

THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Cyclists Touring Club in America.

Vol. III.—No. 25.]

NEW YORK, MARCH 21, 1883.

[Whole No. 77.]

EDITORIAL JOTTINGS.

Have you voted yet?

**

Whom did you vote for?

**

There is a letter at this office for "The Owl." Please call for it.

**

Latest advices from England report that the Bicycle Touring Club is no more, and the CYCLISTS' TOURING CLUB will in future be the name of that popular and growing organization.

**

We fail to see how the Board of Officers and members of the League can invite themselves to Washington after the very plain letter of Secretary Moses, declining the honor, which we published last week.

**

New York is the place, gentlemen. At the last meeting of the Citizens Club a resolution was passed requesting the Board of Officers to select New York, and a committee appointed to go to Worcester and explain the situation. Messrs. Beckwith and Jenkins will represent the club.

**

The young editor of our eastern contemporary pitches into the Racing Board this week, and we would suggest that if he wanted to improve the character of that committee, it would have been better taste for him to retain his membership and introduce his ideas at the meetings of the Board, instead of endeavoring to obtain newspaper notoriety by foolish criticism.

**

In the first place the Board do not require the list of the officials, etc., to grant sanction. The return sheet is not filled up until within three days after the races. They merely require an outline of what the race meeting is to be and *under whose auspices*. Any respectable race meeting worthy of the sanction of the League is generally known at least ten days previous, and it does not follow that if the application does not reach the member of the Board within that time, that sanction will be withheld. In perfecting a State organization, there will be a racing Board for each State no doubt, and then the time limit will be reduced. In regard to the interpretation of Rule I, no sane man will think or hint that the Board propose to disqualify any man who has ever

competed in unauthorized games. The rule took effect from the time it was adopted, and if any protests or violation of this rule are entered, the officials of the race meeting must investigate them and report them to the Board. Wheelman should not be so anxious to lend their aid to the numberless agricultural fairs where horsemen sandwich a bicycle race between their own trotting races, and where no pains is taken to preserve and report records. Perhaps our esteemed contemporary will come out and favor the proposed bicycle races by Barnum's and Forepaugh's shows, and urge the League to grant its sanction. It would not surprise us.

**

If the League professes to be on an equal footing with other athletic associations, it must preserve the standing of its members. The time is past when we had to look to side shows for opportunities to win medals, and we can afford to discriminate a little. We took particular pains to have the report of the Racing Board widely circulated, and our racing men have had fair warning.

**

Why do not the League members in New Jersey awake and elect some active Chief Consul? We note that the "present incumbent" has just paid his dues for the past year, and under the strict enforcement of the rule, has in reality not been a member of the League. This ridiculous state of affairs can be easily remedied by the election of such a man as Harold Serrell, who seems to have the proper amount of go in him necessary to make the office a success.

**

THE WHEEL nominations in this State have been very favorably received, and the indications are that a heavy vote has been polled. The work of appointing suitable Consuls has been rapidly published by the C.C., and as only active men have been selected, we look for some good results in the State this season.

**

Consul Pitman's addresses are from 8 a.m. to 5 p.m., 64 White Street; from 5 p.m. to 12m., Ixion Bi. Club, 4 East 59th Street; from 12m. to 8 a.m., 45 West 14th Street.

**

Our report of the Boston races arrived too late for insertion. The affair somewhat fizzled out as Woodside stopped on the first lap of the last mile owing to a pistol being fired by mistake. Prince continued and won the race

in 1 h. 7 min. 37 sec. The five mile amateur race for non-prize men was taken by T. Coleman in 19 min. 40 sec. Bad management characterized the proceedings.

**

The Maryland Bi. Club must have had a jolly time at their Annual Dinner on the 14th, judging from the tasty menu sent us by the Secretary.

"PRAISE FROM SIR HUBERT."

While we have on this side of the "herring pond" so amicably settled the place at which to hold our national wheel gathering, our American contemporaries are hard at it, "hammer and tongs," discussing the merits of the various suitable places, among the 'cycling cities of the Eastern States of the Union, for the great annual Meet in connection with the League of American Wheelmen—New York, Boston, Newport, Brooklyn, and New Haven are all mentioned in turns. The WHEEL plumps for the former place, and in a most able article proceeds to prove that it is the best place for the gathering. We know but little of the matter, of course, but certainly, after reading the various articles, it seems to us that New York wins in a canter.—*Bicycling Times*.

MIDDLETOWN GOSSIP.

MIDDLETOWN, N. Y., March 13, 1883.

Editor of the Wheel: Whether it is a general rule or not, at least in this immediate vicinity the bicycle seems to be an instrument conducive to emigration. As soon as a man gets a wheel here he migrates, not on his wheel, but by rail, bag and baggage. One member of our club is at Williams's College, another at Flushing Institute, another recently left to accept a position in your city, and our pioneer wheelman and ex-Captain, Mr. R.T. Low, sailed last month for a six-month's pleasure trip through Europe.

But, in spite of all these that have forsaken us, there are still a few left, in whose bosoms are locked enthusiasm enough to keep the wheel rolling at a rapid pace whenever time and the elements permit.

At our annual election, last evening, the following officers were elected for the ensuing season: Captain and President, Harry C. Ogden; Secretary and Treasurer, Moses Vail.

Few, to be sure, but when our wandering sheep return to the fold, we will endeavor to make a more numerous array of officials.

We made good use of our riding hall during the winter months, learning considerable fancy riding, and two of us becoming "master of the wirey steed" in so far as we can hold it at a stand-still, without its compelling us to ignominiously dismount.

But our hall was closed a few days ago, and we can now only wait patiently, or rather impatiently, and listen for the harrowing notes of that first true harbinger of spring, the inevitable hand-organ. And when we hear the gentle murmur on the morning breeze from its "wheezy lungs," we shall know that slush and mud are vanishing, and that spring-time is no longer a vain hope in many a wheelman's heart, but is really here at last.

When this long-wished-for state of affairs arrives, with the expected new recruits, weekly club runs, headers, frightened horses, and other exciting incidents, we will try and grind out some more interesting news than such as I have just penned. HAL.

A PROTEST.

WASHINGTON, W. C., March 9th, 1883.

Editor of the Wheel: I notice in the last issue of your paper, a communication from Springfield, Mass., describing an exhibition of fancy bicycle riding by Mr. Hendee, of that city, during which he rode a bicycle wheel, without back-bone or saddle. The description was accompanied by the confident claim, that Hendee was the first to accomplish this feat.

Without wishing to detract from the credit which fairly belongs to Mr. Hendee, I desire to state in simple justice to Rex Smith, of the Capital Club, that he performed the described feat in December, 1881—more than a year ago—and that since that time he has not only shown it in several public exhibitions of this club, but has frequently ridden long-distances in the streets of Washington, across car tracks and other obstructions, in that manner.

I might add, that the members of this club had no idea that any one but "Rex" would succeed in performing the feat, and now that Mr. Hendee has deprived them of the satisfaction of claiming it for him alone, they must, at least, insist on having his *priority* recognized.

Very respectfully, L. W. SEELY.
Capt. Capital Bi. Club.

GOSSIP FROM THE KLUB KAT.

Capital Club men were much amused with President Ducker's announcement at Springfield recently, to the effect that Mr. Hendee was the first and only (if I remember rightly) man to attempt one wheel riding without saddle or back-bone, when it is now something like a year since Rex Smith first amputated his vertebral column and astonished us by riding car tracks on his single wheel, and for many months he has dispensed with saddle and "stub" and rides upon pedals alone. His most recent achievement is the stand still on one wheel with the balancing-pole.

The "Washington Cyclists" Club was organized last week by eleven senile individuals of an average age of thirty-five years. Their turn-out includes the "Xtraordinary," American Star (a weed known to botanists as *Stella anti-popei* or Pope's-bane), and several "trikes." It is correctly reported that Collector John Patch, with his hay-cart mongrel, and Belva Ann Lockwood with her "crushed strawberry" hose (fur side outwards), are to hold offices suggested by their occupations, namely, collector of back dues and club solicitor. The latter officer, by virtue of her winsome grace and pleading eye, is to devote her energies to the capture of new members among

old bucks, athletically inclined. But, funning aside, the new club fills a gap, and is heartily welcomed by both the "Capitalists" and the "Washington Amateur Wheelmen."

The boys are brushing up their uniforms and practising their steps for the Soiree of the Capital Club, which is to come off on the night of Easter Monday. Chairman Allen, of the committee on arrangements, has ordered a complete set of full nicked shirt studs expressly for the occasion and regardless of expense. Captain Seely has had his photograph taken full length (and it is awfully long) which will be sold by gentlemanly ushers for the small sum of ten cents, for the benefit of the Widows and Orphans' Asylum.

The recently published letters of A. S. Parsons and "Yashoonon" have settled it in my mind that the League Meet will be held with you in New York this year, and, while I should like to shake hands with you at the B. & O. depot on May 29th, we shall make the best of our disappointment, and come over to New York in a body and look on as outsiders at the deliberations of the august L.A.W. I hope that Secretary Moses' card in your last number placed us in the right light in the minds of your readers.

If you New Yorkers are at loss to entertain the Southern and Western Leaguers, let me advise you to put your banjo trio—Newman, Dan. Wheeler, and Peoli—on the executive committee, and let my namesake, Edwin Oliver, sing his "Comin' thro' the Rye" in those dulcet tones which reminded Washingtonians at Bryn Mawr so strongly of the Southern colored lady. There is a richness to his falsetto which approaches the "colored Jenny Lind."

Above all things we want to see Wilmot and Canary at the Meet. Rex will not be with us, as Law School examinations will interfere; but we want to take back some points with us, and are satisfied, from what we have heard, that either of these two gentlemen can gratify us in this respect.

So bye-bye for the present, Fred; I'll write you about our Hop in my next. OLIVER.

OUR BOSTON LETTER.

CAMBRIDGE, March 17, 1883.

The Massachusetts nominations for L.A.W. State Officers have resulted as I predicted in my last letter, in making E. K. Hill, of the Worcester Æolus Club, the nominee for C.C., and A. S. Parsons, Massachusetts Bi. Club, J. S. Webber, Gloucester, C. L. Clark, Boston Bi. Club, and H. E. Ducker, Springfield Bi. Club, the Representative candidates. This spreads the ticket well over the State, and as the men are all representative men in their sections, I haven't the slightest doubt but that they will be elected: although the Springfield Club has another ticket in the field, with their President, Mr. Ducker, as C.C., and the Secretary, Mr. Fennessy, as a Representative. They are not as modest as the Boston men; we have fully three times as many wheelmen as Springfield, and we only ask for one representative, while they are not content to have one, but must have the Consul too. There was some doubts in the minds of the joint committee, as to whether there would not be a chance to object to Mr. Hill, since he is a bicycle dealer, and *perhaps* may come under the professional-amateur rule of the League; but casting their eyes up at New Hampshire, and seeing Gilman and Hazlett so firmly fixed in their offices, they decided to risk it.

I fail to see how Hodges is going to work himself up into the President's chair by way of this ticket. Perhaps he intends to form a

party of kickers. He won't find many to join his party.

The Chop Club Division of the Bostons has been re-organized on a new basis. It now numbers ten members, and will hold its regular supper Saturday nights at the Club House. The club has on its programme a run for Saturday, and a ladies' night fixed for Wednesday, the 21st. I should like to borrow the "Owl's" style for a few lines, and ask a few simple conundrums of a mutual friend of ours:

How many of the "forty-five runs" of the Boston Club were regularly called by the Captain? How many were actually run? How many were strolls home from Cobb's on Sunday nights? How many men on an average attended? Which figures shall we believe, those reported in the *World*, or the number actually seen and counted on the road? Perhaps our M. F. will favor us with the answers to these conundrums.

The Massachusetts Bi. Club is making an effort to draw tricyclists into its ranks; the wheel-room door is to be widened to admit a sociable, and the club is advertising in all the daily papers that it has done so, and can now accommodate any number of three-wheelers. If the club don't wake up and shake itself, I shall begin to think that the record the men piled up last season has satisfied them for good and all. Not a run called yet during all this beautiful weather, while the Bostons and the Ramblers are out steadily, and are covering themselves with glory—and mud.

The Ramblers are looking for a club room, and talk of raising the club dues. The club gives an exhibition drill at Lynn, on March 20th, on the occasion of the U.A.C sports.

The Boston Club may now truly said to be the largest club in the city, since they have placed two of the associate members on the club committee, and now allow the associates to vote on club affairs. If this doesn't make it into a "social club with a bicycle attachment," what does? But then I won't say anything about that, because it might hurt Mr. Dean's feelings. PERCY.

BOSTON, March 17th, 1883.

Editor of the Wheel: I read the Boston letter in the last number of THE WHEEL, and fear that some of your readers may get the idea from what Percy says, that the old officers of the Boston and Massachusetts Clubs were not friendly to each other, and I am sure he did not mean that. It is impossible to tell where the trouble began, but think it has ended now.

I am sorry to be obliged to bring this matter up again, but could not allow this opportunity to pass to say that Hon. Chas. E. Pratt the former President of the Boston Bi. Club and Albert S. Parsons the former President of the Massachusetts Bi. Club are, and always have been, and I am sure always will be the warmest personal friends. And Captain Hodges and Captain Shillaber, the former Captains of the two clubs, are also excellent friends. No one in the Massachusetts Club ever did more to keep up a friendly feeling than Captain Shillaber.

The snow is all gone and the roads are drying. As soon as the March winds let up a little we shall go out on the road again, and intend to have more all day runs, breakfast runs and supper runs than ever. We will also find out this season if the tricyclers can follow us on a fifty mile ride. I believe they can, and mean to try it myself as soon as I can get into good riding condition.

I hear that C. E. Pratt will also ride a tri. this year, and take his photographic apparatus along with him on his long runs.

The Newton Bi. Club are to have their first annual dinner, probably at Young's. This club is growing rapidly, and with such racing men as Burnham and Sabin will soon rank among the best known clubs.

The feeling in favor of having the next L.A.W. Meet held in New York City is getting very strong here, and if the freedom of Central Park can be obtained, think that will settle it; and as soon as the matter is decided all the clubs will settle to work at once. And I think New England would send four times as many riders to New York as they would to any point more distant.

NORDLAW.

THE MASSACHUSETTS CONSULSHIP.

A meeting of the Massachusetts Membership of the B.T.C. was held on Wednesday, the 7th inst., for the purpose of nominating a Consul for the State of Massachusetts. By the courtesy of the Club, the meeting was held at the Boston Club House, and resulted in the unanimous nomination of Mr. Henry W. Williams, President of the Massachusetts Bi. Club, to fill the vacancy caused by the resignation of Mr. Dean, which latter was accepted with much regret. The B.T.C. is to be congratulated on its choice of a gentleman whose energy and executive ability eminently fit him for the duties he has assumed.

VICTORY FOR A BICYCLER IN A MASSACHUSETTS' COURT.

AN IMPORTANT DECISION.

In May, 1882, Mr. J. Fred. Adams, L.A.W. Consul at Haverhill, Mass., was riding to his business on his wheel, when he frightened a milk-man's horse, which ran, tipped over the cart, spilled the milk and did some damage. The milkman, a Mr. Stewart, brought suit in the Superior Court, for \$200. Mr. Adams wrote at once to the Committee on Rights and Privileges, L.A.W., was furnished with the 'opinions as to the rights of bicyclers,' published by the League, and was advised not to settle, but to employ the very best legal talent to be obtained and fight to the last resort. He proved "a good fighter," and has done every wheelman in America a great service by his pluck and energy. The following report from a Haverhill paper tells the story of his success:

"*Superior Court, Civil Session, March Term (1883), Lincoln F. Brigham, Circuit Judge.* The case of Stewart vs. Adams was given to the jury yesterday morning, with the instructions that owners of bicycles had equal rights in the streets with the owners of other vehicles; that they were bound to exercise reasonable care and prudence in the propelling of their bicycles as were the owners of horses and carriages; and that Stewart was entitled to recover, if, while in the exercise of due care on his part, he was damaged by reason of Adams' negligence in using or riding his bicycle. The jury returned a verdict for defendant. Brickett & Poor for plaintiff. J. P. & B. B. Jones for defendant."

This is believed to be the first straight decision as to the rights of bicyclers, given by a higher court, in America. The League should certainly help to pay Mr. Adams' lawyer's bill. The matter will be brought up at the officers' meeting. P.

WHEEL RACES.

GAMES OF THE C.C.B.C.

The third series of indoor games promoted by the Columbia College Boat Club were held at the Madison Square Garden, Friday and Saturday, March 16th and 17th. On Friday there was a two mile open bicycle race, in heats,

which proved the most interesting event of the evening.

First Heat.—R. G. Rood, H. Y. Smith, B. G. Sanford and F. C. Thomas were the starters. Rood made the pace for the first half mile, completing the distance in 2 min. 5 sec. Sanford then astonished every one by assuming the lead, widening out a gap of almost fifty yards. Smith, on perceiving this, passed Rood, and set out in hot pursuit of Sanford, catching him with apparant ease and passed to the front, winning by over fifty yards. Time, 8 min. 28½ sec.; Sanford's time was 8 min. 37½ sec. Thomas finished third in 8 min. 43 sec., and Rood stopped on the first mile.

Second Heat.—This brought out F. E. Davidson, E. S. Robinson, and P. M. Harris who was billed as "Treadwater," and so reported by the daily papers. The trio jogged along at an easy pace, finishing the first mile in 4 min. 30 sec. Robinson at the front; Davidson then went ahead and led to the home-stretch, when "Treadwater" came to the front and won by the length of one of his feet.

Final Heat.—Smith, Sanford, Davidson and Harris rode in company for the first mile, to the tune of 4 min. 50 sec. Smith then became impatient and went for the lead, and succeeded in holding it, though Davidson pressed him very closely at the last lap. Davidson and "Treadwater" made a very pretty race for second place, but Davidson got there first, and captured the medal. The track was very narrow, with sharp turns, and a surface inferior to our boulevards; hence the slow time.

The concluding games were given Saturday evening, the only event of special interest to wheelmen being a two-mile race, open to college men. C. A. Reed and Frank Howard were the only starters. Reed immediately took the lead and held it to within fifty yards of the finish, when Howard spurted grandly, winning the race by six inches. Time, 8 min. 2¾ sec.

What the Owl would like to know.

If the rider who possesses a good "calf" don't "veal" at home on a machine?

If you have read Joe's beautiful and touching story of the wise (?) little boy and the foolish (?) virgin—I mean school marm; I am even now moved to tears in contemplating its terrible application to myself. I will, however, struggle through the odium of the school teacher's position, as long as Joe is content to stand in that of the boy.

Why Joe don't abbreviate the heading of his "Currante Calamo" column, by striking out the last letter in the first, and the second and last in the final word?

If Angie Williams has really joined the Ixions?

Where handsomer medals for a bicycle race can be won, than those offered by the Columbia College Boat Club, at their games at Madison Square Garden, and where a worse track can be found to ride for same?

Who wrote the article in the *Sunday Courier* on the "K.C.W." disagreements?

If the good story of the "culture" of Boston, I heard, while it does not bear on bicycling, will not bear repetition here. It is as follows: At a prominent theatre becoming full down stairs, the only vacant space remaining being in the gallery, the managers displayed a placard, on which was printed, "Apotheosis only," by which is meant that visitors could still be placed among the gods.

Who are "Those Pretty St. George Girls," anyway, that you should devote such prominence to them and their doings in your last

issue? I thought, perhaps they were tricyclists when you spoke of "Glimpses of the London Clubs and Club Men," but they don't go for hunting on tricycles, do they?

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.

SATURDAYS.—Musical evening at the Citizens' rooms, 2 East 60th Street, at 8 P.M. All invited.

MARCH 21.—Boston Bi. Club, "Ladies' Night."

MARCH 27.—First Annual Exhibition and Promenade Concert by the New Haven Bi. Club.

MARCH 27.—Meeting of the Board of Officers, L.A.W., at Worcester, Mass.

MARCH 28.—First Annual "Hop" of the Laramie Club.

APRIL 2.—Annual Meetings, Lawrence Bi. Club and Milwaukee Bi. Club.

APRIL 3.—Annual Meetings, Brooklyn Bi. Club, Haverhill Bi. Club, and Missouri Bi. Club.

APRIL 5.—Regular Meeting of Albany Bi. Club.

APRIL 5.—Boston Ramblers' Hare and Hounds Chase.

APRIL 18.—Annual Exhibition and Ball of the Meriden Wheel Club.

MAY 23.—Race Meeting of Harvard Bi. Club, at Beacon Park. For particulars, address, F. Winthrop White, 35 Holyoke Hall, Cambridge, Mass.

JUNE 9.—Annual Encampment of Champion City Club

JUNE 12.—Annual Meeting Citizens Bi. Club.

JULY 1.—Tour in Canada by the Chicago Bi. Club.

CITIZENS.—On Tuesday evening, March 13th, about eighteen Citizens assembled for their regular monthly meeting. The new Constitution and By-Laws having been adopted, an election to fill the newly created offices of Second Lieutenant and Treasurer was held, and Mr. Wm. A. Bryant, was elected Second Lieutenant, and Frank J. Pool chosen Treasurer. As Mr. Pool is Treasurer of a church, a construction company, a secret society, and a railroad company, we have no doubt but that he will be able to manage the affairs of the club in a satisfactory manner. The resignation of Elliott Mason from the Executive Committee having been presented, it was accepted, and Mr. Geo. A. Wells elected to fill the vacancy. He was also chosen Chairman of that Committee. The question as to the League Meet being held in New York was discussed, and a resolution passed, requesting the Board of Officers of the L.A.W. to select New York as the place for the Meet. A committee consisting of Messrs. Beckwith and Jenkins were appointed to go to Worcester on the 27th, and present the claims of New York. After appointing Dr. N. M. Beckwith and Edwin Oliver a committee to prepare a programme for the Saturday night musicals, the meeting adjourned.

OVERMAN WHEEL CO., Hartford, Conn.

Gentlemen—You must be well aware of the blessing you have conferred on bicyclists by introducing Harrington's Enamel, one of the neatest and most durable finishes for a bicycle ever invented; a finish that embodies all that is claimed for it, and must eventually displace paints and nickels.

Having spent a number of hours in the last two years scraping and cleaning my bicycle, I determined to have my new "Sanspareil" roadster enameled full polish, "style D," and you have sent me the finest looking bicycle I have ever seen.

I have tried your enamel in various ways, and find it true to its claim, i.e., you cannot by any fair usage scratch or chip off the smallest particle, while rain and mud have no effect upon it whatever.

To me, Harrington's Enamel has removed the only drawback to bicycling, and made it a pleasure to be able to ride in all weathers, without dreading the job of cleaning and scrubbing my wheel.

Bicyclists have only to use the enamel to appreciate it, and once having a bicycle enameled, you are always sure of their future patronage, as no man who values his time can afford to be without Harrington's Enamel.

Yours truly,

HENRY E. DICKER.

Pres. S. Hi. Club.

Springfield, Mass., March 3d, 1883.



The Official Organ of the Cyclists Touring Club in America.

FRED. JENKINS. - - - Editor.
CHAS. E. PRATT - - - Editorial Contributor.
C. J. HOWARD, - - - Artistic Contributors.
A. D. WHEELER, - - -

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TO CORRESPONDENTS.

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 Saturday morning at the latest. Make all Checks and Money Orders payable to OLIVER & JENKINS.

NOMINATIONS FOR STATE OFFICERS, 1883.

(Elections, March 1st.)

State Consul.—Dr. N. M. Beckwith, N. Y.
Representatives.—Dr. A. G. Coleman, Canandaigua, N. Y.; C. K. Alley, Buffalo, N. Y.

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A BATCH OF AMENDMENTS.

The officers' meeting at Worcester on the 27th inst., promises to be one of the most important in the history of the League, not only on account of the selection of a place for the next League Meet, but the fact that many important Amendments will be offered that change the working of the League materially. We publish this week the propositions of State Consuls, Fred. S. Pratt, of Massachusetts, and N. M. Beckwith, of New York, and as these two gentlemen represent the stronghold of the League, their views are entitled to consideration. The present League Constitution is, in our opinion, incomplete and defective. Compiled in a hurry, it was never submitted to the members of that committee appointed to draft it for approval, and was rushed through at Chicago. We guarantee that if the Board of Officers had had time to carefully consider each provision, there would not have been the opportunity to amend the same that has now been embraced.

Mr. Pratt meets our views expressed in a recent article, in dividing the work up among the States, creating the offices of Secretary and Treasurer, and appointing a Governing Board for each separate State, and Dr. Beckwith, in view of this amendment, has also added a clause defining definitely the number of representatives, and increasing the number of the State Executive Board, by allowing a representative for every fifty members. This is a wise provision in our opinion, as under the present rule, a State with over one hundred and fifty members would be under control of four men, whereas the Amendment would give six to the Board.

The change in Rule 9, is a very important one, as it gives the Board of Officers power to select a day for the Annual Meet, which is convenient to the locality chosen, and that is certainly a wise provision. The 30th of May is a very bad day for the League parade anywhere. It is now almost universally recognized as a holiday, and as such, possesses other attractions to League members that materially affect the numbers parading. In New York, it works badly, as it not only absorbs a majority of the bicyclers who belong to regiments, but attracts the public, whom we want to have witness the Meet.

Of Rule 11, we have so often expressed our views, that we hardly think they need a rehearsal here.

We imagine that the Amendment to Rule 25 will create a stir, but we think it is only the proper solution to the Amateur Rule. It provides that a man who is merely a paid teacher, shall be a professional. It does not include the pioneer agent, who may happen to give a few instructions, and it narrows the breach considerably. We hope it will be adopted.

The Amendments to the Racing Rules are merely those adopted unanimously at the last meeting of the Racing Board, and as a member of the Board, we prefer to let them go before the jury without an argument.

The other propositions merely emphasize the mode of dividing State work, and bear directly upon the adoption of the Amendment to Article 4 of the Constitution. On the whole, we think there is work enough laid out for the Board, that will make the session one of great interest to all League members.

CYCLISTS TOURING CLUB.

Application for membership should be sent to FRANK WESTON, Chief Consul, Savin Hill, Boston, Mass. Fees, \$2.50, which includes silver badge. Annual dues, 75 cts.

APPLICATIONS.

R. P. AHL, 90 Chester Square, Boston, Mass.
A. D. CLAFLIN, Newtonville, Mass.

APPOINTMENTS.

State Consul for Massachusetts.—Henry W. Williams, 258 Washington Street, Boston, Mass., *vice* J. S. Dean, resigned.

THE NEW UNIFORM.

It is important that those who will require the new Club Uniform, should signify their desires, either through the local or State Consuls, or to the Chief Consul, without delay. All letters requiring reply should have a stamped and addressed envelope inclosed.

League of American Wheelmen.



Applications for membership should be sent to Fred. T. Sholes, Secretary Box 93, Cleveland, Ohio. Membership fee \$1.00 per annum.

BOARD OF OFFICERS.

President—W. H. MILLER, Box 245, Columbus, Ohio.
Vice-President—A. S. PARSONS, Cambridgeport, Mass.
Cor. Secy.—FRED. T. SHOLES, Cleveland, Ohio.
Treasurer—WILLIAM V. GILMAN, Nashua, N. H.
Rec. Secretary—ANGUS S. HIBBARD, Milwaukee, Wis.

Editor of the Wheel.—The following applications for Membership in the League of American Wheelmen have been received, and are sent to you for publication.

Yours very truly,

FRED. T. SHOLES, Cor. Sec., pro tem.

Pequonnock Wheel Club—Add.

3478—Jno. Bowen,.....Care Watson Iron Works, Bridgeport, Conn.

3479—R. Frank Libby....Bank St., Bridgeport, Conn.

Kings County Wheelmen—Add.

3484—P. V. Dougherty.....Jamaica, N. Y.

Unattached—

3480—M. Buchanan.....252 Broadway, N. Y.

3481—Junius E. Beal.....Ann Arbor, Mich.

3482—Chas. H. Chickering.....Smithville, N. J.

3483—C. Walter Higgins.....

3485—Abram M. Hill...115 Canal St., New Orleans, La.

3486—Jno. Nightingale....Dale Mills, Paterson, N. J.

Corrections—

3464—A. M. Hall.....Smithville, N. J.

L.A.W. RENEWALS.

Week ending March 17, 1883.

764—F. G. Bourne (1883-4).....N. Y. City.

878—Frank P. Churchill.....Brockton, Mass.

1860—W. R. Keene.....N. Y. City

1967—R. V. R. Schuyler.....

724—W. W. Bridge, D. D. S.....Providence, R. I.

1174—Fred'k M. Vermilage.....Williamstown, Mass.

900—Samuel Ames.....Buffalo, N. Y.

1846—E. H. Ames.....Titusville, Pa.

1107—Thomas E. Browne, Jr.....N. Y. City.

Yours fraternally, W. V. GILMAN, Treas.

LEAGUE OF OHIO WHEELMEN.

The Executive Committee L.O.W. met at Columbus, March 12th, and among other business transacted was the following:

A resolution was adopted favoring Washington as the place of holding next L.A.W. Meet, and that an earlier date, about the middle of May, would be a more suitable time for same.

They also recommend that the L.O.W. become a Division of the L.A.W., and to that end a committee of three was appointed to draft Constitution, and report at next Executive Committee meeting, to be held in June.

The following ticket for April L.A.W. election in Ohio was nominated: For Chief Consul, H. S. Livingston, of Cincinnati; for Representatives, W. H. Miller, of Columbus, and Alfred E. Ely, of Cleveland.

In consideration of the fact that Mr. W. H. Miller (Pres. L.A.W.), has proven a very active and efficient officer, has not only been foremost in the fight against the Green bill, but has used every endeavor to advance the interest of the bicyclist in general, and has had such an experience as will make his services still more valuable a second term, it was resolved that the League of Ohio Wheelmen do most earnestly recommend his re-election for the coming year.

D. E. B.

MASSACHUSETTS MEMBERSHIP L.A.W.

To those unacquainted with the facts, the report of Corresponding Secretary Sholes, regarding the number of League members in Massachusetts (413) must indeed have been a surprise; but, perhaps, a few words will explain our real status, and indicate that in place of losing, we are in reality gaining in membership, and still active at work.

Massachusetts has never been entitled to ten Representatives (hardly half that number), and the falling off to four for our present election, is not from loss of members, as it would appear, but as the direct result of an official count, which should have been made previous to our first election.

On the first of November, 1882, there were but 358 members of the League in that State. At the time of this writing, there are 477, showing an increase of 119 in the four winter months, which we must all admit is highly creditable to our State Division.

If we may credit the numbers assigned to the various Clubs in our State, in the special number of the *World*, there are at least one thousand riders in the State who are not League members, and fully one-half of this number are Club men.

I want to appeal to all these riders, to come in and help us, and keep Massachusetts just where it belongs, i.e., at the head of the list.

You say, what benefit shall I gain by joining? Just give us 1,500 members for one year, and then see if you need to ask that question.

Our State Division is actively at work, so are Ohio and New York, and if we have any desire to keep our place as first in membership, much earnest work must be done spring and summer; for I know President Livingston, of the L.O.W., means business, and who can doubt Chief Consul Heckwith's determination to place New York foremost.

Let's wake up, and this year place our membership not less than 1,000, and then what satisfaction we shall have in asking our sister States to follow our glorious example.

F. P. KENDAL, Sec'y. Mass. Div. L.A.W.
Worcester, Mass., Mar. 14, 1883.

STATE LISTS L.A.W. MEMBERSHIP.

Gentlemen,—During the last ten days, I have received a number of inquiries and requests for lists of State Membership in the L.A.W., for election purposes. The use is a good one, as it tends to "the survival of the fittest," and I regret, exceedingly, not being able to furnish them. The only copy in this office is an alphabetical list, containing nearly 3,000 names of past and present members; and the proper classification of such a record, and facilities for a general distribution of the same, are out of the question at present. Chief Consuls were supplied with such a list some time since, by the League Treasurer, Mr. Gilman; and as soon as possible, the Corresponding Secretary's list will be better arranged to meet such needs. Meanwhile, kindly indulge your *pro tem.*, who is altogether willing, but unable, to do immediately all he would for the League.

Sincerely, FRED. T. SHOLES, Cor. Sec.,
Cleveland, March 17, 1883. *pro tem.*

N. Y., CHICAGO & ST. LOUIS RAILWAY CO.

OFFICE OF THE GENERAL PASSENGER AGENT,
CLEVELAND, O., March 9th, 1883.

FRED. T. SHOLES, Esq., P. O. Box 93, Cleveland, O.

Dear Sir,—Will you please inform members of the League of American Wheelmen that we have instructed agents of our Baggage Department to transport bicycles free of charge, in baggage car when accompanied by owner.

Yours truly, B. F. HORNER, G. P. A.

PROPOSED AMENDMENTS TO THE CONSTITUTION AND RULES OF THE L.A.W.

The following amendments will be offered at the next meeting of League Officers, by Fred. S. Pratt, Worcester:

Section 4 of the Constitution.—Add (paragraph)—Each State Division shall organize with a code of By-Laws in keeping with the Constitution of the L.A.W. Its Executive Board shall comprise the Chief Consul and Representatives, together with a Secretary and Treasurer, who may be chosen at large by vote of the Division.

Rule 8.—Insert (paragraph) after "districts" in eighth line—The Division Secretary shall receive all applications for membership in his State, and forward duplicates of same to the Corresponding Secretary of the League. He shall deposit with the Division Treasurer all moneys received from admission fees, and attend to such duties as the office requires. The Division Treasurer shall receive all dues from members in his State, and disburse funds to meet the necessary expenses of the Division. He shall remit to the Treasurer of the League, monthly, 25 per cent. of the receipts so collected. His accounts shall be audited by the Finance Committee of the Division, and he shall give bonds if required.

Rule 13.—Strike out all after the word "meeting," in ninth line, and insert the following:—And an appeal may be taken to the full Board in the foregoing manner, when six or more members desire to appeal from the action of any business meeting, at which they may have been present or not.

Rule 14.—Add (paragraph)—Each State Division shall appoint its own meetings, parades, and races, subject to the general provisions of the L.A.W. Constitution.

Rule 20.—Add (paragraph)—State Divisions shall have power to appoint such committees from their own members as they may deem expedient.

Rule 22.—Cancel and substitute the following:—In each State, applications for membership shall be forwarded to the Division Secretary, together with the fees for admission; the candidate's full name and post office address to be stated in each application.

Rule 34.—Strike out "the League" in first sentence, and insert—"his State Division."

Rule 36.—In last line, change "rule 14" to "rule 13."

The following amendments will be offered by N. M. Heckwith of New York:

Section 4 of the Constitution.—Insert after Treasurer, third line—Chief Consuls, one from each State, and each State with a membership of fifty shall be entitled to one

Representative, and one additional Representative for every fifty members. No State with a membership of less than fifty shall be entitled to a Representative, and these officers, etc.

Rule 9.—There shall be an Annual Business Meeting of the League at such time and such place as the Board of Officers may determine at a meeting to be held at least two months previous to the 15th day of May, and of which general meeting at least one month's public notice shall be given. (At this meeting, etc., etc.)

Rule 11.—Once a year there shall be held a Race Meeting, under the auspices of the League and the National Association of Amateur Athletes, for which suitable championship medals shall be provided. These races open to all amateurs. There will also be a prize offered for the League Championship, (distance one mile), which shall remain the property of the League, until it shall be won three times by the same competitor.

Rule 12.—Two meetings of the Board of Officers shall be held each year; one in the spring, at least two months previous to the 15th day of May, and one in the fall, subject to the call of the President.

Rule 21.—Substitute "as" for "at," nineteenth line second section.

Rule 25.—Clause (H)—or who is not a paid teacher of bicycling or any other athletic exercise.

RACING RULES.

Rule 14.—All championship races shall be held under the immediate supervision of the League or its constituent clubs, or the National Association of Amateur Athletes of America in conjunction with the League. No trotting, athletic, or other non-League organizations shall be allowed to hold State bicycle championships in which League members shall compete, without the special sanction of the Racing Board.

Privilege to hold State Championships may be granted to League Clubs or authorized associations, when the importance of the meeting is sufficient to warrant the Racing Board's special sanction, although it is recommended that not more than one race be offered as a State Championship during the year, and that meeting must be announced at least one month in advance, in order to give intending contestants ample time for preparation.

Rule 16.—Strike out "no handicap races shall be run in heats."

Rule 17.—Substitute—The measurement of tracks shall be made on a line drawn eighteen inches from the pole.

Rule 18.—Substitute "Races" for "Rules," second word first line.

BUFFALO, N. Y., March 14th, 1883.

Editor of the Wheel: I have just received your circular with enclosures, and thank you for the trouble you have taken to thus simplify matters in the L.A.W. election now taking place. In reading over my note of the 7th, which you kindly include in the circular, I fear it may sound a little curt and might possibly offend some brother wheelman. Pray let me explain my position. Since August of last year I have been suffering with muscular rheumatism, affecting my right side in general and my right arm in particular. To write at times has been quite painful, and most of my correspondence has been handled by Mr. C. K. Alley, who is nominated to succeed me. I am proud to be a member of the L.A.W., for through it I have found some of the dearest friends I have in the world. Sick or well, I will do all in my power to add to its strength and usefulness.

As a member of the Buffalo Bicycle Club I shall be only too happy to welcome any and all brother wheelmen who may honor us with a visit at any time, for never have I met a bicyclist that I did not feel the better for the meeting, and from my correspondence I have reason to believe that the good feeling was mutual.

Wishing that the L.A.W. may include every wheelman in our great country is the earnest prayer of your and its friend and servant,
JAMES O. MUNROE,
Representative L.A.W. for New York State.

VOTING FOR LEAGUE OFFICERS.

Editor of the Wheel.—Possibly the publication of the rules which governed the counting of the votes for League Officers last year may be of interest at this time, and may prevent mistakes in voting. Corresponding Secretary Sholes has so fully instructed voters in his circular and on the ballots, however, that it seems impossible that any one can fail to vote correctly.

It may be stated that ballots of any size, and printed ones are all right, and that the ballots of a club may all be mailed in one envelope. The main thing is that each person shall be represented by a separate vote, signed by himself.

The following is from the Minutes of the Committee on Rights and Privileges. The dates this year being March 1st instead of June 15th, and April 1st instead of July 15th.

ALBERT S. PARSONS,
Chairman of Com. on R. and P.

The Committee on Rights and Privileges of the League met at Cambridgeport, Mass., on Saturday night, July 15th, 1882, at 9 o'clock, Messrs. Parsons and Gilman being present, it was voted to proceed at once to decide all questions which were likely to come up in the course of the count, and the following questions were then passed upon as follows:

1st. Can the request of a member that a second vote be accepted and counted in place of one previously sent be acceded to? Voted No.

2nd. Can or should the vote of a person who has been admitted to the League since June 15th, 1882, be counted? Voted No.

3rd. Can the Corresponding Secretary or any member of the Committee fill in a ballot sent them signed, with a request to do so? Voted Yes.

4th. Voted not to divulge the result of the counting of the ballots, but to forward the same to President Miller, to be sent by him to editor of *Bicycling World* for publication.

5th. Voted that no votes received after midnight of Saturday, July 15th, 1882, be counted.

6th. Voted that if, in the opinion of the Committee, the intention of the party casting a ballot is clear as regards the party voted for, that ballot shall be accepted. [Since this meeting it was voted to send League news to THE WHEEL at the same time as the "Official Organ," and we shall announce the result of the elections as soon as the returns are ready for publication.—E.]

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The names must not be renewals, and must all be sent in before May 15. Send in names as fast as collected, and they will be credited to the party sending the same.

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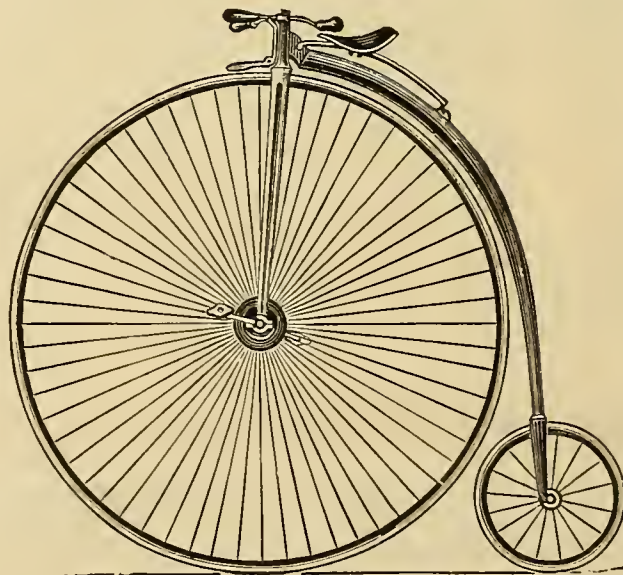
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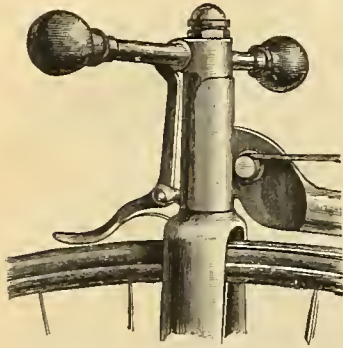
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