

THE WHEEL

A JOURNAL OF CYCLING

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

VOL. IV.—No. 15.—WHOLE NUMBER 93.]

NEW YORK, JULY 13, 1883.

{ Subscription, \$1.50 a year.
{ Single Copies, 5 cents.

League of American Wheelmen.

All applications for membership to the League of American Wheelmen, except in the States where Divisions have been organized, should be sent to Fred Jenkins, Corresponding Secretary, 45 West Thirty-fifth Street, New York.

The admission fee is \$1.00, and should in all cases accompany the application. In case the application is rejected, the fee will be returned. Names of applicants should be written very plainly, with first names in full, giving Post-Office address. Remit by Checks, Drafts, or Post-Office Money Orders, made payable to Fred Jenkins, Cor. Sec'y L. A. W.

Applicants should notify names as published in THE WHEEL, and notify the Corresponding Secretary if any error is made. Members of the League are requested to notice the names also, and inform the Corresponding Secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

THE WHEEL is the official organ of the League, and, apart from all the official notices and news of the League, devotes considerable space to the news of the day. It is sent free to every member of the League.

Circulars, etc., regarding the League will be sent to any address on application to the Corresponding or Division Secretaries.

BOARD OF OFFICERS.

President—Dr. N. M. Beckwith, 21 West Thirty-seventh Street, New York.

Vice-President—W. H. Miller, Box 245, Columbus, Ohio.

Cor. Sec'y—Fred Jenkins, 45 West Thirty-fifth St., New York.

Treasurer—William V. Gilman, Box 1487, Nashua, N. H.

Res. Secretary—Angus S. Hibbard, Milwaukee, Wis.

STANDING COMMITTEES.

Membership—C. K. Alley, Chairman, care S. S. Jewett & Co., Buffalo, N. Y.; Frank P. Kendall, Box 889, Worcester, Mass. Fred Jenkins, 45 West Thirty-fifth street, N. Y.

Racing—Geo. D. Gideon, Chairman, 1725 N. Twenty-first St., Philadelphia, Pa.; Fred Jenkins, Secretary and Official Handicapper, 45 West Thirty-fifth street, N. Y.; Geo. H. Strong, 252 Market street, San Francisco, Cal.; Frank E. Yates, 224 Washington Street, Chicago, Ill.; Abbott Bassett, 8 Pemberton Square, Boston, Mass.; Al. Trego, B. & O. Railroad, Baltimore, Md.

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Delaware—Charles H. Kittinger, Wilmington.
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Michigan—Charles D. Standish, 36 Michigan Grand Ave., Detroit.

Minnesota—C. H. Porter, Winona.

Missouri—Richard Garvey, 407 Chestnut St., St. Louis.

New Hampshire—C. H. Wilkins, 859 Elm Street, Manchester.

New Jersey—L. H. Johnson, Orange.

New York—Dr. N. M. Beckwith, 21 West Thirty-seventh Street, N. Y.

Ohio—H. S. Livingston, Box 416, 443 West Seventh Street, Cincinnati.

Pennsylvania—George Sanderson, Scranton.

Province of Ontario—Albert Rennie, Hamilton.

Province of Quebec—H. S. Tibbs, Box 1138, Montreal.

Rhode Island—A. G. Carpenter, Providence.

Vermont—C. G. Ross, Rutland.

Wisconsin—A. A. Hathaway, Milwaukee.

Wyoming—W. O. Owen, Laramie City.

West Virginia—Charles B. Ott, Wheeling.

REPRESENTATIVES.

California—George J. Hobe, Box 1216, San Francisco.

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Kentucky—Leon Johnson, Louisville.

Maine—Frank E. Ellwell, Portland.

Maryland—Yates Penniman, Baltimore.

Massachusetts—C. L. Clark, 42 Bedford St., Boston;

A. S. Parsons, Cambridgeport; F. P. Kendall, Worcester;

J. S. Weber, Gloucester.

Michigan—George K. Root, Detroit.

Minnesota—H. H. Barber, Brainerd.

Missouri—George C. Oeters, 209 S. Main St., St. Louis.

New Hampshire—E. M. Gilman, Nashua.

New Jersey—H. C. Douglas, 82 Parkhurst Street, Newark.

New York—C. K. Alley, care S. S. Jewett & Co.,

Buffalo; A. G. Coleman, Canandaigua.

Ohio—Alfred Ely, Jr., 11 Granger St., Cleveland; W.

H. Miller, Box 245, Columbus.

Pennsylvania—George D. Gideon, 1725 N. 21st St.,

Philadelphia.

Province of Ontario—John Moodie, Hamilton.

Province of Quebec—J. D. Miller, Montreal.

Rhode Island—

Vermont—Frederick G. Tuttle, Rutland.

Wisconsin—A. Meinecke, Jr., Milwaukee.

Wyoming—C. S. Greenbaum, Laramie City.

ANNUAL MEMBERSHIP ASSESSMENT.

All members of the League are hereby notified that their annual assessment is now due, and that a prompt remittance is desired. Those resident in the States where L. A. W. Divisions have been organized, will remit to their Division Treasurer—all others to the General Treasurer of the League—by Check, Draft, or Post Office Money Order. Division Secretaries and Treasurers are requested to discriminate in making their returns to this office, to send only renewals and all renewals, while the names of all applicants for admission to the League should be sent to the Corresponding Secretary.

W. V. GILMAN,
P. O. Box 1487, Nashua, N. H. Treasurer.

NOTICE TO BICYCLE CLUBS.

Clubs who wish a position in the League parades, or representation at conventions by delegates, should have a clause similar to the following embodied in their by-laws:

League Membership.—This Club, as a whole, shall become members of the League of American Wheelmen, the initiation fees being paid out of the Club Treasury, and each new member not already a member of the League, shall be proposed by the Secretary of the Club. Each member of the Club shall contribute his annual dues of the League to the Club Treasurer, individually; or the annual dues of each member shall be paid out of the Club Treasury.

NEW YORK STATE DIVISION.

OFFICERS.

Chief Consul—N. M. Beckwith, 21 West Thirty-seventh Street, New York.

Treasurer—Louis H. Brown, 153 Lake Street, Elmira, New York.

Secretary—Benj. G. Sanford, Box 2425, New York.

Representatives—C. K. Alley, Buffalo, New York; A. G. Coleman, Canandaigua, New York.

All applications for membership in the League of American Wheelmen from residents of New York State, and any inquiries concerning the New York State Division, should be addressed to Benj. G. Sanford, Secretary, Box 2425, New York.

The dues of the League for the year ending May 30th, 1884, are now payable, and should be sent to the Division Treasurer, Louis H. Brown, 153 Lake St., Elmira, N. Y.

NEW JERSEY STATE DIVISION.

OFFICERS.

Chief Consul—L. H. Johnson, Orange, N. J.

Representative—H. C. Douglas, 82 Parkhurst Street, Newark.

Secretary—Harold Serrell, Plainfield, N. J.

Treasurer (pro tem.)—Fred. Provost, New Brunswick.

All applications for membership in the League of American Wheelmen from residents of the State of New Jersey, and any inquiries concerning the New Jersey State Division, should be addressed to Harold Serrell, Secretary, Plainfield, N. J.

The dues of the League for the year ending May 30th, 1884, are now payable, and should be sent to the Division Treasurer (pro tem.), Fred. Provost, New Brunswick.

MASSACHUSETTS STATE DIVISION.

OFFICERS.

Chief Consul—Edward K. Hill, Worcester.

Representatives—C. L. Clark, Newton; A. S. Parsons, Cambridgeport; F. P. Kendall, Worcester; J. S. Weber, Gloucester.

Secretary—Frank P. Kendall, Box 889, Worcester.

Treasurer—Chas. P. Shillaber, 131 West Chester Park, Boston.

All applications for membership in the League of American Wheelmen from residents of the State of Massachusetts, and any inquiries concerning the Massachusetts State Division, should be addressed to Frank P. Kendall, Box 889, Worcester, Mass.

The dues of the League for the year ending May 30, 1884, are now payable, and should be sent to the Division Treasurer, Chas. P. Shillaber, 131 West Chester Park Boston, Mass.

MICHIGAN STATE DIVISION.

OFFICERS.

Chief Consul—Chas. D. Standish, Detroit.

Representative—George K. Root, Detroit.

Secretary—W. C. Marvin, Ovid.

Treasurer—G. E. Gorham, Marshall.

All applications for membership in the League of

American Wheelmen from residents of the State of Michigan, and any inquiries concerning the Michigan State Division, should be addressed to W. C. Marvin, Secretary, Ovid, Mich.

The dues of the League for the year ending May 30, 1884, are now payable, and should be sent to the Division Treasurer, C. E. Gorham, Marshall.

OHIO STATE DIVISION.

OFFICERS.

Chief Consul—H. S. Livingston.
Representatives—Alfred Ely, Jr., 21 Granger Street, Cleveland; W. H. Miller, Box 245, Columbus.
Secretary (pro tem.)—C. J. Krag, Columbus.

Treasurer (pro tem.)—D. E. Barnum, Springfield.
All applications for membership in the League of American Wheelmen from residents of Ohio, and any inquiries concerning the Ohio State Division, should be addressed to C. J. Krag, Secretary *pro tem.*, Columbus, Ohio.

The dues of the League for the year ending May 30th, 1884, are now payable, and should be sent to the Division Treasurer, *pro tem.*, D. E. Barnum, Springfield, Ohio.

PENNSYLVANIA STATE DIVISION.

OFFICERS.

Chief Consul—George Sanderson, Scranton.
Representative—George D. Gideon, 1725 N. Twenty-first St., Philadelphia.

Secretary—Victor M. Haldeman, Marietta.
Treasurer—Fred. McOwen, 216 South 3d St., Philadelphia.

All applications for membership in the League of American Wheelmen from residents of the State of Pennsylvania, and any inquiries concerning the Pennsylvania State Division, should be addressed to Victor M. Haldeman, Secretary, Marietta, Pa.

The dues of the League for the year ending May 30, 1884, are now payable, and should be sent to the Division Treasurer, Fred. McOwen, 905 Holly Street, Philadelphia, Pa.

MISSOURI STATE DIVISION.

OFFICERS.

Chief Consul—Richard Garvey, 407 Chestnut Street, St. Louis.
Representative—George C. Oeters, 209 S. Main Street, St. Louis.

Secretary—L. J. Berger, St. Louis & San Francisco Ry Co., St. Louis.
Treasurer—Arthur Young, St. Louis & San Francisco Railway Company, St. Louis.

All applications for membership in the League of American Wheelmen from residents of Missouri, and any inquiries concerning the Missouri State Division should be addressed to L. J. Berger, Secretary, St. Louis & San Francisco Ry. Co., St. Louis.

The dues of the League for the year ending May 30, 1884, are now payable, and should be sent to the Division Treasurer, Arthur Young, St. Louis & San Francisco Railway Co., St. Louis.

NEW HAMPSHIRE STATE DIVISION.

OFFICERS.

Chief Consul—C. H. Wilkins, 859 Elm Street, Manchester.

Representative—E. M. Gilman, 8 Prospect St., Nashua.
Secretary—E. A. McQueston, 654 Elm Street, Manchester.

Treasurer—C. H. Sanders, Fisherville.
All applications for membership in the League of American Wheelmen from residents of the State of New Hampshire, and any inquiries concerning the New Hampshire State Division, should be addressed to E. A. McQueston, 654 Elm Street, Manchester, N. H.

The dues of the League for the year ending May 30, 1884, are now payable, and should be sent to the Division Treasurer, C. H. Sanders, Fisherville, N. H.

NUMBERS ON MEMBERSHIP TICKETS.

Some little confusion has arisen from the duplicity of numbers upon our cards of membership for this year, due to the mistake of the lithographers in stamping red figures upon the left of the card contrary to orders. Those figures amount to nothing, the true one being found in the lower centre, preceded by the letter D, indicating the fourth year of our existence.

It is impossible to use these numbered tickets, so many of them having been dropped that it would have necessitated issuing many more than we now have, since the numbers already far exceed the whole number of tickets ordered. The entire lot would have been rejected but for the delay in securing others, which, at this season of the League year, would prove a very serious affair.

Yours fraternally,

W. V. GILMAN,
Treasurer.

TRANSPORTATION.

The following Railroads have issued instructions to carry bicycles free, at owners' risk, in baggage cars, when accompanied by owners and upon presentation of first-class tickets: Baltimore & Ohio; Grand Trunk; Chicago & Grand Trunk; Wabash, St. Louis & Pacific; Illinois Central; Chicago, Alton & St. Louis; Wheeling & Lake

Erie; Cleveland & Marietta; Ohio Central, New York, Chicago & St. Louis; Lake Erie & Western; Cleveland, Lorain & Wheeling; Chicago, Burlington & Quincy; Chicago & Iowa; Kansas City, St. Joseph & Council Bluffs; Flint & Pere Marquette; Grand Rapids & Indiana; Cleveland, Tuscarawas Valley & Wheeling; Indiana, Bloomington & Western; Valley Railway; Cleveland, Akron & Canton; Pennsylvania Company; Pittsburg, Ft. Wayne & Chicago; Pittsburg, Cincinnati & St. Louis (C., St. L. & P.); New Castle & Beaver Valley; Lawrence; Ashtabula & Pittsburg; Erie & Pittsburg; Cleveland & Pittsburg; N. W. Ohio; Meadville; Alliance, Niles & Ashtabula; Jeffersonville, Madison & Indianapolis; Indianapolis & Vincennes; Chicago, Milwaukee & St. Paul; Ohio & Mississippi; Cincinnati, Hamilton & Dayton; Cleveland, Columbus, Cincinnati & Indianapolis; Indianapolis & St. Louis; Chicago & West Michigan; Michigan Central (including Canada Southern); Louisville, New Albany & Chicago; Cincinnati, Indianapolis, St. Louis & Chicago (Kankakee Line); Lehigh Valley; Toledo, Ann Arbor & Grand Trunk; Chicago & Eastern Illinois; Cleveland, Lorain & Wheeling; Vandavia Line; Chicago, St. Louis & Pittsburg; Detroit, Lansing & Northern; Port Huron & North Western; Maine Central; Portland & Ogdensburg; Chicago & Alton; Chicago, Burlington & Quincy; Wabash, St. Louis & Pacific; Chicago, Milwaukee & St. Paul; Chesapeake & Ohio; Columbus, Hocking Valley & Toledo; Montrose Railway; Buffalo, N. Y., and Philadelphia.

TRANSPORTATION CHARGES.

Pennsylvania—25 cents for 50 miles or less, and half cent per mile over fifty.
Boston & Maine R. R. and Eastern R. R.—25 cents for 50 miles or less, and 50 cents for all distances over 50 miles.

APPLICATIONS FOR MEMBERSHIP L. A. W.

No. 28. NEW YORK, July 13, 1883.

The following is a list of applicants for membership received up to date and published in accordance with Article III. of the Constitution. Any objection must be made to the Corresponding Secretary within two weeks from date of publication, and it will be considered confidential. It is the duty of every League member to examine the names of applicants and see that no objectionable person is admitted to the League. Candidates will please notice if their names and addresses are correct, and report any error at once to

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

Unattached—5:

482—W. H. Gordon, Box 474, Belfast, Me.
485—F. S. Clarke, Box 1394, Portland, "
489—K. G. Sample, Muncie, Ind.
491—J. R. Meeks, Jr., "
496—Charles A. Hutchinson, Box 945, New Haven, Conn.

Meriden Wheel Club—add. 6:

497—John Harmon, M. Brit. Co., Meriden, Conn.
498—A. T. Gangloff, 85 Britania street, Meriden, Conn.
502—John Lane, 43 Columbia street, Meriden, Conn.
503—C. L. Lyon, M. M. I. Co., "
504—Chas. E. Homan, 83 Miller street, "
506—Rocky Lehoullier, Meriden, Conn.

Columbia Bi. Club—add. 3:

769—M. H. Brennen, Columbia, S. C.
770—J. A. Hunt, "
771—W. J. Lowrance, "

NEW JERSEY DIVISION—5.

Orange Wanderers—add. 2.

507—Mrs L. H. Johnson, Orange, N. J.
509—Mrs. J. Warren Smith, "

Star Bi. Club—add. 3.

510—William S. Kelley, Smithville, N. J.
511—Charles Frazier, "
515—Geo. A. Lippincott, "

MASSACHUSETTS DIVISION—3.

528—Arthur M. Little, 556 Warren street, Roxbury, Mass.
551—Charles Copeland, 17 Pemberton square, Boston, Mass.

Worcester Æolus Bi. Club—add.:

572—T. Walters, Jr., 149 Main street, Worcester, Mass.

OHIO DIVISION—3.

Cincinnati Wanderers—add 3

576—Will C. Rice, Springfield, Ohio.
577—Amos Wooley, 174 Main street, Cincinnati, Ohio.
581—Norton Isbell, Arondale, Cincinnati, Ohio.

NEW YORK DIVISION—55.

Unattached—22:

582—L. L. Darling, St. John's College, Sing Sing, N. Y. (Summer address, Madison, Wis.)

583—William A. Potter, 2 West Sixty-ninth street, N. Y. city.
584—Walter H. P. Veysey, 31 Nassau street, N. Y. city.
585—Edwin S. Robinson, 12 West Sixty-ninth street, N. Y. city.
586—Albert B. Barkman, 55 Pine street, N. Y. city.
595—R. W. Inman, 11 West Fifty-sixth street, N. Y. city.
602—Charles J. Howard, Katonah N. Y.
603—Rev. W. S. Winans, Sloatsburgh, N. Y.
604—Armand F. Kinzier, Hotel Brunswick, N. Y. city.
616—Felix Folk, 347 East Fourteenth street, N. Y. city.
619—Frank O. Laughlin, Pac. M. S. S. Co., N. Y. city.
620—Ed. Baillard, 958 Ninth avenue, N. Y. City.
621—Wm. DaCamara, 116 West Forty-ninth street, N. Y. city.
639—Stephen Connell, 133 West Forty-ninth street, N. Y. city.
657—W. L. Smith, Portland, Chautauqua Co., N. Y.
661—H. M. Fleming, "
664—P. M. Potter, New York Herald, N. Y.
665—Wm. H. Butler, Olean, N. Y.
666—Wesley B. Salter, 314 East Seventy-ninth street, N. Y. city.
673—Jas. G. Burchell, 1143 Park avenue N. Y. city (In summer, Howell's House, Rayshore, L. I.)
675—P. J. Bernhardt, Jamaica, L. I.
679—Walter Scott Mackenzie, 2008 Third avenue, N. Y. city, care, K. G. L. Co.

Binghamton Bi. Club—add.:

681—Fred. Hinds, Binghampton, N. Y.

Ixion Bi. Club—add. 6:

682—Geo. P. Pearson, 4 East Fifty-ninth street, N. Y. city.
684—A. W. Williams, 4 East Fifty-ninth street, N. Y. city.
686—G. C. Saffer, 318 East Twenty-third street, N. Y. city.
699—A. Van A. Winans, 73 Fifth avenue, N. Y. city.
702—L. B. Eardon, 34 West Fifty-fourth street, N. Y. city.
714—W. G. Brokaw, 599 Fifth avenue, N. Y. city.

Albany Bi. Club—add. 6:

715—Frank H. Case, 276 Central avenue, Albany.
716—Fred. L. Geer, 102 Jay street, "
719—Arthur Grant, 28 State street, "
725—A. W. Larose, 3 Madison place, "
730—Henry S. Martin, 152 State street, "
733—William Wylie, Troy, N. Y.

Long Island Wheelmen—14:

734—F. J. Drake, 55 Orange street, Brooklyn, N. Y.
735—George W. Mabie, 13 Lafayette avenue, Brooklyn, N. Y.
737—H. H. Stults, 95 Fifth avenue, Brooklyn, N. Y.
739—S. E. Buchanan, 9 Montague Terrace, Brooklyn, N. Y.
741—W. W. Share, 336 Navy street, Brooklyn, N. Y.
742—E. B. Peddinghouse, 40 Schermerhorn street, Brooklyn, N. Y.
743—Frank Frost, 17 Lafayette avenue, Brooklyn, N. Y.
744—G. B. Winslow, 68 St. James place, Brooklyn, N. Y.
745—A. S. Winslow, 68 St. James place, Brooklyn, N. Y.
746—Charles E. Harvey, 148 Pierrepont street, Brooklyn, N. Y.
749—David A. Sayre, 315 Quincy street, Brooklyn, N. Y.
753—D. C. McEwen, 160 Sterling place, Brooklyn, N. Y.
756—Arthur W. Guy, 115 Broadway, N. Y. city.
757—S. W. Baldwin, P. O. Box 2125, "

Heights Wheelmen—add. 2:

758—William T. Cross, 101 Columbia Heights, Brooklyn, N. Y.
760—A. J. Sheldon, 124 Pierrepont street, Brooklyn, N. Y.

Cornell Bi. Club—add. 4:

761—Perry B. Roberts, Ithaca, N. Y.
763—Otis L. Williams, "
765—H. P. DeForest, "
768—H. W. Kellogg, "

PENNSYLVANIA DIVISION—43.

Unattached—5:

773—Harvey Davenport, Canton, Pa.
775—Vin E. Williams, Greensburg, Pa.
776—Hilary S. Burnot, "
779—S. E. Pool, Irwin, Pa.
783—S. Alex. M. Saxman, Allegheny City, Pa.

Lancaster Bi. Club—add. 5:

781—F. A. Achey, Old Lancaster, Pa.
784—Lem. A. Mills, "
786—Ed. P. Day, "
787—H. H. Suesstrott, New " "
788—Wm. B. Youngman, New Lancaster, Pa.

Germantown Club—33:

- 789—F. W. Corse, Green street, Germantown, Philadelphia, Pa.
 791—H. Pusey, 307 Walnut street, Philadelphia, Pa.
 792—Jo. Pennell, Fisher's Lane, Germantown, Philadelphia, Pa.
 793—William Wilson, 107 S. 3d street, Philadelphia, Pa.
 797—E. E. Denniston, 35 S. 3d street, Philadelphia, Pa.
 831—E. W. Clark, School Lane, Germantown, Philadelphia, Pa.
 834—W. M. Kerr, 1003 Spruce street, Philadelphia, Pa.
 838—Ross E. Williams, 1132 Market street, Philadelphia, Pa.
 848—H. M. Linnard, Broad and Race streets, Philadelphia, Pa.
 852—Frank S. Harris, 622 N. 15th street, Philadelphia, Pa.
 854—John F. Simmons, 611 Sansom street, Philadelphia, Pa.
 862—Chas. G. Wright, 1126 Market street, Philadelphia, Pa.
 866—Herbert Condict, Green street, Germantown, Philadelphia, Pa.
 867—Frank H. Taylor, 1303 N. 6th street, Philadelphia, Pa.
 869—John M. Thomas, 410 Race street, Philadelphia, Pa.
 870—J. Whitall Nicholson, 410 Race street, Philadelphia, Pa.
 871—T. Howard Wright, 232 Walnut street, Philadelphia, Pa.
 874—John A. Beck, 1331 Race street, Philadelphia, Pa.
 875—Jas. P. McFarland, 830 Market street, Philadelphia, Pa.
 876—Geo. F. Craven, 1442 N. 7th street, Philadelphia, Pa.
 880—E. A. Sonder, 112 Walnut street, Philadelphia, Pa.
 881—Jno. G. Hunter, 55th street and Lancaster avenue, Philadelphia, Pa.
 882—H. S. Wood, 435 Chestnut street, Philadelphia, Pa.
 883—Dr. C. B. Knerr, 112 N. 12th street, Philadelphia, Pa.
 891—Geo. S. Iredell, W. U. Tel. Co., 10th and Chestnut streets, Philadelphia, Pa.
 893—J. B. Craven, 1442 N. 7th street, Philadelphia, Pa.
 895—John P. Curran, Jr., 1531 N. 8th street, Philadelphia, Pa.
 902—Will I. Fling, Wister street, Germantown, Philadelphia, Pa.
 906—W. West Randall, 1905 Chestnut street, Philadelphia, Pa.
 907—Chas. R. Harley, 223 North 20th street, Philadelphia, Pa.
 927—H. Taylor Rogers, 715 Market street, Philadelphia, Pa.
 940—Walter Furness, 222 W. Washington street, Philadelphia, Pa.
 942—H. W. Merchant, 615 Arch street, Philadelphia, Pa.

NEW HAMPSHIRE DIVISION—49.

Unattached—12:

- 945—Alphens B. Morrill, Concord, New Hampshire.
 946—Charles F. Sawtelle, Manchester, "
 949—W. A. Deering, Pittsfield, "
 950—James P. Melzer, Milford, "
 951—F. E. Blodgett, Plymouth, "
 953—N. G. Fisher, N. Weare, "
 956—B. O. Sawyer, "
 957—F. S. Sargent, Nashua, "
 963—Rev. Henry Bedinger, Concord, "
 968—Clarence M. West, Pittsfield, "
 970—R. W. Pillsbury, Derry, "
 972—Fred. G. Carter, Lebanon, "

Rockingham Bi. Club—add. 18:

- 975—James A. Spread, South Newmarket, N. H.
 977—Harry B. Yeaton, Portsmouth, "
 990—Henry W. Montgomery, "
 992—Wilbur L. Davis, "
 1002—Frank W. Moses, "
 1023—Chas. A. Clark, "
 1029—Albert E. Rand, Portsmouth, N. H.
 1034—Lemuel McIntire, "
 1035—Henry L. Harlow, "
 1036—Geo. F. Wallis, "
 1037—Wm. D. Grace, "
 1051—Albert H. Sides, "
 1075—John S. Tilton, "
 1080—Wyman E. Brown, "
 1087—Robt. F. Bradford, Jr., "
 1091—Fred. Bradford, "
 1093—John L. Berry, "
 1094—Willis B. Foster, "

Manchester Bi. Club—add. 8:

- 1096—Sam. C. Kennard, Manchester, N. H.
 1101—Ed. Sturgiss, "
 1103—L. G. Tewksbury, "
 1105—Wm. N. Butterfield, "
 1106—John Pearsons, "
 1108—F. A. Higgins, "
 1113—Wm. E. Marden, "
 1125—Chas. A. Smith, "

Penacook Bi. Club—10:

- 1128—Edmund H. Brown, Fisherville, N. H.
 1136—Wm. W. Allen, "
 1140—Geo. H. Gage, "
 1144—Irving E. Williams, "
 1153—Geo. H. Sanborn, "
 1156—Robert L. Harris, "
 1158—Guy H. Hubbard, "
 1160—D. Herbert Putnam, "
 1165—Wm. I. Durgan, "
 1166—Fred. B. Hoyt, "

Star Wheel Club—add.:

- 1168—R. E. Durkee, East Rochester, N. H.

Total, 172.

L. A. W. RENEWALS.

Week ending July 7, 1883.

- 653—Frank A. Ferris, 23 West 126th street, N. Y. City.
 656—Walter R. Ferris, 23 "
 654—William A. Cape, 11 " 123d "
 1339—Fred. P. Edmunds, 279 River street, Troy, N. Y.
 2747—Joshua Reynolds, Stockport, Columbia Co., N. Y.
 3663—Monroe LeVino, P. O. Box 3597, N. Y. City.
 2556—Edgar L. Davenport, Canton, Bradford Co., Pa.
 2663—Arthur W. Hooper, P. O. Drawer 81, New Haven Conn.
 3197—Thomas E. McAfee, Nashua, N. H.
 3542—F. H. Muhlenberg, Reading, Pa.
 3155—Charles A. Hanna, Cadiz, Ohio.
 2856—Fred W. Walker, Auburndale, Mass.
 3475—Edward S. Walker, 8 Vinton street, S. Boston, Mass.
 2666—Fred. A. Fielding, 128 Central street, Lowell, Mass.
 817—M. J. Norton, Newport Barracks, Ky.
 3001—W. S. Locke, 13 Allston street, Boston, Mass.
 3454—Charles H. Vee, 257 Fletcher street, Lowell, "
 1709—John S. Webber, Jr., Gloucester, "
 389—John E. Brown, 31 Edward street, Worcester, "
 384—Ed. F. Tolman, 105 Front " "
 393—Waldo Lincoln, 45 Elm " "
 2350—Geo. F. Harwood, P. O. Box 1252, " "
 3257—Charles Bruso, 23 Webster street, " "
 964—John H. C. Hadley, 300 Main street, " "
 3647—J. Van Eps, 121 Main street, Somerville, N. J.
 1—Charles E. Pratt, 597 Washington street, Boston, Mass.
 3344—George Broker, 18 Washburn street, Worcester, Mass.
 2060—Walter E. Trufant, Abington, Mass.
 159—E. H. Warren, P. O. Box 3453, Boston, Mass.
 2878—Donald B. Smith, Provincetown, Mass.
 3158—Herbert W. Hayes, 22 Shepard street, Cambridge, Mass.
 Total, 31.

Milwaukee Bi. Club—3:

- 935—A. Meinicke, Jr., Milwaukee, Wis.
 1191—A. W. Fries, "
 2707—B. F. Adler, "

Lawrence Bi. Club—5:

- 1356—Alonzo M. Tacy, Lawrence, Mass.
 1650—Henry W. Emmons, "
 1650—T. S. Webb, "
 1652—Arthur W. Dyer, "
 2693—M. D. Currier, "

NEW JERSEY DIVISION.—8

- 3652—Louis W. Weise, Bordentown, N. J.
 3653—H. Benson Weise, "

Elizabeth Wheelmen—3:

- 1862—W. H. Hastings, Elizabeth, N. J.
 3487—Geo. J. Martin, "
 3488—M. W. Halsey, "

Millville Bicycle Club—2:

- 2344—Thomas B. Somers, Millville, N. J.
 2116—Herschel Mulford, "

Plainfield Bicycle Club—1:

- 1140—Charles L. Hyde, Plainfield, N. J.
 Total, 47.

SECRETARY'S REPORT

OF THE

Meeting of the Massachusetts Division of the League of American Wheelmen, held at Boston, Mass., June 6, 1883.

Meeting called to order by Mr. E. K. Hill, Chief Consul, at 8:15 P. M.

In the absence of Mr. Frank P. Kendall, Secretary, Mr. A. L. Fennessy, of Springfield, was chosen Secretary (*pro tem.*).

Mr. Hill stated that the League signs adopted at last meeting were now ready for use; also, that the Committee on By-laws had drawn up a set of rules and regulations to govern the Massachusetts State Division, and would be read at this meeting, for adoption or change as the meeting decided.

It was moved and seconded that the report of this committee be accepted. Carried.

Mr. Williams, of Boston, made a motion that each article of the proposed by-laws be read and acted upon separately. Carried.

The report of the Secretary was read and accepted.

ARTICLE I read as follows: The Massachusetts Division shall form a branch of the League of American Wheelmen, and comprise all members of the League residing in the State of Massachusetts.

Amendment made by Mr. Dean, of Boston, After the word "division" insert "shall be a branch of the L. A. W., in accordance with the Constitution of the L. A. W." Carried.

ART. 2.—The division shall be subject to the constitution and rules of the L. A. W., and shall aim to further the interests and purposes of the national organization. Carried.

ART. 3.—The special object of the division shall be the advancement of cycling in the State, by improving facilities for touring, promoting unity of action in wheeling matters, and encouraging of good fellowship among its members. Carried.

ART. 4.—The State officers of the League, consisting of chief consul and representatives, together with a secretary and a treasurer, shall form an executive board to direct all the affairs of the division. They shall meet at the call of the chief consul, and a majority of the officers shall constitute a quorum. Carried.

ART. 5.—An annual meeting of the division shall be called by the chief consul as soon as expedient after the annual meeting of the League, to elect secretary and treasurer, appoint standing committees, and organize the routine of business for the ensuing year, and to transact any other business that may come before the meeting. Carried.

Mr. Williams, of Boston, moved for reconsideration, which was carried. He then moved that the following be added to Article 5, viz.: "A special meeting may be called by the chief consul upon the written request of any twenty-five members of the division." Carried.

Mr. Williams then moved the adoption of the rule as amended. Carried.

ART. 6.—The secretary and treasurer shall be chosen at the annual meeting by vote of the division, and shall discharge the duties of their respective offices until their successors are appointed. These officers may be selected from the representatives or from the division at large.

Mr. Williams moved that that the last clause in this rule be erased, viz.: "These officers may be selected from the State representatives or from the division at large." Carried.

Mr. Williams then moved that the rule be adopted. Carried.

ART 7.—The following committees shall be appointed annually, and serve until new appointments are made:

- Committee on By-Laws.
- Committee on Finance.
- Committee on Meetings.
- Committee on Membership.
- Committee on Races.
- Committee on Railroads.

The finance committee shall consist of the chief consul, the secretary, and the treasurer. The other committees shall each consist of three persons, and shall be appointed by the chief consul from the division membership. They shall attend to all matters referred to them by the executive board, and when required shall

act in concert with like committees of the L. A. W.

Mr. J. S. Dean, of Boston, moved that the chair appoint a committee of three to define what action the different committees shall assume. Motion lost.

Mr. W. B. Everett, of Boston, moved that Rule 7 be laid on the table. Motion lost.

Mr. J. S. Dean, of Boston, moved for a reconsideration of his motion, and substituted that the chair be not allowed to appoint the committee, but that they be chosen by the house, and suggested the names of Messrs. Williams, Everett, and Hill. Mr. Williams declined to serve, whereupon Mr. Dean withdrew his entire motion.

Mr. Ducker, of Springfield, moved that the finance committee shall consist of three persons not of the executive board. Mr. Williams made an amendment to this, which was accepted by Mr. Ducker, that the finance committee be appointed by the C. C.

A motion was made that every city or town, having ten or more members, should have a representative on the executive board. Motion lost.

Mr. Henry E. Ducker, of Springfield, made the following amendment to Rule 4: "Each and every club, in the State of Massachusetts, having twenty or less members, shall be entitled to one representative, and one additional representative for each additional ten members, or fraction thereof. The said representatives to form the representative body, and the officers elected at large the executive body." After considerable discussion it was voted to lay this amendment on the table.

Mr. Abbott Basset, of Boston, offered the following rule, viz: "These by-laws may be altered or amended by a vote of three-fourths of the members present, and voting at any meeting; or should an amendment or amendments be offered in writing to the Executive Board by any twenty-five members in the interim, they shall be submitted to a mail vote of the entire membership, and a three-fourths vote shall be necessary to the passage of the same." Carried.

Mr. Williams, of Boston, then moved that the by-laws be adapted as a whole. Carried.

Mr. W. E. Gilman, of Chelsea, moved that the Executive Committee draw up an amendment relative to changing the governing power of the division, and subject the same to a mail vote. Motion was ruled out of order, and lost.

A vote of thanks was voted to Messrs. E. K. Hill, F. S. Pratt, F. P. Kendall, and Chas. P. Shillaber, for their generosity in defraying all the expenses of the division for the year.

Upon motion of Mr. Gilman, the meeting proceeded to the election of officers, with the following result: For Secretary, Frank P. Kendall, of Worcester. For Treasurer, Thos. P. Shillaben, of Boston.

It was moved and seconded that Edw. K. Hill, Frank P. Kendall, and William E. Gilman act as a committee of three to make appointments for standing committees, as provided in Rule 7. Carried.

It was the sense of this meeting that an annual meet take place in the fall, and the Executive Board have the power to decide when and where.

Upon motion, the meeting adjourned at 10:33 P. M.

Respectfully submitted,

A. R. FENNESSY,
Sec'y, *pro tem.*

NEW HAMPSHIRE DIVISION, L. A. W.

A meeting of the League of New Hampshire Wheelmen was held at the Hotel Windsor, Manchester, on the evening of July 3d, there being a good attendance of prominent members from Portsmouth, Fisherville, Keene, Concord, and

Manchester. The meeting was called to order by Chief Consul Wilkins, who read the call for the meeting.

Ex-Chief Consul Hazlett was then called to the chair, and Mr. Wilkins presented his report as Secretary of the first meeting and organization of the State League, on the 15th of last September, which was accepted. Mr. Wilkins then tendered his resignation as Secretary and Treasurer of the State League, which was also accepted. The Chief Consul resuming the chair, Mr. E. A. McQueston was elected Secretary *pro tem.*, and Mr. Hazlett, Chairman of the Committee on Constitution and Rules, reported a constitution and asked for more time on the Rules. The report was accepted, the Constitution adopted, and the Committee granted more time to report next day.

The Constitution changes the name of the organization to N. H. Division, L. A. W.

Mr. E. A. McQueston, of Manchester, was then elected Secretary, and Mr. C. H. Sanders, of Fisherville, Treasurer. These officers were immediately called upon to enter upon their duties by Mr. Hazlett, who reported from the Rockingham Club of Portsmouth, a list of seven renewals and eighteen applications for membership. The Manchester Club followed with seven renewals and eight applications, and Treasurer Sanders pleasantly surprised the meeting with one renewal (his own) and ten applications from the Penacook Wheel Club of Fisherville, which was formed the night before. Several other applications were received, including one from the Star Wheel Club of E. Rochester. The Chief Consul reported a list of eighteen Consuls (which included the reappointment of L. A. W. Consul No. 1 Davis, of the Rockingham Club) and two League hotels. After a free discussion of League matters, adjournment was made to the next day. At the adjourned meeting the report of Committee on Rules was received and accepted. The matter of second Annual Meet was referred to the Chief Consul and the Manchester Club.

E. A. MCQUESTON,
Secretary N. A. Div. L. A. W.

NEW HAMPSHIRE DIVISION, L. A. W.

The following appointments are made:

LEAGUE HOTELS.

Portsmouth, Rockingham House (\$3.50), 25 per cent. off; Manchester, Hotel Windsor (\$2.50), 20 per cent. off.

CONSULS.

Concord, E. P. Comins; Dover, C. S. Clifford; Derry, R. W. Pillsbury; East Rochester, E. H. Corson; Farmington, E. F. Peavey; Fisherville, C. H. Sanders; Hinsdale, H. E. Hunter; Keene, F. M. Tottinham; Lancaster, C. D. Batchelder; Milford, J. P. Melzer; Manchester, E. A. McQueston, 654 Elm street; Nashua, G. W. Hendrick; North Weare, B. O. Sawyer; Portsmouth, C. A. Davis; Pittsfield, C. M. West; Plymouth, F. E. Blodgett; Rye and Hampton, A. L. Jenness; South Newmarket, J. A. Spad.

C. H. WILKINS,
Chief Consul N. H. Div.

MANCHESTER, N. H., July, 3, 1883.

TO NEW YORK STATE CONSULS.

GENTLEMEN: I would remind you of the obligations taken upon yourselves when accepting the office to which you were appointed, and urge upon you the necessity of live, active work during the present riding season. You have all been furnished with "route slips," which are to be filled out, as per sample enclosed, and returned to me. In some cases this has been done promptly, and to my entire satisfaction, but in the main no report has been sent in. These slips are sent

you to fill out, and I shall surely expect you to do so. Much benefit may be derived from these descriptive rout slips, if generally made use of. Inquiries are continually made as to best roads, distances, good hotels, etc. In some instances I am able to give the desired information; in most cases, however, I am compelled to refer to others. This should not be so. My plan has been to get full returns from all Consuls in this State embodying name of Consul and town, distance from point to point, most accessible roads, points of interest, League hotels, rates, etc., and have some printed in pamphlet form, and at the disposal of any who might want them for reference. Such condensed information would be invaluable to tourists. To accomplish this very desirable result, I must have the co-operation of all local consuls. I have taken good care that all bicycling centres should have a consul to look after their interests, and the interests of the L. A. W. at large. These gentlemen are expected to do their duty to the best of their ability.

Reappointments have been made in nearly all instances, and if any consul finds his other interests too numerous to serve the L. A. W. with avidity, let him declare himself at once, and give another his place who has the time and disposition. I trust, a word to the wise will be sufficient, and a frequent application of the official prod will not be necessary. The L. A. W. interests and prospects are to-day more promising than ever before, and let each of you exert his influence and action to further its interests, and make New York State the head-centre of bicycling interest in this great country.

Faithfully yours,
N. MALON BECKWITH,
C. C. N. Y. State.

THE OPENING OF A NEW RAILROAD.

At 9:44 A. M., last Saturday, two Pullmans and a smoker, containing about 150 members of the press from New York, Philadelphia, Washington, and Baltimore, and drawn by a brand new engine of the most approved pattern, pulled out of the Pennsylvania Depot, in Jersey City, and started on a two days' excursion over the New York, West Shore, & Buffalo Railroad, with the Hotel Kaaterskill in the Catskills as a destination. The managers of this road, in a neat little engraved invitation, had informed the press that they wished to signalize the opening of their road by entertaining the press, and representatives of nearly every paper hereabouts were on hand, and a right jolly crowd were they. The first few miles of the road run through one of the prettiest portions of New Jersey, and reaches the Hudson at Haverstraw. Just before reaching this point, the train rushes into a quarter-mile tunnel hewn out of solid rock, emerging from which the magnificent Hudson appears, a mile wide, with the beautiful bay of Haverstraw, dotted with sails and pleasure boats of all kinds, and forms one of the prettiest views imaginable. The scenery all along the new road is delightful, much finer, in the opinion of THE WHEEL, than on the other side of the river, and nothing but a lack of space prevents our mentioning the many morceaux between New York and Kingston. About 12 o'clock, we were regaled with a magnificent lunch of salads, cold cuts, and wines, followed by Reina Victorias. At Kingston the train was switched on to the Ulster & Delaware Road, and at Phenicia we changed cars, the balance of the trip having to be made on the Kaaterskill Railroad, which is a narrow guage, and graded about 140 feet to the mile, and leads directly up the mountains. The scenery on this road is quite suggestive of the famous ride up the Rhigi. At Kaaterskill the quill-drivers disembarked, and were shown the Falls by Mr. Beach, of the Laurel House, and from there, in about thirty coaches, we rode to the Hotel Kaaterskill, on the

spacious piazza of which Judge Harding, whom many will remember as one of our best patent lawyers, was waiting to receive us. This hotel is delightfully situated, and from almost any portion of the house one can see the entire valley of the Hudson, and on a clear day can look across Connecticut into the State of Massachusetts. Judge Harding and Mr. Gillett did everything in their power to make it pleasant for us. At 5 o'clock we sat down to a sumptuous banquet given by the hotel—in honor of the press, the menu stated. The boys did ample justice to the viands and wine. At the suggestion of Judge Harding no speechmaking was indulged in. The next morning, Sunday, we were scattered about in all directions. A number attended services in the parlors.

The journey back to New York was thoroughly enjoyed by all concerned; the boys having become acquainted with one another, and fun of every sort and variety was indulged in. We arrived at New York at 8 P. M., pretty well satisfied that a pleasanter trip would have been an impossibility. Too much cannot be said in favor of this new road. The rolling stock is of the best. The road-bed is very solidly and substantially built, so much so, that when the train reached a speed of a mile a minute—as it did on all straight-aways—there was not enough jar to disturb ones reading the finest of print. The whole affair was in charge of Mr. Henry Monett, the general passenger agent of the road. This gentleman, though very young for so responsible a position, is said to be one of the most energetic passenger agents in the country, and, certainly, the hospitable manner in which he treated us is beyond all praise.

CORRESPONDENCE.

THOSE PROFESSIONAL SCORES.

Editor of the Wheel: Below please find correct scores of the six-hour bicycle handicap race in the Exposition Building, Milwaukee, June 28th, 29th, 30th. Track nine laps to the mile, with two rather sharp corners. The race did not prove a financial success although the attendance was fair; the scores are good, considering the number of laps to the mile: Wm. J. Morgan (five miles start), 103 miles 7 laps; Wm. M. Woodside (scratch), 102 miles 2 laps; Louise Armaindo (ten mile start), 101 miles.

The management of the Battery D. Armory, Chicago, had arranged with Woodside and myself to ride a twenty-four hour handicap race there with Louise Armaindo on the 3d and 4th of July, but at the last moment, telegraphed to New York for Maggie Wallace, the lady bicyclist, to ride a race with Louise, the latter to give the former twenty miles start (*could afford to give her fifty*). We ride five miles against a trotting horse here to-day, there will also be a one mile to all amateurs, foot races, etc. The club here numbers fourteen, but did not know of the existence of THE WHEEL or *World* until we informed them. Roads fair.

Yours,

W. J. MORGAN.

OSHKOSH, Wis., July 4, 1883.

GOING BACK ON THE OFFICIAL RETURNS.

JUNE 23RD—BALTIMORE, MD.—Ten mile championship of Maryland, at Druid Hill Park, under auspices Maryland Club, Baltimore, Md. Gravel road in poor condition; measured 18 in. from pole, seven laps in 10 miles (7,543 feet), Surveyor's certificate.

Ten miles—J. D. Flack, Maryland Bt. Club, 1st, time 38m. 31 1-2s.; C. R. Evans, I. O. B., 2d, time, 40m. 40s.

The above is not correct, not that it matters much, but as it may go into the racing records for 1883, perhaps it would be well to have it right.

"Gravel road in very fair condition, soft only

in one place; measured 18 in. from pole, requiring 368 feet 6 in. less than 7 laps to complete 10 miles, or 7,595 feet 6 in. each lap.

Ten miles—J. D. Flack, Md. Bt. Club, 1st, time, 38m. 31 1-2s. E. E. Williams, I. O. B., 2d, by 30 yds.; time not taken.

It is impossible that when two men were side by side 750 yards from home, and when neither let up on his pace till the finish, that there could be 2m. 8 1-2s. difference in their times. The facts are, that orders had been given to the Park Police to allow no vehicle on the Lake Drive during the race, and that two of the timers, Evans and Stauff, in buggies, were not seen by the captain of police until the last lap, when they were at the 8 and 9 mile marks, respectively, and he ordered the buggies off in spite of all remonstrances. This prevented their being at the finish on time. King rode a bicycle and caught Flack's time. Evans was told to stop his watch when he was out of sight of the finish, and it registered 40m. 40s.; but the race was then all over. Foster had an Auburndale on his handle-bar, and at 9 1-2 miles he stopped it and dismounted, the watch then reading 36m. 43 1-4s., Williams and Flack both ahead about 50 yards. As to C. R. Evans being second, he was nowhere, as was expected, he having done absolutely nothing to prepare for such a race. R. F. F.

GENERAL INFORMATION WANTED.

Editor of the Wheel: With a few companions, I am thinking of making a run, *via* wheel, to Springfield, Mass., in the fall.

Can any of your readers give any information regarding routes, either from New York City, or from Rochester through Albany?

Do you know anything about the "Atlantic Special" other than Sturmy's description in the "Indispensable"? Has any one in the United States imported one?

Any points on the above subjects will be gratefully received by

A CYCLER.

WASHINGTON, D. C., July 9th, 1883.

WHEELMEN'S RIGHTS.

A LEGAL DECISION IN THEIR FAVOR—JUDGE SNELL DECIDES THAT A BICYCLE IS A CARRIAGE, HAVING ALL THE RIGHTS OF OTHER CARRIAGES.

In the Police Court, yesterday morning, Thomas D. Chapman was arraigned for assaulting Frank R. Lane, on Saturday, June 30th. Mr. Lane was one of a party of bicyclers who were returning from the races. They were riding down 9th street, and Chapman is alleged to have headed them off with his team whenever they tried to pass him. At Rhode Island avenue the bicyclers turned off, and Chapman, it is charged, deliberately drove into the procession, upsetting Mr. Lane, injuring that gentleman and ruining his bicycle. The bicyclers then detained Chapman until a policeman placed him under arrest. The case was continued until to-day, as the defense wished to bring in witnesses.

The matter came before Judge Snell this morning, who decided the case as follows, after hearing all the evidence: In consideration of the fact that Mr. Lane had sustained only slight injuries, and that the damage to the bicycle could not be considered in a case of assault, a nominal fine of ten dollars was imposed. The amount of damages for injury to the bicycle, however, is a matter for after consideration by civil suit. The judge, in imposing fine, stated that in the eyes of the law a bicycle is a carriage, having in common with other carriages equal rights to the streets and highways, protected by the same laws, and their riders amenable to the same road laws governing the drivers of other vehicles. The decision was also given that while the law defines

exactly how carriages (or bicycles) shall pass each other in an opposite direction, that in passing in the same direction it is allowable to pass upon either side, which offers the least obstruction or gives the most open way; and after the carriage or bicycle behind has indicated the course by starting upon it, the carriage in front must not obstruct the way. When a man driving a team turns out of his course to obstruct the course of a bicycle, he does so at his peril. Where the way was open upon both sides, usage, however, requires that the party in the rear desiring to pass shall do so on the left.—*Washington Star*.

NEW JERSEY DIVISION—NOTICE TO MEMBERS.

The Executive Committee has adopted a State Badge as follows: Official League Badge encircled with a burnished gold band, on which is inscribed, "New Jersey Division," in black enamel. The extra cost is \$4. Price of League Badge, \$3.50, \$5 (standard), \$7, and upwards. The State Badge can be procured through the Chief Consul only, to whom badges may also be sent for alteration.

The following additional Consuls have been appointed, Hoboken, H. Sagendorf, 280 Park avenue; Morristown, Henry K. Merritt; Vineland, C. Sumner Stevens.

L. H. JOHNSON,

Chief Consul.

July 6, 1883.

A bicycle club, known as the "Elizabeth Wheelmen," was organized March 1st, at Elizabeth, N. J., with seven members, every one of whom belongs to the L. A. W. The officers are as follow: W. H. Hastings, Captain; G. J. Martin, Lieutenant; M. W. Halsey, Secretary and Treasurer.

THE CYCLISTS TOURING CLUB.

FOUNDED (AS THE B. T. C.) IN 1878.

Is an organization of wheelmen, not local or national merely, but broadly *international*, and having a membership some ten thousand strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum. Applications should be sent (preferably through a State or City Consul) to Frank W. Weston, Chief Consul, Savin Hill, Boston, Mass.

Blank form of application for membership forwarded to any address, on receipt of a stamped, directed envelope.

APPLICATIONS.

R. O. Osborn, 30 Market Street, Poughkeepsie, N. Y.; Chas. F. Tuttle, 64 Union Street, Boston, Mass.; W. H. Collins, 88 South Hamilton Street, Poughkeepsie, N. Y.

APPOINTMENTS.

Consul for Philadelphia, Pa.—A. G. Powell, 218 South Tenth Street.

THE NEW UNIFORM.

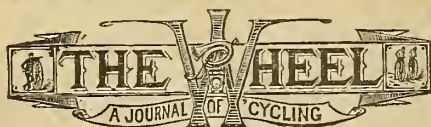
Each member can—and should—now obtain the C. T. C. uniform. Full information on this important subject was given in the C. T. C. columns of THE WHEEL of the 15th of June, 5th page.

THE CLUB HAND-BOOK.

Members can now obtain the new Hand-book for 1883 by sending a P. O. Order for *Thirty Cents* to E. R. Shipton, Esq., Secretary C. T. C., No. 140 Fleet Street, London E. C., England.

THE HARROGATE MEET.

The Seventh Annual North of England Meet of the "Cyclists' Touring Club" at Harrogate, will be held on Monday, 6th August next. Every American member now traveling in Europe should make it a point to attend. The last steamship available for the Meet will be the "Cephalonia" (Cunard line), sailing from Boston 21st July next. The C. C. has arranged that club members only can obtain through him first cabin return tickets on this or any previous Cunard steamship at the rate of \$144.



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

FRED. JENKINS, Cor. Sec'y L. A. W., - - EDITOR
45 West Thirty-fifth Street, N. Y.

N. M. BECKWITH, Pres. L. A. W. { Editorial Contributors.
W. V. GILMAN, Treas. L. A. W. {
C. J. HOWARD, { - - - Artistic Contributors.
A. D. WHEELER, }

SUBSCRIPTION PRICE, - - - \$1.50 A YEAR
EUROPEAN SUBSCRIPTIONS, - - - 8 SHILLINGS

Published every Friday Morning, by OLIVER & JENKINS,
Box 444, 22 New Church Street, N. Y., and
entered at the Post-Office at
second-class rates.

NEW YORK, JULY 13, 1883.

To League Members and Correspondents.

All communications for the Editor and Corresponding Secretary of the League of American Wheelmen must be addressed to Fred. Jenkins, 45 West Thirty-fifth Street, and not to the office of this paper.

League members must be particular to notify the Corresponding Secretary promptly of any change in their address, and should in all cases quote their League number. 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 firm. Make all Checks and Money Orders payable to OLIVER & JENKINS.

SPECIAL NOTICE TO DELINQUENTS.

The contract at present existing between the League of American Wheelmen and the publishers of this paper binds them to furnish it only to such members as have paid their dues for the current year or for whom the subscription price has been paid from the general treasury of the League. Through the liberality of Messrs. Oliver & Jenkins you have thus far received a copy free gratis, but with this number we can expect it no longer, and for this reason we urge upon you the immediate necessity of hurrying in the amount of your assessment to your Division Treasurer or the undersigned, as per instructions in general notice, which see.

Yours fraternally,

W. V. GILMAN,
Treasurer.

NASHUA, N. H., July 7, 1883.

PAY YOUR DUES.

While it is a matter of congratulation to all League members that the list of applicants for membership is on the increase, it is also a matter of regret that the present members are tardy in the remittance of their annual dues to the League that are now payable, and should be sent as directed in the Treasurer's notice.

The Secretary, at the annual meeting, submitted a report showing a membership of 2,100, and of this number about 600 have paid their dues. This with a list of 684 applicants for 1883-84 places the present membership of the League at somewhat over 1,200.

This is encouraging indeed, but we want more renewals. We want the men who have stood by the League for the past year to pay their obligations, and receive their membership certificate for this year. There are many large clubs that will of course renew, but their secretaries and treasurers are taking their own time in the matter, and need a little official prodding to keep them up to the mark. According to the rules, the delinquent, if he fails to pay his dues by the 1st of July, shall be notified by his division treasurer, the notice to contain a copy of rule 34. The first of July is passed and the treasurers should lose no time in procuring a list from the treasurer of the League and stir up the members in their division.

We should like to see every man of the 2,100 renew his membership in the League, and trust that this notice will have the desired effect. The League needs the support of its old members as well as that of the new ones. While we extend a hearty welcome to our new friends we do not wish to see the old members left behind.

The publishers of this paper have since the League Meet furnished it to every member on last year's list, and also to the new members from the time their names were published. They have, however, wisely concluded to only send to those who hold tickets good to May 30, 1884, and if in future a League man does not receive his WHEEL, he will know that his dues are payable, and should lose no time in reporting his name to the Treasurer, accompanied by his little dollar.

"In the midst of life we are in death;" and while we are rejoicing at the prosperity of the League, we can but mourn the loss of one of its early members and officers. Mr. S. A. Marsden, the captain of the New Haven Bicycle Club and Chief Consul of Connecticut, died at his residence in New Haven on Sunday, July 8th, at 10 A. M., of typhus fever, after an illness of only ten days. Mr. Marsden was one of the pioneer members of the League, and helped organize it at Newport in 1880. He was there elected Director of his State, there being no Chief Consuls in those days, and has held a high office in the League ever since. Last year, at Chicago, he was selected as Commander, and those who remember him at the head of the second Annual Meet, will regret to hear of his untimely death. It was his pride to recall the fact that he "never missed a League Meet," and his face and form have been a familiar one at the League parades and business meetings of the Board of Officers. Mr. Marsden was very fond of all athletic sports, and was considerable of a yachtsman as well as a good bicyclist. He had but recently purchased a large steam yacht, which he used in his trips between his home and this city, where he had large business interests. Those who saw him at the head of his club in the League parade and at the championship races, remarked upon his fine appearance and apparent general good health, and his death is a sudden and sad surprise to all.

Mr. Marsden was a kind friend and a genial

companion. His many good qualities won for him numerous friends wherever he went. The New Haven Bi. Club and the League have lost by his death a hard worker and an efficient and valued officer.

ANSWERS TO CORRESPONDENTS.

- C. C. WOLLWORTH, Jr.—It is necessary to send your League number and address before we can answer you.
L. J. BERGER.—Nothing was sent. Please see that we are informed in future.
H. D. L., 3689.—The red numbers mean nothing. See notice of Treasurer.
E. K. H., Worcester, Mass.—100 blanks sent as requested.
G. H. D., Hartford, Conn.—Thanks.
A. BASSETT, Boston, Mass.—Would like times for intermediate miles in future reports. Thanks for hints.
W. NORMAN, Philadelphia, Pa.—No trouble whatever.
A. R. B., Jr., Boston, Mass.—Renewals should be sent to Div. Treas. Have corrected your error.
A. T., Baltimore, Md.—Resolution sent to Springfield.
J. O. B., Chicago, Ill.—Card came too late.
J. VAN F., Somerville, N. J.—Ticket sent through the President.
E. L. B., Galveston, Texas. Referred to the President for action.
L. L. ATWOOD, Consul.—Circus races have not been sanctioned, and racing men should avoid them, unless they wish to be barred out of legitimate races.

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.]

FIXTURES.

- JULY 21—Twenty-five mile race, to beat 1 hour, 43 min. of sec. Baltimore gold and silver medals to first and second. Entries \$1.00; close 16th. To R. F. Foster, Baltimore, Md.
SEPT. 18, 19, and 20—Three days' camp and tournament at Springfield, Mass.
OCT. 3—Twenty mile road race, on Oyster-shell roads, at Baltimore. Gold medals to first, second and third. Open to any amateur.

MANCHESTER.—At the annual meeting recently held, the following officers were elected: President, Park H. Kelly; Secretary, Chas. A. Smith; Captain, Clarence H. Wilkins; First Lieutenant, Moses Sheriff; Second Lieutenant, Will Berry; Color-Bearer, Frank O. Moulton; Bugler, A. E. Batchelder. Club Committeemen: President, Secretary, and Captain ex-officio, and F. O. Moulton and E. A. McQuestion.

The club has a live membership of fifteen, bringing over seven from last year. Six joined at the last meeting.

The Manchesters were the first in the State, if not the first to adopt the "ironclad rule" making it a L. A. W. Club; and having two of the Division officers, the members are very enthusiastic, and worked hard for the success of the Meet on July 4th.

The club will have charge of the bicycle parade and races at the N. E. Fair, to be held in Manchester, September 4th, and the second Annual Meet of the N. H. Division will be held at the same time. SCRIBE.

ALBANY.—The trip of the Albany Club to Cobleskill on July 4th was a very enjoyable one; thirty-six bicyclists took part in the parade, including thirteen of the Trojan wheelmen. The races that were to be held in the afternoon were abandoned, a heavy shower having fallen, making the track unfit for racing. The ball at the Commercial Hotel, on the night of July 4th, was a grand success, and the club returned on the morning of the 5th well pleased with their second visit to Cobleskill. SEC.

PENNSYLVANIA.—At the regular business meeting, held July 5th, Mr. Fred. McOwen was unanimously elected Vice-President. This is the first time that this office has been filled, as up to the above date the need for such an officer was not sufficiently great to warrant the creation of the office. Now, however, with nearly forty members, this position, filled by an energetic man, is almost a necessity, especially if Pennsylvania goes on growing. ARTHUR H. MCOWEN, Hon. Sec.

MERIDEN WHEEL CLUB held their annual election, July 20th, and selected the following officers for the ensuing year: Chas. L. Lym, President; W. A. Breckenridge, Secretary and Treasurer; T. S. Rust, Captain; W. W. Collins, First Lieutenant; J. E. Brainerd, Second Lieutenant, and W. W. Parker, Standard-Bearer.

HOW I SPENT MY FOURTH.

"Where are you going on the Fourth?" was the question that greeted me on Monday, July 2, 1883, as I entered the club. The speaker, as he propounded the question, leaned back in his chair and waited to see the full effect. Then followed a long discussion on ways and means, and a decision was made in favor of the side-path riding, so famous on Long Island. The next day found us busy cleaning, polishing, and fixing for the start, and Tuesday saw us on the 1:35 train for Hempstead. Arriving there, we proceeded to look up two famous cyclers, and put ourselves in their hands as to route, etc. The first one we met was the "Jedge," who was reclining his two hundred pounds of massive manhood in the shade of the trees surrounding his summer home. He received us like a lord, and, mounting, took us in search of our missing fellow tourist. Down through a shady lane for about a mile, and then a dismount before a large white cottage, and, ringing the bell, we found ourselves ushered into a handsome parlor, by a still more handsome hostess, and there, comfortably esconced in an arm-chair, was he who was to escort us over our coming journey, and who, like a true cycler that he is, lets not even so charming a retreat or so pleasing company cause him to tarry. Introductions followed, and after urgent requests by the hostess, seconded no less fervently by ourselves, the "Jedge" sat himself down to the piano, and rendered in a most masterly manner, a love song, the refrain of which was "only this." Time fast flew in so pleasant company, and an hour seemed but a moment when our new Captain Allen called us back from the land of poetry to that of prose, and, after presenting our regrets at leaving, which on our part, I am sure, were but too heartfelt, we started for Islip, thirty-five miles away. The party now consisted of our guide and commander, Allen, on a 54 American Club; the "Jedge," on a 54 Imperial; D. H. F. Challenge, "Andy," on a 54 Expert; and myself, on a 50-in. Special Harvard. Through roads and lanes of hard and level surfaces, shaded by trees and shrubs of emerald green, sped we on, here and there passing some romantic cottage, upon the verandah of each of which seemed always to sit at least one, and often a half-dozen pretty girls, until the poor cyclist who tried to keep count of them became confused, and concluded the whole of Long Island was made up of a paradise of cottages and angels.

Islip was reached just as darkness settled down upon the fair scene through which we had passed. After a bath and a bathing of bruises, we sallied into the dining hall to supper, and such a supper, it was a thing of joy to a hungry bicyclist, who had put thirty-five miles of riding behind him: Eels, crabs, blue fish, porter-house steaks, were brought, and soon disappeared before the hungry four. At last even our appetites were satiated,

and the last glass of champagne was finished, and the after-dinner cigar had vanished into blue smoke, and we adjourned to the parlor and, as usual, met the inevitable pretty girl, or, as in this case, girls, since there were two young ladies there—friends of the Captain. Now, just let me here describe what a pretty Long Island girl is like, and it will answer for all those mentioned in this narrative, with but few alterations. A soft, white, warm body, translucent with divine light, and curving to lines of beauty, as natural as the tendrils of the vine, is the groundwork upon which nature limns the human angel. Eyes softly bright, not luminously intense; cheeks like the damask rose, with buttercups of dimples, in whose honeyed heart sly Puck or Oberon might sleep; lips like ox-heart cherries at the centre, but flexible as a smoke-wreath, and fading away into the soft cheek like the heart's blood of a strawberry in luscious cream; a chin fairly fashioned as the golden apple that blushing Paris gave to Venus; the brow of Juno, and the bust of Hebe; the sea nymph's pearly ear, and the wood nymph's springy step—these are a few of the charms that nature gives the Long Island girl, and art clothes her in a Mother Hubbard dress, or else some costume of snowy white, or brilliant red, and the picture is complete. Once more the "Jedge" sang, and once more applauded all who heard, and then adieus were once more sorrowfully made, and we retired. Breakfast early, and ready for the start for Patchogue, fifteen miles away. Here our captain informed us that he, on whom we had so much depended, must leave us, and homeward wend his way. Many were the complaints at this, and the "Jedge" even intimated that the captain was a "dude," but he was at once ruled out of court on this motion, and contented himself by looking longingly at Sun-flower Island, a romantic spot in the centre of a neighboring lake, concerning which the ladies had, on the previous evening, spoken much praise. Finally, finding that we must lose our captain, we bade him farewell, and, going in opposite directions, soon lost sight of one who is certainly one of the best road-riders and wheelmen that I have ever met. On rode the noble three till Patchogue was reached, then the train was taken to Riverhead, and from thence, over good roads, we rapidly wheeled to Greenport, twenty-five miles away. It was barely three when we reached this end of our journey, and a short time found us once more in dry raiment, and surrounding a table containing a substantial meal, which, like its predecessors, soon vanished before the power of our attack.

The thanks of "Andy" and the writer are heartily given to Mr. Fred. Ingram ("The Jedge") and Mr. Allen, both of Hempstead, for their unremitting kindness and attention. Let any one who wants good company, and a pleasant trip, seek Hempstead, and there find these two knights of the steely steed, and they will always thank me for having commended them to such good hands. * * *



"Isn't it torrid?" Remarked the weather fiend as he came into the club the other day. He sleeps beneath the daisies now, an awful example to such as may be tempted to make puns on the present broiling weather.

Oh, yes! he's been touring through Long Island sand, and now he has to eat his meals standing, and have them fed to him with a spoon.

Pit went up to Springfield to capture a gold watch that was put up as a prize by President Ducker on the Fourth. Bets are even now as to whether he captured the watch or whether the watch captured him, as he has not since been seen.

Burdette, the well-known humorist, has joined the Ixions. Among his many other accomplishments he is celebrated as a player of the banjo, and thus becomes the sixth musician of that nature in this club.

Willhelmj Campanini Newman has ceased his midnight visits down the bay, since his machine has at last arrived. He is summering still at Clamtown, and I hear that while he is kept busy in removing the overcoats of the festive clams to dine thereon, he has already had time, however, to decline no less than ten offers of marriage.

Mason was showing me a new Sociable the other day. It is made by Singer, and is, I am creditably informed, intended for Freddie and Mrs. Langtry.

Mr. W. E. Montelius, the well-known member of the Philadelphia Bicycle Club and late L. A. W. State Representative, has joined the Pennsylvania Bicycle Club.

"Spokes have they, but they talk not—wheels." So sings a philosopher in one of our daily papers. How fortunate this is for the man who comes into the club and accounts for his forlorn and damaged appearance by casually remarking: "I have just been up the road practicing the pedal mount," when really he has just taken a header over a yellow dog, going down 5th avenue hill.

The Citizens are going to take a run, Saturday, from Port Jervis to the Delaware Water Gap. Happy is he who rides so splendid a road in so good a company.

I am so glad that a Washington judge has made the discovery that a bicycle is a carriage. It's rather late in the day, but Washington judges don't often come as near to the truth as this, and I am glad to see that they did not do the Star Route act, and decided it was a new-fangled, scissor-grinder's machine.

Thanks, my dear Gilman, for your kind commendation. The League needs not my poor efforts to further its interests while they have so able and efficient a Treasurer as their present one.

"The bare foot catches the early tack," remarked the club's philosopher the other evening as he danced a war dance on one foot, while he extracted a carpet tack the size of a cigarette from the other one.

It's a *nil* wind that blows a dude from off his wheel.

Harry Jones says that he has often been asked what was the meaning of "C. T. C.," so often mentioned in connection with wheel matters, and at last has been forced to answer the inquiry by stating that it is the initials of the motto of an association of ten thousand members, and stands for "Come, Try Cycling." Now, if the intelligent printer gets this "Come Tricycling," I will be murdered.

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WHEEL GOSSIP.

Pay your dues for 1884.

Only 172 applications for membership this week, and yet some people insist that the League is "running down."

The *Globe* failed to credit Mr. E. C. Hodges with handicapping the Boston Club race. As we used the account, we take pleasure in acknowledging the gentleman's services.

No renewal—no paper.

The "official return" sheet, gives the times for the mile open handicap at the Boston's race meeting as follows:

Haven, 2 minutes 50 seconds; Byers, 3 minutes 5-8 seconds; Wattles, 3 minutes 9 1-4 seconds.

The *Bicycling World* gives it, as Haven, 2 minutes 59 seconds; Byers, 3 minutes 5 5-8 seconds.

The Boston *Globe* reports it, as Haven 2 minutes 59 seconds; Byers, 3 minutes 5-8 seconds; Wattles, 3 minutes 9 1-4 seconds.

Which is correct?

The Citizens Club takes a run from Port Jervis to the Delaware Water Gap, July 13th and 14th.

Tours are now in order, and it behooves the consuls in various localities to prepare their route slips, and hurry in their reports.

The New Hampshire Division, organized on the 3d, have a splendid record to show.

The death of Mr. S. A. Marsden, the Chief Consul for Connecticut, leaves an important vacancy in the Board of Officers to be filled.

Mail votes are coming in fast, but there is only ten days more in which to forward them. About 450 have been received up to date and there should be 1,000 more. Where are all the men who were crying for a popular vote? Why not all embrace the privilege?

Don't fail to send your little dollar to the Treasurer this week.

The L. O. W. Meet, next month, will be a very fine affair, and the men are working it up in good shape.

The Champion City Club of Springfield, Ohio, have gone into camp for two weeks at Yellow Springs.

Cincinnati is anxious for a League Meet. She should have it. We will go for one.

League members who wish their address changed, should send their League number with the notice.

A Baltimore correspondent writes as follows: "Maryland is happy since Clymer Whyte resigned the leadership, they have not had a single stroke of League work done, not a hotel appointed, not

a road inspected, not a single report made by a consul, or his aids on any subject whatever. A little sharp but wholesome criticism has lately stirred things up, and the appointment of L. S. King as Consul opens a new era. The ink was hardly dry on his certificate before he had some half-dozen aids with him mapping out all the roads for twenty-five miles round Baltimore, noting their construction, asking residents as to their condition in various weathers, and locating good places for League signs. Hotels have been approached as to their willingness to cater to the wheelmen's wants at reduced rates, and things bicyclic are booming. If you want any information about Maryland roads or hotels, Captain King has it down fine."

Chief-Consul Sanderson is taking a well-earned vacation at Block Island. His address is Hotel Manisses.

Washington is having her assault case, and has had a decision in favor of the bicycle. The *Star* editorially comments as follows: "Without entering into any personal feeling which may have existed in the case, the public will be gratified at the decision rendered by Judge Snell to-day, to the effect that persons using bicycles have equal rights to the streets with those using vehicles propelled by horse power. Many persons owning or driving riding horses have too long been under the false impression that they have superior rights to the public streets, and the ruling of Judge Wylie and that of Judge Snell will prove to be healthy correctives that were badly needed. Meantime, while the rights of wheelmen are being protected, let them too remember, as well as horsemen, that the rights of pedestrians to the roadway, and especially to the street-crossings, are paramount."

The two handsome gold medals that were given to the Albany Club, to be raced for July 4th, will be held over until the annual club races next September.

Bert Owens, Harry Davis, C. C. Tyler, of the Capital Club; and W. N. Williams, sailed Tuesday, June 10th, on steamer Alaska, Guion Line. They will make a tour through France, Switzerland, Germany, and Belgium, then return to England to the Harrogate Meet, spend the remaining time in touring through England and Scotland.

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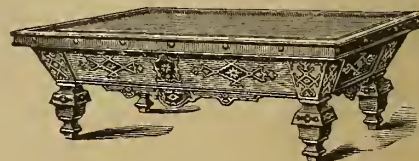
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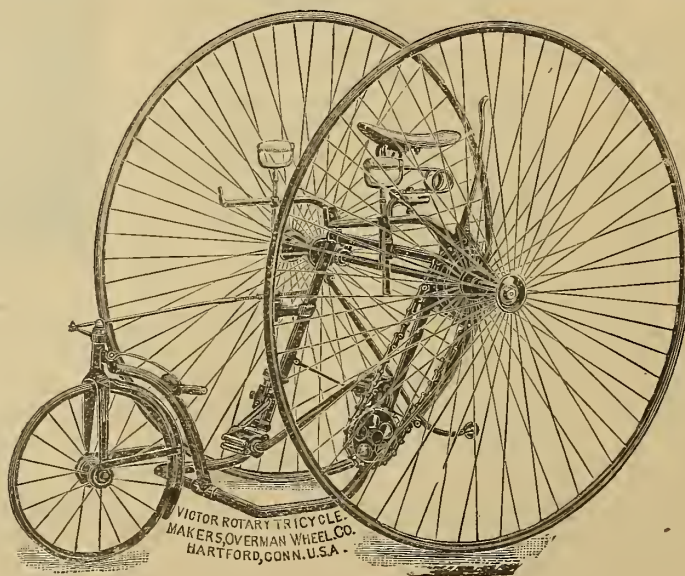
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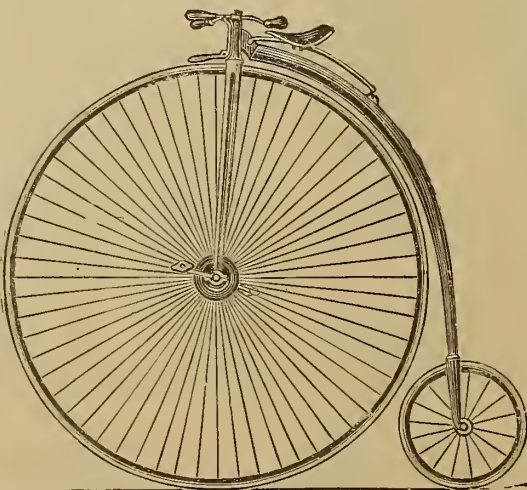
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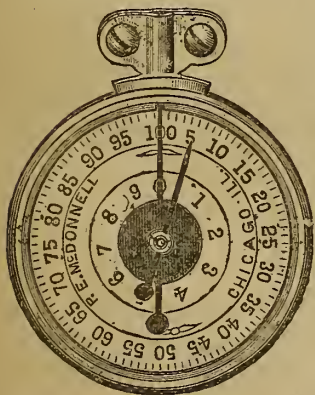
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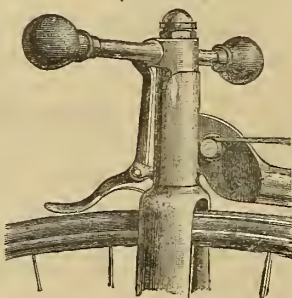


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