

THE WHEEL

A JOURNAL OF CYCLING

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

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CYCLING AS TAUGHT IN NEW JERSEY.

"Come over to Newark, and see how we make riders in New Jersey," said Mr. Howard A. Smith, as he walked into our office the other day; and, accepting the invitation, we boarded a D. & L. & W. train for Newark, which landed us within a block of "Oraton Hall," which is centrally situated corner of Bridge and Broad streets. Mr. Smith, by the way, is a member of that very enterprising firm of Zacharias & Smith, who have recently opened a riding-hall in Newark, and, as THE WHEEL is interested in young firms, it wants to tell something of their establishment, which is doing much to advance the interests of wheelmen, and also the League, as we are told that many graduate purchasers are induced to join the national organization through the solicitation of this firm.

Oraton Hall is very pleasantly situated within a few minutes of all the railroad depots, and only thirty minutes from New York. On entering the doorway, a wide, generous flight of stairs leads one to the first floor, which is divided up into extensive repair shops, where even the heavy work of forging is done on the premises, thus saving the delays attendant to work that has to be partially performed outside. A fine store-room for unattached riders, and dressing-rooms, and a private office complete the suit. The hall above is quite large, and entirely free from posts. Lighted on three sides by windows, it makes a bright, cheerful riding-hall that is beginning to be well patronized by the residents of Newark as well as many riders from New York, Brooklyn, and Jersey City, on account of its being the only place where the "Star" machine, that much-abused bird, can be ridden and tried before a purchase is effected.

One side is appropriated for sample machines, show-cases, and seats for spectators, leaving the rest of the space clear for the struggling beginner. Usually the novice is mounted at once on a crank machine and allowed to take as many headers as he desires; but Messrs. Zacharias & Smith have recognized the fact that many would-be riders are discouraged by the number of headers and adopt the novel plan of first mounting their pupils on "Star" machines, where one lesson is usually sufficient to acquire the art of balancing. It is found that by this means the absence from headers gives the rider confidence, and he pur-

sues the sport more vigorously than if allowed to tumble around on the ordinary wheel. After the rider can "go it alone" in a few days, he is mounted on a crank bicycle, and, after learning the mount and dismount, he goes out on the excellent macadam roads that abound in the vicinity of Newark. If he is an intending purchaser, he can make his selection between the two classes of machines, as our friends are agents for all the first-class makers. No attempt is made to prejudice the mind at Oraton Hall, and this is certainly a commendable feature. The composition of the firm is well adapted to this platform. Mr. Zacharias is a "crank" rider, while Mr. Smith prefers the "Star." Both are polite and enter-

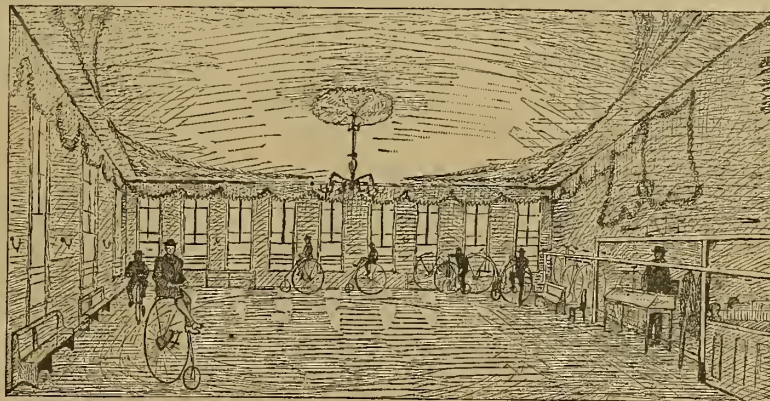
prising army of wheelmen that read these lines.

THE CITIZENS HAVE ANOTHER JOLLY RUN.

When the writer first became initiated into the joys of wheeling, he concluded that of all the fleeting pleasures of life bicycling held the foremost position. When he joined with others, and formed the Citizens Club, and became acquainted with the fraternity drawn about the sport, this belief became more deeply grounded, and now that he is one of the charter members, and looks back upon a year's indulgence in fun of every sort devisable by a dignified club, it

almost seems remarkable that the bicycle is not the vehicle of the entire intelligent world instead of a comparatively isolated few. Last week was a gala week in the history of the Citizens. On Tuesday one of our own members invited us to Long Branch, where we were entertained right royally, and on Saturday we were invited by Mr. Smull to take a run over those delightful Orange roads to Caldwell, where is his country residence. Twelve Citizens were at the ferry at 11:15 A.M., and, taking the train to Newark, were soon bowling over the smooth macadam at a ten mile gait. Reaching Caldwell, the town were ready to receive

us, and the porch of almost every house held some fair occupant waving a handkerchief. We sped through the gates of Mr. Smull's residence, three files four front, and after doing the customary ablutions, the corks began to fly, and without delay we sat down to a bountifully supplied table to which we did that same justice that bicycling always inspires. After coffee and cigars, we adjourned to the parlor, where Messrs. Bourne, Beckwith, Jenkins, and Oliver favored us with several quartettes and solos. Mr. Smull has a beautiful place of a hundred and three acres, and blooded dogs, birds, parrots, and horses have plenty of room to enjoy life. A canoe is stowed away in the stable, and we understand that our friend is quite enthusiastic on canoeing. However, he is a wheelman at heart, and knows how to give his guests an interesting visit. Early in the evening we again mounted, and coasted most of the distance to Montclair, three miles, and from there, across Orange, we rode around its celebrated triangle and took Central Avenue to Newark. **



prising gentlemen, who greet the stranger courteously, and make him feel at home immediately.

In the matter of business they are satisfactory people to deal with and represent as agents many of the best makers of machines, such as the "Clubs," "Columbias," "Harvards," and "Sanspareils," as well as the "Star." The firm also represent the Overman Wheel Co. in the sale of the Victor tricycle, and also keep a large stock of sundries on hand.

For a long while New Jersey has been barren of any riding-school or place of instruction, and the New Jersey wheelmen have been forced to acquire the art of riding upon the roads and highways; but now Messrs. Zacharias & Smith have, by uphill work, established an academy for the art, which must meet with approbation and support from the numerous votaries of the wheel, both in New Jersey and the surrounding country. We wish the gentlemen the success that business energy, pluck, and perseverance usually deserves, and commend the patronage of the in-

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. Vates, 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.; Ang. S. Hibbard, Milwaukee, Wis.; W. V. Gilman, Nashua, N. H.

Railroads—Burley B. Ayres, Chairman, 114 S. Hoyne Avenue, Chicago, Ill.; M. E. Graves, 207 Broadway, N. Y.; J. N. Pero, Fremont, O.; H. W. Forward, Cleveland, O.; F. T. Sholes, Cleveland, O.; W. H. Miller, Columbus, O.; W. A. Friese, 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—Stephen Terry, Box 1003, 309 Main St., Hartford.

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.

Iowa—W. S. Howe, Box 666, Oskaloosa.

Kentucky—Orville Anderson, Louisville.

Maine—C. H. Lamson, Portland.

Maryland—Albert Trego, E. & 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 466, 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.

Texas—E. L. Beckwith, 60 West Twenty-second St., Galveston.

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—Geo. K. Root, Chas. Root & Co., Detroit.

Minnesota—H. H. Barber, Brainerd.

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

New Hampshire—E. M. Gilman, Nashua.

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

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

Buffalo; A. G. Coleman, Canandaigua.

Ohio—Alfred Ely, Jr., 11 Granger St., Cleveland; W. H. Miller, Box 245, Columbus.

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

Province of Ontario—John Moodie, Hamilton.

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

Rhode Island—

Vermont—Frederick C. 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. McQueston, 654 Elm 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 & Pittsburg; Detroit, Lansing & Northern; Port Huron & North Western; Maine Central; Portland & Ogdensburg; Chicago & Alton; Chicago, Burlington & Quincy; Wabash, St. Louis & Pacific; Chicago, Milwaukee & St. Paul; Chesapeake & Ohio; Columbus, Hocking Valley & Toledo; Montrose Railway; Buffalo, N. Y., and Philadelphia.

TRANSPORTATION CHARGES.

Pennsylvania—25 cents for 50 miles or less, and half cent per mile over fifty.

Eastern Railroads—One-half cent. per mile, minimum charge of twenty-five cents.

CONSULS APPOINTED FOR OHIO.

NORTHERN DIVISION.

Alfred Ely, Jr., Representative.

Cleveland, J. D. Pugh, Jr.; Painesville, B. E. Chesney; Warren, W. D. Packard; Ashland, F. W. Miller; Fremont, J. M. Osborne; Medina, Blake Hendrickson; New Philadelphia, George L. Taylor.

H. S. LIVINGSTON,
Chief Consul.

APPLICATIONS FOR MEMBERSHIP L. A. W.

No. 32. Total, 91. NEW YORK, Aug. 10, 1883.

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

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

Unattached—10:

- 1083—J. M. Bird, Galveston, Texas.
- 1084—Edward E. Baldinger, Galveston, Texas.
- 1085—Fred. J. Stephenson, Belfast, Me.
- 1086—Harry E. Jones, Burlington, Iowa.
- 1093—Geo. C. Chase, Danbury, Conn.
- 1097—J. G. Irving, " "
- 2002—L. L. Hubbell, " "
- 2004—W. M. Quested, 596 Broad street, Meriden Conn.
- 2011—Geo. W. Zeibold, Monroe City, Ill.
- 2018—R. J. Beach, 109 Elm street, Hartford, Conn.

MASSACHUSETTS DIVISION—26.

Unattached—10:

- 2021—Louis E. Chandler, Palmer, Journal Office Mass.
- 2022—Fred. E. Leonard, Monson, Mass.
- 2023—Elmer E. Thompson, " "
- 2024—Wm. F. Buffington, " "
- 2025—Francis O. Swallow, Westboro, Lock Box 1105, Mass.
- 2026—Chas. W. Morey, 43 Sixth street, Lowell, Mass.
- 2027—John Z. Rogers, 53 Third street, Lowell, Mass.
- 2031—F. F. Este, Southboro, Mass.
- 2034—W. A. Jennison, Southboro, Mass.
- 2035—Herbert M. Plimpton, 101 Pearl street, Boston, Mass.

East Bridgewater Wheelmen—2:

- 2036—E. McLanthlin, East Bridgewater, Mass.
- 2037—Chas. F. Stanley, " "

Northampton Bi. Club—1:

- 2041—E. E. Davis, Northampton, Mass.

Hyde Park Bi. Club—1:

- 2043—T. A. Wa'ter, 16 Knapp street, Boston, Mass.

Lawrence Bi. Club—5:

- 2046—Wm. O. Russell, 25 Prospect street, Lawrence, Mass.
- 2047—Alfred Heroux, 467 Essex street, Lawrence, Mass.

- 2052—Nat. C. Stoodley, 46 Union street, Lawrence, Mass.
 2053—Wm. L. Barrell, 18 Prospect street, Lawrence, Mass.
 2054—Chas. M. Hill, 45 Cross street, Lawrence, Mass.

Holyoke Bi. Club—7:

- 2061—H. D. Williams, 14 Dwight street, Holyoke, Mass.
 2065—M. R. Shedd, 103 Dwight street, Holyoke, Mass.
 2069—H. F. Fenno, 45 Dwight street, Holyoke, Mass.
 2070—Frank Fay, 39 " " "
 2775—F. L. Wellington, 194 Beach street, Holyoke, Mass.
 2080—W. E. Blackmer, 35 Mosher street, Holyoke, Mass.
 2081—Chas. A. Tuttle, Bigelow street, Holyoke, Mass.

MISSOURI DIVISION—1.

Frisco Wheelmen, 1:

- 2082—F. P. Wherry, St. Louis, Mo.

NEW JERSEY DIVISION—6.

Unattached:

- 2083—Frank B. Hallett, Box 986, Orange, N. J.
 2085—Henry Chatfield, 455 Madison avenue, Elizabeth, N. J.
 2088—Henry B. Thomas, Box 128, Brick Church, N. J.
 2106—A. C. Benedict, Montclair, N. J.

Hudson County Wheelmen—1:

- 2101—Frederick E. Walter, 15 John street, N. Y.

Elizabeth Wheelmen, 1:

- 2107—Paul T. Norton, 504 Morris avenue, Elizabeth N. J.

NEW YORK DIVISION—16.

- 2108—William H. Orelup, Cohoes, N. Y.
 2109—Fred J. Hilfer, " "
 2110—F. W. Steinbrenner, Box 45, Mount Vernon, N. Y.
 2111—G. R. Newby, 247 West 52d street, N. Y. City.
 2113—E. R. Skidmore, Jamaica, L. I.
 2114—Willis H. Haviland, Glens Falls, N. Y.
 2115—Norman R. Gourley, " "
 2117—Frank Canfield, " "
 2118—W. L. Crow, 573 East 155th street, N. Y. City.
 2124—C. R. Gallic, Jamaica, L. I.
 2125—Laura D. Curtis (Miss), 1 East 53d street, N. Y. City.
 2127—Carleton E. Curtis, 1 East 53d street, N. Y. City.
 2129—Gerald S. Curtis, " "
 2130—Frank G. Curtis, " "
 2133—D. C. Conklin, Jr., Olean, N. Y.
 2202—W. A. Kissam, Jr., Little Neck, L. I.

PENNSYLVANIA DIVISION—32.

Unattached—6:

- 2134—Geo. C. Stiles, 618 North Sixteenth street, Philadelphia.
 2137—E. C. Markley, Jr., 1521 North Sixteenth street, Philadelphia.
 2144—Russell H. Gunniss, 524 Market street, Philadelphia.
 2147—W. C. Brown, Washington Borough, Lane Co.
 2148—Chas. T. Meacham, Greenville.
 2150—F. M. Stutsman, Coopersdale, Cambria Co.

Williamsport Wheel Club—11:

- 2151—R. W. Gibson, Williamsport, Pa.
 2152—Ed. A. Cornell, " "
 2153—Chas. V. Runkle, " "
 2154—J. V. Bowman, " "
 2155—Bart. Brown, " "
 2156—Josiah Howard, " "
 2157—E. Dobson, " "
 2158—James B. Coryell, " "
 2159—N. R. Hubbard, " "
 2165—Frank R. Otto, " "
 2166—Otis M. Keifer, " "

Pennsylvania Bi. Club—4:

- 2167—C. E. Howell, 438 Market street, Philadelphia.
 2168—Oswald Smith, 3621 Baring street,
 2169—John B. Harper, Southwark Nat. Bank, Philadelphia.
 2170—C. E. Yerks, 1535 Girard avenue, Philadelphia.

Lancaster Bi. Club—2:

- 2173—Harry R. Krug, Lancaster, Pa.
 2178—George W. Best, " "

American Star Bi. Club—9:

- 2181—Frank Detwiler, 812 Market street, Philadelphia.
 2182—Chas. A. Rutter, 424 Walnut street, " "
 2188—W. C. Wetherill, 2 Market street, " "
 2190—Geo. M. Strong, 312 Benson street, Camden, N. J.
 2192—S. Jackson, Jr., 1407 Ellsworth street, Philadelphia, Pa.

- 2194—B. B. Craycroft, 236 Pine street, Philadelphia, Pa.
 2197—Burt Pressy, Hammonton, N. J.
 2198—J. A. Wells, 1042 Green street, Philadelphia, Pa.
 2201—G. M. Siegrist, 1327 North Eighteenth street, Philadelphia, Pa.

COREY SEES "STARS," AND GOES ONE BETTER.

The sensation of the week is the successful attempt of Mr. H. D. Corey, of the Massachusetts Bicycle Club, to ride down the Mount. The winding roads, often-times running on the brink of precipices hundreds of feet high, to go over which meant instant death, were ridden over by the intrepid bicyclist, whose steady nerves never forsook him, and he successfully accomplished the feat without a mishap. It seems that he had considered the feasibility of the feat for some time, and on Monday morning he decided to make the attempt. He left the Glen House at 7:30, and walked up the mountain, so as to become familiar with the road. He reached the half-way house at 8:40 o'clock, and partook of some light refreshment and registered his name. And he reached the Summit House at 10 o'clock after a journey of 2 h. and 30 m.

Just as the clock struck 11 o'clock, Mr. Corey mounted his machine, which was of the "X-traordinary challenge" pattern, and began to ride down the mountain. The air was extremely cold, and his hands were benumbed from holding on his handle-bars. The first two miles were ridden easily; but as the road was very steep, the machine gained speed and momentum at every revolution of the wheels. He kept the brakes on, however, and as the curves were not very short, ordinary care enabled him to negotiate them in safety.

Just as the two-mile post was passed, the up-stage was met, the driver of which took the inside of the road, and allowed the wheelman a track not more than three feet wide; but careful riding brought him through safely. Then the road began to get steeper and steeper, and the wheels went faster and faster, until a three-minute gait was reached, and new application of the brakes became necessary. The continued pressure on the brake-handle soon began to tell on Mr. Corey's arms, and, just as he passed a steep incline on to a more moderate one, and while still going at a very rapid rate, he met a carriage, and was compelled to make a quick dismount to save a collision.

All the way down he met parties of tourists, who gave him such kindly advice as "Get off," "Push," "Look out for the corners," or "You'll break your blooming neck." He made no reply to the taunts, but kept steadily on toward his destination. The fifth mile was the steepest he had yet encountered, and the machine began to "jump" and fairly flew down the incline. That mile includes what is known as "going 'round Cape Horn," a nasty sharp curve, on one side of which the mountain towers away above you, and on the other is a yawning abyss which means instant destruction to any one falling into it. The danger of the situation was enhanced by the brake beginning to smoke from the friction, and it was with difficulty that he controlled the wheel. From that point to the Glen House he rode as slow as he possibly could, except when on a straight piece, a mile or so from home, he was enabled to release the brake pressure, and coasted down the hill at a pace probably never before excelled. He afterward said that he went so fast he could not see, and was obliged to turn his head to breathe. He pulled up in front of the Glen House at 12:15, having been but 1 h. 15 m. He beat Mr. Corson's record by forty-five minutes.—*N. Y. World.*

GLEN HOUSE, MOUNT WASHINGTON, August 5th.

CONSTITUTION OF NEW HAMPSHIRE DIVISION.

1. This organization shall be known as the New Hampshire Division of the League of American Wheelmen, and shall be governed by the rules of the National organization.

2. Its objects are: To promote acquaintance and secure to the wheelmen of New Hampshire more fully the benefits of the League of American Wheelmen.

3. Any amateur of good standing may become a member of this League upon the payment of fees according to Article 3 of the Constitution of the League of American Wheelmen.

4. Its officers shall be a chief consul, secretary, and treasurer, a representative to the League of American Wheelmen for each fifty members, and delegates to the State Division from organized clubs, one for each ten members or fraction thereof; and these officers shall form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this Constitution, and shall have power to fill vacancies.

RULES OF THE NEW HAMPSHIRE DIVISION.

1. The Chief Consul shall preside at all meetings of the Division, and of the board of officers; shall appoint all committees not elected by ballot; may fill, *pro tempore*, any vacancy in any office or committee until the next ensuing business meeting of the board; shall appoint one consul for each city or town in the State, and shall appoint League hotels. He shall make a report at the annual business meeting of the Division next subsequent to his election.

2. The Secretary shall receive all applications for membership and forward duplicates of same to the Corresponding Secretary of the L. A. W. He shall deposit with the Division Treasurer all moneys received from admission fees, and attend to such duties as the office requires.

3. The Treasurer shall receive all dues from members, and shall remit to the members of the L. A. W., monthly, fifty per cent. of the receipts collected. His accounts shall be audited by the Finance Committee, and he shall give bonds, if required. He shall perform the duties of treasurer as prescribed by Rule 6 of the L. A. W.

4. The delegates shall report to the nearest Representative the choice of their respective clubs for consuls and League hotels, and the Representative shall recommend, upon approval, the appointments so designated.

5. The Consuls shall perform the duties required of them by Rule 8 of the L. A. W.

6. There shall be an annual meeting of the Division at such time and such place as the Chief Consul shall determine, of which due notice shall be given. At this meeting the order of business shall be as follows: Reading of records of previous meetings; reports of Chief Consul, Secretary, and Treasurer; election of secretary and treasurer; communications from board of officers; reports of special committees; motions, votes and resolutions. Fifteen members shall constitute a quorum; each member present shall have one vote on any question, and no proxies shall be allowed; provided, however, that clubs whose entire active membership has joined the League, may choose by ballot one member of their club as delegate for each ten members of the club, or fraction thereof, to represent them at the annual meeting; and these delegates, upon presentation of their credentials signed by the President and Secretary of the club, may cast

ten votes each, or as many as are provided for in his credentials, in all proceedings of the Division; and no delegate shall cast more than ten votes.

7. At the date and place of the annual meeting of the Division there shall be a general parade, to be arranged and commanded by the Chief Consul, in which all members of the Division shall be invited to participate. In this parade the clubs shall have precedence in the order of their joining the League.

8. The meetings of the Board of Officers shall be held at the call of the Chief Consul.

9. Voting by mail shall be in accordance with Rule 13 L. A. W.

10. At all meetings of the Division or Board of Officers the established law of deliberative assemblies shall be observed.

11. There shall be a finance committee, which shall consist of the Chief Consul, Secretary, Treasurer, and Representatives, *ex-officio*.

12. All applications for membership shall be forwarded to the Division Secretary, together with fees for admission, with such information as may be required. The candidate's full name and P. O. address to be stated in each application. When applications are received and accepted after the first day of April in each year, the applicant will be entitled to receive a membership ticket good to the end of the ensuing League year.

13. Any member shall have the right to apply for and receive from any Chief Consul, Representative or Consul for his State or district, such aid or information as may be in his power to give, and all circulars and other publications of the League or its officers, upon the terms provided therefor. Members shall extend and accept mutual hospitalities, companionship, and assistance, whenever practicable and appropriate, and the production of a membership ticket or badge shall be sufficient introduction. (L. A. W., Rules 30-31.)

14. Each member shall pay to the Division Treasurer, on or before the first day of June in each year following his admission to the League, the sum of one dollar as a membership fee, and shall forward therewith his name and P. O. address and the membership number of his old ticket, and thereupon shall receive a new ticket for that year, provided he be entitled to one otherwise and subject to the conditions contained in the rules of the League.

15. Additions or amendments to these rules may be made after notice, by mail or otherwise, to every member of the Division, at a general meeting, or as provided in Rule 13 of the L. A. W.

16. The Board of Officers shall be required, through the Secretary, to publish from time to time, in the official organ of the League, any and all action taken by them, whether as a board or committee or as officials.

To the Members of the New Hampshire Division:

In presenting the above Constitution and Rules, a few words of explanation may be in order. The Rules are necessarily, in some instances, repetitions of the L. A. W. Rules, with which all members should be familiar; but we have thought it advisable to indicate very fully the duties and privileges of League members.

The feature of club representation, we trust, will meet general approval, and encourage the formation of clubs wherever there are enough riders to fill the necessary offices; believing that a small vigorous club, by united action, can do much more for bicycling than a large number of individual riders. Fraternally yours,

C. A. HAZLETT,
C. H. WILKINS,
Committee on Constitution and Rules.

FOREIGN NEWS.

CHAMPIONSHIP BICYCLE RACE.

About seven thousand persons were present at the Belgrave-road Grounds, Leicester, Eng., July 14th, to witness the race for the twenty-miles bicycle championship, a silver belt, and cash prizes. Up to June 9 R. Howell had won two races in succession, but at the third time of asking F. Wood beat him by scarcely a yard. The starters were: F. Wood, Leicester (holder); R. Howell, Wolverhampton, and F. Lees, Sheffield. Betting was 2 to 1 on Wood, 7 to 4 agst. Howell, and 4 to 1 agst. Lees. When the pistol cracked, Lees went off with the lead at a good pace, Howell taking second position, with Wood bringing up the rear. In this order the first mile (four laps) was rubbed off in exactly 3 min. An easy pace was adopted through the second mile, and, no improvement taking place in the following few circuits, Wood caused considerable amusement by calling for his coat. Matters improved somewhat in the fourth mile, but no change occurred in the position of the men, and the five miles were telegraphed in 15 min. 32 sec. Getting well into the sixth mile, the ex-champion rushed ahead, followed by Wood, who immediately afterward raced into premier position, amid loud cheering. During the progress of the next two laps, Wood, putting all in, looked like going away, but, easing, Howell took command again, the pace slowing considerably. The trio continued to ride in close order, Howell cutting out the pace up to the completion of the half-distance, which was recorded in 32m. 6s. Three-quarters of a mile later the Sheffielder ran into premier position, and made the running at a moderate pace up to fifteen miles. Directly afterward, however, the Wolverhampton representative put on a brilliant spurt, and immediately took the lead. Wood and Lees both responded, and for half a lap the three rode in a cluster, amid the greatest excitement. Wood attempted to draw away, but Howell held his position. The sixteenth mile was knocked off in 3m. 1s., while 2m. 59s. accounted for the seventeenth mile, during the progress of which the leader gained no material advantage. At this stage the local man was riding with comparative ease, and the odds offered on his chance of success increased. Throughout the two following miles Howell continued to force the pace, but the three entered upon the last mile in close order. As the finish drew near the excitement increased, but no change occurred until the bell signaled the last lap, when Howell made his effort, and, quickly increasing the pace, he was soon three lengths to the good. Half a lap from home, however, Wood raced upon even terms, and, passing his formidable opponent amid tremendous excitement, he drew rapidly away, and won, looking round, by four lengths. Lees made a splendid effort to pass Howell, and was only beaten by three-parts of a length for second prize. The last mile was completed in 2m. 49s. The crowd surrounded the winner, who experienced considerable difficulty in reaching the dressing-room. The following table shows the time for each mile and the leading man:

	LEADER.	HRS. MIN. SEC.
1 mile.....	Lees.....	3 0
2 miles.....	Lees.....	6 5
3 miles.....	Lees.....	9 13
4 miles.....	Lees.....	12 20
5 miles.....	Lees.....	15 32
6 miles.....	Howell.....	18 25
7 miles.....	Howell.....	21 45
8 miles.....	Howell.....	25 24
9 miles.....	Howell.....	28 44
10 miles.....	Howell.....	32 6
11 miles.....	Lees.....	35 26
12 miles.....	Lees.....	38 28
13 miles.....	Lees.....	41 31
14 miles.....	Lees.....	44 37
15 miles.....	Lees.....	47 44
16 miles.....	Howell.....	50 46

	LEADER.	HRS. MIN. SEC.
17 miles.....	Howell.....	53 45
18 miles.....	Howell.....	56 48
19 miles.....	Howell.....	59 51
20 miles.....	Wood.....	1 2 40

*Fastest professional time on record.

J. S. Cooke was referee, and A. Searson registered the times.—*Clipper*.

NATIONAL CYCLISTS' UNION, CRYSTAL PALACE, JULY 14, 1883.

The one-mile bicycle championship for amateurs, and the ten miles path championship for tricyclist amateurs were competed for last Saturday at the Crystal Palace, under the auspices of the N. C. U. Mr. Lacy Hillier was judge; Mr. Coleman, time-keeper; Messrs. Todd, Darlington, and A. Prout, lap-scorers; and Messrs. Scrutton, Nicholson, Sheppee, and Tanner, assisted as umpires; Mr. R. P. Hampton Roberts being honorable secretary to the race meeting committee. The day, although fine at starting, became very wet, but eventually again cleared up, leaving the course, however, rather heavy. The champions at the distances named turned up in the persons of Gaskell and Liles, and following will be found details of the racing:

ONE MILE BICYCLE CHAMPIONSHIP.

First heat—A. Thompson, Sutton (1); T. D. Oliver, Jesmond, A. B. C. (2); J. S. Whatton, Cambridge University (3); Wilson, Surrey, did not start. This was a splendid race, the Newcastle man, who had never before beaten 2m. 59s., getting within 6 in. of Thompson, whose time was brilliant, viz., 2m. 46 4-5s.

Second heat—R. Chambers, Speedwell (1); F. E. S. Perry (2). Jephson, Oxford University, did not start. Perry made a good fight for it, but had to succumb to the "Brum," in 2m. 50 1-5s.

Third heat—H. W. Gaskell (1); M. H. Whish, Birchfield (2); F. R. Fry, Clifton (3). Gaskell won this pretty easily, in 2m. 52 1-5s.

Fourth heat—G. H. Illston, Royal Mail (1); F. L. Adam, London (2). Keith-Falconer did not start. Adam broke his crank at starting, and Illston, whose riding was much admired, "walked over" in 2m. 53s. Adam subsequently was allowed to ride over alone to see if he could qualify as fastest loser for the second round, but he took 2m. 54 1-5s. over the mile.

Fifth heat—F. Sutton, Edgbaston Harriers (1); P. J. McKinlay, Beckenham (2); A. B. W. Whatton, Cambridge University (3). Sutton reserved himself to the last lap, and then went away, winning easily in 2m. 55 2-5s.

SECOND ROUND.

First heat—Gaskell (1); Thompson (2). Gaskell waited till the last lap, and then at his favorite spot put it on, and won well in hand in 2m. 50 2-5s. Thompson, however, qualified as fastest loser for the final.

Second heat—Sutton (1); Oliver (2); Illston (3). The three visitors, like Sir Richard Strachan and the Earl of Chatham, all declined to commence operations, and a very slow race ensued until the last lap, when Sutton went away and won in 3m. 5 3 5s.

Final heat—H. W. Gaskell (1); A. Thompson (2); F. Sutton, fell (3). By this time the day had cleared up and the wind fallen. Thompson, whose only chance was a burst at top pace from first to last, cut out the pace, with Sutton next and Gaskell last. In the second lap, just opposite the dressing-room, Sutton, sitting up so as not to pass Thompson too soon, brought his hind wheel in the air and himself on to the cinders, leaving Gaskell, who showed great presence of mind, about 6 inches of room to pass between the edge and the fallen machine. He, however, escaped, and again at his favorite old spot in the last lap piled it on, and won by a length in 2m. 55 2-5s. The last lap (503 yards) occupied 40 2-5s.—*Cyclist*.

WHEEL GOSSIP.

Don't let the time for entering the Kings County Wheelmen's races slip by without your entry. [See advertisement]

It is rumored that J. G. Burch, Jr., the popular Secretary of the Albany B. Club, knows how to entertain visitors to the State capital

R. V. R. Schuyler, the popular bicycle dealer of 189 Broadway, has just received a shipload of bicycle importation in the form of a 63-inch American Club. It is said that although the machine made no trouble on its shipment in England as did Jumbo, its predecessor, it nevertheless necessitated the building of a special stall. Some queer stories are told of its reception at the Custom House in New York. One official fainted at the sight of it, and great difficulty was encountered in getting at its valuation. It was finally assessed, we are told, at the same percentage as Bessemer steel rails. We have spent some time in silently contemplating this gigantic wheel. It is very graceful in its proportions but is so exceedingly large that the rest of the stock is badly left. Mr. Schuyler is hesitating between calling it "Baby" or after one of the famous giants in "Gulliver's Travels." Can he ride it? you ask. "Well, I should —," is his reply. We happen to know that his foreman, who is a first-class mechanic, has invented a portable step-ladder which folds up and is put into an M. I. P. With this and the cranks adjusted down to two and one-half inches, he affirms that he has no trouble in mounting and climbing the steepest hills. Doctor, where are you now?

And now most every wheelman is looking with longing eyes towards Springfield. By the way, when we returned from lunch the other day we found one of our offices decorated with a large lithograph of the proposed camp at Springfield. Thanks, President Ducker, it shall serve as our guiding star 'til September 18th.

The firm, formerly known as A. G. Carter, has recently become that of T. Hunt Sterry, Mr. Carter having retired. The T. stands for Thomas. All who are acquainted with Thomas Hunt *in person* will not hesitate to pronounce the succeeding firm a *large one*. Billy Waterman, of repairing fame, remains with Mr. Sterry. Orders for machines and for repairing will be executed promptly.

The Kings County Wheelmen will hold a second race meeting Saturday, September 1st, at their Grounds in Brooklyn. The full programme is published later.

There was a hue and cry for a popular mail vote, yet there were less votes cast by mail than at the business meeting, when 651 were recorded.

In spite of frequent warnings, many racing men are endangering their standing by competing in unauthorized races. The Racing Board are widely scattered and within easy reach of all, and give prompt attention to all applications. League members and consuls should see that every race in their vicinity are approved, as competitors are otherwise liable to protest and suspension.

There are still some members of the League who do not seem to realize that THE WHEEL is only to be sent to such as have paid their dues for the current year, and many inquiries concerning the missing numbers have found their way to this office

Mr. R. D. Mead, an enthusiastic wheelman of Roseville, N. J., rides daily to Parsippany, N. J.—seventeen and one-half miles—making the run in 1 hour and 49 minutes. Anyone, who has been over the route, knows what extraordi-

nary good time it is. He climbs the Caldwell Hill with ease. "Karl Kion," in "Coasting Jersey Hills," gives this grade as nearly unmountable.

Prince has won his championship, and is consequently happy. He likes Washington and the D. C.'s like him, as five thousand people paid to see the final ten-mile race.

We love to see the applications and renewals, but they are not the most interesting reading, and we will have to tack on another four pages if the rush continues.

The Springfield Club have issued a very handsome lithograph, showing the Park, Camp Grounds, and Race Course. In the foreground is "London W." on his tricycle, eager for the \$200 medal. It can be had on application to the Secretary, A. L. Fennessy. Price, \$1.00 each.

The paid-up membership for this year exceeds the number reported by the Corresponding Secretary at the Meet by over two hundred. A good sign of a healthy existence.

The Fifth Annual Meet of the Philadelphia Wheelmen, the First Meet of the Pennsylvania Division, and the Annual Race Meeting of the Germantown B. Club, will be held on the same date if possible. The Germantown Club have secured the Gentlemen's Driving Park, and propose to have a lively race-meeting. They have made application for the three-mile championship and will present the League with a handsome trophy. Particulars, as to date, etc., will be shortly announced.

A correspondent from Minneapolis writes that Prince and Higham will be the center of attraction at the State Fair, which opens the latter part of August. During the Fair week a State Division is to be organized, and the prospects for a successful meeting are very encouraging.

Treasurer Barnum is after the delinquents with a sharp stick and a well-written circular. We wish him success in his efforts.

Mr. W. S. Howe, Box 966, Oskaloosa, Iowa, has been appointed Chief Consul for that State.

A meeting of the Penn. State Division will be held at Horticultural Hall, Philadelphia, tonight, at 8 P. M. A large attendance is expected.

The Medina Club give a race meeting at the Fair Grounds, Medina, Ohio, August 17th, including a half, one, three, and five mile races for prizes in sundries. A half-nickel Expert is offered to the first man in the mile race, best two in three.

Kentucky organizes her State Division to-night at Louisville, and we wish her success.

The badges which the Springfield Club offer as prizes, to be contested for at the September Tournament, are very handsome and expensive. The 25-mile amateur badge will cost \$500, and will consist of an American shield suspended by bars, the white stripes and stars on the shield to be composed of diamonds, and the red stripes of rubies. On the front of the shield is a figure of a mounted wheelman. The ten-mile United States championship badge consists of a wheel suspended by bars of beautiful and delicate design, surrounded with a wreath. Four diamonds ornament the badge, which will cost \$300. The United States one mile tricycle badge has a shield ornamented with stars composed of diamonds, and an eagle holding a wheel in each claw and another in his beak. It costs \$200. The world's championship badge for the twenty-mile race costs \$100, and will be accompanied with \$1,000 in cash. It is elegant in design, and has a globe on the face of it in enamel.

It would be difficult for a layman to consider a bicycle a carriage, but with the aid of a judicial decision many things are possible. Judge Snell, in Washington, has fined a man \$10, for attempting to run down a man on a bicycle, holding that "in the eyes of the law a bicycle is a carriage, having in common with other carriages equal rights to the streets and highways, protected by the same laws, and their riders are amenable to the same road laws governing the drivers of other vehicles." The decision was also given that while the law defines exactly how carriages (or bicycles) shall pass each other in an opposite direction "in passing in the same direction it is allowed to pass upon either side which offers the least obstruction or gives the most open way, and after the carriage or bicycle behind has indicated the course by starting upon it the carriage in front must not obstruct the way. When a man driving a team turns out of his course to obstruct the course of a bicycle he does so at his peril. Where the way is open upon both sides, usage, however, requires that the person in the rear desiring to pass shall do so on the left." This is believed to be the first ruling of any court on the bicycle question. A case against a bicycle rider for damages for frightening a horse, which ran away and injured the occupants of a carriage, would have many "instances" for evidence. There has been talk of bringing such a test in several cities. Horses, however, are getting used to bicycles in New York and Philadelphia, where the dude also no longer excites apprehension.—*Albany Argus*.

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.

Members wishing to communicate with the Chief Consul direct can address him until 24th August next as follows:

FRANK W. WESTON,
C. C. T. C.

Care Bayliss, Thomas & Co.,
Coventry, England.

—o—

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.

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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.

Photographs—large size—showing front and back view of the uniform can be had by sending ten three cent stamps to "Partridge," Photographer, 2832 Washington Street, Boston, Mass.

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THE CLUB HAND-BOOK.

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



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

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

N. M. BECKWITH, Pres. L. A. W. { Editorial Contributors.
W. V. GLMAN, Treas. L. A. W. {
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NEW YORK, AUGUST 10, 1883.

To League Members and Correspondents.

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

League members must be particular to notify the Corresponding Secretary promptly of any change in their address, and should in all cases quote their League number. If members do not receive their paper regularly it is on this account.

Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the firm. Make all Checks and Money Orders payable to OLIVER & JENKINS.

NEW CYCLING INSTITUTIONS

Are being continually brought to light. Apart from the L. A. W. and the C. T. C., we hear of County Leagues, which do very well in their way, but their capacity is in a great measure limited. They have not the precedence that an older organization carries, neither have they the influence. They furnish, perhaps, offices for some few; but, apart from a personal gratification of vanity, they amount to little. We receive, from time to time, glowing accounts of how a local organization of this sort ran from so-and-so to some other point, and had thirty men in line, accompanied with a flourish in the columns of a local paper, which would lead one to think that thirty men in line was an occasion for considerable emulation; whereas it is only a moderate number for a club run, in many quarters too numerous to mention.

These petty leagues, while they are apt to yield a local influence in their way, are apt to narrow the mind in regard to a broad and comprehensive view, such as entertained by the League of American Wheelmen.

Let us take for example the organization of the Canadian Wheelmen; and, while we do not

propose to hint that it is narrowed down to a "County" limit, we should like to ask if it, in Canada, performs the work that the League does for the American Wheelmen. Does it maintain that standard of dignity in the regulation and enforcing of road and racing laws? Does it carry with it the prestige that only a body of three thousand men, united with one common impulse, can carry? We think not. We believe that if the Canadian Wheelmen should join the League and organize a well-officer'd "division," such as exists in many States of the Union, that the benefits derived would far exceed those of any local Wheelmen's organization. We do not intend to cast any reflections on the C. W. A. We merely ask, as a point of information to the officers and members of the League, if the work of the local body is satisfactory. We wish to know if the League, with its effective organization, its rules, its standing as an authority in the matter of racing, does not even offer more advantages than a purely local organization. We have now, thank goodness, an organ that reaches every member, that is the mouthpiece of the League, and which spreads the knowledge of the organization to all quarters of the globe, and we wish to learn if any dissatisfaction exists, that it may be corrected if possible. We wish the League in its membership to embrace all the wheelmen of Canada. We learn that the Canada tour was a success; that the Canadian wheelmen are all gentlemen and men of high standing. We also learn that they do not support the League. We hear that the "amateur" rule has not been satisfactory, and now, that it is changed, we hope that the alteration is satisfactory. We trust that the League will increase in popularity with the Canadian wheelmen, and we trust we will have many accessions to the ranks this season.

Some time ago we published a call for a division organization in the Province of Quebec. We have not yet received any particulars as to what was accomplished. We cannot but think that if, instead of trying to organize a local league of their own, the wheelmen of Canada could do better and more effective work by supporting the League of American Wheelmen. We may be ignorant of the exact state of affairs in Canada, but we should like an expression as to how the League stands in the northern provinces. We trust that some worthy Canadian friend will help us out, and explain the exact state of affairs. If the League officers are not as they should be, they can be supplanted by others at the regular elections. We hardly think that is the case, as most of them are known as conscientious workers. There is something materially wrong in the League as it exists at present in Canada, and we shall endeavor to rectify that error while it is in our power. We extend a hearty welcome to our Canadian friends to join the League, and trust that they will accept that invitation in the same spirit.

Miss Mattie Lawrence, of Washington, D. C., is learning to ride the bicycle, and is even now considered an expert. She bids fair to be a second Armaindo.

KINGS COUNTY WHEELMEN.

When we see a committee composed of three such men as Geo. R. Bidwell, chairman, E. K. Austin, and Chas. Schwalbach, we know that their efforts, in whatever direction directed, backed by the recently enterprising and prosperous K. C. W.'s, are bound to succeed. Such is the committee for the race meeting of this organization, to be held on Saturday, September 1st. The medals are to be something elegant, and we hope that some of them will come to New York. A brass band has been engaged to enliven the occasion, and everything promises us races well worth the traveling of miles to see. We hope there will be none to regret their non-attendance.

RACING AT COLUMBUS.

The grand stand at the fair grounds yesterday and the knoll to the northwest of it were packed with interested crowds watching the bicycle race, under the auspices of the Buckeye Bicycle Club. The races were quite informal, the entries for the most part being made on the spot. Mr. Knoderer, for instance, was sick, and only entered the three-mile race to make a start possible, Captain McCune being the only other contestant. Nevertheless the boys all did their best and the races were all fast considering the condition of the track. The entries and time are as follows:

Half-mile race—Entries: Chandler, Neil, and Hull. Chandler got a bad start, owing to the ignorance of his starter, but by hard work took second place a little short of the string, with Neil, who earned all he got, in the lead. Time, 1:43½.

Three mile race—Entries: Knoderer and McCune. Notwithstanding Mr. Knoderer's indisposition, he made a gallant fight and hustled Captain McCune right royally, though the latter rode a beautiful race. Time: First mile, 4:02; second mile, 4:09; third mile, 12:17 1-2.

Mile race—Entries: Fisher, Leidenberg, and Tress. Mr. Tress took the lead at the first go-in and kept it all the way through. Fisher passed Leidenberg, who was second, on the quarter, but "let down" at the entrance to the stretch, and Leidenberg rode past him, but was fifteen yards behind Tress at the finish. Time, 3:47.

The hurdle race, 600 yards with two hurdles, was not exciting. Messrs. Krag, Anderson, and Hull entering just to fill up the programme. Hull came in ahead, Krag second, and Anderson well behind. Time, 1:18 1-2.

No time was kept on the hands-off-race, which was won by Knoderer. The entries were, Krum, Tress, Knoderer, Hull, and Flowers.

Messrs. Flowers and Chandler started in the 200 yards race, which was won by the former. Mr. Chandler struck a soft spot and fell, but was not injured. No time.

The gold medals were won by Messrs. Neil, McCune, and Tress, in the half-mile, three mile, and one mile respectively.

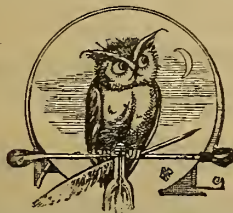
PENNSYLVANIA BICYCLE CLUB.

Editor of the Wheel: Pennsylvania's members congregated at the club-room on Friday evening, August 3d, for the purpose of celebrating the first anniversary of the foundation of the club. It had been decided that owing to the absence of a great portion of the members the occasion should be observed in some sort of a practical manner. A meeting of the members who might be in town, and a run was decided on for the programme. Accordingly on the above mentioned evening the rooms were unusually alive with members, all in the best of humor, and shaking hands and passing congratulations round on the flourishing condition of the "one year old."

As the programme stated, the first business was the reading by the President of the names of the charter members; then the Secretary read the full roll of present membership, and also a short sketch of Pennsylvania's history, showing how within one year the club had grown from the modest number of six members to the respectable one of forty, and had succeeded in procuring a headquarters which, in a bicycling point of view, were the most satisfactory that perhaps could be found. Next in order were addresses by the charter members, and then a general round of speechmaking. The four charter members present—Messrs. E. M. Aaron, C. M. Miller, S. H. Crawford, and A. H. McOwen—treated the meeting to some reminiscences, and after them the following gentlemen also spoke: Messrs. Klose, Petry, M. Brinkman, F. McOwen, B. Chambers, Harper, Read, Tenbrook, Fuller, and Schaeffer. A telegram was received, just as the meeting opened, from the Germantown Bicycle Club congratulating "Pennsylvania" on the occasion of its first birthday celebration, and conveying best wishes for the future. After the speeches some promiscuous talking was indulged in, after which, at half-past nine machines were mounted and a run through the Park to Belmont mansion taken. Here refreshments were of course needed, and success having been drank to Pennsylvania's future, tracks were made for home. The whole proceedings were characteristic of the club, and every member expressed himself well satisfied with the way in which the committee, appointed for the purpose, had decided on observing the anniversary.

A. H. MAC OWEN,
Secretary.

PHILADELPHIA, Aug. 4, 1883.



Pitman is now at long Branch spending his vacation. Rumor has it that he is engaged in writing a book. The title of the forthcoming work is not, as reported, "What I know about Bicycling," but is entitled "Dynamic Sociology, or Applied Social Science, as based upon Statistical Sociology and the Less-Complex Sciences of the Wheel." There is an additional title, but I have forgotten it; at any rate, the name foreshadows what a very interesting book it is going to be.

Despite all endeavors to induce that dog to partake of lead pills or brickbat bon-bons, he still lives.

The race meet of the "K. C. W.'s," on September 1st, promises under the able management of Chairman George R. Bidwell, to become one of the most important events of its kind in the neighborhood of New York.

The last issue of the Springfield *Wheelman's Gazette* has reached me, and has with one fell blow wrecked all the pleasant expectations I had, in regard to seeing in September many fair ladies besides Springfield's well-known beauties. In reading Secretary Fenessey's very able laconics I found the following: "If you want to bring your wife or sister, or some other fellow's sister to the Meet, you can do so with perfect propriety, and with full confidence that the landlords will eat and sleep the ladies comfortably and well." That settles it. No man is going to bring any other lady than his mother-in-law among such cannibal landlords, who can eat ladies and then sleep comfortably and well.

Speaking of the late departed club dog, "Patsey Ixion," Estie remarked, that among the many other points of his superiority over the other members in the club was, that his "pants" never needed repairing.

I have just been admiring the new lithograph issued by the Springfield Club, showing Hampden Park, the scene of the forthcoming Meet. It is a beautiful work of art, well sprinkled with bicyclers, but it does seem to me that were a gentleman cow to be let loose among so many riders wearing red shirts and blue breeches that he would be sure to make some of them make the fastest time on record, and be justified in so doing.

Who are the amateurs (?) spoken of in a recent issue of the N. Y. *World*, as racing for money prizes from Red Bank to Seabright?

I understand that James Revell, not finding it feasible to enter into partnership with Bunnell, and being determined to gain an interest in the museum at any cost—not pecuniary—has accomplished the same by marrying the fat woman of the show.

The recent road race of the Boston Tricycle Club was, from all accounts read, in every way a success. I am sorry, though, to see my old friend "London W." so far to the rear in it, but then I think his position in same is to be accounted for on the principle which in retreats of armies causes the veterans to be always sent to the rear as the post of honor.

There is a paper in Philadelphia called the "Sporting Life," and devoting a column to wheel matters, which column they find most easily to replenish by stealing matter from me.

It is to be regretted sometimes that those who dance must pay the fifer; when the wreckers and kickers are therefore touched up in this column they must take it philosophically, and remember that the larger and more influential the club is the more to its discredit and shame is its withdrawal or antagonism to the League. Washington, Boston, and Providence papers please copy.

Sec. Jenkins, of the L. A. W. Racing Board, being busy, referred to me for reply the letter of a country member who has been confused by reading, and not understanding, racing terms. I am not very well posted myself, but I think I have got them about right, as follows:

"Handicap"—A polo one.

"Scratch"—An ornament much worn during header season.

"Limit"—Usually a dollar, when the ante is small, but varies according to locality and resources.

"Lap"—A favorite reposing spot for weary bicyclers.

"A trial heat"—The race between the thermometer and the weather.

"Rubbing down"—Sleeping on a feather bed.

"Protest"—A polite intimation that your money is more desirable than your note.

"Lapped"—The position a rider is usually found in when he has "caught on" and adjourns to the darkness of the piazza. Two persons are requisite, though only one needs be a bicyclist.

"Clocked"—Silk ornamentation on feminine hose, much admired by cyclers.

"Finish"—Either nickle, bright, painted, or enameled.

"Heat"—Ninety-five in the shade.

The Robert G. Shaw Post, G. A. R., had a three days' camp fire at New Dorp, Staten Island, this week, and a general invitation was extended to all the New York and Brooklyn wheelmen to attend it on Wednesday last. It was rumored that R. V. R. Schuyler would race Knight L. Clapp, at this affair—Schuyler on his new 63, and Clapp on his 56-inch Expert.

Mr. James Burdette, the humorist, has recently joined the Ixions. Aside from being one of the funniest men agoing, Mr. Burdette handles the banjo in a manner we have seldom seen excelled. He will be quite an acquisition to this lively little club.

Quite a number of the Citizens and Ixions spent last Sunday at Red Bank. They report a fine time. Captain Pitman is especially enthusiastic about the Red Bank girls.

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[Advertisements inserted under this heading, not exceeding four lines nonpareil, for one dollar. THE WHEEL having a paid circulation of over three thousand, makes it a valuable medium of advertising.]

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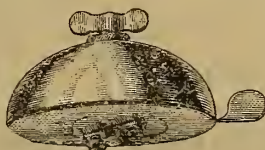
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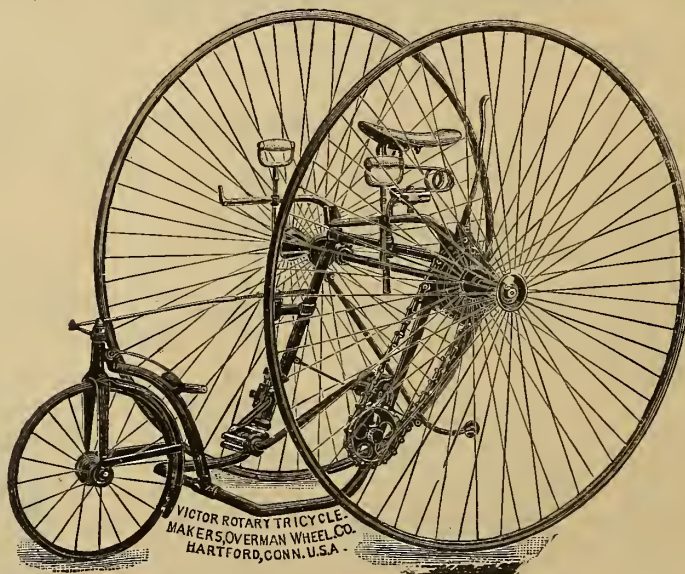
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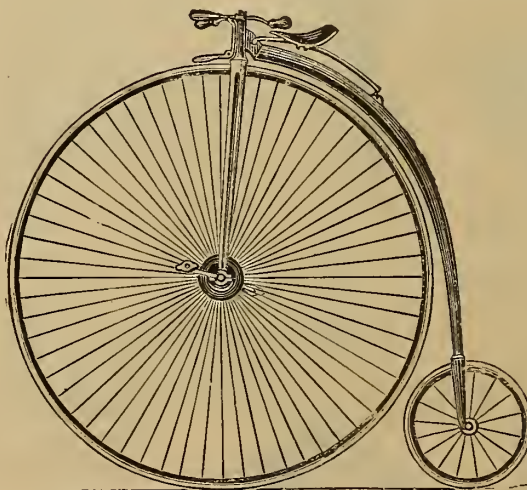
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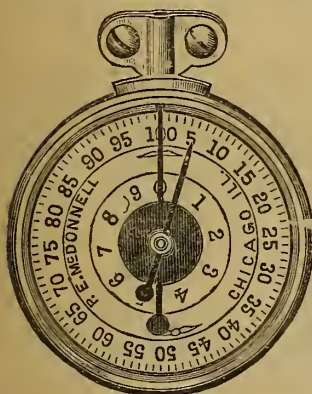
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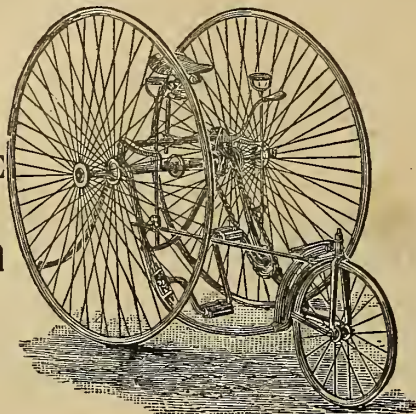


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EXPERT COLUMBIA.

A medium-weight bicycle. The most artistic and scientific bicycle made.

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