

of midnight the gentlemen got out their wheels, and, leaving the ladies in charge of the house, rode the old year out and the new year in. On their return the festivities were kept up until the early hours of the morning. At nearly every club house in the city the new year was welcomed by an entertainment of some description.

The yearly "scorch" of the Two-Fifty Club took place on New Year's day, starting at 10.30 a.m. from the corner of 35th Street and Grand Boulevard, the destination being Pullman, distance 12 miles, the prize a case of champagne and the honor of being Chief Scorcher for the year. Geo. K. Barrett, W. B. Young, C. P. Root and N. W. Van Sicklen were the starters, and they had a "real nice" time of it in the rain and mud. Young dropped out at Washington Park. Van Sicklen had to dismount to pump up his tire, whereby the others gained considerably; he overtook and passed them, however, and after walking across a field to the Sand Hill with his wheel on his back, he rode into Pullman four minutes ahead of Root. Barrett fainted just at the edge of the town and was carried to the hotel. Van's time was 1.37, which is not quite as fast as he made in the Pullman race last May, but the wonder is that they got there at all.

Percy Harris, lately of the firm of Harris & Ross, has gone out on the road for the Chas. F. Stokes Manfg. Co. of this city. He will do Michigan, Ohio, and New York States.

Charlie Thorne, a veteran Chicago wheelman, and a brother of W. C. Thorne, holder of the quarter-mile world's record, was married at Peoria, Ill., on January 6, to Miss Belle Wilber, of that city. They became acquainted at the ball tendered the visiting cyclists after the race meet held there in 1890, and finally decided to wheel their way through life as a tandem or rather a sociable team. Charlie intended keeping the affair very quiet, but it got out, and he was very much surprised to discover a large number of his friends at the scene of the ceremony, they having come from Chicago by special train. May their life be a long and happy one.

On Saturday evening, January 2, at a Smoker at the Lincoln club-house, President Gerould, Chief Consul, Illinois Division L.A.W., was the recipient of a handsome square gold locket, having inside an inscription from the donors. On the outside were the Lincoln red-and-white crossbars on a black ground in enamel, set with rubies and diamonds; on the reverse, a solitaire. Mr. Gerould was completely taken by surprise, and only able to make a few remarks thanking them for their gift, which were heartily applauded.

The annual meeting of Illinois Division Board of Officers League of American Wheelmen was held in this city at the Grand Pacific, on Dec. 26, 1891. It was decided to invite the League to hold the national tournament in Chicago in 1893. The Board endorsed Washington, D.C., as the place at which to hold the annual meet of 1892. Mr. Thos. F. Sheridan, of Springfield, Ills., will be nominated for the office of 1st Vice-Pres. of the League, and every effort used to secure his election. He is a popular, enthusiastic, hustling wheelman, and no mistake will be made by those who cast their vote in his favor. In the evening the visiting delegates were entertained at dinner by the local officers at the Grand Pacific Hotel, a pleasing incident of which was the presentation to Mr. Sheridan of a valuable gift, in recognition of three years' service as Secretary-Treasurer of the Illinois Division. The annual meeting of the national assembly of the League will be held at Columbus, Ohio, Feb. 5, 1892, for general business and election of officers. A State Division has been organized in Montana, with Helena as headquarters, so it will be seen that cycling has received a big boom already this year over here.

I have been made a prisoner in the house during the past ten days by a severe cold, and during that time have given a good deal of attention to comparing cycling on this side the line and in Canada, and have come to the conclusion that there is a lack of something over there. What is it? Perhaps some of your readers could solve that question for me. Take, for instance, the membership in the Canadian Wheelmen's Association, which in October last was only 1,051, and in the League of American Wheelmen at the same period, 21,569. Of course I thoroughly understand the difference in the population, and all that, still it seems that the membership roll of the Canadian Association is not as large as it ought to be. How many names have been added to it since October? I do not know myself, but from past knowledge do not think there have been, in proportion, remember, as many as in the L.A.W., which has increased nearly two thousand members. Why is it? Well, as I said before, I am not positive about it, but I will tell you what I think. It is my opinion that the Americans take more pride in their Association than the Canadians do. Every man that joins tries to influence his friends, and they boom their division in a little friendly rivalry against the others. Then again, I think that some of the officers do not attach the importance to their positions that they ought, and when once in they don't care much what occurs. Give a