

THE WHEEL

A JOURNAL OF CYCLING

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

VOL. IV.—No. 14.—WHOLE NUMBER 92.]

NEW YORK, JULY 6, 1883.

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(Single Copies, 5 cents.)

League of American Wheelmen.

All applications for membership to the League of American Wheelmen, except in the States of Massachusetts, New York, New Jersey, and Michigan where there are State Divisions, 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.

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

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

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

BOARD OF OFFICERS.

President—Dr. N. M. Beckwith, 21 West Thirty-seventh Street, New York.
Vice-President—W. H. Miller, Box 245, Columbus, Ohio.
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Treasurer—WILLIAM V. GILMAN, Box 1487, Nashua, N. H.
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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.
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California—George H. Strong, 252 Market Street, San Francisco.
Connecticut—S. A. Marsden, 308 Chapel Street, New Haven.
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Minnesota—C. H. Porter, Winona.
Missouri—Richard Garvey, 407 Chestnut St., St. Louis.
New Hampshire—C. H. Wilkins, 85 1/2 Elm Street, Manchester.
New Jersey—L. H. Johnson, Orange.
New York—Dr. N. M. Beckwith, 21 West Thirty-seventh Street, N. Y.
Ohio—H. S. Livingston, Box 4 6, 443 West Seventh Street, Cincinnati.
Pennsylvania—George Sanderson, Scranton.
Province of Ontario—Albert Rennie, Hamilton.
Province of Quebec—H. S. Tibbs, Box 1138, Montreal.
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Vermont—C. G. Ross, Rutland.
Wisconsin—A. A. Hathaway, Milwaukee.
Wyoming—W. O. Owen, Laramie City.

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Michigan—George K. Root, Detroit.
Minnesota—H. H. Barber, Brainerd.
Missouri—George C. Oeters, 209 S. Main St., St. Louis.
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New Jersey—H. C. Douglas, 82 Parkhurst Street, Newark.
New York—C. K. Alley, care S. S. Jewett & Co., Buffalo; A. G. Coleman, Canandaigua.
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Province of Quebec—J. D. Miller, Montreal.
Rhode Island—
Vermont—Frederick G. Tuttle, Rutland.
Wisconsin—A. Meinecke, Jr., Milwaukee.
Wyoming—C. S. Greenbaum, Laramie City.

NOTICE TO CHIEF CONSULS AND REPRESENTATIVES.

Please send me at once your correct Post-Office address for insertion in this list. Also notify me promptly of any change in your address.

Respectfully yours,

FRED JENKINS,

Cor. Sec'y L. A. W.

45 WEST THIRTY-FIFTH STREET,
NEW YORK, May 31, 1883.

ANNUAL MEMBERSHIP ASSESSMENT.

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

W. V. GILMAN,

P. O. Box 1487, Nashua, N. H.

Treasurer.

NOTICE TO BICYCLE CLUBS.

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

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

NEW YORK STATE DIVISION.

OFFICERS.

Chief Consul—N. M. Beckwith, 21 West Thirty-seventh Street, New York.
Treasurer—Louis H. Brown, 153 Lake Street, Elmira, New York.
Secretary—Benj. G. Sanford, Box 2425, New York.
Representatives—C. K. Alley, Buffalo, New York; A. G. Coleman, Canandaigua, New York.
All applications for membership in the League of American Wheelmen from residents of New York State, and any inquiries concerning the New York State Division, should be addressed to Benj. G. Sanford, Secretary, Box 2425, New York.

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

NEW JERSEY STATE DIVISION.

OFFICERS.

Chief Consul—L. H. Johnson, Orange, N. J.
Representative—H. C. Douglas, 82 Parkhurst Street, Newark.
Secretary—Harold Serrell, Plainfield, N. J.
Treasurer (pro tem.)—Fred. Provost, New Brunswick.
All applications for membership in the League of American Wheelmen from residents of the State of New Jersey, and any inquiries concerning the New Jersey State Division, should be addressed to Harold Serrell, Secretary, Plainfield, N. J.
The dues of the League for the year ending May 30th, 1884, are now payable, and should be sent to the Division Treasurer (pro tem.), Fred. Provost, New Brunswick.

MASSACHUSETTS STATE DIVISION.

OFFICERS.

Chief Consul—Edward K. Hill, Worcester.
Representatives—C. L. Clark, Newton; A. S. Parsons, Cambridgeport; F. P. Kendall, Worcester; J. S. Weber, Gloucester.
Secretary—Frank P. Kendall, Box 889, Worcester.
Treasurer—Chas. P. Shillaber, 131 West Chester Park, Boston.

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

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

MICHIGAN STATE DIVISION.

OFFICERS.

Chief Consul—Chas. D. Standish, Detroit.
Representative—George K. Root, Detroit.
Secretary—W. C. Marvin, Ovid.
Treasurer—G. E. Gorham, Marshall.
All applications for membership in the League of

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

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

OHIO STATE DIVISION.

OFFICERS.

Chief Consul—H. S. Livingston.
Representatives—Alfred Ely, Jr., 11 Granger Street, Cleveland; W. H. Miller, Box 245, Columbus.
Secretary (pro tem.)—C. J. Krag, Columbus.

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

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

PENNSYLVANIA STATE DIVISION.

OFFICERS.

Chief Consul—George Sanderson, Scranton.
Representative—George D. Gideon, 1725 N. Twenty-first St., Philadelphia.
Secretary—Victor M. Haldeman, Marietta.
Treasurer—Fred. McOwen, 905 Holly St., W. Philadelphia.

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

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

MISSOURI STATE DIVISION.

OFFICERS.

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

Secretary—L. J. Berger, St. Louis & San Francisco Ry. Co., St. Louis.

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

NUMBERS ON MEMBERSHIP TICKETS.

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

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

Yours fraternally,
W. V. GILMAN,
Treasurer.

TRANSPORTATION.

The following Railroads have issued instructions to carry bicycles free, at owners' risk, in baggage cars, when accompanied by owners and upon presentation of first-class tickets: Baltimore & Ohio; Grand Trunk; Chicago & Grand Trunk; Wabash, St. Louis & Pacific; Illinois Central; Chicago, Alton & St. Louis; Wheeling & Lake Erie; Cleveland & Marietta; Ohio Central, New York, Chicago & St. Louis; Lake Erie & Western; Cleveland, Lorain & Wheeling; Chicago, Burlington & Quincy; Chicago & Iowa; Kansas City, St. Joseph & Council Bluffs; Flint & Pere Marquette; Grand Rapids & Indiana; Cleveland, Tuscarawas Valley & Wheeling; Indiana, Bloomington & Western; Valley Railway; Cleveland, Akron & Canton; Pennsylvania Company; Pittsburg, Ft. Wayne & Chicago; Pittsburg, Cincinnati & St. Louis (C., St. L. & P.); New Castle & Beaver Valley; Lawrence; Ashtabula & Pittsburg; Erie & Pittsburg; Cleveland & Pittsburg; N. W. Ohio; Meadville; Alliance, Niles & Ashtabula; Jeffersonville, Madison & Indianapolis; Indianapolis & Vincennes; Chicago, Milwaukee & St. Paul; Ohio & Mississippi; Cincinnati, Hamilton & Dayton; Cleveland, Columbus, Cincinnati & Indianapolis; Indianapolis & St. Louis; Chicago & West Michigan; Michigan Central (including Canada Southern); Louisville, New Albany & Chicago; Cincinnati, Indianapolis, St. Louis & Chicago (Kankakee Line); Lehigh Valley; Toledo, Ann Arbor & Grand Trunk; Chicago & Eastern Illinois; Cleveland, Lorain & Wheeling; Vandalia Line; Chicago, St. Louis & Pittsburg; Detroit, Lansing & Northern; Port Huron & North Western; Maine Central; Portland & Ogdens-

burgh; Chicago & Alton; Chicago, Burlington & Quincy; Wabash, St. Louis & Pacific; Chicago, Milwaukee & St. Paul; Chesapeake & Ohio; Columbus, Hocking Valley & Toledo; Montrose Railway; Buffalo, N. Y., and Philadelphia.

TRANSPORTATION CHARGES.

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

APPLICATIONS FOR MEMBERSHIP L. A. W.

NEW YORK, July 6, 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—7:

- 106—Wm. H. Honiss, 36 Hopkins street, Hartford, Conn.
- 115—Ernest W. Mildrum, East Berlin, Conn.
- 120—Willis W. Mildrum, "
- 128—Chas. W. Spooner, Bridgeport, Conn.
- 160—Loutrel Lucas, 14 Water street, Baltimore, Md.
- 164—F. W. Sherburn, Barre, Vt.
- 184—John C. Stevens, 93 Exchange street, Portland, Me.

Incurable Order of Bicyclists—add:

- 104—J. S. Reese, 366 W. Baltimore street, Baltimore, Md.

Rutland Bi. Club—add: 3:

- 132—H. C. Townsend, Wallingford, Vt.
- 135—Mac. A. Van Dusen, Sutherland Falls Vt.
- 149—John R. Bates, Rutland, Vt.

Kentucky Bi. Club—add:

- 167—W. L. Verhoeff, 1001 Second street, Louisville, Ky.

OHIO DIVISION—4.

- 203—A. W. Walworth, Collamer, Cuyahoga county, Ohio.
- 204—A. L. ump, Chillicothe, Ohio.
- 215—Elake Hendrickson, Medina, Ohio.
- 216—Alexander C. Bates, 1115 Euclid avenue, Cleveland, Ohio.

NEW YORK DIVISION—1.

- 219—W. S. Allen, 940 Broadway, N. Y.

MISSOURI DIVISION—6.

- 220—R. E. Gardner, 7 Benton place, St. Louis, Mo.
- 221—Wm. Biebinge, 1421 Rosatti street, St. Louis, Mo.
- 223—W. W. Nisbet, South St. Louis, Mo.
- 224—John M. Lund, 600 Chestnut street, St. Louis, Mo.
- 227—Mrs. C. H. Stone, Tower Grove Station, Mo.
- 228—Miss Lillian L. Stone, Tower Grove Station, Mo.

MICHIGAN DIVISION—7.

Ovid Bi. Club—add:

- 229—J. F. Walsh, Ovid, Mich.

Ann Arbor Bi. Club—add: 3:

- 230—George Keck, Ann Arbor, Mich.
- 232—Fred Davis, " "
- 234—L. D. Taylor, " "

Meteor Bi. Club—add: 3:

- 235—Frank Q. Curtis, 93 Jefferson avenue, Detroit.
- 237—Geo. H. Carlisle, 11 Bank Block, " "
- 239—Edmund Daniels, " "

PENNSYLVANIA DIVISION—3.

- 240—Daniel K. Trimmer, York, Pa.
- 246—D. B. Landis, Landisville, Pa.
- 253—Oliver O. Jarvard, Mauch Chunk, Pa.

MASSACHUSETTS DIVISION—36.

Unattached—5:

- 258—Henry W. Carter, 4 Kendall place, Worcester, Mass.
- 260—Henry E. Nelson, Milford, Mass.
- 268—Chas. H. Fisher, " "
- 270—Chas. H. Heywood, 29 Main street, Worcester.
- 278—John Sample Jr., Norwood, Mass.

Worcester Aëlus Wheelmen—2:

- 290—Geo. W. Brooks, 24 Crown street, Worcester.
- 297—Thomas Midgley, 35 Highland street, Worcester.

Holyoke Bi. Club—1:

- 298—Wm. O. Green, care of Merrick Thread Co Holyoke.

Lawrence Bi. Club—3:

- 299—Chas. F. Smith, 361 Essex street, Lawrence.
- 300—John F. Finn, 42 Amesbury street, " "
- 307—John H. Tacy, 44 Union street, " "

Springfield Bi. Club—add 25:

- 308—A. O. McGarrett, Springfield, Mass.
- 327—W. H. Jordan, " "
- 336—F. W. Westervelt, " "
- 350—Geo. P. Taylor, " "
- 359—L. E. Zutchmann, " "
- 360—Chas. G. Breck, " "
- 361—Chas. F. Jordan, " "
- 367—Fred. A. Miller, " "
- 380—Geo. E. Robinson, " "
- 382—J. H. Fennessy, Jr., " "
- 385—Fred. O. Moody, " "
- 394—Henry N. Bowman, " "
- 403—F. E. Ripley, " "
- 411—O. N. Whipple, " "
- 426—Chas. T. Higginbotham, " "
- 434—Geo. E. Foss, " "
- 441—W. C. Marsh, " "
- 442—Wesley Barton, " "
- 445—Lyman C. Flynt, " "
- 449—Chas. B. Patch, " "
- 452—Chas. Clark, " "
- 455—Wesley Parks, " "
- 456—Chas. McKnight, " "
- 460—T. V. Fowler, " "
- 468—A. D. Paterson, " "

NEW JERSEY STATE DIVISION—5.

Hackensack Bi. Club—add:

- 469—Chas. B. Wilson, Hackensack, N. J.

Millville Bi. Club—add: 4

- 470—Ellsworth Vaunaman, Millville, N. J.
- 471—Lewis Howell, " "
- 477—John A. Boland, " "
- 478—Richard M. Reeves, " "
- Total, 74.

L. A. W. RENEWALS.

Week ending June 30, 1883.

- 3598—Walter W. Dudley, Whitineville, Mass.
- 409—Albert L. Gifford, Central National Bank, Worcester, Mass.
- 1666—Chauncey Smith, Jr., 121 Brattle street, Cambridge, Mass.
- 3391—M. P. Pegram, Charlotte, N. C.
- 2257—Buel G. Talman, Batavia, N. Y.
- 3540—Harold W. Hanford, Watertown, N. Y.
- 3541—F. A. Sherman, " "
- 3484—Benj. W. Doughty, P. O. Box 116, Jamaica, L. I.
- 1081—A. Polemus Cobb, P. O. Box 1889, N. Y. City.
- 1431—H. J. Hall, 61 W. Fifty-sixth street, " "
- 3328—A. M. Wellman, Friendship, N. Y.
- 3495—A. M. Durkee, 34 Court street, Binghamton N. Y.
- 1452—John H. Taylor, Bayside, N. Y.
- 1083—Richard O. Osborn, Poughkeepsie, N. Y.
- 1084—Thomas W. Ransome, " "
- 1443—Geo. W. Halliwell, " "
- 2112—Frank J. Schwartz, " "
- 3320—Moses Vail, Middletown, " "
- 3322—H. C. Ogden, " "
- 3208—W. N. Knapp, " "
- 3376—C. H. Foster, " "
- 2764—C. F. B. Bryant, Danville, Vermilion county Ill.
- 3092—Frank Buhl, Danville, Vermilion county, Ill.
- 3463—Marriott C. Morris, 4782 Main street, Germantown, Pa.
- 24—R. A. Fairfield, Biddeford, Me.
- 2802—James Vaughn Dermott, Biddeford, Me.
- 2270—Charles H. Cleaves, Saco, Me.
- 2033—Asa Dolph, New London, Huron county, Ohio
- 3128—N. E. Lindquist, Menkaunee, Wis.
- 2505—H. J. Brown, Marinette, Wis.
- 2502—Frank E. Noyes, " "
- 2105—Fred. S. Clark, P. O. Box, 1214, Worcester, Mass.
- 1175—L. L. Atwood, Pittsfield, Mass.
- 3407—A. B. Prince, Cheshire, Berkshire county, Mass.
- 3669—M. L. Tiffany, Bristol, Conn.
- 3509—John P. Sparrow, cor. Pine and Winter streets Portland, Me.
- 2746—Will. H. Chase, Leominster, Mass.
- 561—Geo. J. Hobe, P. O. Box 1216, San Francisco Cal.
- 3252—E. D. Darlington, Doylestown, Pa.
- 2276—Frank W. Miller, Ashland, Ohio.
- 3543—Charles G. Willson, Reading, Pa.
- 2233—Geo. K. Edwards, 5 St. Paul place, Troy, N. Y.
- 2503—R. C. Merryman, Marinette, Wis.
- 3298—Arthur K. Brewer, 5 Congress street, Tucson, Arizona.
- 1649—Robert M. Riddle, Logan House, Altoona, Pa.
- 1150—Charles M. Woodman, Omaha, Neb.
- 703—Freeman N. Weeks, 5 India street, Portland, Me.

2898—W. S. Kelley, 23 Kirk street, Lowell, Mass.
 3385—Charles F. Dow, Lawrence, Mass.
 2412—William Turkington, 140 Wabash avenue, Chicago, Ill.
 2623—A. W. Cornwall, 145 Washington street, Louisville, Ky.

Frankford Bi. Club—4:

1803 P. R. Wells, 4329 Frankford Road, Philadelphia, Pa.
 1804—Jös. Dyson, 345 Adams street, Frankford, Philadelphia, Pa.
 1805—John T. Crankshaw, 4320 Frankford Road, Philadelphia, Pa.
 1930—Rd. Crankshaw, Sellers and Leiper streets, Frankford, Philadelphia, Pa.

NEW JERSEY DIVISION—32.

Hackensack—9:

2869—William T. Knapp, Hackensack, N. J.
 2019—Cyrus Knapp, " "
 2073—Walter F. Farr, " "
 2875—J. Remsen Beam, " "
 2870—Henry Stewart, Jr., " "
 2874—Samuel G. Munn, " "
 379—C. Julian Wood, " "
 2872—Henry A. Griffith, " "
 2871—Charles Beck, " "
 310—Rowland Johnson, Orange, N. J.
 309—L. H. Johnson, " "
 1139—A. L. C. Marsh, Plainfield Bi. C., Plainfield, N. J.
 3453—Chas. D. Cooke, Æolus Bi. C., Paterson, N. J.
 3486—John Nightingale, " "
 3657—W. G. Norwood, " "
 3490—A. H. Chamberlain, Rahway, N. J.
 1867—W. S. Benedict, Montclair, N. J.
 1776—B. S. Rose, Trenton, N. J.

Essex Bi. Club—5:

213—Chas. Knight, Newark, N. J.
 311—Herbert W. Knight, " "
 1027—Louis Pennington, " "
 1860—W. R. Keene, " "
 1024—H. C. Douglas, " "

Brunswick Bi. Club—9:

1924—W. B. McGinnis, New Brunswick, N. J.
 1922—D. H. Merritt, " "
 1926—Fred. Provost, " "
 2634—C. D. Snedeker, " "
 2636—Geo. K. Parsell, " "
 1928—Fred. Fisher, " "
 1923—Peter Du Mont, " "
 2635—J. Newton Veghte, " "
 1927—John Acken, " "

ADVANTAGES OF JOINING THE LEAGUE.

One who is at all familiar with the work of the League during the past year, especially if he was fortunate enough to attend the last Meet in New York, must believe that the League is an aggressive, active, and efficient organization. We will not endeavor to prove this statement, but will simply refer to the printed articles that have appeared in the several bicycling papers, showing what the League has done. A very casual review of the work of the League, since its organization, May 30, 1880, will show that it has been aggressively active in regard to all the interests of the wheel. It will also appear, we believe, to our casual reviewer, that the League has not only been aggressively active, but that it has been positively and very markedly successful in developing and promoting all the interests of bicycling and tricycling. In short, we say the League has been intensely active; its activity has resulted in success; its success has been in the interest of the wheel. We challenge successful contradiction to these statements, and will assume that all admit their truthfulness.

This organization numbers a little over two thousand names—that is, one bicyclist in ten belongs to it. In view of this extraordinary fact, we will make two statements, and discuss the

duties of bicyclers in relation to the facts involved in the statements.

First—The League, other things being equal, is more effective, the larger the membership.

Secondly—A non-League bicyclist reaps many of the benefits that the League confers on its members.

It must be evident to all that the fact that the League is composed of a considerable body of men, scattered over the entire country, is a most powerful element in its influence. In securing the legal rights of the wheel, in collecting and disseminating information about roads, etc., in performing the varied and extensive labors in which it has been engaged, the number of its active membership bears, necessarily, almost a direct ratio to its efficacy. Therefore, every bicyclist who has the least public-spiritedness about him must feel it his duty to join the League. It is his duty, whether he feels it or not. Every additional name adds to the power of the League, and thus to the amount of good secured to each individual member.

But, further, every wheelman necessarily reaps some of the benefits of the League. If a board of alderman decide to prohibit bicycling in some small city, the power of the League is invoked, and the undesirable law is not passed; but the bicyclist who doesn't care for the League, and can't see the worth of his dollar, is just as much benefitted as the active and hard-working consul. If a man believes that the League is doing good, and does not join, he is simply sponging his way along. Not only does he lessen the power of the League by not increasing its membership, but he actually takes, cringingly, benefits from the League which he either tacitly or openly seeks to injure. For a man may hurt the League either negatively, by not lending his influence to its support, or positively, by throwing his influence against it. There are such people in the world. We have met them as boys. When a foot-ball was wanted, they were willing to kick the ball, but not to subscribe their dollar. Now they are willing to kick the League, but have no dollar.

Besides, a man should have enough patriotic pride to lend his name to increase the membership of the L. A. W., so that it will not be second in size to the C. T. C., of England. If one-half of the bicyclers in the country would join the League, we would have a larger and certainly a more powerful national organization than the 'Cyclists' Touring Club. Why should we take a back seat to England? Why not make the League of American Wheelmen the largest body of amateurs in the world? Again, every man worthy of a wheel must take pride in belonging to an organization that contains the best of bicycling—if not all the best, it, at least, contains none of what is inferior. Who would forego the pleasures and benefits to be secured from attending the national meet, and banquet, and convention? There are formed friendships that are lasting and pleasurable. Do you find it necessary to take a journey for business or pleasure? In almost every city are men who will devote themselves and their time to make it agreeable for you. Does not Cleveland have a new significance, now that we have met the genial Fred. T. Sholes? From a purely selfish standpoint it pays to belong to the League. To sum up, a wheelman who does not belong to the League secures some benefits without paying for them, and loses the higher benefits at the same time. He begs for skim-milk when he can afford to buy rich cream. The latest triumph of the League in securing an organ of its own at less than the cost of mailing a circular every week, thus enabling it to furnish a good weekly bicycling newspaper to its members for fifty cents a year, ought to convince every skeptic, and secure the name of every wheelman in the country.—Editorial in *The Wheelman*, for July, 1883.

WHEEL RACES.

BOSTON AND NEWTON CLUBS RACE MEETING.

The bicycle races, held at Beacon Park on June 30th, under the auspices of the Newton and Boston Bicycle Clubs, were, taken as a whole, quite interesting. The attendance was small, only about 250 being present, most of whom were bicyclers. The track was in excellent condition, and, with the exception of a strong east wind, everything was as favorable as could be desired. The races were not started until some time after the advertised time, and the waits between the events were unnecessarily long—so long, in fact, that some of the officials indulged in a game of ball between the races. Otherwise everything was conducted properly.

The first race was a one-mile handicap for members of the Boston Club, and brought out seven starters. The race was not very interesting, as the handicapping was very poor, it being evident from the start who would win. Byers, the winner, set out at a lively pace, and gained steadily on the rest until the finish, when he was nearly half a lap ahead. The others made a pretty race for second prize. The summary:

One mile handicap race—open to members of the Boston Club only; first prize, gold medal; second prize, long-distance saddle.

	Min.	Sec.
J. W. Rich, 200 yards.....	3	00
E. W. Hodgkins, 200 yards.....	3	21 1-2
W. B. Everett, 80 yards.....	3	23 3-5
D. N. C. Hymans, 200 yards.....	3	26 3-4

The next event was the one-mile race for the championship of the Newton Club. It was expected that this race would prove the most interesting of the day, as Corey and Burnham, who are considered as nearly equal as it is possible for two riders to be, were entered for this race, but owing to a recent fall, which injured his arm, Burnham was prevented from competing. This left only two competitors, H. D. Corey and J. W. Byers, the former being so far superior to the latter that there was no interest whatever in the race. Corey "tagged" Byers until near the finish, then spurred and won in 3 minutes and 26 1-4 seconds, Byers second in 3 minutes and 28 seconds. The prize was a gold medal.

The one-mile handicap race came next, and was contested in by Haven, Wattles and Byers. The handicapping of this race was excellent, and the contest was very interesting. Wattles and Byers started off at full speed, and rode so hard that they were soon completely winded. Haven rode in magnificent form, and at the beginning of the third lap caught up to Byers, who was leading, but did not attempt to pass him until within a hundred yards of the finish, when he flew by him with scarcely a perceptible effort. The summary:

One mile handicap—open to all amateurs; first prize, gold medal; second prize, King of the Road bicycle lamp.

	Min.	Sec.
C. F. Haven, 120 yards.....	2	59
J. W. Byers, 200 yards.....	3	00 5-8
J. W. Wattles, 170 yards.....	3	09 1-4

In the three-mile scratch race there were four starters. This race proved the most interesting and exciting of the day. Bickford took the lead at the start, Hosmer, Corey, and Hitchcock following in the order named. This position was maintained for the first two miles. Hosmer and the others several times vainly attempting to take the lead. At the beginning of the third mile Bickford became tired and fell back to the rear, the rest continuing on in the regular order a short distance, when Corey and Hitchcock went to the front and began racing in earnest. From there to the finish the race was very exciting, each contestant riding in splendid style; Bickford, in particular, rode in very fine form,

and succeeded in keeping the lead until within a short distance of the finish. The summary:

Three-mile scratch race, open to all amateurs; first prize, gold medal; second prize, King of the Road bicycle lamp.

	First mile. m. s.	Second mile. m. s.	Third mile. m. s.
H. D. Corey.....	.....	.....	10 7 1-8
J. G. Hitchcock.....	.....	.....	10 8 1-8
A. D. Bickford.....	3 24 3-5	.....	10 10
A. Hosmer.....	.....	6 54	10 25 3-8

The tricycle race came next, and was, without doubt, the most interesting race of the kind ever witnessed in this country. It was announced on the programme to be for three miles, but just before the start the judges announced that it would be a one mile race. Messrs. Everett, Bassett, and Morris were the starters, and rode in the order named for about a lap, then Bassett pushed to the front, and, amid the cheers of the spectators, drew rapidly away from the others. He could not, however, retain his advantage long, as Everett and Morris soon began to wake up, and the monstrous Bassett was left far in the rear. They continued round the track neck and neck, the crowd yelling themselves hoarse, trying to encourage their favorites, and rapidly offering and taking bets of suppers and other things on the result. They came down the homestretch side by side, until within a few feet of the finish, when Everett put on an extra spurt, and came in a quarter of a second ahead. The summary:

The one-mile tricycle race, open to all amateurs; first prize, gold medal; second prize, "M. I. P." tricycle bag.

	M. S.
W. B. Everett.....	4 32
F. Morris.....	4 32 1/4
A. Bassett.....	4 59

The sixth and last event was the five-mile handicap. Out of six entries there were only two starters, and the race proved the most uninteresting of the series. Notwithstanding the fact that his arm was broken, Burnham decided to enter this race, and although his competitor had a start of 900 yards he had a perfect walk over, and won the race without the slightest exertion. Burnham's time for the five miles: First mile, 3:07; second, 6:32; third, 9:58; fourth, 14:45; fifth, 17:20. Theo. Roethe, his competitor, rode the five miles in 18:50 7-8.

The officials in charge of the races were: Referee, E. C. Hodges; judges, E. C. Churchill, A. D. Clafin; scorers, G. B. Woodward, C. W. Fourdrinier, S. N. Turner; timekeepers, A. L. Woodman, P. L. Aubin, L. R. Harrison; clerks of the course, J. C. Ellms, Jr., B. L. Knapp, C. W. Clap; starter, F. Weston; handicapper of the open events, Fred. Jenkins.—*Globe*.

THE PROFESSIONAL CHAMPIONSHIP.

When a blue-coated, white-capped bicyclist sounded the bugle from the judge's stand at a few minutes past 6 o'clock last evening, over two thousand people looked expectantly for Higham and Prince, the English and American champion, to appear on the track. The contest between them was the first of a series of these races for the championship of the world and \$500. Hardly a breath of wind was stirring, and the flags hung motionless to the poles. The bad effect of the showers during the morning and afternoon had been largely counteracted by the warm sun, and the track was therefore only a little heavy. When at length the men appeared, the air rang with cheers. Higham was dressed in white, with a belt made of British colors; while Prince wore blue, with a belt of the stars and stripes. They were introduced, and then took their places, Higham taking the inside. The word was given, and a magnificent start made, Higham taking the lead by a spurt. This lead he kept, with Prince close behind, until the fourth lap, when the American, amid the en-

thusiastic yells of the crowd, shot ahead and passed the score a dozen feet in front of the Englishman. The latter pressed him closely, and near the end of the sixth lap returned the compliment by regaining the lead and dashing the patriotic hopes of the crowd. Higham's lead was soon reduced to a minimum, and although he held his own until the nineteenth lap, the interest did not flag. On every other lap Prince made a desperate effort to gain the first place; but Higham answered spurt with spurt, and stuck grimly to the advantage he had gained. Round and round the racers flew, while the audience, carried away with enthusiasm, shouted and stamped. The Englishman stuck doggedly to his work, digging down his feet at every turn of the wheel with a determination that seemed to insure victory. Prince clung close to him with a pertinacity as steady as it must have been annoying. The uncovered muscles on the legs and arms of both began to stand out sharply defined, showing the tremendous exertion that was being made. Higham's shoulders and his arms, which he kept close to his body, were as firm and immovable as when he started; but Prince's elbows began to work up and down in a manner that suggested fatigue. To the crowd it seemed as though the superior weight and larger physique of the Englishman were going to be too much for his opponent. Prince, however, knew what he was about. Just on the home stretch, at the close of the nineteenth lap, he made a magnificent spurt, and passed his contestant at such a rate of speed that Higham seemed standing still. He entered the last lap ahead of Higham, while the crowd rose to its feet in excitement, and yelled cheer after cheer. The struggle that followed repaid all who had come to see the contest. Higham bent down nobly to his wheel and strained every nerve to pass his rival; but in vain. As they came around the turn and it became certain that the victory rested with the American, the excitement of the people grew uncontrolled. Breaking through all barriers, the crowd surged out upon the track; those on the stand mounted chairs, and even the ladies secured the most elevated positions they could in order to obtain the best view of the finish. With the music of the band, the patriotic shouts of the crowd, and the waving of handkerchiefs, Prince shot across the line, with his head ducked and wearing a smile of triumph and pride, just one second in advance of his doughty opponent. The enthusiastic crowd hurried after him, and securing him after he had gone partly around the track again, bore him on their shoulders to the judges' stand, where he was greeted with three rousing cheers. The time was announced to be 18:47 5-8, Higham 18:48 5-8. The closeness of this race will cause great interest in the next one for the championship, which will occur on the 9th of this month at Rochester over a mile track.

Mr. Leland Howard, of the Capital Club, acted as referee. Mr. Prince's judges were Messrs. Howard and Wagner, of the Capital Club; and Mr. Higham's were Messrs. W. C. Scribner and A. W. Hart, of the Washington Cycles.

The first race, previous to the championship contest, was the two mile handicap, open to all amateurs. The following took their positions: B. W. Hanna, Capital Club, scratch; J. C. Smith, England, 50 yards; J. Ed. Taylor, Washington City, 80 yards; C. Frazer, Bustleton, N. J., 80 yards; E. A. Newman, Capital Club, 80 yards. Mr. Frazer, on a Star machine, took the lead at once, and, despite the desperate efforts of Hanna, increased it at almost every turn of the wheel. The ease with which he moved his machine, compared with Hanna's evident exertions to keep near him, excited universal remark. Frazer's pace was too much for Newman, Taylor, and Smith, who withdrew

without finishing. Frazer came in an easy winner by nearly a lap over Hanna, his time being 7 1/4, while that of Hanna was 7:45.

Before the second race, a mile handicap to members of the Capital Club, Rex Smith performed a number of very skillful feats on the bicycle, which called forth frequent bursts of admiring applause. He performed with ease many of the feats lately performed on the Star, and generally supposed to be possible only on a Star. He is certainly a fancy rider, with few, if any, equals.

The mile handicap, in which L. W. Seely, scratch, B. W. Hanna, scratch, Sewall Beall, sixty yards, started, was remarkable mainly for the fact that Hanna, who started from the scratch, did good work in badly beating Beall, who had the start of sixty yards. Seely led Hanna at the start, but was soon passed by him and held second place, both of them passing Beall on the third lap. Hanna came in first, in 3:41 1/2; Seely second, in 3:46 1/2.

Mr. F. S. Rollinson's amusing imitations of the beginner on the wheel were thoroughly enjoyed.—*Post*.

CLEVELAND BI. CLUB RACES.

The annual summer races of the Cleveland Bi. Club were held June 27th, on Perkins' track. A large number of ladies and gentlemen witnessed the sports, which were interesting and exciting. The first race was for two miles, and was won by T. S. Beckwith in 7:23 1/2. There were four starters in this race: T. S. Beckwith, J. D. Pugh, W. H. Wetmore, and Paul North. This race was something of a surprise all round. North got the lead, and held it for a mile and a half, Beckwith slowly gaining upon him, and Pugh kept lessening the distance between Beckwith and himself. Presently Beckwith took the lead, but Pugh crowded past him, and the race was between them, and a beautiful run was made on the homestretch, Beckwith just gaining it by about a length.

For the half-mile race there were four starters: H. W. Avery, Frank Bill, A. S. Hathaway, and Paul North. Hathaway led for the first quarter of a mile, but Bill got in his work on the finish by a remarkably rapid spurt, and came over the scratch in 1:38 3-4 after the pistol-shot had been fired.

There were three starters in the five-mile race: George Collister, H. W. Avery, and W. H. Wetmore. Wetmore led at first, but Collister soon passed him, and had everything his own way. Avery stopped after having gone a mile and a half. Wetmore dropped out when he had gone two miles and a half, leaving Collister the field. He finished the five miles in 19:17 1-5, taking his time to the completion of the task.

The next race was the consolation race, one mile. All the members of the club who have never won a prize must ride in this race or pay a fine. Eight entries were made, and Frank Bill was pronounced the winner, Fred Sholes coming out second, although up to the homestretch he had the lead, but just then Bill came skimming along on his 60-inch wheel and won the race in 3:37.

There were two entries for the mile championship race—George Collister and Sterling Beckwith. It was a pretty sure thing that one of these two gentlemen would win two prizes, and a good deal of interest was felt in the outcome. Collister stood high, and Beckwith did not lack for supporters. Collister took the lead, and held it to the last quarter of the mile; but it was pretty hard work, owing to the bad condition of the track. He leaned forward in the saddle, his stout legs pumped hard, and his crimson face could be seen clear on the other side of the track. Silently Beckwith crept up to him, and lessened the intervening distance

every second. On they sped, "Stirk" steadily gaining, until when the scratch was crossed it was impossible to decide which had won the race. So close was it that the club committee will refer it to the racing committee of the League of American Wheelmen for decision, as there are a number of intricate difficulties to be solved.

At the conclusion of the race Captain Sholes tooted the tug whistle which he carries ex-officio, and the club formed into fours and hied them to the Patchen House at Rockport, where a splendid supper was served. The roads were in excellent condition, and the trip was thoroughly enjoyed. Mr. J. H. Wade, Jr., the president of the club, then presented the prizes, which were all of solid gold and most elegantly chased. The Wade championship medal for five-mile race was awarded for the second time to George Collister. The trophy for the best time up to date was also awarded to Collister for the first mile of the five-mile race, which he did in 3:25 1-2, beating his own record of the previous year by three seconds. This is a plain-surface badge, bearing the legend: "For the Best Record up to Date."

A beautiful badge was that presented to T. S. Beckwith for the two-mile dash. A bicycle was engraved upon its surface and the edge was handsomely chased.

The badge which Frank Bill received was a chased medal, bearing a bicycle in relief on a shell-like surface. The edge of the medal was a wreath of laurel.

Paul North received the handsomely chased gold badge for the half-mile race.

The one-mile championship badge, whose ownership is still in doubt, is a marvelously beautiful one. From the bar, on which is inscribed in black enamel letters, "Championship," hangs the monogram "C. B. C.," in delicate filagree. Below this is suspended a large gold wheel, with open-work spokes and surmounted by a pair of outspread wings. A place in the hub is left for the setting of a jewel.

Numerous toasts were offered and responded to, and after a thoroughly enjoyable time the company broke up at 9:30, and started for the city, arriving here about 10:35. In spite of the darkness and the bad roads for the greater part of the way, only one header was taken, and in that no injury was sustained.

BOSTON'S FOURTH OF JULY RACES.

No feature of the day's celebration, save the rowing regatta, attracted so many interested spectators as the bicycle races on the parade ground in the afternoon, some 15,000 being present. The committee's arrangements were very good, and the races throughout were run according to the programme, without waste of time. There were five contests.

THE FIRST RACE

was started at 12:30 P. M. by Mr. F. W. Weston. This was a one-mile contest for amateurs, the first prize being a gold medal; the second a silver medal. There were quite a number of entries in this race, but only five started, as follows: C. F. Haven, of the Boston Ramblers; W. W. Finley, of Boston; W. B. Segur, of Andover; Leo Robertie, of Roxbury; and G. Freese, of Boston. The track was a rather slow one of four laps to the mile, and was laid out and measured in such a way that the times made will not go on record. At the word "Go," Haven instantly took the lead, Segur, Robertie, and Freese stringing out behind. Haven increased his lead continually, and at the end of the first lap was some distance in advance of Segur, who led the others. At three-quarters of a mile, Haven was

fully 100 yards ahead of all the other cyclists, while Segur had put almost the same distance between himself and Finley, who had all he could do to keep his place as third. Freese having gained upon him, Robertie, who was hopelessly behind, dropped out. The race closed with Haven an easy winner in 3 minutes 14 3-4 seconds, Segur second in 3 minutes 21 1-2 seconds, and Freese third, his time not being taken.

THE SECOND RACE.

The second race was for amateurs, distance two miles, for gold and silver prizes. The following riders started: A. D. Clafin, of Newton; G. Freese, Boston; W. B. Segur, Andover; Albert Perry, Quincy. At the start, Clafin gained the lead, Perry coming next, with Freese and Segur following. Clafin at the end of the first lap was fully 20 feet in advance of Perry, Freese being close behind. This race was simply a procession. Clafin led from the commencement, and increased his advantage at every lap, Segur being a fair second, and Freese a good third. Perry, before the close of the race, was lapped by Clafin. The following are the winners, and their times: A. D. Clafin, 7 minutes 4 1-4 seconds; W. B. Segur, 7 minutes 13 1-2 seconds; Freese third, time not taken.

THE THIRD RACE

was one of the most interesting of the day; it was a five-mile race for professionals, the prizes being \$50 for first, \$30 for second, and \$20 for third. The starters were: J. E. Mellen, L. J. Young, J. W. Harrison, and A. Hosmer. Young got the advantage at the start, Hosmer and Harrison being close together in the rear. At the end of the first quarter-mile, Harrison led by a few feet, Hosmer and Young fighting hard for second place, Mellen coming up in the rear. At the half-mile, Harrison was still ahead, with Hosmer close upon his wheel, Young not far behind. At the close of the third lap Hosmer took the lead from Harrison, who had all he could do to prevent Young from taking second position. When the first mile had been finished, Hosmer was still in the van, Young second, with Harrison third. On the first lap of the second mile Young spurted and passed Hosmer, keeping the lead to the end of the race. On the third lap of the second mile Harrison dropped out, having exhausted himself by his early efforts. Mellen was a few feet behind Hosmer. The second mile was finished by Young in 6 min. 51 sec., Hosmer being a few seconds later. On the third lap of the third mile Mellen spurted, passing Hosmer beautifully, and when the judges' stand was reached was 10 feet in advance. At the end of that mile Hosmer had regained his lead, with Mellen a little behind. These positions were kept for the four miles, which were done in 13 min. 54 sec. On the last lap of the fifth mile, when within 100 yards of the judges' stand, Mellen put on a terrific burst of speed, and, taking the inside, passed Hosmer by about 10 feet. Hosmer at once entered a protest, claiming that Mellen had no right to take the track from the inside. The protest was decided in his favor. The following were the winners and times made: Young, 17 min. 18 1-2 sec.; Mellen, 17 min. 31 sec.; Hosmer, 17 min. 31 1-2 sec.

OTHER RACES.

The three-mile race for amateurs, which came next, proved a walk over for H. D. Corey, who easily beat C. F. Haven, of Brookline. Time: Corey, 10 minutes 19 1-2 seconds; Haven, 10 minutes 20 1-4 seconds. The prizes were gold and silver medals. The closing contest was a five-mile race for amateurs for gold medal, first prize, and gold and silver medal, second prize. The starters were E. R. Burnham, of Newton; G. Freese, Boston; W. W. Finley, Boston; Al-

bert Perry, Quincy; P. L. Aubin, Newton. This race was easily won by Burnham, who covered the miles as follows: First, 3 minutes 31 seconds; second, 7 minutes 12 seconds; third, 11 minutes 1 1-2 seconds; fourth, 15 minutes 1 second; fifth, 18 minutes 35 seconds. At the end of the sixth lap Finley fell off his machine and bent the handle. He remounted, however, and proceeded with but small loss of time. In the tenth lap he changed his machine for a new one. In the eleventh lap Aubin dropped out. The race was won by Burnham first, in 18 minutes 35 seconds; Finley second, in 19 minutes 3-8 seconds; and Freese third, no time taken.

The officers were as follows: Referee, Abbott Bassett; judges, C. L. Clark, C. S. Howard, and John R. Murphy; clerk of course, J. T. Dyer; starter, F. W. Weston; timekeepers, W. W. Stall and Charles E. Bassett.—*Herald*.

THE CYCLISTS TOURING CLUB.

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

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

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

APPLICATIONS.

H. N. Keys, Main Street, Ovid, Mich.; A. H. Vail, 254 Main Street, Poughkeepsie, N. Y.; F. H. Escott, 75 Canal Street, Grand Rapids, Mich.; J. S. Emans, 26 N. Hamilton Street, Poughkeepsie, N. Y.; C. S. Reeves, Main Street, Ovid, Mich.; W. J. Noel, 279 Main Street, Poughkeepsie, N. Y.; W. C. Marvin, Main Street, Ovid, Mich.; C. F. Cossum, 57 Washington Street, Poughkeepsie, N. Y.; L. S. White, Maple Avenue, Waterbury, Conn.; O. Cossum, 57 Washington Street, Poughkeepsie, N. Y.; L. Lucas, 14 Water Street, Baltimore, Md.; P. Fitchett, 236 Main Street, Poughkeepsie, N. Y.; H. F. Parker, Cannon Street, Poughkeepsie, N. Y.; C. M. Ostrander, 25 Washington Street, Poughkeepsie, N. Y.; James T. Joslin, 73 Water Street, Newburgh, N. Y.; Thos. T. Haviland, 73 Grand Street, Newburgh, N. Y.; Harry Y. Davis, 407 Maple Avenue, Washington, D. C.; Chas. K. Alley, care S. S. Jewett & Co., Buffalo, N. Y.; J. O. Blake, 70 Wabash Avenue, Chicago, Ill.; Chas. H. Sanders, Fisherville, N. H.; Eliot Norton, 31 Stoughton Hall, Cambridge, Mass.; A. L. Fennessy, Springfield, Mass.; C. H. Wilkins, Manchester, N. H.; F. A. Sherman, Watertown, N. Y.; Dr. N. P. Tyler, New Haven, Conn.

THE NEW UNIFORM.

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

THE CLUB HAND-BOOK.

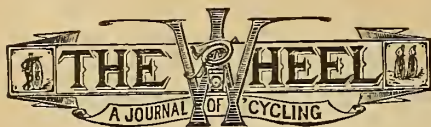
Members can now obtain the new Hand-book for 1883 by sending a P. O. Order for *Thirty Cents* to E. R. Shipton, Esq., Secretary C. T. C., No. 140 Fleet Street, London E. C., England.

THE HARROGATE MEET.

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

APPOINTMENTS.

State Consul for Pennsylvania—Mr. George D. Gideon, 1725 North Twenty-first St., Philadelphia.
Consul for Springfield, Mass.—Mr. A. L. Fennessy, 17 Oak Street.
Consul for Concord, Mass.—Mr. F. Alcott Pratt, Main Street.



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American Wheelmen
AND THE
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To League Members and Correspondents.

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

League members must be particular to notify the Corresponding Secretary promptly of any change in their address. 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.

THE LEAGUE AND THE PARK.

Considerable has been said of late concerning the restrictions in Central Park, whereby only League members are allowed its at present limited privileges. Although President Beckwith's card, last week, did considerable to remove the impression that the "League officers were running affairs selfishly, and only in the interests of its members," perhaps a little history may have the effect of broadening the views of some who are inclined to object to the limitations.

The first, and most important consideration, is that the limiting Park riding to League members is *not the work of its officers, but of the Park Commissioners*, and criticism should therefore be thrown in the proper direction.

When the committee from the Citizens' Club appeared before the Commissioners, they were asked what protection they would have from reckless and incompetent riders. The old idea of a committee to consist of the captain from each club, who should pass upon the qualifications of each rider, was first broached, but discarded by the Commissioners as cumbersome. After some little discussion, the matter was placed in the hands of the League, and the president made responsible for the conduct of those

admitted. This seems the best all-around arrangement, and has given complete satisfaction to all concerned, although there are some—living at too great a distance to enjoy the privileges of the Park—who attempt to belittle the League officers for doing their duty.

The law perhaps may take care of the "reckless and incompetent rider;" but the New York men do not propose to allow an accident of any description to occur in the Park limits if they can reasonably prevent it. No amount of "law" would restore the privilege they would lose by such an occurrence, and we do not blame them in maintaining the stand they have taken. It is certainly ridiculous for outsiders, with an incomplete knowledge of the requirements of New York, to dictate what should and should not be done.

PENNSYLVANIA WHEELMEN, ATTENTION!

Your attention is respectfully called to the Pennsylvania Division of the League of American Wheelmen, formed at Philadelphia June 15th. The Secretary wishes the names of all the bicyclers in the State. Club Secretaries will please forward full list of their members, and wheelmen will please favor me with the names of any wheelmen not belonging to the L. A. W.

By hearty co-operation the membership of this State can be doubled; so, fellow-wheelmen, assist the officers, that it may be accomplished.

All applications for membership, fee \$1.00, in the League of American Wheelmen from residents of the State of Pennsylvania, and any inquiries concerning the Pennsylvania Division, should be addressed to the Secretary,

Yours, fraternally,

VICTOR M. HALDEMAN,
Sec'y Penna. Division, L. A. W.

MARIETTA, PA., June 22d, 1883.

CORRESPONDENCE.

OUR REPRESENTATIVE OUT WEST.

As a description of a California quail hunt might not have any especial interest to the readers of a bicycle paper, I feel almost inclined to go back on my promise and stop now; but with a promise, not to be too prolix, will take our guns in hand and begin our tramp. Before doing so, I must make mention of meeting, the evening of our arrival at Pomona, a Mr. I. L. Howland, from Orange, Mass., and a brother L. A. W. He was just the person, of all others, we wanted to see; among other qualifications, a good sportsman, and posted as to the best hunting grounds. He gave us a hearty welcome. A 6:30 A. M. breakfast, devoured with a relish, after a good night's rest at the Pomona Hotel (bill \$1.00 each, including dinner, lodging, breakfast, and put-up lunch)—the League hotel. Mr. Howland, my nephew and I, found cramped accommodations in a one-seated buggy (as we all could not very well ride two bicycles), and were off for the foot-hills, distant about six miles. Our route lay through a perfect garden, as, indeed, the valley is under a high state of cultivation, with no fences to be seen. Saw demonstrated the practicability of the artesian system of irrigation working to perfection, thus supplying what nature seems to withhold, the needed rain.

Passing a large bed of prickly pear and grease wood, occupying a strip of barren land, or dry river bed—called here "arroyosecho"—we thought it best to hitch our horse, and look for quail. Very soon we found our first covey, but they rose wild, and to follow them was simply

impossible, for neither man nor beast could penetrate such a patch of thorns. After a few minutes' hunting, some stray birds were captured, and as many more killed that fell among the cactus, where we could not possibly reach them. Before starting out, our escort warned us about coming in contact with some peculiar varieties of cactus that have barbed pricklers, that cannot be extracted from the flesh, but will keep working in. Just as we were very intent after some birds, we heard a howl from Mr. Howland who came floundering out of a "small purgatory."

"You must excuse me," he said, "but I must partially remove my clothing, and pull out these thorns." There are two things a Californian carries, a revolver, and a pair of tweezers; with a pair of the latter, he proceeded to pull out from his legs more than half a dozen thorns, some having penetrated three-quarters of an inch. Well, it is fun hunting quail in this country, after all. We mutually agreed to drive higher up on the foot-hills, where there was not such an abundance of prickly pear, where we found the quail much more plentiful in the grease wood (a plant growing from two to five feet high, very brittle, and burns, when green, about as readily as if it were soaked in oil), but being without a dog, it was difficult to make the birds take to the wing. Could see them running among the bushes, in every direction. To cut the story short, we captured twenty-six birds, and four cottontail rabbits. We must have killed and winged as many more birds, that we were not able to retrieve. Four times during the day, I took off my thick boots to break off the thorns that penetrated the leather. We returned to Pomona in time to take the afternoon train for Los Angeles, which we reached at five P. M. My nephew and I divided our game, and strung it on our backs; strapping our guns on our baggage carriers, we started for our boarding-house, about two miles distant. Just as we reached the busiest part of Main street, one of the rabbit's legs, of my nephew's string, caught in his big wheel, which produced a like result, as if some irrepressible small boy had run a stick through the spokes of his wheel while riding. (We all know the result, and tender our sympathy.) Just as he had recovered, and ready to start, a smart Spanish girl came up to him with, "Won't you let me have some of your birds?" I don't know whether she really wanted some or wished to relieve him of some of his load. The sequel: Our Chinaman cook, "Wong Hing," served them up very nicely; and I am satisfied California quail are a delicious bird to eat. We expect to leave here on Monday next for Santa Barbara, to spend a few days. The tarry here of three weeks has certainly been very enjoyable to me. Last Saturday, among the new arrivals at the "Pico" (Peco) House, I met Mr. Geo. White, a wheelman from White Water, Wis., who recognized me, as having seen me at the Chicago "Meet." He regretted exceedingly not having brought his wheel, after learning my experience. I have been looking from the Atlantic to the Pacific for a *nom de plume*, and have just found one—Ruenda, the Spanish for wheel, and pronounced in English "Ruada," with the r rolled.

RUENDA.

LOS ANGELES, CAL., March 12, 1883.

A VOICE FROM WOODSTOWN

Editor of the Wheel: Your Springfield correspondent suggests that the next League Meet be held at Woodstown, N. J., for the sake of its moral influence in bringing about a repeal of the ordinance against bicycling, passed by the Council of that borough.

The Woodstown wheelmen would gladly welcome the League, but they hope the day is far distant when the attendance at the annual Meet will be small enough to bring it within the

capacity of our borough to accommodate—albeit, our hearts are big, and the hospitality of our people proverbial. But so far as the influence of the Meet on our borough Council in procuring a repeal of the ordinance aforesaid is concerned, it is unnecessary at present. We have, no need of "an army with banners" to assist us, for we have quietly assumed, from the first, that the ordinance was an illegal infringement of our rights upon the highway (giving to the Council all credit for proper motives in passing it), and we have continued to ride when and where it behooved us; always regarding, as all wheelmen should, the rights of others; using the public thoroughfares, and going rather to the extreme of courtesy, than falling short.

Public opinion seemed to be almost unanimous against the ordinance, and we have had the assurance of members of the Council that its object was *not* to interfere with careful, proper riding, but to discourage recklessness, or making the street a play-ground, and to meet cases of actual damage or injury done by the wheel.

And, up to this writing, no cause for complaint has been given against our raw-boned steeds, or their riders, notwithstanding the number has more than doubled since the ordinance was passed, nor has any interference with us been attempted on the part of the borough officials, with all of whom the wheelmen of the borough are on friendly terms. Furthermore, we don't particularly care to make use of the borough streets, except as a convenient way of getting out of town, for

"No pent-up Utica contracts our powers,"

and with two fine turnpikes leading to Gloucester—twenty miles distant—whence we are fifteen minutes by ferry to Philadelphia—country roads, up to the average, leading in every direction; a half-mile track of the "N. J. Agricultural and Horticultural Association," "just over the border," within five minutes' ride; we are daily tempted to mount the pig skin—the sun-burned faces of the boys bearing testimony that our "biking" faculties are fully appreciated.

So to all gentlemanly wheelmen, within convenient distance, who would extend their trips to one of the pleasantest villages in South Jersey, in the heart of the farming country, an easy day's work to go and return to Philadelphia, over good roads, and through fine country, and where the brethren are few in number, but enthusiastic in the cause, we say direct your wheels hitherwood, and be sure of a hearty welcome at the hands of the W. Bi. C. Yours,

"SKEEZICKS."

A LETTER FROM EX-SECRETARY SHOLES.

Editor of the Wheel: "Mail vote, No. 2, is just at hand, and, if its framers will pardon me, I am anxious to say a word or two on the proposed amendments. The "Universal Dollar" is a necessity, and though its adoption will certainly affect a class of applicants, the active *supporting* membership will remain intact and be steadily increased. The old rule of State Representation could and should be amended to admit the *fractions of the hundred*; but the advantages of a large representation in the proposed way are meagre if good Consuls are appointed, besides increasing largely the work of a State Division Secretary with many executives to consult. A Chief Consul for a State with less than fifty members is enough? Yes, but work divided is doubled as surely as pleasure with those heartily interested. So let us have "Chief Consuls, one from each State, and Representatives, one for every one hundred League members or fraction thereof in each State." Clause h, of Rule 25, has been much considered, and raises the difference between the L. A. W. and C. T. C.

Would not the following cover the requirements of both organizations?

(h) Nor who has ever received remuneration for services personally rendered in teaching bicycling or other athletic exercises?

Rule 26 is clear. Does it *need* change under any of the proposed amendments? I am not a racer, Mr. Editor, but if all tracks admitted of as close riding as does that of Beacon Park, or did two years ago, 18 inches is wide enough; but a slight loss of nerve on the last laps of a close race is to be dreaded, when a picket fence and the mile line are in such close proximity. The large, now racing, membership of the League is asked to assist in the decision of this measurement, and that is my apology for reference to it. Trusting this may assist *some one* to a decision on the question of "mail vote, No. 2," even though they cannot agree with me, I am,

Loyally,
FRED T. SHOLES.

FROM THE CLUBS.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

FIXTURES.

JULY 21—Twenty-five mile race, to beat 1 hour, 43 min. 0½ sec. Baltimore gold and silver medals to first and second. Entries \$1.00; close 16th. To R. F. Foster, Baltimore, Md.
SEPT. 18, 19, and 20—Three days' camp and tournament at Springfield, Mass.
OCT. 3—Twenty mile road race, on Oyster-shell roads, at Baltimore. Gold medals to first, second and third. Open to any amateur.

NEW LONDON.—A bicycle club was organized at New London, on Wednesday evening, June 20th, with a membership of nine. Officers as follows: President, Geo. W. Runyan; Vice President, Dr. C. T. King; Captain, Asa Dolph; Lieutenant and Bugler, Ray Van Vecten; Secretary and Treasurer, Charles B. Messenger. The bicycle is having a big boom in this part of Ohio. The club uniform is navy-blue coat, breeches, maroon stockings, low-cut shoes, and a navy-blue yachting cap.

HARTFORD WHEEL.—The Hartford Wheel Club were photographed by Stuart, at Bushnell Park, Friday afternoon. Subsequently the members had an admirable run into the country, concluding the evening's enjoyment with a reception at the residence of Mr. T. Sedgwick Steele, President of the association. The club presented a fine appearance on the run up Main street.

AN EESTERN LEGEND.

The night, both dark and drear, had cast a pall of inky darkness over the city where, as a stranger, wandered I wearily through the streets of an unknown city. Through the gloom of the night came an aged man, whose decrepid form was shielded by an ample and damaged duster from the rude blasts that howled in mournful cadance among the deserted buildings, and caused the street lamps to waver and flicker in a ghostly manner, beneath which, closely pressed to his breast, he carried an uncanny object, which struck me with afright, bearing as it did much semblance to a Fenian bomb. Approaching him with both fear and trembling, and carefully keeping an overflowing ash barrel between us, I asked, in accents as gentle as the evening song of an Assyrian goat, "What village be this, good master, and why, in so peaceful a locality, dost thou carry that beautiful, blight-breeding bomb?" And the answer came like the mournful note of a funeral bell: "Young bicycler from Gotham, thou art in South Boston town,

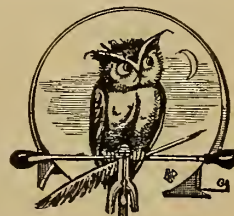
and this I carry be not a bomb of fiendish Fenian make, but a pot of beans," and he vanished, leaving me thus alone in this deserted province of "Rex Piraticus," who, having but lately ascended to the throne of his predecessor, King Plagiarist, was therefore not too much admired by his suffering subjects. It was nine by a neighboring clock, and ye goodly South Boston resident had long since partaken of the festive baked bean, which, in the flowery language of culture, they designate as Boston dates, and had retired thus early to prepare himself for his morning repast of more beans, with brown bread *a la mode*. The streets, deserted, were cheerless to me, a stranger, when, as I turned, my eyes were gladdened by the sight of an open window from which the glare of a lamp threw a broad stream of light out into the darkness, and seemed thus to betoken the home of some student who thus recklessly burned the midnight oil in a wholesale manner. Softly tip-toeing, so as not to disturb this silent student of the night, reached I the window, and, looking, saw Meteor instructing "Rex Piraticus" how to steal this article for the *South Boston Enquirer* from SELAH.

CANADIAN WHEELMEN ATTENTION!

A meeting of the members of the League of American Wheelmen in this province will be held at the club house of the Montreal Bicycle Club, on Thursday, 12th July, 1883, at 8:30 P. M., with a view to the formation of a Province of Quebec Division. Wheelmen intending to join the L. A. W. will be cordially welcome.

Fraternally yours,
H. S. TIBBS, Chief Consul,
Province of Quebec.

J. D. MILLER, Representative.
MONTREAL, June 29, 1883.



Some time since, in this column, I had occasion to speak of the Rev. Hugh O. Pentecost as being the deliverer of that very brilliant speech at the L. A. W. banquet. While the gentleman thus credited by me with the utterance of this able defense of the wheel is both a rider and a defender thereof, it was not he, but his brother, Rev. Geo. F. Pentecost, D.D., whom I had the pleasure of listening to at the banquet.

Last week I expressed an opinion regarding the advisability of conferring LL.D. upon Dr. N. M. Beckwith. Since then the Seventh Regiment have taken the title of Dr. from before his name and added it after, as standing for daughter of the regiment.

What is that—is it a circus acrobat? Oh, no, my son, that is a man who is kicking himself. What makes the man kick himself? He has resigned from the League, and is mad, because, doing so, he has not busted the association.

I see the Rational Dress Association commend for lady tricyclists a dress with a subdivided skirt. However correct this may be, I leave to the ladies; but one thing is certain—it will enable them to find a pocket in less time than in the old style of garment.

A fair maiden walking with a brawny bicycler espies the glitter of a L. A. W. badge upon his breast, and, after examining same, propounds the

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query, "What does that stand for?" and he replies, "Love all wheelmen;" and gently comes the refrain from ruby lips, "I do."—*Curtain.*

I had intended giving a short sketch in this column, each week, of prominent wheelmen; but upon investigating, I find that all wheelmen are "prominent;" so I am forced to desist.

I understand that the long-expected Maine trip was completed *main-ly* in wagons, on account of the abundance of rain and mud.

The deeds of good men render happiness to both themselves and others. No bicyclist can be found to doubt this, when, spinning along the magnificent surface of Riverside Drive, which has been secured him through the kindness of General Viele, he sees the majestic form and contented face of the General greeting him from the cool retreat of his lawn.

Soon comes the day when the touring cyclist, finding an audience of interested and uninitiated friends in the rural districts, entertains them with tales galore of cycling adventures, until, filled with admiration and awe, they desire to present him with some token of their belief and of suitable material, and straightway cause to be manufactured by the village jeweler a badge in the shape of a lyre of brass.

"Patsey Ixion," the club dog of the Ixions, has donned deep mourning for one of his species, who has lain dead in the centre of 59th street for some days past. The odor of sanctity therefrom arising has caused the appreciative residents to erect a placard over the corpse, having upon it the inscription, "Sacred to the memory of the Board of Health."

There is a story on the Plains of an adventure attending the passage of the first train across the continent, which may furnish a moral to the attempting wreckers and kickers against the League. A noble redskin, sitting upon his half-wild steed, beholds the approaching train, and, fired with a laudable ambition for revenge at the expense of those mightier and better than himself, with a whoop of defiance and derision and a cry of "Me big Injun," swoops down upon the track, and rapidly throwing a lariat over the smoke-stack of the engine, seeks thus to wreck the object of his hatred.

The result needs not my feeble efforts to depict; but when he gathered himself up and got through combing the cobble-stones out of his hair, and otherwise assumed his normal appearance, he was of the opinion that, no matter how big an Indian he was, he would have to draw the line somewhere short of locomotives. So it is with the kickers, and the sooner they find it out the better for them, and the worse for the manufacturers of fair paper and good pens, which will, of course, suffer when the kickers cease spoiling the fair face of one with the steel point of the other.

WHEEL GOSSIP.

Have you received your mail vote, No. 2? If not, a request to the Corresponding Secretary will result in one being sent.

Fourth of July was celebrated by runs and races; but it was a hot day for all out-door sports.

Newark, N. J., at last has a riding school, and Messrs. Zacharias & Smith are doing a prosperous business at Oraton Hall. With its fine roads, New Jersey should have double its number of riders and League members.

The applications continue to come in on the average of 100 a week. Last year the number of applicants for membership in June was 113. This year we have recorded for the same month 438, a gain of 325. These figures are significant. The renewals have also been doubled.

We are indebted to the *Wheelman* for the report of the speeches we printed. Want of space prevents our publishing them further, and they will appear in the *Wheelman* for July and August.

Lieut. Chandler, of the Massachusetts Club, and H. W. Williams, covered the distance from Cambridge to Newburyport, 45 1-2 miles, in 4 hours 45 minutes, riding time, or, including a stop of an hour for breakfast, 5:45—something over 9 1-2 miles an hour. This was on the way to the famous "Down East" trip.

The following additions have been made to the Railroad Committee: M. E. Graves, 207 Broadway, N. Y.; J. N. Pero, Fremont, O.; H. W. Forwood, Cleveland, O.; F. T. Sholes, Cleveland, O.; W. H. Miller, Columbus, O.; W. A. Freese, Milwaukee, Wis.; Richard Garvey, St. Louis, Mo.; C. D. Standish, Detroit, Mich.; A. Trego, Baltimore, Md.; Geo. D. Gideon, Philadelphia, Pa.; and F. A. Elwell, Portland, Maine.

Messrs. Richards & Sarene, of Toledo, O., recently had a 52-inch machine stolen. The thief is described as a young colored man, about 5 feet 6 inches tall, well built, of good appearance, smooth face, except small moustache; wore dark clothes, is pretty well posted in bicycle events, and claims to have come from Cincinnati. The bicycle was recovered finally, but dealers are warned against him.

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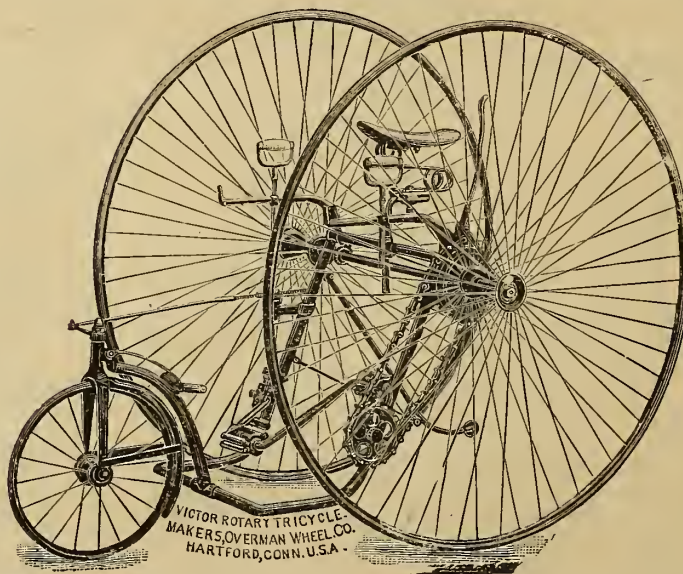
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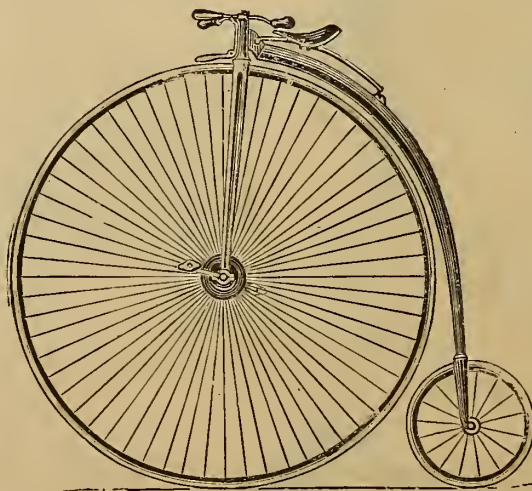
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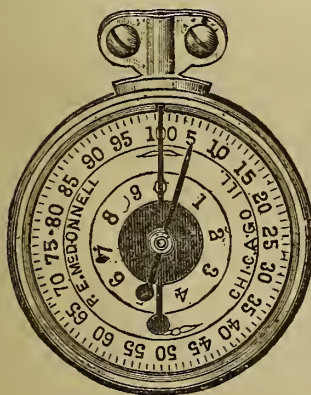
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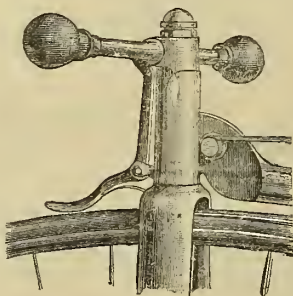


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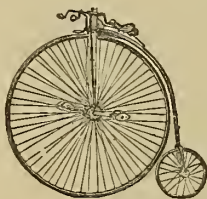


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