, the record of the men who raced here September 20th is all right, and if the three feet is adopted as the standard, they are entitled to a little better record.

The Springfield Club spared neither pains or expense to make the Meet a grand success, and we went to the expense of having the track measured, so there would be no trouble on that score, and I trust that you will find us on the right side every time.

HENRY E. DUCKER.

WHEEL EXPERIENCES WANTED.

MIDDLETOWN, N. Y., Jan. 10th, 1883.

Editor of the Wheel:—In the WHEEL of January 5th, a correspondent asks for information regarding the American Star. I do not ride a "Star," and cannot therefore illumine his darkened horizon, but would suggest that a little light from those who know about the "merits and demerits" of other first-class machines would not be uninteresting, especially to novices who have not the chance to examine and test all the wheels in market, and therefore find it hard to choose when desiring to purchase, and think, perhaps, "how happy would they be with either," etc.

As to the "expert" which "D" seems to favor, I noticed in riding along side of one last Summer, that before we had gone many miles there were a good many loose spokes, and a spoke that requires constant tightening, will, I should think, soon wear the threads so that no amount of tightening would hold them. Let us hear if the other "Experts" and the "Sanspareils," "Harvards," and other "direct spoke" machines act this way.

This particular "Expert" also had a spring with its back up like a frightened cat, and at every jolt threw the rider astride of the neck of the saddle in a very unpleasant manner; and right here allow me to remark that I think

there is room for improvement in springs. Every rider who has taken the trouble to observe it, knows that every little obstruction a bicycle meets throws the rider *downward* and *forward*, just in the direction that most of the springs in market cannot move, for being fast in front and free at the rear end, they can move only downward and backward.

Would it not be an improvement if manufacturers would reverse this order of things by fastening the rear end of the springs to the backbone, and leave the front end free to slide in a clip, shackle, or otherwise? Of course, I know this idea is carried out in the "Club suspension spring," where the front end is supported by a heavy rubber band and free to vibrate downward and forward, and any one who has mounted one can easily see the advantage of it, but the rubber arrangement is patented, and the "Club," I believe, is the most expensive machine in the market.

However, the front end of the spring could slide in a clip as easily as the rear end, and without infringement on the Club patent. Perhaps I am wrong in my idea, as I am not yet a veteran wheelman, but give it for what it is worth, with hopes to hear from others.

HAL.

WHERE WILL THE LEAGUE MEET?

NASHUA, N. H., January 10th, 1883.

Editor of the Wheel:—In several weeks past we have been looking for hints or suggestions from those interested in the subject as to the proper place for holding the next Annual Meet of the L.A.W., and now we are gratified to see it appear among Telzahs' entertaining sayings. While the ball just begins to move, suppose we hurry it along a little by a word that may encourage some other brother to rise and speak.

The writer emphatically favors Washington as the most suitable quarter at this time, provided, of course, that we receive the encouragement due under such circumstances, and we think the gentlemen of the Capital Club are willing to take hold of this matter, and once more join with us and become Leaguers.

During a recent visit it was our good fortune to talk with many on this subject, and with but few exceptions, they favored the League, commended its good work, only finding fault that it did no more—an error, the officers now promise us, will be remedied during the approaching riding season.

The Capital Club made an heroic effort in November of 1882 to carry out a grand and successful Meet in which they were only disappointed in the weather, giving all an ample proof of their ability to conduct successfully any attempt of this nature. Let us give them an opportunity.

NASHOONON.

FROM THE CLUBS.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

CITIZENS.—The Citizens' Bi. Club, at their last regular monthly meeting of the ninth inst.,

voted to change the color of their knee-breeches to a dark blue; same shade as the coat. They also raised by subscription a fund for a piano which will shortly adorn their club rooms. The question of attending the K.C.W reception coming up, fourteen men signed a paper to the effect that they would "play or pay." This matter settled, Dr. N. M. Beckwith, the present Captain, was unanimously nominated as the candidate of this club for League Consul of the State of New York.

CAPITAL.—The C.Bi.C. have a 4th annual anniversary banquet and literary exercises at Harvey's restaurant on 31st inst. C. E. Hawley has been selected as toast master, L. W. Seely, prophecyist; C. R. Dodge, essayist, and S. P. Moses, Jr., statistician. We anticipate a big time, and should be delighted with your presence. Fraternal yours,

S. P. MOSES, JR., Sec'y C.Bi.C.,

Chairman Anniversary Committee.

MEETING OF N. Y. MEMBERS B.T.C.

NEW YORK, Jan. 9th, 1883.

Editor of the Wheel:—The following is a report of the B.T.C. meeting convened for special business by State Consul F. G. Bourne, at the N. Y. State Consulate, Tuesday, January 9th, 1883.

Present—Messrs. Bourne, Jenkins, Pitman, Myer and Sanford.

Meeting called to order at 9 o'clock, State Consul Bourne presiding. Call made for reports on any business ante-dating the present meeting and under the jurisdiction of any of the members present, resulting as follows:

Mr. Fred. Jenkins tenders at some length a report of the first meeting of the B.T.C. held at Yonkers in the Autumn of 1881, members named as present being Messrs. Weston, Bourne, Jenkins, Pitman, Smith, Hayward and Cunningham, said meeting having been authorized by C. C. Weston to embody and draft a constitution and set of rules similar in form, general construction and character to that of the Home Office, but so amended as to be amenable and applicable to the wants and necessities of the members in the United States in contradistinction to those as felt and catered to by the Home body. He stated that said document was duly embodied as called for by the requirements, that it was forwarded to the Chief Consul who was just about leaving for England, and who had intended to take it with him to tender to the attention of the Home Office; but that since that time nothing had been heard from the Consul concerning it, and he accordingly recommended that the present meeting take some cognizance of the fact. Consequent on same, Mr. Pitman offered a resolution, seconded by Mr. Sanford, to the effect that inquiry be made of the Chief Consul as to what was done with the draft of rules, etc., that was submitted him by the Committee appointed to draft same, and upon which he was to report. After due debate, carried, and

Consul Bourne requested to communicate with the Chief Consul regarding same.

(The meeting here took a recess for refreshments, which the delightfully entertaining lady of the Consulate graced with her presence.)

Business being resumed on the call to order by the Chair, the special business of the meeting was next laid before the Chair, same being election of City Consul. There was only one candidate, Mr. F. A. Egan, President of the Ixion Club, whose name, preceded by a long eulogy, was proposed by Mr. Fred. Jenkins, who, to make the short of a long story, moved that instead of being voted for by ballot, the nominee be elected by acclamation; the motion was seconded by Mr. Sanford, and on being put before the meeting, Mr. Egan was elected City Consul of the B.T.C. by acclamation, as proposed.

On motion of Mr. Sanford, seconded by Mr. Pitman, it was resolved that inquiry be made of the Chief Consul as to the progress made in the matter of obtaining a Die for the manufacturing here in the U. S. of the B.T.C. badge, royalty being paid to the Home Office.

(Mr. Bourne here vacated the chair in favor of Mr. Meyer). Motion was put by Mr. Jenkins, seconded by Mr. Pitman, that a vote of thanks be extended to State Consul F. G. Bourne and Lady for their kindly reception of and courtesies rendered to this present meeting of the B.T.C. in N. Y. City.

Carried by acclamation!

On motion the meeting then adjourned.

BEN. G. SANFORD, Sec. pro tem.

IN MEMORIAM.

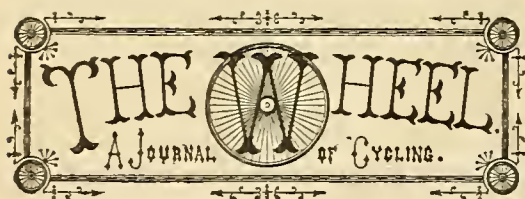
S. H. INESON, LATE B.T.C. TREASURER.

Now that the cat is out of the bag *in re* S. H. Ineson, I think that his name should go down to posterity in large letters, and branded immortally with infamy. This creature of the confiding early members of the B.T.C. not only robbed his fellow members and admirers of £255 9s. 11d., but actually accepted a handsome testimonial from them at the very moment when he was arranging that flight, which alone has saved him from physical destruction, but which, I hope and believe, cannot and shall not save him from moral annihilation.

Surely, sir, the arm of the B.T.C. is long enough to reach even unto Charters Towers; and, as an outraged member of our club, I call upon Mr. Griffiths (who I see has friends at Charters Towers) not only to inquire and report to us the result of his inquiries, but to show up this snake in the grass in that envelope of slime which, if there ever was any truth about him, might be said to be his true colors.

The man who would steal the balance from the very B.T.C. which had raised from less than nothing to respectability, and almost to eminence, would not only take the coppers from a blind man's hat, but would choke the blind man's dog as well.

It is necessary that some one should speak out, and I for one ask you to put my disgust upon record.—H. T. Round, in the 'Cyclist.



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FRED. JENKINS, - - - Editor.
EDWIN OLIVER, - - - Business Manager.
CHAS. E. PRATT, - - - Editorial Contributor.

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TO CORRESPONDENTS.

Contributors and correspondents will please separate general correspondence to the editor from matter intended for publication. Always sign (confidently) 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 Saturday morning at the latest. Address Fred. Jenkins, Editor of THE WHEEL, Box 444, New York.

All letters relating to subscriptions, advertisements, etc., should be addressed to Edwin Oliver, Business Manager of THE WHEEL, Box 444, New York.

NOMINATIONS FOR STATE OFFICERS, 1883. (Elections, March 1st.)

State Consul.—Dr. N. M. Beckwith, N. Y.

Representatives.—Dr. A. G. Coleman, Canandaigua, N. Y.; C. K. Alley, Buffalo, N. Y.; _____, Brooklyn, N. Y.

THE NEW YORK STATE LEAGUE.

We understand that there are many large clubs in this State, as well as individual riders, who still hold aloof from supporting the League of American Wheelmen, and when asked their reasons for so doing, usually give a shrug of the shoulders and an evasive reply. On being pushed for an answer, the response is, that they believe in the general principles of the League, and would willingly join a State League, were one in existence. Our reply usually is, that the reason why the New York State League has not been created is, because the resident members did not exercise their rights as voters, and elect the proper Consuls and Representatives. In saying this, we mean nothing personal, as the present incumbents are all good wheelmen, no doubt, personally, and several of them are friends of ours, but viewed from an official stand-point, their inaction is hardly commendable. The elections last year were held later than usual, as the new Constitution providing for mail ballots had not been adopted until the 30th of May, and the result of the election was not declared until August 11th. This was, perhaps, a fitting opportunity to offer an excuse for lack of time to issue a call for a State organization, but a

rather poor one at that. Six months have passed, and we have yet seen no sign that leads us to hope that the result will be obtained in the near future with the present State officers. The riding season extended far into the Fall of the year, and we think that an effort could have been made, as, from private advices, the wheelmen were ripe for such a movement, and were only awaiting a suitable opportunity to come forward and put their shoulder to the wheel.

There were at the last elections about three hundred and fifty League members in this State, and estimating on the basis of half of that number renewing their membership together with the new names, it brings the total number of League members at the present writing up to about two hundred and fifty. According to the official returns, thirty-seven of this number were active and energetic enough to cast their ballots electing the present State Officers. This may be explained by the fact that no regular nominations were presented; whereas in the State of Massachusetts, where there was much active competition, the clubs taking an active part, and soliciting votes for their favorites, resulting in a larger proportionate vote.

We have said that many would join a State League, were one in existence, but that end cannot be obtained without one becoming at first a member of the League of American Wheelmen. Then only can a State Branch be inaugurated, and not till then, as the Constitution provides otherwise. Let every old member of the League pay up his dues, and let every club in the State add its name to the increasing roll of membership, and at the March election put active workers on their ticket. Then we may expect some good results. The men elected will be aware that the members hold them accountable in their several offices. They well know that they will be placed there for work and not for ornament, and we know they will work.

The Citizen's Club, at their last meeting, unanimously nominated Dr. N. M. Beckwith for Chief Consul, and the record of that gentleman shows that he is entitled to the confidence and support of all League members. We have also prepared a ticket, selecting from the various portions of the State such men as have, by their records, proved themselves also capable of practically carrying out the idea of a State League.

The time is rapidly approaching, and wheelmen should decide at once. We see no reason why New York State should not be at the front in League work, and not at the rear, which unenviable position it now occupies, we are sorry to add.

There is no reason why our roads should not be covered with direction-posts from one end to the other. There is no reason why there should not be in every town a Consul to look after the tourist. There is no reason why there should not be road maps issued, hotels appointed, and tariff regulated on the railroads. These things are possible; they have

been accomplished in neighboring States, and must be done here. We sincerely hope that every League member will do his duty at the coming election, and help to put the State League on a firm and lasting basis.

MEETING OF THE RACING BOARD, L. A. W.

The first meeting of the Racing Board was held on Wednesday evening, January 10th, at the Metropolitan Hotel. The following members were present: S. A. Marsden, New Haven; Geo. D. Gideon, Philadelphia; and Fred. Jenkins, N. Y. After an informal discussion of the prominent questions, the meeting was called to order at 8 p. m., and Mr. S. A. Marsden was chosen Chairman, and Mr. Fred. Jenkins elected Secretary. The rules of the Racing Board were taken up one by one, and the following changes were suggested, and will be presented at the next meeting of the Board of Officers for approval:

RULE 1. The word *not* was stricken out from the sentence "whose games have not received the written sanction and indorsement of the League Racing Committee," as it destroys the sense of the rule. It now reads as follows:

1. Entries and awards will be confined strictly to amateurs; and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the judges that they are not professionals, either by their own statements in writing, or otherwise. Any wheelman competing in races other than those held under the auspices of the League, or of a League club in good standing, or of an organization whose games have received the written sanction and indorsement of the League Racing Committee, will be disqualified from competition in future League races, unless this disqualification shall be subsequently removed by the Board of Officers of the League.

Rule 14 was amended to read as follows:

All championship races shall be held under the immediate supervision of the League or its constituent clubs, or the National Association of Amateur Athletes of America in conjunction with the League. No trotting, athletic, or other non-League organizations shall be allowed to hold State bicycle championships in which League members shall compete, without the special sanction of the Racing Board.

By this amendment it will be seen that championships must be given by the League, or the National Association of Amateur Athletics in conjunction with it. Privilege to hold State championships may be granted to League Clubs or authorized Associations, when the importance of the meetings is sufficient to warrant the Racing Board's special sanction, although it is recommended that not more than one race be offered as a State championship during the year, and that meeting must be announced at least one month in advance, in order to give intending contestants ample time for preparation.

OFFICIAL HANDICAPPER.

In accordance with the rules, an official handicapper remained to be appointed, whose duty it would be to frame handicaps for such

clubs and associations as desired his services. Mr. Fred. Jenkins was then elected "Official Handicapper of the League," and the following fees were fixed as compensation for the service to be rendered.

FEES FOR HANDICAPPING.

A fee of \$1 for each race for which five or less contestants were entered, and fifty cents for each additional five names. Employment of the Official Handicapper is, of course, not compulsory, but nevertheless recommended. After a short discussion, the following rules were adopted for those who desired the sanction of the League to their games:

APPLICATION FOR THE SANCTION OF THE RACING BOARD, L.A.W.,

must be made to any member of the Racing Board, indorsed by a League officer or at least two League members, and a full statement of the character of the proposed races must accompany the application, which must be filed at least ten days previous to the date of the proposed meeting, in order to allow time for investigation. As it is not within the power of representatives and consuls or other League officers to sanction races, it is recommended that the *Bicycling World* and *THE WHEEL* publish regularly the names and addresses of the members of the Racing Board under the L.A.W. standing notice.

OFFICIAL RETURNS.

Should the application receive the approval of the Board, a blank will be forwarded to the parties to whom the same is granted, which report must be filled out and returned to the Secretary, accompanied by a list of field officers, or better still, a printed programme to be filed for reference. The Board is required to appoint a League member in the immediate vicinity of the races to see that the rules of the League are properly carried out.

FIELD OFFICERS.

At all race meetings, it is desired that the following officers be selected. A Referee, two Judges, Clerk of the Course, Starter, and three Time-keepers, who shall also act as scorers. At small race meetings, the number may be reduced according to circumstances, and it is not necessary that they be League members. But the Board requires that at least three Time-keepers be on hand, one of which shall be a member of the League.

RACING RULES, ETC.

The Secretary was directed to have copies of the racing rules and instructions printed and supplied to the members of the Board for distribution to any one making application for the same. Ignorance is no excuse for the violation of the League rules, and racing men are warned that if found competing in unauthorized games, they will be debarred from entering any approved races or the championship games of the League and National Association of Amateur Athletes of America.

TRACK MEASUREMENT.

The Racing Board recommend that the official measurement of racing tracks be the same as the English and American athletic standard, which is as follows: "The measurement of tracks shall be made eighteen inches from the inner edge, which edge shall be a solid curb raised three inches above the level of the tracks." In connection with this subject, the Board wishes to state that it is their intention to recommend this standard to the Bicycle Union of England and the National Association of Amateur Athletes of America, so that the standard will be the same all over the world, and comparison of records rendered intelligent and comprehensive.

The Board recognizes all records made in the past on tracks exceeding this standard, and up to three feet, until the above amendment is adopted by the L.A.W. Board of Officers, but from what information at hand from reliable English and American authorities, they strongly recommend the eighteen inches measurement.

CLASS HANDICAPS.

As this subject has met with some discussion, the matter was carefully looked into, and its advantages and disadvantages fully discussed. The Board feels, however, that the appointing of an official handicapper will tend to make future handicap races satisfactory and do away with the necessary evils of the class system.

FLYING STARTS.

As the present rules provide that a start shall be made from a standstill (the competitor mounted on his machine, and pushed off by an attendant), they see no reason for recommending any change at present.

AMATEUR vs. PROFESSIONAL.

The Racing Board declines to sanction any race between an amateur and a professional, as tending to establish a bad precedent, and one not in accord with the N.A.A.A.A. The action of the Board in the recent Prince-Frye matter was indorsed unanimously by the meeting.

ANNUAL RACE MEETING.

In view of the fact that the two annual race meetings of the League have resulted in financial failure, it was decided to ask the Board of Officers, at the next meeting, to amend Rule 11 of the Constitution, to read, "Once a year, preferably in Autumn, there shall be held a Race Meeting, under the auspices of the League and the National Association of Amateur Athletes, for which suitable championship medals shall be provided. These races open to all Amateurs. There will also be a prize offered for the League Championship, (distance one mile), which shall remain the property of the League, until it shall be won three times by the same competitor."

There being no further business before the Board, the meeting adjourned at 11:45 p.m.

FRED. JENKINS, Secretary.

What the Owl would like to know.

Whether the future machine won't be so constructed of aluminium as to weigh about half as much as the one of to-day?

Whether the Citizens, in adopting blue corduroy for their uniform breeches, remember the lamentable disposition of same to wear white in the seat, and thus give the idea that the owner was last seated on a flour barrel.

What the feelings of the "Graphic fiend" would be when he and his endorsing "cranks" saw the L.A.W. ride through Central Park gates a thousand strong?

Whether it isn't hard work for the "Owl" to find something of local interest to write about, while the snow six inches deep seems here to stay?

Whether Moseman, of the K.C.W., will be able to greet me at their reception, as he did "Chic" upon a former occasion?

Why Harry Jones isn't a bicyclist, now that he has joined the L.A.W., the Citizens' Bi Club and the B.T.C., and ordered a machine direct from the manufacturers?

Why Woodside should desert the amateur ranks for those of the professional?

Whether a six days' race, of twenty-four hours each, won't degenerate into a brutal exhibition, and thus tend to lower the standard of the sport?

Why "Mary Ann" Peoli don't favor us with a few more selections upon that melodious bugle of his?

Where "Chic" learned to whistle selections from the "Mascotte" so beautifully?

Whether bicyclists were not well represented at the 7th Regiment Ball?

Why I hear no more about the Pequonnock's reception? Perhaps brother "Chic" who claims to have an invitation thereto, can enlighten me!

Whether President Egan, of the Ixions, will fill the bill as the City Consul of the B.T.C., to which honor I understand he has lately been appointed?

Why those bronzes from Worcester are not forwarded to the "Vet," who sadly feels their loss in his glittering "liver pad" of trophies?

Why the Americans of to-day will submit to taxation without representation, by paying their dues and allegiance to our English cousins of the B.T.C. when our forefathers so strongly combatted the same idea in a little "tea fight" some years ago in Boston?

Why "Necktie" Smith insists that he did not pay "one hundred calls at sight," and that his cognomen should be "Silver Saucer" Smith?

Whether the Ixions, by the re-election of their entire board of officers, have not given a vote of confidence in the efficiency of same, by thus renewing their term of usefulness for another year?

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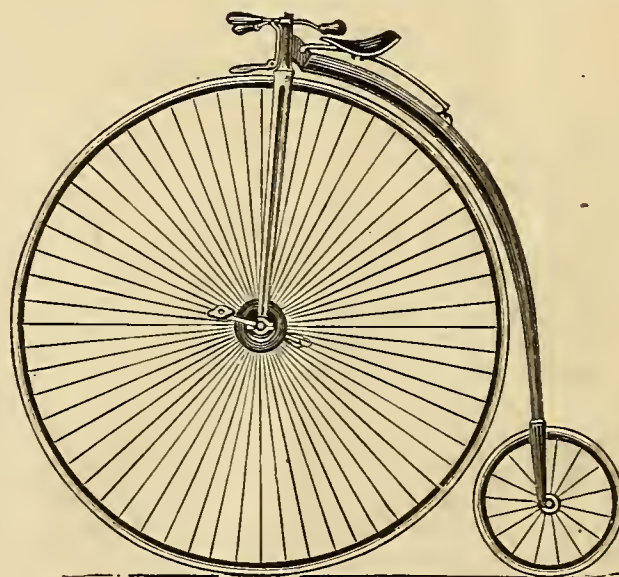
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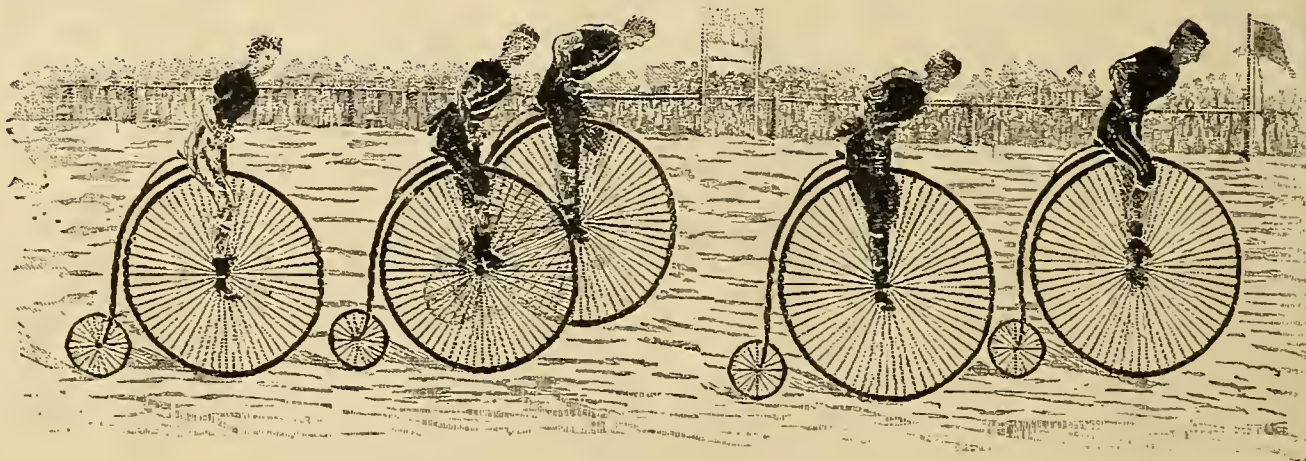
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Whether bicyclers are not carrying the war into the enemy's camp, when they appear in a full first-page cut in the horseman's own paper, *The Spirit of the Times*?

Whether the answer of the Buckeye Bicycle Club to the Ixions' New Year's invitation wasn't the personification of brevity and good fellowship, when they condensed it into the three words, "Here's to you?"

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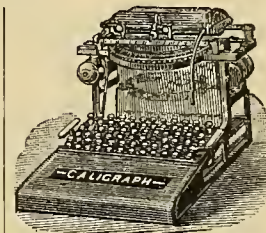
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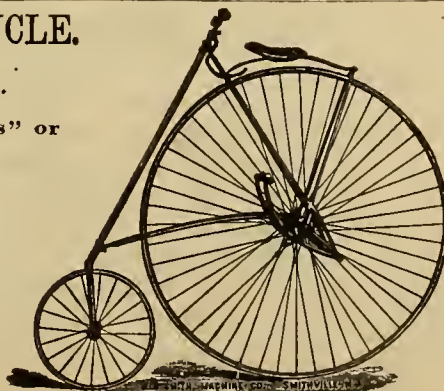
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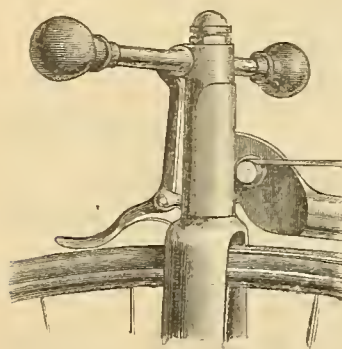
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