

THE WHEEL

A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN AND THE CYCLIST TOURING CLUB IN AMERICA.

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COASTING.

In riding my steed of steel one day,
I came to a long, long hill;
Dismounting beside some boys at play,
And thoughtfully standing still,
I measured the slope with careful eye,
And urged by the setting sun,
I firmly resolved, at least to try,
As many a one had done,
To take the crown of the rough old king,
Who, with boulders bare and brown,
Opposed himself to everything
That moved to the neighboring town.
The "bars" in the lugs were short and
"straight;"
The luxury "balls" unknown;
The foes to be met were hill and weight,
With muscle and will alone.
Ere the last long lines of ling'ring light
Came down from the mountain's crest,
I had reached the throne, I had fought
the fight,
And enjoyed a peaceful rest.
From the oak-crowned top to the valley
green,
The terraced grain fields lay;
A winding road ran in between,
And wandered far away.
To my wearied mind, from its work at
school—
As I skimmed the hill-top grand,
And glided away through the shadows
cool,
Down into fairy land—
Refreshing thoughts of a vict'ry won
Came in from the silent past;
And the consciousness of a work well
done
Was the crowning thought at last.
The lesson is good for the steep of life:
You must work if you wish to ride;
And he who wins in the toilsome strife
May "coast" on the other side.

H. E. RANDALL.

A RESIGNATION.

NEW YORK, Feb. 23, 1884.

KNIGHT L. CLAPP, ESQ., Sec'y Citizens' Bi.
Club.

Dear Sir: I desire to tender my resignation from the Citizens' Bicycle Club, rather than embarrass the action of the organization as a League club.

Yours respectfully,
FRED JENKINS.

CHICAGO TO BOSTON TOUR.

Is rapidly assuming large proportions. Wheelmen generally are manifesting lively interest. Letters are pouring in from parties expressing a desire to participate. This is a golden opportunity which should *not* be neglected, taking in as it does some of the finest scenery in America. The run from Toronto to Kingston (164 miles, average forty-one per day) lies along the shore of Lake Ontario, the lake being visible almost the whole distance. The roads are fine, being composed largely of natural gravel. From Kingston special steamer to the Thousand Islands, arriving Saturday afternoon at the Round Island Hotel, on Round Island. This hotel is one of the best on the river, is beautifully located, commanding fine views up and down the river for miles. Special steamer Saturday evening among the islands, the principal portion of which extend for fifteen miles down the river, and are covered by hundreds of summer villas and many fine hotels, which in the evening are beautifully illuminated with many colored lights, presenting the appearance of a modern Venice. Sunday afternoon a special steamer will again be at our disposal for a quiet sail. We will thus be able to enjoy views of the different islands to the fullest extent. Row boats and elegant bathing for the multitude. Monday morning steamer down the St. Lawrence, through the exciting rapids, to Montreal. Here over night at the Windsor, which is the finest hotel in Canada. Thence Lakes Champlain and George, with the Adirondacks on one side and the Green Mountains on the other, stopping at some point on Lake George over night. Thence by wheel twenty-five miles to Saratoga. Thence part rail and part wheel over fine roads to Boston, arriving there Saturday afternoon. On Monday it is proposed to leave with the Kennebeckers, wheeling to Gloucester, arriving Monday eve. To Portsmouth, Tuesday, arriving in time for supper. We leave the Kennebeckers here at 7.40 P. M., returning to Boston, 9.30 P. M. via rail, remaining until Wednesday evening, when we leave direct for home, or returning via New York city, which will give a delightful trip on one of the Sound steamers, and thence up the Hudson River, by day or night steamer, to Albany. Thence by rail home. I advise all (especially Westerners) who have never taken a trip on Long Island Sound and Hudson River, to take advantage of this opportunity, as transportation will be but a trifle more than via direct. In New York I have made special hotel arrangements, from \$2 upwards,

at two *first class* houses. The wheeling portion of this tour has been selected with special view to fine roads and easy daily runs. An ambulance will accompany us entire wheeling distance, whereby the unfortunate, tired, or lazy individual can disport himself in comparative comfort. Niagara Falls being initial point of the tour, parties of ten or more wishing to join us there will be given special rates from any point to Niagara. Parties or individual wheelmen wishing to join the tour at any point *en route* will be given special rates pro rata. I can safely say from present indications that parties of ten or more will join the Chicago Club at Niagara from the following cities: New York, Boston, Philadelphia, and Albany, in the East; Detroit, Cleveland, Cincinnati, and Columbus, in the West. Hotel coupons at special rates will be issued covering entire tour, including Boston, thereby avoiding annoyance of identification or any individual misunderstanding with hotel people. I would suggest that wheelmen near large cities join the city members in making up parties. Any one wishing to participate will please send in their names as early as possible to B. B. Ayers, of the Chicago Club, or myself, so that arrangements can be made accordingly.

Fraternally,
M. E. GRAVES,
207 Broadway, New York.

CLUB UNIFORM.

Editor of The Wheel: In compliance with the request of Anon in THE WHEEL of inst., for description of the uniforms of the different clubs, may I trespass a little and give to your readers not only a description of our uniform, but also a short description of the Whirling Wheelmen of Maryland.

We were organized May 1883, and are located at No. 325 E. Baltimore street, in close proximity to the shell roads leading out from the city down to the several riverside resorts. Our rooms are furnished in a very homelike manner, and a goodly number of the boys meet night after night to cuss and discuss the acci and incidents relative to the past season, and to lay out runs and excursions for the coming one. Our membership now numbers 16, with 4 that are on their way, and noting the fact that our club is composed of all East Baltimore men, and nearly all new riders, we consider this far a success. Every member is alive to the interest of the club, our meeting and drills are well attended; our uniform is of an olive green color, consisting of jacket, breeches,

and stockings; jacket is of the short reefer pattern, buttoning close at the throat, smoked pearl buttons being used, breeches of the Knickerbocker style, buttoning with 3 buttons just below the knee.

Quite a happy event took place on Monday, January 23, 1884, which will ever be remembered in the annals of our club, as the first header into matrimony. Our genial and handsome Treasurer, Ed. J. Mabbett, was united to Miss Clarrissa F., accomplished daughter of our ex-City Surveyor, Mr. S. J., Martenet, at the residence of the bride's father. Notwithstanding the quietness of the affair, the young couple received many valuable and beautiful presents from their numerous friends of this city and elsewhere. The boys sent a handsome silver tilting ice pitcher, upon which was engraved, "From the Whirling Wheelmen of Maryland, Jan. 28, 1884."

Last week was a rare treat to the Baltimore bicyclists, having had Wilmot and Sewell with us. At the regular meeting held January 24 the propriety of appearing in full uniform was thoroughly discussed, voted upon, and unanimously carried, and on Tuesday night, January 29, we made our debut in full club uniform at the rink to witness the fancy riding of Messrs. Wilmot and Sewell, and in fact we have fallen in love with this style of evening dress, and we are now perfecting arrangements to meet at one member's house one evening in the week for a sociable time, arrayed in uniform. Messrs. Wilmot and Sewell visited us at our club rooms on Thursday, and to return the compliment one of our members, Mr. John H. Orem, was delegated to escort them as far as Philadelphia. We are a live club, and intend to boom the wheel, and anticipate a prosperous 1884. Fraternally,

SECRETARY.

FROM THE CLUBS.

CITY BI. CLUB.—At the annual meeting of the City Bi. Club the following were elected officers for the ensuing year: President, W. M. Pratt; Vice-President, W. B. Briggs; Secretary and Treasurer, G. W. Loring; Captain, G. O. Hayward; 1st Lieutenant, H. A. Carr; 2d Lieutenant, C. F. Chivigny; Bugler, F. W. F. Demuth; Club Committee, W. M. Pratt; E. P. Marshall, W. B. Mason, F. M. Buckley, A. M. Keith. Color Bearer, the one who gets the first "Star." Abstract from President's report: One year ago there were only 17 members, now there are 40. Then we did not have a dollar in the treasury, and were heavily in debt; now we do not owe a dollar, and have a good sum in the treasury. There have been no death or accidents of a permanent nature. We have won the county championship, 5 miles, H. A. Carr, No. 1. Also the tug of war for club colors, and three gold medals, besides two consolation prizes. The medals were won by Carr, Howe's and Chivigny, and the consolation by Marshall and Gould. The club also holds the L. A. W. consulship for Brockton, Stoughton, and Eastern, W. M. Pratt. Our headquarters will compare favorably with any in the State, to which additions are being constantly made. The most recent are the five "photos" of our October 3d tournament, and the panel and cabinet frame of every member of the club. We have run six dances during the winter season. One was an apron and necktie, a bon bon; at one we gave an entertainment; at our October 3, we had Bert Pressy give an exhibition. Our next occurs February 21.

NOTES: President Pratt ran for the Common Council in the city election, but was defeated by a small majority. He ran nearly 75 ahead of his ticket; Pratt, 200; Gilmore, 128; Taber, 110. Mr. Pratt has been engaged to play the leading part in "Our Heroes," for the Cunningham Rifles, for three nights. Still within the past three years he was a professional actor, so it is nothing new to him. If the records are thrown out at Springfield and New Haven, Brockton will claim the best records for a mile tricycle, 3.35, Burnham; 2 miles, 6.12 $\frac{3}{4}$, Burnham; and $\frac{1}{2}$ miles without hands, 1.37 $\frac{1}{2}$, Pressy.

LORING, Secretary.

PASSAIC CO. WHEELMEN.—Organized at Passaic, N. J., Nov. 15, 1883, with nine members. The officers are as follows: C. C. Hardwick, President; M. Marcellus, Secretary and Treasurer; H. R. Jackson, Captain. We are mostly individual League members, and intend joining as a club at next meeting.

M. MARCELLUS,
Secretary.

FRANKFORD.—The Frankford Bicycle Club had an election of officers on Tuesday evening, Feb. 5, 1884, to serve the ensuing year, with the following result: President, R. Crankshaw; Vice-President, J. Stuart; Secretary, A. Matthews; Treasurer, George Hare; Captain, J. T. Crankshaw; Lieutenant, J. Horrocks; Bugler, J. Dyson. It was also unanimously carried that the President, Secretary, and Treasurer act as Directors.

Secretary.

COLUMBIA.—At the regular monthly meeting of the Columbia Bi. Club, held on Wednesday evening, the resignation of Captain D. A. Childs was accepted, and G. M. Berry was elected to fill his place, J. E. Hunt being appointed in Berry's place on the Membership Committee. Mr. Childs has removed from the city, and though only a few miles from it, he was unable to give club interests the attention they needed, hence his resignation.

LE SECRETAIRE.

ROCHESTER.—At the annual election of the Rochester Bi. Club, the following officers were chosen for the year 1884: President, S. H. Pool; Captain and Drill Master, W. J. Curtis; Secretary, R. A. Punnett; Treasurer, C. F. Hovey; Bugler, A. M. Bennett; First Guide and Color Bearer, G. F. Curtis; Second Guide, J. Kondolf. Executive Committee, S. H. Pool, W. J. Curtis, R. A. Punnett, C. F. Hovey, C. H. Polley, W. E. Williams, F. F. Chase.

Fraternally Yours,

R. A. PUNNETT,

Secretary.

176 State St.

TRUMBULL.—At our annual meeting held Feb. 9, the following officers were elected for the ensuing year: For President, Mr. A. F. Harris; Vice-President and Captain, H. E. Riker; Secretary and Treasurer, C. D. Rice; Lieutenant, T. P. Robbins; Bugler, C. G. Harris; Directors, Frank Williams, E. A. Wilson, and C. G. Harris.

Respectfully yours,

C. D. R., Sec'y T. Bi. C.

DIXIE.—Below I give you a sketch of the most important business transacted at a meeting from which a club was organized in this city, which we submit to you for publication in THE WHEEL. The club organized with eleven members, under the name of "Dixie Wheel Club," in the K. of P. Hall, Friday, February 8, 1884. The officers elected are: L. E. Wells, President; P. D. Logan, Secretary and Treasurer; W. H. Underwood, First Lieutenant; M. Harding,

Bugler; and H. Wells, [Standard Bearer. Club colors are old gold and black. Riding costume is black knee pants and stockings to match, white shirts, blue trimming, with initials of club (D. W. C.) on pocket. A committee was appointed to select a hat, which will be reported at next monthly meeting, when we will be quartered in our club room, Seventh and Walnut streets, which will be nicely fitted up with all conveniences, not barring bath room, which will be greatly enjoyed by all after runs during the hot season.

Yours truly,

P. D. LOGAN,

Sec. & Treas.

ROCKFORD.—At meeting of R. Bi. C. held February 2, occurred annual election of officers, which resulted as follows: F. L. Lake, President; A. E. Thompson, Captain; A. N. Lyman, Lieutenant; G. S. Hart, 107 State street, Secretary and Treasurer; H. N. Burpee, Color Bearer. The club is in a prosperous condition. We have about twelve active members, with a good prospect of more in the spring. We have adopted a new suit of grey. Yours fraternally,

GEO. S. HART,

Sec'y Rockford Bi. Club.

QUAKER CITY ITEMS.

Editor of The Wheel: On Wednesday, Feb. 13, Mr. H. B. Hart formally opened his new Riding Hall in this city. It is an improvement in every way upon the places heretofore devoted to the requirements of cyclers in Philadelphia. The old school retained still by Mr. Hart is situated in the centre of the network of cobble stones, which are a prominent feature of this city; the new one, which got a deservedly popular send off on last Wednesday, is on the outskirts of the city, at the termini of several street car lines, and is most comfortably ensconced on the verge of Fairmount Park, on its best riding side, close to the Lancaster pike. It would appear that the object of the energetic proprietor is to make it the centre of bicycling in Philadelphia, and if such is his object, no better location than the one chosen in West Philadelphia could be selected. Already several bicycle clubs have either taken quarters there, or have established, so to speak, chapels-of-ease, while retaining their old quarters further down town. The Philadelphia Club has adopted the latter course, while the "Penn City Wheel Club" is regularly fixed in very desirable quarters over the large riding hall, where they have plenty of room to expand, as some of their members informed me they were certain to do during the coming season. This latter is practically a new club, and has now a membership of sixteen. Their uniform is black, with silver cord on the cap, the whole apparently modeled after the dark dress of "Penna," which club was about one of the first to adopt the sombre shade, suitable alike for the road or the room. The new school is ahead of the old one in point of size as well as location. Capt. Pope, who happened to be passing through the city on the day of the opening, stopped off to rope in the event, and expressed the opinion that it was a finer place for the purpose required than any that they had in New England. The programme for the evening passed off most satisfactorily. Mr. George Hart and Mr. Shea, the new Superintendent of the Riding Hall, gave several clever exhibits of fancy riding, while the songs and readings, backed by accompanying stereopticon views, helped to fill in the time very pleasantly. About 10 o'clock the floor was cleared and given up to the dancers,

while those who cared not to exhibit their proficiency in the graceful art, promenaded the spacious hall and inspected the various makes of tricycles, which vehicle is to have a great boom in this region very shortly. About five or six hundred people were present, and from appearances seemed to be quite favorably impressed with what the cyclers had to show them. All the cycling clubs in town were represented, "Pennsy," as usual, making the most noise, presumably from having the largest representation, and also having a member at the "pianer." The opening of the "Park Rink," as the new school is styled, ought to start a fresh era in bicycling in this city, and if accorded the sympathy and support of local wheelmen, which undoubtedly it deserves, will further the cause of bicycling generally. No other event in the cycling line has transpired lately, except the forming of an inter-club committee to agitate, if possible, the subject of decent highways. When will the League meet be, is now the question; a question, which, as far as I can see, nobody takes much interest in trying to answer—better say San Francisco at once.

N. N.

THE OFFICERS' MEETING, L. A. W.

The spring meeting of the Board of Officers League of American Wheelmen was held at the Grand Union Hotel, on Friday, February 22, 1884. A large number of delegates were present from different sections of the country, Connecticut, however, being the only State having a full representation.

When President Beckwith called the meeting to order at 9.30 there were present: Treasurer, W. V. Gilman; Chief Consuls, Stephen Terry, W. C. Scribner, and L. H. Johnson; Representatives, F. H. Benton, Chas. W. Spooner, T. S. Rust, E. C. Hill, E. W. Adams, E. K. Austin, J. G. Burch, Jr., H. S. Kidder, A. G. Coleman, A. B. Fanquier, J. R. Torran, F. A. Egan, G. B. Winslow, A. D. Claffin, B. S. Rose, H. C. Douglas, and C. J. Wood. We append a full stenographic report of the proceedings.

PRESIDENT BECKWITH:—I have not prepared a formal report myself, as the statements of the officers and conditions of things will undoubtedly be embodied in the reports of the Secretary and Treasurer, and without further delay we will proceed to the business of the day.

On motion it was resolved that a stenographer be employed to report the proceedings of the meeting.

PRESIDENT BECKWITH:—The next order of business will be the qualifying of representatives, but inasmuch as the matter has somehow been overlooked, and not having the list here, we shall be obliged to defer the qualifying of these appointments for a few minutes, and in the meantime we will listen to the report of the Corresponding Secretary, in which capacity Mr. W. V. Gilman is acting *pro tem*.

MR. GILMAN:—I wish to say, before presenting this report, that it emanates from Mr. Jenkins, and is the closing up of his affairs, as you will see.

Mr. Gilman read the report of the Secretary, and on motion the report was accepted.

REPORT OF THE CORRESPONDING SECRETARY, L. A. W.

TO THE PRESIDENT AND MEMBERS OF THE BOARD OF OFFICERS.

Gentlemen: In submitting what of necessity must be my final report as Corresponding Secretary, I desire to place before you a few facts and figures of the condition of the League, showing briefly the progress of the organization and the amount of work accomplished since last June.

At that date there were upon the books of the organization 2,131 full paid members, of which 1,247 paid their dues for the current year, leaving 884 who were dropped, according to rule 34, on the first of September. Since that time 2,351 applications have been received and recorded, making a total membership to-

day of 3,598 members, the largest the League has ever known.

Since the first of June, over 2,300 communications have been received and answered. The organization of divisions has in a measure relieved the pressure, but the figures will represent better than words the amount of work accomplished.

The hasty adjournment of the last business meeting, at the time of the annual meet, left some changes in the rules necessary, and accordingly amendments to the rules were submitted to the Board of Officers by a mail vote, and almost unanimously carried. These have all been published and need no further comment than to state that all applications received after the first day of April will be entitled to receive a ticket good to the end of the ensuing League year. In Rule 34, the time allowed for members to renew their dues was extended until the first of September. Later on a general mail vote was sent to the entire membership, which was then about 2,300, but the replies received only emanated from about one quarter of that amount, proving pretty conclusively that that method of voting is both unprofitable and unpopular. The amendments as introduced were carried by a large majority however, and briefly stated are as follows: The clause allowing entire clubs to join at the rate of 50 cents per man was stricken out, and a uniform rate of one dollar charged to all applicants. The clause providing for State Divisions was carried, and the amateur rule and the measurement of tracks were also amended.

Twelve State Divisions have been organized since the first of June, in the following States: Connecticut, Indiana, Kentucky, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, and Pennsylvania. In all except Minnesota the rules as regards numbers have been complied with. Minnesota has only five or six League members, but the Chief Consul writes that he is gradually working it up and expects to have the matter in shape by the opening of spring. All the fees have come to the Secretary direct, and no part has been retained for use in the division. In all other States the limit of twenty-five has been reached before organization.

Regarding the place for the annual meet, I can only say that from the expressions of the various sections of the country, from consuls and representatives, comes the demand for Washington. The Washington Cycle Club have cordially invited the Board of Officers to visit their city and I trust that the invitation will be accepted. As the League continues to expand more and more each year, it seems almost absolutely necessary that more than one day be devoted to the meet. I am of the opinion that if one entire day could be devoted to the business, and another to the parade, races, and banquet, the result would be more satisfactory to all concerned. The manner in which business has been forced through the convention, in order to follow out a schedule programme, has been somewhat detrimental to the best interest of the League, and caused the Board of Officers considerable trouble that could be avoided by devoting one entire day to business.

Regarding the proposed amendments, it is not my purpose to make more than a passing mention. That the Board have the right to alter the rules is plainly to be seen. The matter of the Constitution is one that must necessarily be an open question. I can find nothing in our present rules that provides for amendments to the same, but trust that our Constitution and rules will be turned over to a special committee of five for revision, action being taken on the same at the annual meeting. In some points they are undoubtedly weak. I would specially call attention to Rule 29, by which any four men can block the entire board of officers from the President down, and suspending them pending investigation, which is of necessity a tedious process.

In closing, I desire to extend my thanks to the members of the Board of Officers, who have worked so hard and faithfully during the past season and made the League what it is to-day. And trusting that its future may be as bright and promising as at the present moment, I remain,

Your obedient servant,

FRED. JENKINS,
Cor. Sec'y L. A. W.

PRESIDENT BECKWITH:—The report of the Treasurer, Mr. W. V. Gilman, will next be in order.

On motion said report was accepted.

TREASURER'S CASH STATEMENT, L. A. W. February 1, 1884.

Cash balance in treasury June 1, 1883.....	\$1,025 38
Membership assessment for the year 1883.....	756 75
Admission fees received to this date.....	1,199 00
Badge account.....	2 00
Interest.....	18 07
Salary of Cor. Secretary to date.....	140 00
Expenses of Cor. Secretary to date.....	227 03

Salary of Treasurer to date....	140 00
Expenses of Treasurer to date....	68 50
Miscellaneous items of expense....	152 49
One hundred Consular outfits....	100 00
Five hundred Consular certificates.....	9 00
Forty-five hundred membership tickets.....	38 50
Subscription to official organ....	1,740 00
Balance on deposit.....	385 68
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	\$3,001 20—\$3,001 20

Hitherto it has been our pleasure to fill our reports with records of success and promising assurances for the future, but now it is our duty to sound a note of caution, to which we are none the less sensitive than we have been to happier messages; but we should fail in our devotion to the better interests and welfare of the League did we omit at this time to perform that which is so clearly and forcibly impressed upon us.

Please notice the decline in our balance.

June 1, 1883.....	1,025 38
September 1, 1883.....	523 68
January 1, 1884.....	424 68
February 1, 1884.....	385 68

While at our spring meeting in 1883 we were able to show as our balance March 1, 1883, 1,094 05

These are cold and stubborn facts, which no amount of explaining can do away with—the very attempt would be Quixotic.

You can very readily see that this decline has been too rapid by far, and unless checked it means that in the very near future our treasury will be empty.

Let us for a moment review our items of receipt and expenditure during the League year, and this may lead to a solution of our financial problem, or at least it may serve to bring to light our weak points.

Our income has been—	
Renewal of membership.....	756 75
Fees of applicants.....	1,199 00
Sale of badges.....	2 00
Interest on Savings Bank deposits.....	18 07—1,975 82

Our expenses have been—

Salaries and expenses of officers.....	575 53
Of a miscellaneous character.....	161 49
Equipment of Consuls.....	100 00
Membership tickets.....	38 50
Official organ.....	1,740 00—2,615 52
Showing a deficiency of.....	639 70
While we have at present a balance of but.....	385 68

Is this not a startling exhibit? and how long can this condition of things be allowed to continue? We must all awake ere it is too late, and bear a hand personally to change the course of the League in its apparent downward tendency, and we will freely give our solution of this deficiency question which we will discuss as briefly and as much to the point as possible.

Two methods present themselves for our consideration.

First, How can our receipts be increased. Now, Mr. President and gentleman, have we any grounds upon which to base the assertion that our income may be enlarged? Has not our growth in membership been unprecedented? Have not noble workers, by the score, in the League harness, done us yeoman service? We claim they have, and should receive official notice and gratitude! Gentlemen, we thank you all and your constituents for the excellent work you have done us. We could expect no more from you, and now only hope that you may do as well in days to come.

Second, How can our expenses be reduced? We will make a personal matter of this thing, so far as we are individually concerned and invite the closest scrutiny into the management of our offices. We are pleased to state that the expenses of the Treasurer's office have been forced down to the minimum; in fact a reduction has been made over those of last year, and even then we were practising economy to the best of our ability, with the experience we then possessed in handling League business. Our only expenses, Mr. President, have arisen from the two items of *plain envelopes and letter stamps*. All others have been paid from our own purse so that it is unnecessary to say that all unaccounted for fancy office furniture has been dispensed with, and we hope that the office of the Corresponding Secretary can make a similar exhibit.

Our expenses of a miscellaneous character were all made in accordance with votes of the officers, with the single exception of membership tickets. We now come to the last and largest item viz.: the official organ, which has cost us to February 1, 1884 1,740 00

This item enters into our expense account for the first time, this year, and so experiment which in some respects is a perfect success; suffice it to say that the fact is demonstrated beyond a shadow of doubt that we must have an organ published regularly, which shall contain official notices and the general business items of the League, and be placed in the hands of every member of the League; but the price we are at present paying is far beyond our means, and we think it could be performed fully as ably in a manner as satisfactory as at present for just one-half the outlay.

Possibly bi-weekly or monthly issues would meet our wants fully as well. This method of reduction would save us 870 00 and have converted our deficiency of 639 70 into a surplus of 230 30 making a grand total on hand of 1,255 68 instead of our present meagre balance of 385 68

When we agreed to the proposition to make THE WHEEL the official organ of the League, it was coupled with the suggestion that the Divisions retain but 25 per cent. of the membership receipts. This would enable us to pay THE WHEEL Co. 50 per cent. per capita and have a balance of 25 per cent. for the general running expenses of the League, and as a comfortable balance from which to draw at times as it should please the officers to aid trusty wheelmen in the defense of their rights, as was done in the case of Adams, of Haverhill, and for other equally noble purposes; but it has since proved that 50 per cent. was none too large for the wants of the Divisions; hence our deduction must be made from the organ, for as at present our only income is drawn from the unattached, who are rapidly decreasing in numbers as Division after Division is formed.

It has been suggested, Mr. President, that our membership as essment be increased to \$1.50. Our own personal acquaintance and correspondence with all classes of League members warrants us in saying that this cannot be done, as we personally know of hundreds who will oppose the move, and even if it was perfected our standards would be most woefully deserted in favor of C. T. C. membership, where the tax is but 75 cents for members of the American branch, including their valuable organ.

In view of the facts now brought to your notice, we feel compelled to state that unless a change of some kind in the financial management of the League is made, we must decline longer to serve in the capacity we now occupy, as we can discern only embarrassment and entanglement in our present course.

Respectfully submitted,

W. V. GILMAN, Treasurer.

THE OHIO MEET.

Editor of The Wheel: While there is talk of the "great meets" to be held this summer, please mention that of the Ohio Division, L. A. W., to be held in Cleveland, August 18 and 19. At the last meet, in Columbus, Sept. 3 and 4, '83, the Cleveland Club's invitation to hold the annual of 1884 in their city, was accepted, and now we are planning an entertainment second to Springfield's only because it will be a State meet. We have secured a fine piece of ground, three miles from "The Public Square," and only a short distance off Euclid avenue, on which to lay a quarter-mile asphalt track, the first in the United States, we believe. This will be constructed in the finest manner, and by the use of valuable prizes hope to induce some of the best amateurs in this country to compete and lower the records. A monthly journal, full of news, will be issued soon; and every bicyclist in Ohio is invited to send his name to the "C. B. C. Publication Committee," 147 Ontario street, Cleveland.

ELMIRA.—Wheel matters are quiet just now, although we have been doing some good winter work. We have secured new headquarters in the Railway Y. M. C. A. building, corner Church street and Railroad avenue; have had our Constitution, By-Laws, etc., printed in neat pamphlet form and distributed among our members, and if each member will take the time to read it through (and I trust he will), and become familiar with and live up to the rules, we shall see more at our meetings, know better how to conduct them nicely, and above all present a much better appearance at club runs and excursions. We are going to try and raise funds enough this winter and spring to build a good track, and for this purpose the first concert for the benefit of the E. B. C. was given at the R. Y. M. C. A. Hall Monday evening, February 18, by the best local talent the city affords, assisted by Miss Gussie Sears (soprano), of Brooklyn, and Miss Bertha Morris (elocutionist), formerly of Philadelphia. It was a grand success in spite of the disagreeable weather, and at 8 o'clock there was standing room only, and the sale of tickets had to be discontinued soon after. This shows us that the people appreciate and are willing to help us, so we shall secure a larger and better hall for our next entertainment. The Corning B. C. Club disbanded last week, and will, I understand, reorganize soon as an L. A. W. club, which is a step in the right direction. The Fall Brook Coal Co.'s Railroad (i.e. the J. S. P. C. & B. R. R., C. C. & A. R. R., S. G. & C. R. R., and G. & L. Ry.), also the U. I. & E. Railroad, and the Tioga Railroad, through the efforts of ———, will carry bicycles free. The proper papers have been sent to a member of the Railroad Committee. Enough, dinner now. K. S. H.

CLEVELAND.—The Cleveland Bicycle Club had a wedding among its members February 19. C. W. Norman, their genial ex-Treasurer, was the lucky man, and Hon. N. R. Kieth the generous parent to assign his accomplished daughter, Miss Fanny, to the care of a wheelman. The bride looked prettier than ever in an elegant satin brocade, and "Charlie's" big moustache wore the happiness of the occasion admirably. There was an unusually large number of elegant presents, and a corresponding amount of hearty congratulations.

ANNUAL ELECTIONS, 1884.

Editor of The Wheel: We desire to call the attention of all members of the League to Rule 21 relating to elections:

ELECTIONS.

21. Between the first and tenth day of March, of each year, the Corresponding Secretary shall send to each member of the League a voting blank for Chief Consuls and representatives.

Each member who was admitted or whose dues were paid up to the first day of March, shall be entitled to one vote for Chief Consul for the State wherein he resides, and one vote for each representative that his State is entitled to under these rules; each vote shall be signed by the member voting it, and returned to the Corresponding Secretary before the tenth day of April, and by him delivered to the Committee on Rights and Privileges. This committee shall sort and count the votes, and make a return of the same to the President on or before the twentieth day of April; the person obtaining the largest number of votes in each State for Chief Consul shall be elected, and the person receiving the largest number of votes as representatives shall be elected. The President shall, on or before the first day of May, declare the result of the election, and cause the same to be published without delay in the official organ; and also notify every member of the board of officers and persons so elected of the result. On the same day as the annual meeting (as provided for) the Chief Consuls and representatives so chosen shall meet and elect from their number a President and Vice-president, and from the membership of the League a Corresponding Secretary, a Recording Secretary, and a Treasurer.

In accordance with the above we have carefully prepared a list of members showing the number in each State or Division, also the grand total, March 1, 1884, and the same is believed to be absolutely correct in total from the records of the Corresponding Secretary, also those of the Treasurer, and the cash paid Oliver & Jenkins for WHEEL:

LOCATION BY STATES.

New York	718	South Carolina	11
Massachusetts	582	Colorado	10
Pennsylvania	516	California	6
Ohio	366	West Virginia	6
Connecticut	292	Texas	5
New Jersey	255	Germany	4
Illinois	116	Kansas	3
Michigan	111	Minnesota	3
New Hampshire	108	Nebraska	3
Maryland	87	North Carolina	3
Missouri	66	England	2
Indiana	39	Georgia	2
Kentucky	37	Arizona	1
Iowa	35	Arkansas	1
District of Columbia	34	Dakota	1
Maine	32	Delaware	1
Wisconsin	28	New Brunswick	1
Canada	27	Oregon	1
Wyoming	24	Utah	1
Vermont	23	Virginia	1
Rhode Island	19		
Tennessee	17		3,598

Article 4. of our Constitution reads:

4. Its officers shall be a President, Vice-President, a Corresponding Secretary, a Recording Secretary, a Treasurer, Chief Consuls, one from each State, and each State with a membership of fifty shall be entitled to one representative and one additional representative for every additional fifty members. No State with a membership of less than fifty shall be entitled to a representative, and these officers shall form a Board of Officers, of which eight shall constitute a quorum, who, shall elect and decide in all matters not provided for in this constitution and shall have power to fill vacancies.

As here provided each State or Division is entitled to one Chief Consul, and a number of representatives as shown in the following table:

REPRESENTATIVE ASSIGNMENT.

Connecticut	5	New Hampshire	2
Illinois	2	New Jersey	5
Massachusetts	11	New York	14
Maryland	1	Ohio	7
Michigan	2	Pennsylvania	10
Missouri	1		

The past year has been one of success, and in order that we may in February, 1885, bear a similar testimony, it is essential that men of judgment and known integrity should

be called to fill these positions. Be careful how you vote!

A WORD OF CAUTION.

A voting blank will be mailed to each member of the League, as set forth in Rule 21, above given in full, which should be carefully read. This blank will be right, and may be filled by any party in writing, or a similar one written or printed, containing candidate's names written or printed as well, but it must be signed by the voter himself, or it will be rejected! Club votes cast by secretaries will not be accepted, and one ticket signed by several parties, will count but one, the vote being considered the first name in the list. Please insert League number in blank assigned.

The polls will close at midnight, April 10, 1884, at the office of the Corresponding Secretary, *pro tem*, Nashua, N. H., and no votes received after that hour will be counted.

Having filled out your ballot mail it as soon as convenient, *inclosing nothing else* as they will remain sealed until April 10. An envelope accompanies for this special purpose. Please adhere to the above, and thus avoid the rejection of your ticket! We are anxious to secure a large vote, and will cheerfully give you any information in our power.

W. V. GILMAN,
Cor. Secretary L. A. W., *pro tem*.

OUR BOSTON LETTER.

FIRST ANNUAL DINNER OF THE BOSTON RAMBLERS BICYCLE CLUB—BOSTON WHEELMEN DISSATISFIED WITH THE DECISION OF THE LEAGUE OFFICERS—GOSSIP FROM THE CLUBS AND ALONG THE ROADS.

The Boston Rambler's Bicycle Club held their first annual dinner at Young's Hotel, last Tuesday evening, and from all accounts enjoyed themselves hugely. For an organization so young as the Rambler's, they certainly deserve great credit for the successful and creditable manner in which this, their first dinner was conducted. About forty members and guests were present, the latter including Presidents E. C. Hodges, of the Boston Bicycle Club; Harry P. Robinson, Crescent Bicycle Club; Elliot Norton, Harvard University Bicycle Club; Herbert W. Hayes, Cambridge Bicycle Club; and editors W. B. Howland, of *Outing and the Wheelman*; and J. S. Dean, of the *Bicycling World*. The menu cards were very artistically gotten up, being printed on heavy cardboard, and trimmed with pink and white ribbons. On the front was a pretty steel engraving, and on the last page was the club ode, composed by Mr. J. Austin Fynes. The list of edibles was a long and enticing one, requiring several hours for the satisfactory disposal of it.

President W. S. Harris occupied the head of the table, and on either side of him were seated the guests of the evening. Toastmaster, J. Austin Fynes, conducted the post-prandial exercises, making them entirely informal, which added largely to their success, for all the responses were bright and witty, and elicited the most enthusiastic approbation. The toasts and responses were as follows: "Our Club: Practical and flourishing it needs no sentiment; constant its growth, successful its aims and objects, and, thanks to its President, high its rank among its fellows." President Harris: "Our Friends, Their number is legion. May we always retain their good wishes, and may a spirit of fraternity ever prevail among bicyclists."

Presidents E. C. Hodges and H. P. Robinson. "Our poet: Next to the toastmaster the most unfortunate individual at this festive board. His rhymes he will tell us, were turned with infinite more labor than would send a big wheel up a steep hill. Now that he has mounted successfully, let him coast." Harry H. Frost; "Our Suburban Neighbors: Whatever the distance between us, fraternity recognizes no milestones. A long run is easily made if the end in view be pleasant." Presidents Elliot Norton and H. W. Hayes. "The Bicycling Press: Our staff of life, our mainstay and our common forum. A battlefield, indeed, where ink has stained the ground, and never the corpse of an editor found." Editors W. B. Howland and J. S. Dean: "Our associate members: Small in numbers, but large in good intentions. May their shadows never grow less, for if they do, we might lose them altogether." George W. Keatts: The ode, "To the wheel," by J. Austin Fynes was as follows:

"TO THE WHEEL."

I.

To the Wheel! Let the toast be the last of the feast,
And the bumper the King of the night;
What tho' the Sun-God's astrir in the East,
Gilding the skies with his light;
What tho' the roseate flush of the morn
Creeps thro' the lattice in warning—
Drinks to the wheel! Aye, drinks to the dawn,
For Old Sol takes "a header" at morn'g.

II.

Then a health to the Wheel, and a health to the lass
Whose bright eyes have welcomed us ever;
Pledge 'cycle and maid in a loog last glass,
And swear to be false to them never;
Tender and true as were knights of yore
To the days of a golden past,
So each wheelman—and more—
Thro' life's loog "run" to the last!

This ended the regular programme, but social converse and merry song continued until a late hour.

There is a considerable excitement here in 'cycling circles over the decision of the League Officers in the matter of the protests against the Corresponding Secretary and Ducker and Fennessey. The majority with whom I have conversed seem to think that a great mistake has been made, and that much harm will be done thereby to the League. A full report of the meeting has not yet been published in Boston, and of course we are not aware of all the facts in the case that led to the decision, and therefore, perhaps, it would be rather premature to condemn their action until possessed of a full knowledge of the facts on both sides of the question; but from what is known it seems anything but a just decision to expell one party from the League for conduct unbecoming a gentleman, and to re-instate another party who had been suspended for committing the same offence. As I stated in a previous letter the opinion of the majority of Boston wheelmen is that the matter is something that should not be brought up in connection with League affairs, and that that organization should have as little to do with it as possible. In this case the League of course had to settle the matter of protests against the different parties, and to my mind the proper course to pursue would have been to have re-instated all the parties concerned, and then dropped the subject. If the League is to decide all personal quarrels among wheelmen, it will soon begin to resemble a police court, and many will be the petty squabbles it will have to straighten out. I understand that a petition is to be gotten up here to be presented at the League meeting at Washington for the re-instatement of Mr. Jenkins, and I

have little doubt but what it will have many signers both in this and other cities.

The other action of the Board of Officers meets with more favor, that of deciding on Washington, as the city for the annual meet and parade, being particularly well received here. Boston will undoubtedly send a large delegation from its two League Clubs, the Massachusetts and Ramblers, and it is also probable that a number of unattached League members will also attend from here. The Officers did another good thing in excluding from future League parades organizations not belonging to that body, for it being a League parade, none but League members should be allowed to participate. In my opinion it would be a good idea to also exclude all unattached riders, whether members of the League or not, for the "unattached division" has always been a ridiculous feature of the parade, and one that could well be dispensed with.

The Racing Board adopted a wise course in accepting the records made at New Haven last year and will, I think, meet with the approval of the majority of wheelmen. There cannot be the slightest doubt, but what the full distance was covered in all the races, and to refuse to accept the records, would not only be an act of injustice to the riders who made them, but would be wronging the entire racing fraternity, by making the American records much poorer than what they really are.

NOTES.

Rumor has it that a new club is soon to be formed at the West End of the city.

The Harvard College Club enjoyed a "smoker" at their headquarters, last Monday evening.

Corey and Ahl, of the Massachusetts Club enjoyed themselves hugely on Washington's Birthday, by making a 25-mile run on a Coventry Rotary Tandem Tricycle.

The Pope Manufacturing Company have presented the Massachusetts Bicycle Club, and the B. Y. C. Union and B. Y. C. Association Gymnasium with bicycle home trainers.

The Harvard Bicycle Club will hold its annual dinner at Young's, this evening. Mr. T. C. Coolidge, '84, will act as toast master, and Mr. R. F. Hoar, '84, will be chorister.

A Boston wheelman has invented a cyclometer of an unique design, which he claims will register accurately.

The second German of the Boston Ramblers' Club, will be held to-morrow evening at Walker's private dancing academy.

The March issue of *Outing and the Wheelman*, is one of the most elegant and artistic yet issued, containing as it does articles of interest to all lovers of out door sports, but more especially to wheelmen, and throughout profusely illustrated with the finest of engravings.

One of the Boston clubs is making preparations for a week's camp at Canton, next summer.

At the special meeting of the Ramblers' Club last Tuesday evening, three new members were admitted to the club, and committees appointed to look up new club-rooms, to get designs for a new club badge, and for a new uniform. The number of members composing the Club Committee, was increased to seven, and notice was given that at the next meeting, the annual dues would be raised to \$12. LEWEE.



The Official Organ of the League of American Wheelmen and the Cyclist Touring Club in America.

FRED. JENKINS, MANAGING EDITOR,
Box 444, New York.
N. M. BECKWITH, Pres. L. A. W. } Editorial
W. V. GILMAN, Treas. L. A. W. } Contributors.

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New York, February 29, 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.

INSURANCE AGAIN.

Some time ago we had occasion, from practical experience, to speak of the advantages of accident insurance, and it is only recently that we chronicled the total loss by the Peoria Bi. Club of nine bicycles and one tricycle by fire, only one being in any way protected by insurance.

To the man of average means the loss of a machine is a source of embarrassment. It is not every one who cares to invest \$125 to \$175 in a bicycle, and, once invested, one would naturally presume that the owner would protect his property by insurance.

In nearly every large city or town where there is a bicycle club, headquarters are established for the storage of machines and uniforms. In the larger clubs a janitor is at hand to protect the property, but in many cases the rooms are left to take care of themselves, being occasionally visited by the members of the organization. The value of this unprotected property in a club of say thirty members is often represented by thousands, but it is rarely that we hear of a case where fire insurance policies have been taken out.

The writer has carried, at the nominal cost of twenty cents per year (on a five years policy) insurance on machine, uniform, and other articles of value which are stored in his locker, and considers it a good invest-

ment. In fact, we would not be without it at ten times the cost. Usually the best plan is for five or ten men to make up a pool, and have all the names incorporated in one policy, for a stated amount. This can be done through any broker or insurance company. If it will assist any one who cares to take up the suggestion, we would state that Messrs. Chas. E. & W. Peck, of 54 Wall street, N. Y., are the brokers who handled the business for the members of the Citizens Bi. Club, and we presume they will be willing to handle any other business intrusted to their care.

The selection of Washington as the place for the annual meet will doubtless satisfy the majority of League members. It is conveniently located and readily accessible. As a city, Washington has many attractions; its wide, well paved streets, its magnificent public buildings, are by themselves enough to fascinate the average visitor, apart from its advantages from a wheelman's standpoint. The hotels are numerous and commodious, and easy of access from the railroad depots. The Washington 'Cycle Club, who have the meet in charge, are enthusiastic hard workers, who will do all in their power to make the meet a success, and should have the encouragement of members as well as the moral support of the League in their efforts to make the Fourth Annual Meet even a greater success than the last one held in this city. The League has at the present writing nearly doubled its membership, and we shall be somewhat disappointed if we do not see at least twelve hundred in line on the morning of the 20th of May. The extension of time to two days is undoubtedly the best plan that could be devised for handling the business that accumulates from year to year. Large clubs who utilize the privilege of voting by delegates can send their representatives to the business meeting on the 19th, while the mass of riders, whose time will be limited, need not arrive until the second day.

It is rather early to speak of minor arrangements thus far in advance, but in all probabilities a special train will be made up from this city to accommodate the riders from New York and vicinity who desire to participate. The Pennsylvania Railroad have made, through their passenger agent, favorable propositions, which will doubtless receive proper attention. It is none too early to commence agitating the subject, and now that the dates are fixed every one should try and arrange his vacation, in order to be present at the annual gathering.

REPORT OF THE MEMBERSHIP COMM., L. A. W.

Your Committee on Membership respectfully beg leave to submit for your consideration the following report:

Certain cases lately had under consideration by us have given us no little pain and perplexity. Pain, from the nature of the cases, and that such could

arise among our members. Perplexity, from our desire to do the right thing, and the utter impossibility of making such complete and searching investigations into the truth of statements made to us as would sometimes seem desirable. To summon parties and witnesses to take formal depositions as in civil cases; to have the parties and witnesses confront each other and submit to rigid inquiry and cross-examination, to say nothing of the cost in time and money to the committee, are things so manifestly outside the limits of practicability as to need no comment.

Our League Rule 29 provides for the expulsion of members by this committee with the approval of this Board. The question thus arises, how far ought this committee and this Board to concern itself with the conduct of its members? Your committee are of opinion that whenever any member makes use of ungentlemanly language, or scurrilous or opprobrious epithets, or defamatory remarks, in public prints, against the League of American Wheelmen, or concerning the official acts of any of its officers, or relating to any League club, it would be proper enough for us to exercise our discretionary powers; but that whenever a controversy arises, and bad blood is engendered between individual members, they had better be left to adjust their differences before some other tribunal.

This is not intended as the statement of a comprehensive rule for all possible cases, but is, we think, sufficient to cover the cases under immediate consideration.

The cases we refer to are the following: That of a large number of Baltimore members against Mr. R. F. Foster, of that city, concerning a publication by him in the *Spirit of the Times*, of June 30, 1883 entitled "Can such things be?"; the protest of a few Baltimore members against the Corresponding Secretary, Mr. Jenkins, concerning certain statements about Mr. R. F. Foster, of Baltimore, published in the official organ of the L. A. W.; that of a large number of Springfield members against Mr. Fred Jenkins, concerning a publication by him in the *Bicycling World*, of December 21, 1883, reflecting upon the character of the Springfield Bicycle Club, and the protest of four New York city members against Messrs. H. E. Ducker and A. L. Fennessy, both of Springfield, Mass., concerning certain publications by them in the *Bicycling World*, reflecting upon the character of Mr. Jenkins, the Corresponding Secretary of the L. A. W.

We feel that it would be encroaching unnecessarily upon your time to make exhaustive analytical reports upon each of these cases, but will cover them all in one report, and all the papers in each case being here present, such of them can be examined by this Board as it may choose.

First, The protest against Mr. R. F. Foster. The article complained of is dated Baltimore more, June 23, and Mr. Foster admits that he wrote it, and it is mainly about local affairs concerning the truth of which we have no evidence. The following points in the article deserve our attention. Four times it refers to our organization by using its initial letters, L. A. W., four times in speaking of the Chief Consul it calls him "Grand High Consul," and the Representative is spoken of as the "Supreme Representative." Referring to the Chief Consul as a member of the Racing Board, it says he was "as ignorant of racing matters as a telegraph pole, and without decision of character enough to determine on the color of his tie," and that he was the "tool" of a bicycle agent. The protest speaks of the article as "impugning the honor and integrity of certain officers of the L. A. W.," and published "with a view to bring unmerited ridicule and disgrace upon said officers," and demands the expulsion of Mr. Foster from the League for "malicious falsehood" and "conduct unbecoming a gentleman." Mr. Foster, although called upon and given ample opportunity to defend against this protest, has scarcely put in any evidence beyond his own assertions as to the truth of his article, and the presumptions are certainly against him. As to the charge of ungentlemanly conduct, he is silent, and the article itself is a strong witness against him. Your committee, therefore, find Mr. R. F. Foster, of Baltimore, guilty, and declare him expelled from the League of American Wheelmen.

Second, The Baltimore protest against the Corresponding Secretary. Last summer, after the appearance of Mr. Foster's article, the Corresponding Secretary received a petition from a large number of members in Baltimore, citing that article, and asking the Board of Officers to investigate its authorship, and expel its writer from the L. A. W. Accompanying this petition was a letter from the editor of the *Spirit of the Times*, stating that the author was Mr. R. F. Foster, of Baltimore. This petition and letter together the Corresponding Secretary regarded as amounting to a protest against Mr. Foster, and so notified him that he was suspended, and requested the return of his membership ticket. Mr. Foster refused to acknowledge said petition as a protest against him, and refused to surrender his ticket. Owing to a change in this committee, the matter did not come before us until after the fall meeting of the Board of Officers when the committee did get about it. Owing to objections by Mr. Foster, of having the Corresponding Secretary serve upon the committee, the

other members determined, if possible to agree, to act without Mr. Jenkins, and so advised Mr. Foster. The committee were at first minded to consider that a sufficient protest had been made, and asked Mr. Foster for his defense; but upon the refusal of Mr. Foster to answer, we changed our course, and advised the petitioners, through the President of the L. A. W., to enter a regular unmitigated protest, which they afterwards did. Now, the gist of the Baltimore protest against the Corresponding Secretary is, that he regarded that petition as a protest, and acted accordingly. So complaint is made that the Corresponding Secretary stated at our last fall meeting that he had a protest against Mr. Foster; and that in the official organ of the League, date Nov. 9, 1883, he spoke of Mr. Foster as suspended, and as having refused to return his membership ticket. But when this last publication was made, the Corresponding Secretary had no means of knowing that his view of the matter was different from that of the other two members of the committee. We cheerfully acquit Mr. Jenkins from the charge of "malicious lying," etc., in relation to this matter. There is another matter referred to in this protest, which this Committee decline to take into consideration, on the ground that the Racing Board have (as we understand it) passed upon it, and we do not deem it our business to review their decisions.

Third. The Springfield protest against Mr. Fred Jenkins. This charges "Mr. Fred Jenkins, the Corresponding Secretary, and Official Handicapper, of the L. A. W., and editor of its official organ," with having published in the *Bicycling World*, of Dec. 21, 1883, a statement to the effect that the Springfield Bicycle Club had repudiated just accounts against it, and discrediting its statement that it had lost money by its September tournament. We have made inquiry concerning this charge, and find it to be true, and that it was, as claimed in the protest, a direct insult to the club. Mr. Jenkins put in evidence in support of the "repudiation" charge an old subscription matter, which he failed entirely to connect with the club. This committee is of opinion that Mr. Jenkins, in this public attack upon the good name of a League club, was guilty of a gross offence, the tendency of which was to injure our body, and we hereby declare him expelled from the League of American Wheelmen.

Fourth. The New York protest against Messrs. Ducker and Fennessy. The offence charged in this protest is that of publications by them in the *Bicycling World*, calling Mr. Jenkins, the Corresponding Secretary, in effect, an "unmitigated liar," and calls attention to the fact that the article that called forth these remarks was published by Mr. Jenkins as a private person, and not as a League official, and that as such he had a perfect right to express his views. This view we would not controvert, because the views expressed were also about private individuals, and as the statements complained of were concerning Mr. Jenkins in his private capacity only, there would seem to be a failure to show a punishable offence, should they be established; but as to Mr. Ducker, we cannot find the allegation true. We, therefore, decide that both Mr. Ducker and Mr. Fennessy be reinstated in the L. A. W.

Our decisions, gentlemen, in each of these cases, are subject to your approval, and while embodying our opinions, are made *pro forma* to give you something tangible to act upon.

The many newspaper controversies with which the wheeling public, during the past year, have been regaled, have too often been undignified and belittling to our manly sport, and ought to stop, and never be repeated; and it is the hope of this committee that in the discharge of these unpleasant duties, they may at least have done something to prevent their recurrence.

STEPHEN TERRY,
F. P. KENDALL,

Membership Committee L. A. W.
February 22, 1884.

WHEEL AND THE YEAR:

(By Pius Rotator.)

Sing of the Wheel, for it is fleet and comely,
Whether you have it by the two, or three;
Cling to the Wheel for rides abroad or homely,—
And join the L. A. W., or C. T. C.
To gaily move amid the scenes of nature,
Its joke is easy and its burden light;
It lifts you fitly to a godlike stature,
You of many a holy patent-right.*

Sing of the year now following the olden,
Around the royal sun to run its race:
Ring of the wheels that lately us embolden
Is rapt with somewhat of ecliptic pace,
Shall they not speak of One who rolleth ever
Upon the orbits vast that night reveals,
Where boundless space and time can weary never
The flight of Him who sits above his wheels?

Sing of the Wheel as minister of gladness
Newly to many in the coming year;

*Not yet brought up by the P. M. C.

Bring to the Wheel the phys'nomy of sadness,
For that is what such rides rejoice to clear.

Tell gentle souls that now Tricycle cometh,
The tamer kind that will not scare or maim;
While Bicycle, as ever, speeds and hummeth,
And hardy bards collaud in loud acclaim.

RARE BARGAIN—54-inch British Challenge; full nickeled, with nickeled ball pedals, rubber handles, and long distance saddle. In perfect running order; good as new; cost \$164; will sell for \$130. **VICTOR ROTARY TRICYCLE**, good as new; very little used; cost \$160. Price \$130. E. PRICE, care of S. T. Clark & Co., 2 and 4 Hanover street, Baltimore, Md.

FOR SALE—54-in. Standard Col. Bicycle. Bright and painted, cone bearings. First class condition, with large nickeled hub lamp and extra pair pedals. Price, \$55.00. E. K. BOURNE, 50 Union Square, N. Y. City.

FOR SALE—A 56-inch Yale Full Roadster. Ball rat-trap pedals. L. D. saddle, handy tool bag. Been run about 500 miles, shows no wear. Price, \$110. W. B. EVERETT, 338 Washington street, Boston.

FOR SALE—A 52-in. Harvard, full nickeled, in good condition, full ball bearings, nickeled lamp, and Hill & Tollman Alarm. Price, \$75 cash, cost \$150. A. P. BENNETT, P. O. Box No. 1924, N. Y. City.

WANTED—One second-hand bicycle of some good make, 50 inch; also, one second-hand *American Star*, 51 inch. *State condition and how long used*, with lowest cash price. Address, R. E. RICE, Dodge City, Kansas.

52 IN. Harvard Roadster, full nickeled, good condition. Price, \$100. WM. D. LEONARD, 145 Broadway, N. Y. City.



\$2.68 in currency or postage stamps. Send the above amount, and we will send you, delivered free anywhere in the United States a sample pair of our

RUBBER SOLE BICYCLE SHOE

If ordered before March 15. Sizes, 4 to 9. These shoes are worth \$5.00 per pair, and but one pair will be sent to one address.

THE JOHN WILKINSON CO.,
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HERE WE ARE AGAIN,
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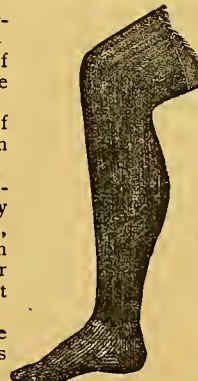
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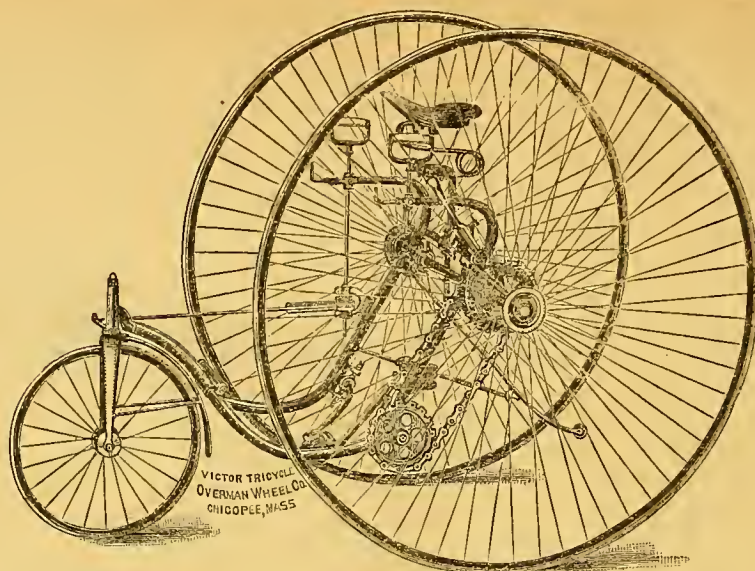
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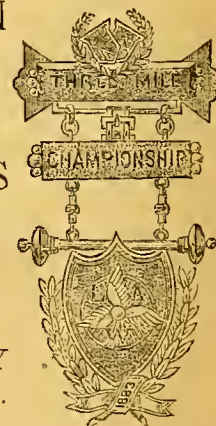
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A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

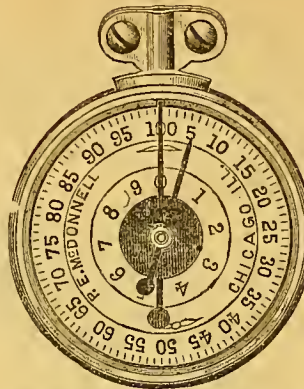
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In finely woven worsted, without collar, all shades,	- - - - -	\$ 4.00
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