

# 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. 16.—WHOLE NUMBER 94.]

NEW YORK, JULY 20, 1883.

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### TO THE AMATEUR BICYCLERS AND TRICYCLERS OF AMERICA.

In response to your inquiry for information concerning the League of American Wheelmen. I would briefly state, that it is the National Organization of the Wheelmen of America, the objects of which are to promote the general interests of bicycling and tricycling; to ascertain, defend and protect the rights of wheelmen; to regulate the government of races; to secure favorable rates on railroads, in the transportation of machines, and to facilitate and encourage touring.

The best legal knowledge, in the form of extracts from recorded action by various courts, are at the command of any member whose rights are threatened. Tours and excursions can be intelligently planned on information which will be at the command of every member, through consults all over the country.

The Badge of the League will insure a cordial welcome from some genial wheelmen in almost every city or town in America—or the world; it will give the wearer fellowship with a large and widely-scattered body of thorough gentlemen; it will inspire respect in too zealous officials, or overbearing drivers, from the knowledge that its wearer will be backed up by a large and influential organization in enforcing his rights.

In short there is not a wheelman in America who will not be benefited ten times the cost of membership by the action or influence of this powerful combination.

The following extract from the cordial address of the Cyclist Touring Club of England—through its late Secretary, Mr. W. D. Welford—to the League, admirably suggests the benefits of such societies:

“Genial companionship, easy intercommunication, mutual protection and defense, sensible laws and reasonable administration of them, good roads and some degree of freedom in the use of them, comfortable hotels, and moderate charges—these are indispensable auxiliaries to the progress and safety of cycling.

“In such matters the individual wheelman is powerless, and the ordinary club ineffective; but a league of cyclists can exercise a great influence in obtaining public recognition of their wants, and in promoting the success and increasing the popularity of cycling.”

Its ranks are open to all amateur wheelmen who pay the initiation fee of one dollar, which includes the annual dues up to May 30, 1884.

#### OFFICIAL ORGAN.

The League has for its official organ, THE WHEEL, a twelve page weekly cycling newspaper, which contains all information of the League and the official notices. In addition to this it is a live, wide-awake newspaper, giving accounts of

races, meets, club doings, and the general news of the day. *It is sent free to every member of the League, from the date his name is published until the expiration of the League year, May 30th, 1884.* Its pages are the same in size as this circular.

#### HOW THE LEAGUE IS GOVERNED.

In each State there are chief consults and representatives, one for every 100 members, and these officers form a board of officers, who meet twice a year, and direct and govern the affairs of the League. These State officers appoint in each city or town where there are wheelmen, a local consult, whose duty it is to acquire and give any information as to roads, hotels, laws, and other matters of interest in their localities, to members of the League calling upon them in person or by letter. The advantages to be gained by League membership to the touring wheelman, are apparent at a glance, as tours can be intelligently planned in advance, and an accurate knowledge of the roads to be encountered obtained. In each locality where a consult exists, a hotel is appointed that is known as the “League hotel,” where reasonable and careful service are promised the tourist. In many cases a reduction in rates is made to League members upon presentation of ticket.

#### STATE DIVISIONS.

In the States of Massachusetts, New York, Ohio, Pennsylvania, Michigan, New Jersey, Missouri and New Hampshire, there exists what is known as “State Divisions” of the League, which are provided with a board of officers similar to the League, and which, under direction of the executive body, control the affairs within their own State. Each State is provided with a secretary, who receives the applications for membership from residents of his State, and a treasurer, who collects the dues of its members. Each State is governed by its own rules, and membership in the League implies membership in your State Division, if one exists. There are, of course, some States where the League membership is so small that a Division is not needed, and in such cases applications for membership from residents should be sent direct to the Corresponding Secretary of the League.

#### HOW TO BECOME A MEMBER.

If you desire to become a member of the League, and reside in a State where a “Division” exists, send your name to the Secretary (whose name and address is given under the proper heading), together with the membership fee of one dollar, which includes the annual dues until May 30th, 1884. He will forward your name to the Corresponding Secretary, who will cause the same to be published among the list of applicants in THE WHEEL. If after two weeks

elapses, and no protest is made against it, you will be elected a member of the League of American Wheelmen by the Membership Committee, and will receive a ticket of membership signed by the Treasurer and Recording Secretary. If you live where no “Division” has been formed, send your name and fee to the Corresponding Secretary, who will give the application his prompt attention.

The League now has upwards of two thousand five hundred members, a full code of rules, and well-perfected plans of action and usefulness, and it asks the wheelmen of the country to unite to make it still more powerful and effective. Will not every one of you add your influence towards spreading the power of this organization by adding your name to its membership at the small admission fee required? Then try it; use your membership privileges; and when in want of information address the Chief Consul or Representative of your State, and he will be glad to reply to you.

If you need any additional information not conveyed in this circular, address your Division Secretary, or

FRED. JENKINS, Cor. Sec. L. A. W.,  
45 West 35th street, New York, N. Y.

### 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 notice 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.

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.

Rec. 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, 124 Washington Street, Chicago, Ill.; Abbott Bassett, 8 Pemberton Square, Boston, Mass.; Al. Trego, B. & O. Railroad, Baltimore, Md.

**Rules and Regulations**—W. H. Miller, Chairman, Box 245 Columbus, Ohio; N. M. Beckwith, 21 West Thirty-seventh street, N. Y.; Chas. D. Standish, Detroit, Mich.

**Rights and Privileges**—A. S. Parsons, Chairman, Cambridgeport, Mass.; Angus H. Hibbard, Milwaukee, Wis.; W. V. Gilman, Nashua, N. H.

**Railroads**—Burley B. Ayres, Chairman, 114 S. Hoyne Avenue, Chicago, Ill.

**Auxiliary Committee**—M. E. Graves, 207 Broadway, N. Y.; J. N. Pero, Fremont, O.; H. W. Forwood, Cleveland, O.; F. T. Sholes, Cleveland, O.; W. H. Miller, Columbus, O.; W. A. Freese, Milwaukee, Wis.; Richard Garvey, St. Louis, Mo.; C. D. Standish, Detroit, Mich.; A. Trego, Baltimore, Md.; George D. Gideon, Philadelphia, Pa.; and F. A. Elwell, Portland, Maine.

## CHIEF CONSULS.

**California**—George H. Strong, 252 Market Street, San Francisco.

**Connecticut**—  
**Delaware**—Charles H. Kittinger, Wilmington.  
**District of Columbia**—Philip T. Dodge, 816 F St., Washington.

**Illinois**—J. O. Blake, 68 Wabash Avenue, Chicago.

**Indiana**—Harry Bates, Indianapolis.

**Kentucky**—Orville Anderson, Louisville.

**Maine**—C. H. Lamson, Portland.

**Maryland**—Albert Trego, B. & O. R. R., Baltimore.

**Massachusetts**—E. K. Hill, Worcester.

**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 4'6, 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.

**Connecticut**—T. S. Rust, Box 1083, Meriden.

**Delaware**—Willard A. Speakman, Wilmington.

**District of Columbia**—

**Illinois**—H. G. Rouse, Peoria.

**Kentucky**—Leon Johnson, Louisville.

**Maine**—Frank E. Elwell, Portland.

**Maryland**—Yates Penniman, Baltimore.

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

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

J. S. Weber, Jr., 52 Main St., Gloucester.

**Michigan**—George K. Root, Detroit.

**Minnesota**—H. H. Barber, Brainerd.

**Missouri**—George C. Oeters, 205 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.

## DIVISION SECRETARIES.

The following is a list of the Division Secretaries, to whom applications should be sent, or any inquiries concerning the Division addressed:

**Massachusetts**—Frank P. Kendall, Box 889, Worcester, Mass.

**Michigan**—W. C. Marvin, Ovid, Mich.

**Missouri**—L. J. Berger, St. Louis & San Francisco Railway Company, St. Louis, Mo.

**New Hampshire**—E. A. McQuestion, 654 Eln street, Manchester, N. H.

**New Jersey**—Harold Serrell, Plainfield, N. J.

**New York**—Benj. G. Sanford, Box 2425, New York, N. Y.

**Ohio**—C. J. Krag, Columbus, Ohio.

**Pennsylvania**—Victor M. Haldeman, Marietta, Pa.

## DIVISION TREASURERS.

The following is a list of Division Treasurers, to whom all renewals of membership for the year ending May 30, 1884, should be sent:

**Massachusetts**—Charles P. Shillaber, 131 West Chester Park, Boston, Mass.

**Michigan**—G. E. Gorham, Marshall, Mich.

**Missouri**—Arthur Young, Fifth and Walnut Streets, care Frisco Line, St. Louis, Mo.

**New Hampshire**—C. H. Sanders, Fisherville, N. H.

**New Jersey**—Fred. Provost (*pro tem.*), New Brunswick, N. J.

**New York**—Louis H. Brown, 153 Lake Street, Elmira, N. Y.

**Ohio**—D. E. Barnum (*pro tem.*), Springfield, Ohio.

**Pennsylvania**—Fred. McOwen, 216 S. Third Street, Philadelphia, Pa.

## 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.

## NUMBERS ON MEMBERSHIP TICKETS.

Some little confusion has arisen from the duplication 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; Vandalia Line; Chicago, St. Louis & 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.

**Chief Consul for Texas**—E. L. Beckwith, Galveston, Texas.

**Consuls New York State**—J. N. Crocker, Jr., Cohoes; Albert E. Purdy, 5 W. Buffalo Street, Warsaw; Joshua Reynolds, Stockport; George E. Dorr, Greenwich; Lieut. F. J. Drake, Navigation Office, Navy Yard, Brooklyn.

**Hotels**—Lampson House, Le Roy, N. Y. Rates \$2.00 per day.

## APPLICATIONS FOR MEMBERSHIP L. A. W.

No. 29. NEW YORK, July 20, 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.

**Maryland Bi. Club**—add. 13:

- 1170—Albert C. Kenly, 90 Spears' Wharf, Baltimore, Md.
- 1173—Dr. Pierre G. Dausch, 3 N. Broadway.
- 1179—Jas. Thompson, 219 W. Baltimore street.
- 1180—Chas. F. Munder, 55 Second street.
- 1183—Alex. Macwatty, 105 N. Charles street.
- 1187—John Hall, 236 W. Baltimore street.
- 1190—J. Ed. Bird, 213 W. Baltimore street.
- 1194—B. B. Lynch, 39 and 41 S. Charles street.
- 1195—Harry B. Dickson, 261 Madison avenue.
- 1199—J. Lin Collins, 312 " "
- 1206—Louis R. Foley, 50 South street.
- 1209—Harry B. Wilcox, Farmers & Merchants' National Bank.
- 1212—H. B. Hart, 4 Hanover street.

**Washington Cycle Club**—add. 6:

- 1213—Frank H. Pelouze, 314 8th street, N. W., Washington, D. C.
- 1214—Arthur B. Proctor, Government Printing Office, Washington, D. C.
- 1215—John P. Clum, 331 G St., S. E., Washington, D. C.
- 1217—Herbert J. Browne, "Daily Post," " "
- 1218—Stacy Potts, 27 Iowa Circle, " "
- 1221—S. M. Kruger, 528 8th street, S. E., " "

**Hermes Bi. Club**—add. 3:

- 1223—H. D. Higinbotham, 2723 Indiana avenue, Chicago, Ill.
- 1224—H. M. Higinbotham, 2723 Indiana avenue, Chicago, Ill.
- 1225—Fred. J. Tourtlebottle, 2401 Wabash avenue Chicago, Ill.

**Falls City Bi. Club**—add. 2:

- 1227—Ed. Joyce, Louisville, Ky.
- 1232—Wm. Briggs, " "

**Sparta Bi. Club**—2:

- 1240—E. H. May, Sparta, Munroe Co., Wis.
- 1241—E. W. Harvey, " "

**Unattached**—12:

- 1233—E. A. Le Clair, Black River Falls, Wis.
- 1234—O. C. O. Hearn, " " " "
- 1236—J. H. Mills, " " " "
- 1237—H. N. Bailey, 262 Spring street, Portland, Me.
- 1245—Samuel Lyons, Box 47, Norwalk, Conn.
- 1246—Clarendon C. Bulkey, 195 Sigourney street, Hartford, Conn.
- 1251—William P. Benham, 436 Capitol avenue, Hartford, Conn.
- 1263—Horace S. Seymour, 58 Seymour street, Hartford, Conn.
- 1278—Adolph G. Gruendler, 36 Seymour street, Hartford, Conn.
- 1299—Thomas Glorer, 58 Seymour street, Hartford, Conn.
- 1301—Geo. C. Newell, Pawtucket, R. I.
- 1320—Walter B. Clark, " "

## MASSACHUSETTS DIVISION—21.

**Springfield Bi. Club**—add. 12:

- 1324—W. J. McGarrett, Springfield, Mass.
- 1332—Charles R. Haradon, " "
- 1333—Eudice J. Dyotte, " "
- 1335—Bertram J. Craig, " "
- 1336—Charles W. Hutchins, " "
- 1337—Frank L. Brigham, " "
- 1339—Charles W. Scott, " "
- 1341—George A. Murray, " "
- 1342—Charles E. Sydney, " "
- 1349—Edward Ducker, " "
- 1350—George H. Noyes, " "
- 1352—Charles Perkins, " "

**Greenfield Wheel Club**—add. 7:

- 1355—Russell D. Warner, Greenfield, Mass.
- 1359—Charles H. Field, " "
- 1368—Fred. O. Mack, " "
- 1373—Geo. H. Kaulback, " "
- 1387—Fred. A. Smith, " "
- 1390—O. M. Vincent, " "
- 1392—Oren C. Wiley, " "

**Unattached**—2:

- 1393—Fred. A. Eldred, Box 1004, Springfield, Mass.
- 1398—A. F. Greenleaf, American House, Amstbury, Mass.



## NEW HAMPSHIRE DIVISION—1.

1407—S. H. Bell, Derry, N. H.

## NEW JERSEY DIVISION—2.

1408—Seelye Benedict, Montclair, N. J.  
1414—Alfred S. Roorback, Elizabeth, N. J.

## NEW YORK DIVISION—23.

*Buffalo Bi. Club—add. 2:*1422—F. F. Williams, 163 Delaware avenue, Buffalo, N. Y.  
1433—H. H. Hayford, 235 Connecticut street, Buffalo, N. Y.*Troy Bi. Club—add. 3:*1437—Amos P. Dunn, 241 Eighth street, Troy, N. Y.  
1445—Louis J. Thiessen, 280 River street, Troy, N. Y.  
1447—Geo. R. Collins, 10 Fifth street, Troy, N. Y.*Harlem Wheelmen—add. 2:*1467—Calvin Colton Woolworth, Box 532 N. Y. City.  
(In summer, care of Mrs. Hubbard Canaan, N. Y.)  
1480—C. Herbert Diamond, care Douglas Berry & Co., N. Y. City.*New York Bi. Club—add. 2:*1481—E. Raynor, New Brighton, Staten Island, N. Y.  
1482—A. B. Rich, " "*Middletown Bi. Club—add. 3:*1485—David McBurney, Middletown, N. Y.  
1490—Frank J. Webb, " "  
1494—John H. Lewis, " "*Hudson Bi. Club—add. 2:*1496—R. W. Evans, Hudson, N. Y.  
1502—H. J. Baringer, Jr., Hudson, N. Y.*Catawagus County Cyclist Club—add. 1:*

1508—P. C. Adams, Randolph, N. Y.

*Unattached—8:*1516—Edward A. Bradford, University Building, N. Y. City.  
1521—Oscar E. Kline, 382 Hudson street, N. Y. City.  
1525—Edgar K. Bourne, 2335 Madison avenue, N. Y. City.  
1554—Thos. C. Stratton, 310 W. Eighty-third street, N. Y. City.  
1560—J. Fitzgerald, 53 E. 15th street, N. Y. City.  
1565—W. L. Krug, North River Sav. Bank, Eighth avenue and Thirty-fourth street, N. Y. City.  
1567—Jas S. Allen, 115 Broadway, Room 133, N. Y. City.  
(Residence, Carlen City, L. I.)  
1577—Fred. Ingraham, 115 Broadway, Room, 133, N. Y. City.

## OHIO DIVISION—3.

1580—Geo. L. Taylor, New Philadelphia, Ohio.  
1593—D. A. Raiff, " "  
1598—M. Moody, Dennison, Ohio.

## PENNSYLVANIA DIVISION—17.

*Unattached—1:*

1599—Fred. G. King, Corry, Pa.

*Scranton Bi. Club—add. 8:*1602—J. A. Merrell, Scranton, Pa.  
1614—W. L. Connell, " "  
1616—Henry M. Ives, " "  
1618—Jos. A. Mott, " "  
1619—Geo. B. Jermyn, " "  
1620—Webster Scism, " "  
1623—Jno. K. Roe, Jr., " "  
1628—Chas. Gunster, " "*York Bi. Club—add. 6:*1629—J. Etter Small, York, Pa.  
1630—John H. Thomas, " "  
1631—H. R. Kraber, " "  
1632—Geo. E. Hersh, " "  
1635—Frank H. Farquhar, " "  
1639—George B. Kraber, " "*Marietta Wheel Club—add. 2:*1640—Ezra Gish, Elizabethtown, Pa.  
1643—John Herr, " "

Total, 105.

L. A. W. RENEWALS, JULY 20, 1883.

Week ending July 12, 1883.

1436—William A. Marsh, 16 Coenties Slip, N. Y. City.  
1536—W. H. Stone, Binghampton, N. Y.  
3503—Will Hecox, " "  
1038—C. F. Hurd, Medina, " "406—W. P. Rowell, 181 Main street, Worcester, Mass.  
407—Stephen E. Greene, 15 Foster street, " "  
2342—Chas. E. Duryea, Wyoming, Stark Co., Ill.  
3082—Chas. E. Dunbar, Bristol, Conn.  
2765—Rev. A. C. Blackman, Marinette, Wis.  
1072—John B. Hotchkiss, Kendall Greene, Washington, D. C.  
1097—C. P. Buchanan, P. C. & St. L. Ry. Office, Pittsburgh, Pa.  
3303—Daniel F. Winz, Waterville, Me.  
1621—Karl F. Miller, Massillon, Ohio.  
3636—Louis B. Graves, Northampton, Mass.  
618—Edmund E. Branch, Lawrence Gas Co., Lawrence, Mass.  
185—John H. Whiting, 69 Church street, New Haven, Conn.*Columbia Bi. Club—6:*3641—D. A. Childs, Columbia, S. C.  
3642—M. Berry, " "  
3643—Chas. Cronenberg, " "  
3644—J. M. Bateman, " "  
3645—G. B. Green, " "  
3646—A. K. La Motte, " "*Meriden Wheel Club—14*962—T. S. Rust, Meriden, Conn.  
3521—W. W. Collins, 132 Crown street, Meriden, Conn.  
3522—Louis Casper, 20 Maple Branch, " "  
3-23—Robt. Brandt, 10 Olive street, " "  
3524—E. K. Bradley, 31 Columbia street, " "  
3525—W. A. Breckenridge, 57 Pleasant st., " "  
3526—J. C. Booth, 17 North Second st., " "  
3527—J. E. Brainard, Cr. M. M. I. Co., " "  
3528—D. Flansburg, P. O. Box 39, " "  
3529—W. J. Foster, 24 W. Main street, " "  
3530—W. W. Lane, 1 Meridian street, " "  
3531—Joseph Hyde, 24 Carter avenue, " "  
3532—J. F. Ives, 22 W. Main street, " "  
3533—W. Parker, 128 W. Main street, " "*Kentucky Bi. Club—7:*486—O. W. Thomas, Jr., 738 Fourth avenue, Louisville, Ky.  
471—Thos. Moran, Chess, Carley & Co., Louisville, Ky.  
2233—Charles H. Jenkins, Chess, Carley & Co., Louisville, Ky.  
2757—Newton C. Crawford, Sherley & Glover, Louisville, Ky.  
2441—Clarence H. Jenkins, care of H. Peddo, Louisville, Ky.  
479—H. Peddo, 422 Fourth avenue, Louisville, Ky.  
869—John F. Adams, 422 Fourth avenue, Louisville, Ky.

## NEW YORK DIVISION—4

*Hudson Bi. Club—4:*2171—Henry R. Bryan, Hudson, N. Y.  
3096—C. H. Evans, Jr., " "  
2755—Herbert Du Bois, " "  
2756—Frank S. Scott, " "

## PENNSYLVANIA DIVISION—9.

*Keystone Bi. Club—9:*662—Charles Beltz, Penn. avenue, Pittsburg, Pa.  
1307—John W. Fears, " " E. E. " "  
2-85—J. C. McCollough, 231 Liberty street, " "  
1801—P. N. French, Penn. avenue, E. E. " "  
2238—Geo. J. Little, care of Lindsay & Sterrit, Liberty street, Pittsburg, Pa.  
2923—Gen. Grundy, Wilkinsburg, Pa.  
1262—James Denniston, Elsworth avenue, E. E., Pittsburg, Pa.  
667—F. J. Waring, Plainfield, N. J.  
1303—Paul Johnson, 231 Liberty street, Pittsburg, Pa.

## MASSACHUSETTS DIVISION—22.

161—H. W. Warren, Box 33, Jamaica Plain.

*East Bridgewater Wheelmen—5:*3051—Alfred B. Parker, Elmwood.  
3-32—Herbert T. Packard, East Bridgewater.  
3053—Chas. C. Wing, " "  
3054—Frank Colamore, Jr., " "  
3-57—D. Clinton Hartwell, " "*Somerville Bi. Club—16:*2795—A. R. Brown, Jr., Highland avenue, Somerville.  
1957—A. E. Smith, 390 Broadway, Somerville.  
2779—C. M. Hemenway, Perkins street, Somerville.  
2781—J. D. Bullard, Somerville avenue, Somerville.  
2782—F. A. Fiske, Summer street, Somerville.  
1673—Chas. E. Robinson, Pack street, Somerville.  
2784—H. T. Allen, Boston street, Somerville.  
2786—F. Fitz, Broadway, Somerville.  
2787—G. F. Steele, Rush street, Somerville.  
2788—A. C. Tufts, Summer street, Somerville.  
2789—W. M. Welch, Summer street, Somerville.  
2790—A. Nickerson, East Somerville.  
2791—F. Galletly, East Somerville.  
2792—Geo. B. Huse, Albion street, Somerville.  
2793—Fred. O. Houghton, 113 State street, Boston.  
2794—F. A. Bickford, 60 Concord street.

## NEW HAMPSHIRE DIVISION—16.

*Rockingham Bi. Club—7:*35—Chas. A. Hazlett, Portsmouth, N. H.  
694—Jno. H. Knox, " "  
1889—Frank J. Philbrick, " "  
2714—Goodwin E. Philbrick, " "  
695—Chas. A. Fais, " "  
3149—Wm. W. McIntire, " "  
2716—Archie L. Jenness, Rye, N. H.*Manchester Bi. Club—7:*2738—C. H. Williams, Manchester, N. H.  
2739—Mark H. Kelley, " "  
2743—Moses Sherif, " "  
2744—Will. Perry, " "  
2745—F. O. Moulton, " "  
3-73—F. A. McQueston, " "  
3153—A. E. Batchelder, " "*Pennacook Wheel Club—1:*

1261—Chas. H. Sanders, Fisherville, N. H.

*Unattached—1:*

2562—Will. E. Tracy, Nashua, N. H.

## NEW JERSEY DIVISION—5.

*Smithville Star Bi. Club:*3464—A. M. Hall, Smithville, N. J.  
3643—Thos. R. Finley, " "  
3483—C. Walter Higgins, " "  
3482—Chas. H. Chickering, " "  
3327—Ed F. Burns, " "

## CORRECTION.

2737—John Stuart, Medon street, Frankford, Philadelphia, Pa.

## A MINORITY REPORT.

*To the President and Board of Officers of the L. A. W.:*

The undersigned, a minority of the Racing Board of 1882-3 feeling that we have not been properly represented in the report of that board, beg leave to present the following: There has been no meeting of the board since January. At that time a meeting was held, and three members of the board attended. These three recommended the 18-inch standard. Since then the undersigned have joined the board. During the time they have held the position many questions have come before it for consideration, and they have expressed their opinion on the same by mail vote. These properly appear in the annual report of the Secretary. We beg leave to dissent from the following clause in the report:

"Regarding the subject of track measurement, your board is almost unanimously in favor of the 18-inch standard of measurement for all racing tracks. The Bicycle Union of England have adopted the 12-inch measurement, but we think it best to be in accordance with the athletic standard of this country, which favors the 18-inch rule. This certainly seems to be a fair and just standard, and we trust the League will favorably consider our recommendation."

We submit that, while the board may have been "almost unanimously" in favor of the 18-inch standard in January, that such is not the case now (May 28th) since the undersigned, one-third of the board, favor the 3-foot standard.

We recommend that no change in the standard of measurement be made, and in support of this position we beg leave to submit the following letters on the subject from leading racing men of this country.

## [COPY.]

"It would be a great mistake to change the standard of measurement of bicycle tracks from three feet to eighteen inches. Bicycle tracks are built either four, five, six, or even more laps to the mile; the curves are necessarily sharp, and no rider can ride within a line drawn three feet from the pole if he is going at a reasonable pace. I call 3m. 15s. to the mile a reasonable pace. On a mile track it makes little difference where the line is drawn, for there are few curves, and it is at the curves only that the line is of any effect.



The distance on the straight is the same no matter where the line may be drawn. On the Institute track (five laps) a fast rider will run at least four feet and often five feet from the pole. In my races with Frye I averaged four feet from the pole, and when we were neck and neck I was nine feet. Riding eighteen inches from the pole will bring the pedal ten inches and the handle bar four inches from the fence, if there is any.

"JOHN S. PRINCE."

"If all tracks were properly made, right size, surface, shape, and grades, any man with good control of his machine could drive upon them at top speed without exceeding the two feet from the pole line. The faster a wheel runs the steadier and straighter will be its path, provided there are no deviating tendencies in the shape of sharp, flat, or otherwise illy-constructed curves. But unfortunately for us these good tracks, with one or two exceptions, are all over the water. The exceptions I have found are the Attleboro' and Worcester half-mile trotting tracks, whose size, surfaces, and curves permit of very fast riding close to the pole; but the high fence at this point effectually prevents wheelmen from taking advantage of these good points. Our courses must be either crawled around or ridden wide, and the latter alternative is usually chosen. The result is that very few wheelmen succeed in riding inside the three foot line and winning. The wisest ones take the corners wide (and, of course, run down the straights at the same distance from the pole) and trust to speed with increased safety from falling to make up for the extra distance run. I should not hesitate then to advocate strongly the three-foot rule for our tracks as now constructed, believing that the general adoption of such a measurement upon them would result in better records and few accidents. When our racing paths begin to approach in excellence those of our English cousins, it will be well to consider a lesser measurement.

"L. H. JOHNSON."

Many of our races are run on trotting tracks which are enclosed by a fence, and it will be seen that no man can ride within 18 inches of a fence, for if he have a handle-bar of the customary racing length, 28 inches, his hand will come within 4 inches of the fence when his machine is upright, and should he incline inwards the distance will be correspondingly decreased. If it is urged that we should adopt the 18-inch standard, in order to encourage the building of new tracks on that basis, we reply that it would be much better to adopt the 12-inch standard of England, if such an idea holds, for then we could institute a proper comparison of records. With the 18-inch standard we will do an injustice to our racing men, and the records will mean nothing. With a 12-inch standard we will be doing an injustice to our racing men, but we can compare records with England. With the 3-foot standard we will do justice to our racing men and allow them a chance to see what they can do on the horse tracks, while, at the same time, our best bicycle tracks can be measured either 12 or 18 inches; the greater can include the less.

For these reasons we recommend that no change in the standard be made.

Respectfully,

ABBOTT BASSETT,  
FRANK E. YATES,  
Minority of Racing Board.

#### FROM THE CLUBS.

NEW HAVEN RAMBLERS.—April 9, 1883, a bicycle club was organized in that city, called the New Haven Ramblers. The following officers were elected: G. R. Ackrill, Captain; G. W. Watkinson, First Lieutenant; H. L. Weed, Second Lieutenant; E. M. Willis, Secretary

and Treasurer. We now have a membership of twenty-five active members, and think we will get as many more.

E. M. W.

MAUCH CHUNK.—A club was organized at Mauch Chunk on July 6th, 1883, with a membership of nine. Officers as follows:

President—Jas Kalbfus.

Vice-President—Harry A. Butler.

Secretary—Oliver O. Jarrard.

Treasurer—Ira G. Ross.

Bugler—Robert Heberling.

Bicycling is in full blast in our little town, although we have quite rough roads. In a short time we expect to have about fifteen members. Mr. Kalbfus will also serve as captain.

#### A HUNDRED-MILE CLUB RUN,

Lieutenant Hathaway, T. S. Beckwith, W. O. Beckwith, George Collister, and F. P. Root, of the Cleveland Bicycle Club, met at club headquarters Tuesday morning, July 10th, about four o'clock, for a hundred-mile club run at the call of the captain. Starting at four o'clock, they rode out Detroit street to Rocky River, to Dover, to Ridgeville, to Elyria, which was reached at 6:43, and a stop of 1 hour 39 minutes made for breakfast. Mounting again at 8:12, they passed through Whiskeyville and Oberlin, and after riding three miles beyond the latter place, and the roads getting very poor, they turned back, and reached Elyria again at 12:12, making a stop of 1 hour 13 minutes for dinner. Mounting again at 1:25, they rode towards Lake Breese, three and one-half miles, but again the roads proved too bad, so they turned back, reaching Elyria at 2:40. At 3:05 the party mounted again, riding through Ridgeville, Dover, Rocky River, reaching Cleveland at 6:50, where a stop of an hour was made for supper. Starting again at 7:50, accompanied by Secretary Collister and Second Lieutenant Pugh, they rode through Newburgh to Corlete, from whence they returned to the city, arriving at eleven o'clock, the total distance traveled being 113 miles.

W. O. Beckwith and F. P. Root left the party at Elyria, it being their intention to only ride that far; and Lieutenant Hathaway stopped on arriving at Newburgh—his home—on the return trip, having made 106 miles.

George Collister was very unfortunate in breaking one of his handle-bars short off, when fourteen miles from Elyria, and the other one when about a mile from there, but he was enabled to have them fixed, and continue the journey.

The following is a table of the times and distances:

FROM	TIME.	TO	DIST.	TOTAL DIST.	TIME.
	H. M.				
Cleveland . .	4	Rocky River .	9	9	4 55
Rocky River .	5	Dover . . . .	6	15	5 45
Dover . . . .		Ridgeville . .	7	22	6 20
Ridgeville . .		Elyria . . . .	6	28	6 43
Elyria . . . .	8 12	Whiskeyville .	6	34	8 55
Whiskeyville .		Oberlin . . . .	6	40	9 45
Oberlin . . . .		3 miles beyond	3	43	—
3 miles beyond		Oberlin . . . .	3	46	—
Oberlin . . . .		Whiskeyville .	6	52	—
Whiskeyville .		Elyria . . . .	6	58	12 12
Elyria . . . .	1 25	3 1-2 miles out	3 1-2	61 1-2	—
3 1-2 miles out		Elyria . . . .	3 1-2	65	2 40
Elyria . . . .	3 35	Ridgeville . .	6	71	3 40
Ridgeville . .		Dover . . . .	7	78	4 40
Dover . . . .		Rocky River .	6	84	5 25
Rocky River .		Cleveland . .	9	93	6 50
Cleveland . .	7 50	Newburgh . .	7	100	8 50
Newburgh . .	9	Corlete . . . .	3	103	9 20
Corlete . . . .	9 30	Newburgh . .	3	106	10 05
Newburgh . .		Cleveland . .	7	113	11

Total time on the road, 19 hours. Stops, 6 hours 26 minutes. Riding time, 12 hours 34 minutes—about 9 miles an hour.

#### WHEEL RACES.

##### COLUMBUS LETTER.

The first of a series of races of the Buckeye B. Club was given July 10th, at Recreation Park, where the club has built a five-lap track.

The track was in fair condition, and a beautiful day, together with the large and enthusiastic crowd, made the boys feel like business; although no fast time was made, the races were very close and exciting.

The first was a three mile contest, between Captain J. P. McCune and W. A. Knoderer. At the firing of the pistol, Knoderer, who had the inside, secured the lead, which he held to the end, McCune not being more than twenty feet behind at any time, and sometimes they rode nearly side by side. Knoderer won by four feet, time, 12 minutes 25 seconds.

MC, who rode a 52-inch against Knoderer's 60-inch, deserves considerable credit for pushing him so closely, and he had had no training in the least.

The next was a half-mile race between Will Neil, Joe Hull, and D. Kruen. Neil secured the lead, and came in winner by five feet, with Hull second. Time, 1 minute 53 seconds.

Next in order was a hurdle 2-5 mile race. McCune easily won by three hundred feet.

The last of the fast races was a mile contest between D. Fisher, H. B. Hutchinson, and T. T. Tress. Tress secured the lead, closely followed by Hutchinson. In the second lap, Fisher conquered second place, and in this order the procession moved on to the last—Tress winning in 4 minutes 1 second.

The races then closed by a slow race of 200 feet, won by D. Kruen in 4:30, with Hull a close second.

The prizes were given to the club by President W. H. Miller, Secretary C. J. Krag, and Capt. McCune. The prizes are beautiful gold badges, and are to be won by the same person three times, before becoming his final property.

"BUCKEYE."

#### THE ROCHESTER CLUB'S SUCCESSFUL OPENING.

The Rochester Bicycle Club's formal opening of its Bicycle Park at Fall's Field, on the 4th of July, was a very successful and particularly gratifying event. The club, together with the invited guests, numbering nearly 100 wheelmen, headed by the Lincoln band presented a very handsome appearance on the parade, prior to the more important events of the afternoon, which was witnessed by a large company of spectators.

First event was a one mile race, best two in three, open only to members of the Rochester Club, for a gold medal given by one of its members, Dr. A. G. Coleman, of Canandaigua.

The entries were C. A. Smith, N. E. Kaufman, and I. E. Connolly. Smith won the first heat in 3 minutes and 45 seconds. The second heat was between Smith and Connolly, Kaufman drawing out; Smith took the lead, at the start and won the second heat in 3 minutes 58 1-2 seconds.

Second event was a mile race open to all amateurs, with first prize, amateur photographic outfit, valued at \$25. Second prize, pair of ball-bearing pedals, value, \$12; third prize a hub lamp value, \$6.00. The winner of the first heat was Fred Westbrook, of Brantford, Canada, in 3 minutes 49 1-2 seconds, with Barnum second. The same in second heat, time, 3 minutes 52 1-2 seconds.

Third Event—Fancy riding, double, by Kaufman and Connolly, also by Curtis and Perkins, who executed many very difficult feats, with grace and ease.



Fourth Event—Three-mile dash, open to all amateurs. Prizes: gold badge, valued at \$25.00; second, racing suit, value, \$10.00; third, meerscham cigar-holder, value, \$5.00. Entries were: Westbrook, Smith, Barnum, and N. Le Pierson, of Cincinnati, and was won by Westbrook, in 11:59; Pierson, second; Barnum, third.

Fifth Event—A mile race between a team of the R. Club, consisting of Kaufman, Curtis, Barnum, and Freeman, and a team of the Buffalo Club, comprised of Hotchkiss, Addington, Doolittle, and Smith. The race was won by the Rochester team.

Sixth Event—Fancy riding of Punnett, by request.

Seventh Event—Half-mile dash. Entries: Westbrook, of Canada; Punnett, Connolly, and Curtis, of Rochester Club; and Barker and Addington, of the Buffalo Club.

The Canada boy won handsomely, in 1:39; Connolly, second, 1:48.

The Judges were: Dr. A. G. Coleman, John Niven, and A. Schirk.

At the Waverly House, the same evening, the Rochester Club entertained the visiting wheelmen with a banquet. Its President, W. H. Learned, filled the position of toast-master with great credit, and the following toasts were responded to:

League of American Wheelmen—Dr. A. G. Coleman.

Visiting Wheelmen—F. F. Williams, President Buffalo Club; N. Le Pierson, President Cincinnati Club.

Our Younger Riders; or, The Coming Men—J. O. Monroe, of Buffalo Club.

The Rochester Club—F. B. Graves.

The Committee in Charge—W. C. Curtis.

The Press—F. Le Murray.

The toast-master read a letter from Mayor Parsons, regretting his absence; and Fred Westbrook made a speech on receiving his numerous prizes.

RUEDE.

July 4th., Springfield, Mass.—One, two, and five mile races in connection with other sports. Track one mile in circuit, clay surface in fair condition. Measured two feet from the pole.

One mile—C. S. Fisk, Springfield Bi Club, first, time, 3 minutes 13 1-4 seconds; J. Landen, Jr., Springfield Bi. Club, second, time, 3 minutes 15 seconds; A. McGarrett, Springfield Bi. Club, third, time, 3 minutes 15 1-4 seconds.

Two miles—N. C. Palmer, New Haven, first, 6 minutes 44 seconds; A. B. Prince, Pittsfield, second, time, 6 minutes 49 seconds; Wesley Barton, Springfield, third, 6 minutes 53 1-2 seconds. Barton rode under protest, having competed in unauthorized circus races.

Five miles—Geo M. Hendee, Springfield, first, 18 minutes 27 seconds; N. G. Palmer, New Haven, second, 18 minutes 28 1-5 seconds; C. S. Fisk, Springfield, third, 18 minutes 33 1-2 seconds.

July 4th, Pullman Athletic Club, Pullman, Ill. Cinder track, six laps to mile, measured 3 feet from pole.

Two miles—N. H. Van Sicklen, Chicago, (20 seconds) first, time, 8 minutes 29 seconds; Geo. Mehning (30 seconds), second. Won easily.

Five miles—N. H. Van Sicklen (40 seconds), first, time, 20 minutes 12 seconds; Geo. Mehning (50 seconds), second. A good race, although the limit men held the scratch-man, Mr. Conkling.

July 4th, Lawrence, Mass.—Races under the auspices of the Lawrence Club on the streets surrounding the common, one circuit being three-quarters of a mile.

Two and a quarter miles—John Tacy, Lawrence, first, time, 8 minutes and 22 seconds; Howard Gage, second, 8 minutes 45 seconds; Mark Fuller, third, 9 minutes 15 seconds.

Three-quarter mile—Fred. G. Dyer, first, 2

minutes 47 seconds; M. D. Currier, second, 2 minutes 50 seconds; Nat. Cogswell, third, 2 minutes 52 seconds.

One-quarter mile—M. D. Currier, Lawrence, first, 49 seconds; Benj. Forbes, second, 50 seconds; Alfred Heroux, third, 52 seconds.

100 yard slow race—J. Ed. Aldred, Lawrence, first. Time not taken.

The prizes were handsome gold medals, and L. A. W. Pins.

### A JERSEY RUN.

The writer left Englewood, N. J., Sunday (June 24th), at 5:30 A.M., on a 52-inch "American Club," for a cross-country ride to Madison, N. J.—distance, 38 miles. The route lay through Hackensack, Corona, Carlstadt, Rutherford, Belleville, Bloomfield, Montclair, Orange, Millburn, Chatham, and Madison. By one familiar with the road it is easily rideable from Englewood to Rutherford, with a very rare dismount on the sandy parts between Hackensack and Carlstadt. From Rutherford to Delawana, where the Passaic is crossed, up and down constantly, for the road is eight inches deep with sand, and the sidewalk of plank is broken by crossings, at which the sidewalk ends and begins with a plank, on edge, 6 to 8 inches high. After crossing the river and trundling up a hill, which tries the wind even then, the ride is very fair, four-fifths on sidewalk, to (I think) Passaic avenue, down which it is superb riding, to Belleville, where you turn sharp to the right, and along which road to the railroad great care should be taken, as the sidewalk is the only rideable route. Thence to Bloomfield the road is good, taking the one to the left immediately after crossing the canal. Then comes the gem of the whole ride, from Bloomfield to Montclair, Orange, South Orange, Millburn, upon the beauties of which a wheelman could write quite a book. Leaving Millburn, the trouble began. Possessed with the idea that the way to Chatham was through Short Hills, I unfortunately asked for information and followed the direction, up one hill after another, until I had climbed, it seemed, as high as Mt. Washington, and was nearly pumped out. Reaching a house at last, I found that I was almost on top of Orange Mountain, and must ride back again part of the way, to get to Chatham. After floundering about for an hour and a half, the Chatham road was reached, and also Madison at one o'clock, instead of eleven, as scheduled. A good long hill led to my friend's house, where I found him just in from a 30 mile ride. The delightful warm bath, and subsequent rubbing with alcohol, showed his perfect knowledge of one's requirements. After dinner (I believe in solid eating), at 3:15, we two started for Millburn, taking the Chatham road, avoiding Short Hills entirely, which every wheelman will do well to heed. The cross-road from the Chatham to the Millburn Pike is not rideable—about 1 1-2 miles of sand, with loose stones, varying in size from a hickory-nut to a foot-ball. Nevertheless, on coming to a descent, we mounted, and my wheel commenced to move without urging; then came back-pedaling, finally a scurry down that hill, which recalled riding to hounds. How thankful I was that I knew my "animal" was of the right metal. She seemed to jump from one stone to another like a goat, with the little wheel cutting semi-circles behind. At the foot of the hill we came to a stand in about foot-deep sand, and the rest of that road we walked. At Millburn my pilot left me, he going back to Madison, I to Englewood, which I reached at 8:55, over the same road ridden in the morning—distance, 76 miles. The last two miles were ridden by a very dim light, and I experienced the new sensation of two headers in the dark, but alighted upon my feet, catching the wheel.

On Monday the wheel was cleaned: not a hair turned, so to speak, nor a sign to show (except dust and some additional cuts on the smaller tire) the very severe usage of the day before. I groomed it myself, and couldn't find a weak spot.

In riding sidewalks, where he has no legal right, the wheelman can almost always secure room, cheerfully given, by a quiet "Will you please let me pass?" followed by a courteous "Thank you." Nine times in ten the reply will be, "You are quite welcome." In a thousand miles of riding about New Jersey, this year, the writer has been refused the way but once, and that by some factory hands, most of them girls. The biggest hog one meets is the young man who hires a buggy and horse for Sunday afternoon. He takes with him either his girl or a fellow-pig; when full of beer, with a half-chewed cigar in mouth, he thinks the roads were made just for him; and when his horse shies, he lets fly part of his creed at the wheelman, who, if he be wise, will take no notice, for at slinging vile language the Sunday-afternoon-young-man has no superior.

CITRON.

That young firm, Zacharias & Smith, who recently opened a school and salesroom, over in Newark, New Jersey, are doing a large business. They have, perhaps, the best hall for the purpose in the country, and sell all the leading makes of bicycles, making a specialty of the "Star." We shall be pleased to watch the career of these two young men, as they are energetic and faithful, and have already acquired the knowledge that, to gain the end for which they are seeking, they must needs invest liberally in printers' ink.

### 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.

#### SPECIAL NOTICE.

##### IMPORTANT.

During the absence of the U. S. Chief Consul to attend the seventh annual C. T. C. Meet, at Harrogate, Yorkshire, England, and to participate in the subsequent tour, all applications for membership should be addressed to Henry W. Williams, Mass. State Consul C. T. C., 258 Washington Street, Boston, Mass.

Blank form of application for membership will be forwarded by Mr. Williams to any address, on receipt of a stamped and addressed envelope.

#### THE ANNUAL HARROGATE MEET.

This important and enjoyable annual gathering of Cyclists will take place in 1884 on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to attend this Meet. A party of cyclists will be formed to sail on or before Saturday, July 22, 1884, and the Chief Consul will be happy to afford information to all who may be interested.

#### THE C. T. C. NEW UNIFORM.

Full information on this important subject can be found in the C. T. C. column of the WHEEL of June 15th last, page 5. Every member can, and should, now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for cycling purposes yet devised. Lady members can now obtain the club cloth for tricycling costumes as wanted.

#### 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.

#### APPLICATIONS.

Fred. C. Hand, Scranton, Pa.; E. J. Partridge, 2832 Washington Street, Roxbury, Boston, Mass.; Fred. M. Tottenham, Keene, N. H.; Miss Flora E. Howe, Atlantic, Mass.

#### APPOINTMENT.

Consul for Ovid, Mich.—H. N. Keys, Main Street





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

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#### 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,

NASHUA, N. H., July 7, 1883. W. V. GILMAN,  
Treasurer

#### ACCURATE TIME-KEEPING

is an invaluable adjunct to a successful race meeting, yet it is generally apt to be slighted and neglected. The position of time-keeper is a hard one to fill satisfactorily, and implies steady hard work, a quick eye, and a clear head. The competent time-keeper sees little of the race. His whole attention is absorbed in the relative position of the machines and not in the individuality of the rider; and if he is at all inclined to be carried away by the enthusiasm and excitement of a close race, he had better not accept the responsibility of the position.

Custom and the League Rules have provided

three time-keepers, and armed with properly regulated watches our officials are now on hand. The Clerk of the Course has arranged his men in line, and the Starter has his pistol in hand waiting for them to mount. Now look at the pistol, and not the contestants, and at the flash start your watch. Do not wait for the men to push off. If they do not get away quickly it is their own fault. It is impossible for watches to be started alike from the push-off, and the flash should always be the guide. Now the men are making a hot pace and are nearing the half-mile post. Watch the leaders' wheel, and as the rim touches an imaginary line two feet from the ground, stop the split hand and note the time on a programme, or any convenient memorandum. It may be slow, but it is convenient for reference in handicapping. The half mile past, the men enter the last lap that finishes the mile. The excitement runs high as they near the finish, and the cheers and yells of the friends are confusing, but never mind them. Range yourself in line with the tape, and as the rim of the wheel carries it away, stop your watch. If the three leaders are far enough apart, take their time separately. Now compare your watches with your brother officials, and in case of disagreement take the average of the three. Whenever possible, have split second watches, and then the intermediate miles and the times for the second and third men can easily be obtained. In all races above one mile, the time of at least the leader for each mile should be noted. Bear in mind that your time is "official," and allow no interference from outsiders if you know you caught the start and finish correctly. Never give out the time without comparison with the other time-keepers, as it causes blunders in the reports and provokes ridicule when corrected. Practice starting and stopping your watch quickly, and you will soon acquire that degree of skill so necessary for accurate and reliable time-keeping.

The importance of noting the intermediate miles of a distance race was illustrated last year at the Springfield Tournament, when Moore, the English flyer, lowered the five-mile record some twenty-five seconds. Traveling at such a high rate, his second, third, and fourth mile time must have been lower than our present records, but the time-keepers, through ignorance or incompetency, failed to note the times. Even the total time is questioned by many. This year, however, the management has decided to select only competent men, and elaborate arrangements are being made to score and time each race accurately. Many records are expected to be broken, and the utmost care will be taken to give each man his just due.

#### THE CITIZENS AT THE WATER GAP.

It was just about five in the afternoon when the writer boarded a belt-line car en route for the Erie Ferry, where, with six other members of the Citizens, he had determined to explore the marvelous roads of Pike County. It had been the plans of the party to take the train to Port Jervis, and wheel from there to the Gap, and the one leaving at 5:45 had been selected to

convey the party hence; but, by a dispensation of Providence in the shape of a freight train and a thunder storm, the scribe arrived just in time to see the boat leave the slip with four of the party on board. We were told that a very tall man, and a very big wheel had preceded us, and concluded that the "Doctor" had got the best of us; but when our informer added that a little, nervous man and two heavy-weights were in the party, it kept us busy trying to solve the riddle as to their identity. Across the ferry was the matter of a very few minutes, and an investigation of a neighboring restaurant resulted in the production of a pair of alleged chops, and a quarter of a pint of amber fluid that passed as tea. Subsequent investigation revealed the fact that the next train would leave in two hours. The time was shortened by the arrival of "Jonah" Fontaine, and "Bugler" Schmidt, who were also belated. This made the party up to seven. On boarding the 8:20 train we discovered that the conductor was a wheelman, besides being a jolly good fellow, and comfortably seated in the parlor smoker, we managed to glean valuable information as to routes and hotels. On making Port Jervis, we encountered, to our surprise, the heavy-weights Blue and Nichols, and Treasurer Pool, while "Doc's" genial face beamed down approvingly. Bent on an early start, we retired at once and were soon lost in sweet slumbers. After an early breakfast, we mounted and soon wheeled through the town and across the toll-bridge. Progress for the first mile was rather slow, as the road bed had been recently repaired, but a mile out we struck the beautiful natural "shale" roads, and bowled along at a merry pace. These roads have been so often described that comment on their quality is hardly necessary. The shale rock is very crumbling in its nature, but packs very hard and firm, with a surface equal to a cinder path. Rain does not seem to affect it in the least, and a shower merely lays the dust without creating any mud. The road skirts the base of the mountains with short, sharp rises, that can easily be ridden, and that make delightful coasting. The scenery is beautiful and frequent though not necessary stops were made to admire the works of Dame Nature. Milford was soon reached, but before arriving there our heavy-weight Blue, came to grief, bruising his knee, which gradually became so bad that it finally necessitated railroad home from Port Jervis. From Milford to Dingman's Ferry is a beautiful ride, and from there on to Bushkill the road maintains its reputation for excellence. We reached the latter place at one, having covered the distance, thirty miles, in a little over three hours' riding time. No attempt was made at speed except once the captain and three others bowled over three miles, up and down hill, in fourteen minutes. After a substantial dinner, we whiled away the time dividing our attention between a tub race and a game of ball between the home team of summer boarders and one from the Water Gap. The reports of the road to the Gap were very discouraging, as it had rained heavily two days previous, and washed away everything that could be moved; but we determined to push on. Of the two roads, we were advised to try the "mountain," which we afterwards regretted, as the "river" road, we learned, was shorter, and certainly could not have been worse. The sudden change in the quality and surface of the road is a strange freak of nature, and hills that are unridable, together with sand, was a strange contrast to the gentle inclines and hard roads that we left behind. Slowly we toiled along, stopping to rest at frequent intervals, and it was not until seven o'clock that we reached the Kitkitinney House, where we were cordially welcomed. Thus ended our day's trip, the cyclometer registering forty-one and a half miles. The next day was very



warm, and, as our comrade's knee was painful, we decided to train it back from the Gap instead of returning to Port Jervis. It was a fortunate decision, as one of the heaviest rain-storms this season came down upon us before we even had time to board the train. A long tedious ride of four hours finally brought the party to New York, a tired and hungry lot, but nevertheless in good spirits, and anxious to try it again at some future date.

While we recommend the trip from Port Jervis to Bushkill, we advise the wheelman to abandon his wheel and foot it to the Gap, as he can make better progress without it. In some seasons the road may be better than when we passed over it, but at best, only half the distance can be ridden and that only after many tiresome and frequent dismounts. Taken as a whole the trip was a very pleasant leaf in the writer's log book.

### LONG ISLAND ROADS.

*Editor of the Wheel:* It may be of interest to your New York readers, who anticipate riding on Long Island this summer, to know about the roads, hotels, and League consuls.

The consuls are two in number, being Mr. Cobb, of Flushing, and Mr. Doughty, of Jamaica, both good riders, and obliging fellows, who will take trouble to answer inquiries, and look after riders passing through their towns. The riding on Long Island is mostly on paths or on the hard edge of the roads. There is a rutty macadam road from Flushing toward Little Neck. The others are all dirt roads, except that after long, "diy spells" the dirt becomes dust or sand.

In order to ride out to the end of the Island, it is much better to take a train to either Jamaica or Flushing, and start from there. From both these places, the road carries one to Garden City, from which place you cross the Scrub Oak land to Babylon, and from there there is a magnificent sidewalk to Patchogue, passing beautifully kept county places all the way.

From Patchogue to Moriches the road is only fair, and from there a new road crosses the Island toward Greenport. I have never tried it, but hear it is good.

There are hotels in all the towns—ordinary country hotels, where meals cost fifty cents each, and lodging the same.

There is no coasting, and the rider must accustom himself to ploughing through sand at intervals throughout the journey.

A. D. WHEELER.

### POUGHKEEPSIE GOSSIP.

*Editor of the Wheel:* Never having seen any communication in your paper from this city, I thought that perhaps some of your readers would like to know what we are doing here for the advancement of bicycling.

The wheeling here is none of the best; but still we have some pretty fair riding in almost any direction that we may wish to go.

We have now twenty nine bicycles, two tricycles, and a marine bicycle, in the city and suburbs, which we think is a pretty good showing for a city of this size, and considering the way that we have had to fight to get our rights on the highways, although now the drivers of the "brute" are beginning to give them to us.

The different sizes of the wheels that we have are: two 56 inch; five 54; eight 52; four 50; six 48; two 46; two 42; and the tricycles are, a "Victor Rotary" and a "Coventry Convertible Sociable." The longest run ever made by any rider from this place was made by two of our men last August. They went from here to Boston, and came home with glowing accounts of the good time that they had while on the

road, and speak in the highest terms of the way in which they were received by the riders of Boston that they had the pleasure of meeting.

We have now six League members, which is only about half the number we had the first year of the League's existence, a falling off which I cannot account for.

About two weeks ago we had a Consul appointed to the Cyclists' Touring Club, and there are now three members here, eight applications in, and another "batch" to follow. The Northern Hotel has been selected as C. T. C. headquarters. It is situated on the corner of Mill and Washington streets, and is a very pleasant and home-like place.

The Consul is speaking of calling a run of the C. T. C. men for the tenth of next month, to go to Hyde Park and return—a distance of about twelve and one-half miles, over the best road we have—to leave headquarters at 5 P. M.

Not wishing to take up too much of your valuable space, and having said about all that there is to say, I will now close.

Yours truly, JIM.

PO'KEEPSIE, June 29, 1883.



The social circle of the world is found in one word—Bicycle.

Due appreciation of merit is of too rare an occurrence in this world to pass unnoticed, and hence I can not refrain from congratulating Frank W. Weston, C. C. C. T. C., upon his selection as Vice-President of the Harrogate Meet. He sails with a party of C. T. C.-ites, on the 20th, for England, and he carries with him the God speed and good wishes of every bicyclist in this broad land, none of whom but know and admire the genial and jovial Frank.

The Ixions expect to reach their limit of twenty-five franchise members during the forthcoming month.

At no season since the introduction of bicycling here, has there been so much touring on the wheel as this one. This will serve as a nice morsel for contemplation by those "cranks," who continually cry toy, when bicycles are mentioned.

The faces of Messrs. Weston, Pratt, Pope, Oliver, and Joy, were nowise joyful in appearance as they assembled to bid farewell to Col Albert A. Pope, who sailed for Europe on the Pavonia, accompanied by his twin sisters. The last glass had been drained, the last handshake, warm and hearty, exchanged, and, as the bell rang for "all off," the five worthies hurried to the dock. Just here a serious accident came near occurring, as Mr. Pratt shied an old shoe at the Colonel for good luck. The noble vessel reeled from the mighty blow, but righting herself, sailed proudly down the bay as the Colonel was heard to shout: "Charlie, I'll bring that back in September."

Speaking of the League Meet, *The Cyclist* says, that 450 sat down to dinner together, and gives us the record thereby for diners. Small favors, when none others can be obtained, are duly appreciated, and we are thus pleased to be allowed some record by our English cousins, even if it be in the ignoble direction of feeding.

Haldeman, the new Secretary of Pennsylvania State League, seems to be *all-the-man* they want in such a position.

Cruel and remorseless death seems ever to take from us those whose loss we can least afford. Dr. S. A. Marsden, Chief Consul L. A. W., for Connecticut, is the last to be thus stricken down in the midday of his life. Well known by every cyclist as prominent in the sport, his sudden demise leaves a blank which will not soon again be filled, either in the hearts of his many friends or in annals of bicycling.

Esterbrook, the official outfitter of the C. T. C., L. A. W., and Ixion Clubs, finds time outside the cares of these positions to enter into all athletic exercises contained in the list from archery to zither playing.

Pitman has returned, but bears neither watch nor medal to show for his recent absence. A pot of beans, however, from the classic shades of Boston, met the hearty approbation and attention of his worried club-mates.

Now comes a man from Illinois who invents a carriage built on a bicycle plan, having but one wheel, and donates to the suffering horse the honor of drawing it. Unhappy man! Unhappy horse!

The new club-house of the Citizens will be of brick, and the finest structure of the kind in this country.

I understand that Susan B. Anthony will now ride a Victor Rotary Tricycle, just to show her superiority "over man."

"Victory is not always with the strong," observed the club philosopher, as the two hundred and twenty pound infant of the club took an eighteen-foot header over a neighboring fence.

Last week's issue of *Puck* contained a spirited cartoon, in which a giddy youth with a stove pipe hat and lavender trowsers, was represented on one side as being, mounted on a bicycle, and drawn by old father Time; and on the other side the bone shaker was running away with him in his old age, and was about to give him a header down a deep hole, marked "go," at the edge of which sat myself looking on in disgust, at seeing a man, who in youth had begun to ride in a plug hat and lavender breeches, and who, in old age, had learned no improvements thereon except to discard the stove-pipe for a bare head, and then ride headlong into a sewer.

I understand that it was the intention of the entire Ixion Club—"Patsey" included—to have wheeled down to Islip, to see for themselves whether Long Island beauties were anything like the description given by their club-mates in your last issue. The trip has been delayed somewhat to allow the "Jedge" and Mr. Allen to recover from the sudden publicity given to their abilities and kindness.

Bunnell, the owner of the Dime Museum, at Brighton Beach, is the only man who has ever thoroughly appreciated the merits of the late lamented and much sought for James S. Revell, and has that gentleman now employed in the capacity of ticket seller. Bicyclers can thus have the pleasure of witnessing the "greatest show on earth, for only a dime," and of purchasing their tickets therefor, from the greatest rascal on earth at the same time.

I notice that there are now few, if any, complaints of oil freezing in lamps during night rides, and that many riders do not ride in seal-skin caps and gloves as formerly. Are our winters getting milder, or is it our lamp-oil and riders improving?

[After the above had gone to press we received the following note—ED.]:

*My Dear Jenkins:* Don't print that last squib about freezing lamp-oil, etc. I wrote that for publication last winter and if it gets in print, by mistake, during this balmy weather, I will be shot by some of your irate subscribers.

Yours etc.,  
MINERVA OWL.



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#### WHEEL GOSSIP.

Only five days more grace for Mail Vote 2.

We wonder how the vote will be in regard to track measurement.

The Springfield Club contemplate a half-mile concrete track for their tournament in the fall. A wise provision, as a heavy rain would spoil any dirt track but would not affect the concrete.

Mr. E. Hombostel, Jr., 165 Congress street, Brooklyn, N. Y., offers ten dollars reward for the recovery of his Standard Columbia, No 329, that was stolen, June 2nd, from the corner of Schermerhorn and Court streets.

We have printed in this issue an extract from a League circular, which members might hand to their cycling friends who wish to join the League.

Every member should exert his influence in securing recruits for the League. The unparalleled number of applicants is an encouraging sign that the League is in a fair way to double its membership this year, and each one should help it along.

Over three hundred photographs of the League meet have been shipped and the balance are expected from Pach this week. They are very handsome, and each face is a perfect picture when viewed through a magnifying glass.

As the days roll by, the talk drifts towards Springfield, and its camp and race meeting. New York clubs will all sent large delegations.

Baltimore is reported to have a five-lap cinder track under contemplation at Oriole Park.

The Forest City and Cuyahoga Wheel Clubs, were organized last week at Cleveland, Ohio.

Chief Consul Weston, C. T. C., sails for Europe to-morrow, on his annual tour to the Harrogate Meet.

The Canada tourists arrived in Cleveland on the 13th, and were met by a large number of the Cleveland club.

The Cyclists Touring Club Hand-book and Guide, is a very neat publication and particularly useful to the English tourist. In the American district, we notice the appointment of four state consuls, nineteen local consuls, six hotels that allow 20 per cent. discount to members, on presentation of tickets, and nine recommended hotels

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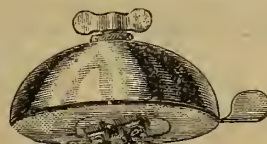
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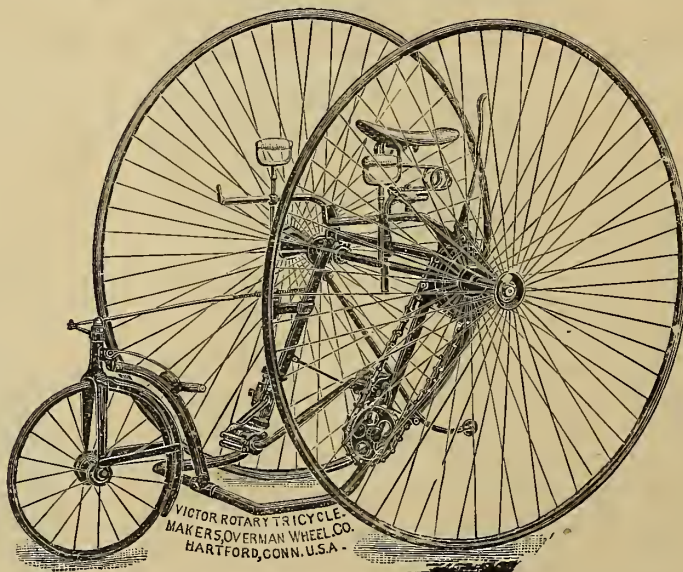
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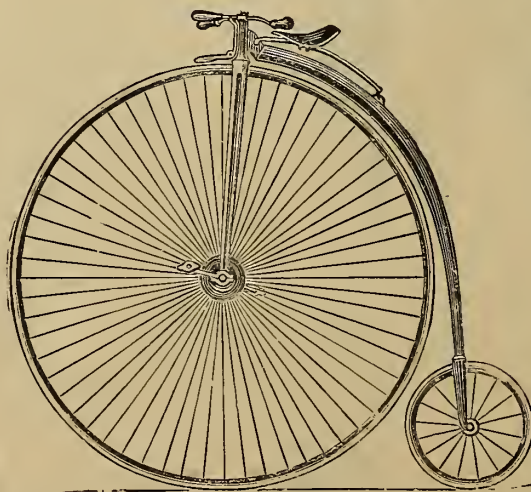
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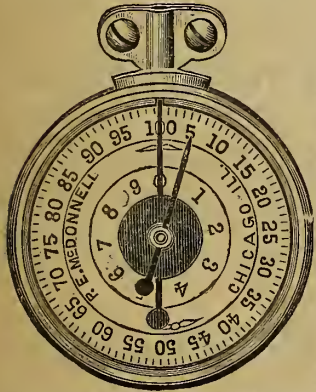
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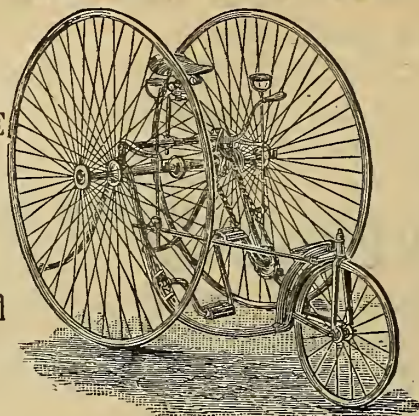


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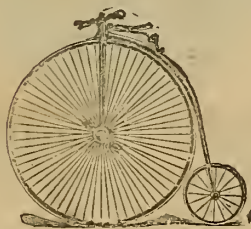
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