

# THE WHEEL.

*A Journal of Bicycling.*

Vol. II. No. 16.]

APRIL 26, 1882.

[Whole No. 42.]

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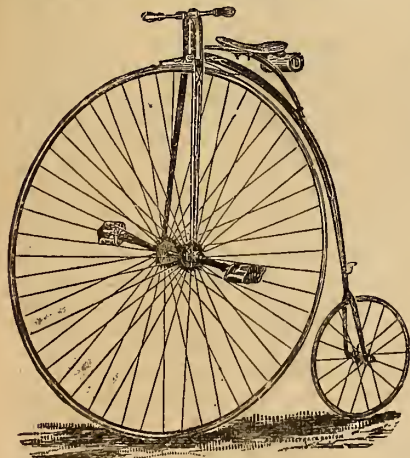
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1882.

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## PICKINGS AND STEALINGS

Who are going to the Germantown races?

The Ixion Club won another race at the Manhattan Grounds. In the two mile handicap F. D. Howard (25 sec.) won in 7 min. 27 3-4 sec., F. E. Davidson second. The scratch man did not gain anything.

Between the League Meet, the B. T. C. Meet, and the Ohio State League Meet, wheelmen will have enough to attend to this coming season.

Again we are on the move, and singularly enough we are back in the office where THE WHEEL was first published. Our old editor will be found at 791 after May 1st.

The Polo Grounds being within easy riding distance, a number of wheelmen attend the excellent ball games now being given almost daily.

The Louisville *Commercial* prints an account of a twenty-mile race, which, if the time is correct again lowers the American record. We should like to see it authenticated.

The Southern Boulevard is a splendid run which few wheelmen know of, or patronize. The best way to reach it via Sixth avenue to 128th street, through to the bridge, and then turn to the right.

The Chicago men still seem to hold on to their dollars, and are apparently waiting to see what they are going to pay for. "Steno" in the *World* takes offense at the mention of the "motley crowd." Probably Mr. Ayres was not at the Newport and Boston meets, and if he was, he probably did not observe the shadow in green tights that brought up the rear. The League ought to be careful, and undoubtedly will be, in the selection of whom shall parade.

The Secretary of the National Association of Amateur Athletes of America, has sent us the following with a request for publication.

*Resolved*, "That bicyclists who have been or shall be disqualified by the League of American Wheelmen, shall not be allowed to compete at the championship meeting or in games given by associate clubs."

The N. A. A. A. A. thereby acknowledges the League, and we should like to see some strong racing rules made and adhered to. This indiscriminate county fair racing should be stopped at once, and bicycle races under any other auspices than League clubs, bicycle clubs in good standing or athletic clubs, members of the N. A. A. A. A. or approved by them, should not be recognized, and wheelmen competing should be disqualified. The racing season has fairly opened, and we hope the racing committee will not again report that they were unable to make any set of rules.

"Why, aren't you ashamed of yourself, Colonel?"—*Bicycling World*. Poldoody informs us that our contemporary did not get it right. It was, "Why, Colonel, aren't you ashamed of yourself?" What does it mean, anyway?

## BICYCLING TOURNAMENT.

## THE TWENTY-MILE RACE BETWEEN THE FALLS CITY AND ST. LOUIS CLUBS.

The long looked-for bicycle race meeting occurred at the Exposition building last night. An audience numbering fully two thousand had gathered to witness the sport, and left highly pleased with the evening's entertainment. The meeting was given under the auspices of the Falls City Club, to whom bicycling interests owe much for the advancement of the sport. The track was specially prepared by Capt. Jennings, whose popularity as the originator of the first riding school in the city is well known. Nothing was left undone to make the meeting a success, and the Falls City boys have just cause for feeling proud over their victory.

The first event of the programme was the twenty-mile dash of the Louisville versus St. Louis. The Falls City Club entered Orville Anderson and William Francke, and the St. Louis Club entered Messrs. Stone and Young. At the start Francke, in pushing for the lead, ran against Anderson, throwing him into Stone's machine, and all three fell. Francke was the first to recover, and started after Young, who was nearly half lap in the lead. Anderson and Stone were fortunate, losing almost a lap. On the fifth mile Francke took the lead, and although closely pushed and on two occasions passed by Anderson, who had recovered his lost ground, he rode steadily on to victory. On the seventeenth mile Anderson was taken with cramps and compelled to dismount, but after a short rest remounted and pluckily rode the race out. All the riders were more or less unfortunate, Francke and Young both falling at different times on the turns, and Stone running into Anderson as he was dismounting. The time made, one hour, fourteen minutes and thirteen seconds, was excellent, when it is remembered that fully two minutes was lost in falls, and stamps Francke as one of the best riders in the West. The superiority of Louisville riders over those of other Western cities is now firmly established, and we long to give Cincinnati a dose of the same medicine as has been given to Chicago and St. Louis.—*Louisville Commercial*.

[We lack particulars in regard to time-keepers, judges, size of track, &c.—ED.]

## SOME BOSTON BEANS.

This is quite a season for record-breaking, and the question naturally arises, how long it will be before the present good time on five, two and one mile will be still further lowered, in this country? Underwood, Dean and Ahl will take part in the races to be given at the Institute Fair building, on the occasion of the benefit tendered John S. Prince, the 29th; but whether the present time will get equalled is a mooted question. It is sincerely to be hoped that the dispute between Prince and Rollinson will be settled on the same date, and that one or the other can claim the professional championship of America, after having *earned* it. What are we in Boston going to do for a racing path the coming summer? is the query that now agitates the minds of our bicyclers; the association which leased Beacon Park having disbanded, the question is, whether we will be able to retain the use of the cinder path out there; certainly there will be enterprise enough among our local wheelman to support a track some where, and that one at Beacon Park was getting in first-class condition last fall. The dealers and manufacturers here feel jubilant over the prospects for the 1882 trade, they all seem to be doing a booming business and are as smiling as a basket of chips.

Cunningham & Co. have just received a big consignment of "H. F. H.'s," the bulk of which are already spoken for. Percival is selling lots of machines, and the orders for "Experts," are going into the Pope establishment thick and fast. The Massachusetts club intend to open the ball to-morrow by a fifty-mile run; wont some of the boys be tuckered by the time they reach home? fifty miles, so early in the season is rather ambitious.

The Bostons are going to ride out to Waltham and inspect the works of the American Watch Co. The object being to instruct some of the boys how to get along easier on *tick*.

That is the first attempt at a joke this year, and the essay has



proved so absorptive that I mentally swear off; so you and your readers may rest assured.

By the way, since writing the lines *in re* the Prince-Rollinson race, I have seen the latter man in town, and so the chances for a race between them seem to be pretty fair.

The rains have come and the floods have descended, and very happy are we to have it thus; for riding in some sections has been anything but pleasant, the dust blowing up in clouds as thick but not nearly so bearable as fog. Writing to-day is as hard to me as riding a weak-forked, coned-bearing machine up a rough, steep hill; therefore I will dismount if you please and not attempt anymore; ideas *wont* come, and news items are few and far between. HANDY ANDY.

#### MR. MASON'S RECEPTION.

The exhibition and reception given by the Columbia Bicycle School, Wednesday March 29, was a perfect success, and never before was there such a display of fancy riding given in New York. The company of ladies and gentlemen present represented New York's best society, and strained the efforts of the ushers to get them seats, either in the boxes or on the floor. Col. Pope, president of the Pope Manufacturing Company, and Chas. E. Pratt, president of the League of American Wheelmen, occupied, with their friends, one of the boxes, and expressed themselves as much pleased with the riding and enthusiasm shown by the audience. The entertainment opened with a drill by the Lenox Club team of seven, in charge of Capt. Webber. Their fine manoeuvring with the burnished bicycles won well-earned applause. Mr. Jno. Stearns, the racer, was one of them. The second event was a club drill by the Manhattan Club, under Capt. Bourne. Their fine appearance and intricate wheelings were worthy of them. The New York, Yonkers, and Kings County Clubs failed to put in an appearance, so the above were the only drills. In the trick riding, Jenkins, Webber, Bartlett, and Campbell did some excellent tricks. Gus. Wells, a patron of the school, did the finest work of the evening, and received hearty applause upon accomplishing the difficult feats of jumping from the floor and standing on the saddle and going from the pedal vault to a stand in the saddle. He bids fair to make one of the best of fancy riders. Next followed three little tricycles, ridden very cutely by three little people. The learning trick by Ford Mason was capitally done, and we only wonder that "the headers" he took did not lay him up, as they would a green hand. He afterwards proved himself a very clever rider. The wind up was a half mile spin by members of three clubs; the rapid circling of the room by so many made it very exciting, and the riders are to be congratulated that there were no falls.

Following the bicycling there were ten dances to excellent music by Eiseinger, making a social termination to a most enjoyable entertainment. The programmes and orders of dancing were neat and tasty, and the whole entertainment reflected credit upon Mr. Mason, the manager. We hope his efforts in behalf of bicycling will be appreciated, and that the interest now manifested will wake the clubs and place them on the footing they should have in the Empire City.—*Courier*.

#### CORRESPONDENCE.

##### *Editor of the Wheel:*

On April 15th, the Executive Committee of the League of Ohio wheelmen held a meeting at Columbus, O., to discuss and arrange matters relative to the second annual meet of the wheelmen of the State.

The committee decided upon holding it the 28th and 29th of August. The meet will be held at Columbus, as was agreed upon last year. C. J. Krag was elected corresponding secretary. A programme for the two days will consist of races, run, lunch, theatre, business meeting, club drill, fancy riding, and banquet.

A series of annual championship races was also decided upon. The championship to be for the year in which the race is run.

The race at the meet will consist of a five-mile race, half-mile dash, mile dash and mile race, trial heats of half-mile each, and final heat of one mile for the championship of Ohio.

A suitable prize will also be offered for the club with the largest attendance.

The track for the race will be twenty-five feet in width and half-mile in length, and is to be made of cement and sand. The track is now under way and will be finished in a few weeks. The estimated cost is between \$1,200 and \$1,500. Fast time will certainly be made as, when completed, it will be the finest track ever built in this country for bicycling. When finished, it will be open at all times to Ohio's wheelmen.

Members of the committee report very flattering prospects for a large increase in the number of wheelmen all over the State, and an attendance of about two hundred or more is looked for at the coming meet.

All secretaries of Ohio clubs are requested to forward at their earliest convenience, the names and addresses of all members of their respective clubs, as well as of the unattached bicyclers in their vicinity. All individual wheelmen residing where there are no organized clubs are likewise requested to send their address. All names and addresses should be sent to C. J. Krag, corresponding secretary, Columbus, O. The names are desired as soon as possible.

LOUISVILLE, Ky., April 6, 1882.

*Dear Editor:* The members of the Ky. Bi. Club here are very much interested in your proposed trip to Mammoth Cave in June. When your party gets to Louisville you may be sure of a hearty welcome. Do not go by like a flash, but give us time to see you and show you around a little. Our club is in a flourishing condition. We have thirty-five members, with a prospect of more. At our last meeting we organized a stock company, limited. Half of the stock to be paid up. The stock to be taken by members of the club only. It was subscribed at once.

We are making arrangements to have an out-door track, four laps to the mile. When completed it will be the best out-door track in the South or West. If we have time to practice some, we propose giving a tournament which will come off about the last of May. A race is expected between Schimpeler and Jenkins, the two who were so close together in the fifty mile race. So much interest is taken in it that if it comes off it will almost empty the town.

The roads around Louisville are in fine condition now, and for the past ten days we have had perfect *bi. weather*, consequently riding has been general.

N. G. G.

#### THE GERMANTOWN RACES.

At the last Boston races three members from the Germantown Club ventured to Boston to meet the men on their own ground. The result is well known—Gideon, with only a few days' time to become familiar with the track, was placed at scratch, and Dean, who had the advantage of weeks training under the careful direction of John S. Prince, received 280 yards handicap. Gideon, however, rode well, and although unable to make up the distance, beat the best American record 36 seconds. It is unnecessary to state that the Germantown Club were not satisfied, and they have announced their intention to give a race meeting. One of the events is a five-mile handicap race, and if Dean enters he will receive about 100 yards start. Underwood, who was at scratch with Gideon, and who, his friends claim, was out of condition, will receive about ten yards start. We hope the Boston men will send representatives to Philadelphia, as to stay away would be a poor return for the pluck shown by the Philadelphia men in going to Boston.

#### "WHERE IGNORANCE IS BLISS," &c.

The bicyclists of the United States will ride into Chicago in May, to hold a convention. As there are about eighteen hundred of them it is expected that from eight hundred to one thousand will be present. They will come under the name of the League of American Wheelmen, and the day fixed for their advent is May 30. They will give a parade in the morning, probably on Michigan Boulevard; hold a meeting later in the day, and enjoy a banquet in the evening—all under the auspices of the Chicago club, which recently issued invitations, resulted as stated.—*Canadian Sportsman*.



# THE WHEEL.

*A Journal of Bicycling.*

EDITED AND PUBLISHED  
BY THE  
WHEEL PUBLISHING COMPANY,  
38 Cortlandt Street, New York.

SUBSCRIPTION - - - - - ONE DOLLAR A YEAR.  
EUROPEAN SUBSCRIPTION - - - - - SIX SHILLINGS.

ENTERED AT THE POST OFFICE AT SECOND CLASS RATES.

NEW YORK, April 26, 1882.

## TO OUR READERS—AU REVOIR.

It is not without considerable feeling that we take the editorial pen in hand, to bid good-bye to the many friends we have known through our columns since our little bark was first launched in the Fall of 1880. As will be seen by our advertising pages, we have gone into the business, and, in the capacity of Manager for The Cunningham Co., hardly think the best interests of bicycling can be preserved by our remaining at the head of this paper. We have no desire to make this a trade journal or a bi-weekly circular, but prefer to have THE WHEEL remain as before, an impartial and just record of all bicycling matters, treating all men alike, exposing evil and praising the good. We have studied to give our advertisers equal advantages and favor no one in particular. In this we have been successful. In the matter of news, we have endeavored to present it in credible and attractive shape, and although lately our good intentions are often blocked by the inefficiency of the New York postal officials, we have usually been prompt.

It has been said that THE WHEEL was antagonistic to the interests of the League of American Wheelmen; that we criticised without offering any suggestions, and a host of other accusations, sufficient to fill our waste basket at every mail. We do not deny that we have not criticised the League, but we do claim, that by opening our columns to such correspondents as "Action," "Handy Andy," "Julius Wilcox," "G. F. C. Smillie," and many others, we have been a benefit rather than a stumbling block, and that many suggestions in this paper will appear in the proposed re-organization of the Constitution and By-Laws at Chicago. We wish the League success, and may she live always.

In resigning the fortunes of our promising infant to the excellent hands of the WHEEL PUBLISHING CO. (38 Cortlandt street), we have to thank our subscribers and correspondents for the many favors rendered by them. We trust that they will still continue their good work, and that the familiar names will appear in our columns as frequently as before. In closing, we wish our friends a prosperous season with a minimum of headers, and although we doubt our ability to be present at the Meet in Chicago, we hope to welcome them in New York in 1883. Au revoir.

FRED. JENKINS.

OUR friends who may need printing of any kind, will find that our printers, GEO. S. EVANS & CO., 38 Cortlandt Street, are just the ones they want. All orders will be executed in the best style of the Art Preservative.

## AN OCEAN TRIP ON MARINE BICYCLES.

By C. A. JACKSON, Yachting Editor of the South Boston Inquirer.

In accordance with the announcement of last Saturday's *Inquirer*, and after an interview with the gentlemen in charge of the signal station, on the Equitable Building, who calmed any apprehensions one might have as to the weather on the following day by saying that the indications did not look unfavorable, except that the wind would be southerly, we took the early morning train for Salem, and proceeded immediately to the "Willows," on Salem Neck, where immediate preparations were made for launching the two boats which had been previously conveyed there as the most favorable location for a starting point. At just ten o'clock the first boat, on which the writer was mounted for the first time, was put into the water, followed, a few minutes later, by the second boat, with Manager Hazlett as captain, mate, cook and all hands. The wind was light and southerly, and bidding adieu to the friends who had assembled to see us off, we pointed our prows to the eastward, and pedalled in the direction of Marblehead. Proceeding moderately and comfortably, we rounded Marblehead Neck at ten forty-five, and changed our course for Nahant, the wind increasing somewhat, and directly ahead. Two hours later, off Swampscott, we experienced a light snow squall, with quite an increase of wind. The temperature was quite moderate, and at no time during the entire trip was an overcoat necessary. Finding the wind and sea increasing rapidly, we concluded to make a lee of Egg Rock, where we arrived at three o'clock, but finding the landing unsuitable for our boats, and not wishing to be hung up there in case of a prolonged blow, concluded to push for the mainland, though strongly urged to remain by the light-house keeper, who came down to the water's edge to assist us in landing had we concluded to remain. The sea was running higher and higher, and the wind blowing half a gale, but the boats rode grandly, and proved their perfect seaworthiness. We headed directly for the sandy beach between Little and Great Nahant, and beached the boats handsomely in a moderate surf at four o'clock. A small multitude awaited our arrival, and willingly assisted us in taking the boats over the narrow strip of land which separates Swampscott and Lynn harbors. The wind lulled somewhat as we were ready to launch again on the other side, but Mr. Hazlett concluded it would be necessary, in order for him to return east as early as he desired, to head directly for Lynn.

The writer being desirous of continuing his trip, if within the bounds of possibility, concluded to make the attempt to reach Boston. Accordingly the party started again in opposite directions. Mr. Hazlett had previously met with a slight mishap with his sail, thereby depriving him of its use, consequently, although running before the wind, he had to continue the use of his pedals. The writer took the wind in his teeth, and for half an hour battled with the elements—muscle vs. wind, snow and sea. Finding progress was so slow as to make it an utter impossibility to accomplish the result so earnestly desired, and finding the wind and sea rapidly increasing, he concluded reluctantly to make a virtue of necessity, and follow in the wake of his predecessor. Changing his course direct for Lynn, setting his little three by six sail so it would draw freely, raising his propeller out of the water, putting his legs up over the steering bar, in "coasting" attitude, his little craft fairly flew through the water. Both hulls were at times from a foot to eighteen inches under water, but the navigator was perched up out of the wet, and notwithstanding the apparent danger, felt such a confidence in the stability of his craft as to have no fear of the ultimate consequences, provided nothing was carried away by the force of the gale. Some idea of the speed he travelled may be obtained, when it is stated that he made the three miles from where he started to the wharf in Lynn in just fifteen minutes. A large crowd had congregated on the wharves in Lynn to see us come in, and on invitations of members of the Lynn Yacht Club we took our machines to the club house, and landed them safely on their float. We were warmly welcomed to a comfortable room, and the results of our trip eagerly listened to. They had seen us a long distance away, supposed we were on boats that were capsized, and were about adopting



measures to proceed to our relief. Fortunately, their services in that direction were not required. The writer took the evening train for home, which he reached in due season. In conclusion, he can only express his most entire confidence in the marine bicycle as a craft that will stand any kind of weather it is liable to be subjected to, and had the wind been from the opposite point of the compass, the trip would have been made as originally intended, regardless of the strength of the wind or the height of the sea. No open sailboat the writer knows of could have carried him as safely and comfortably through the trip as this little craft, and he doubts if an equal amount of comfort and pleasure can be obtained in any article of twice or thrice its cost.

The return trip of one of the boats, from Lynn to Salem, over fourteen miles, was made in one hour and forty-five minutes.

#### NOTICE TO EASTERN CLUBS OF LEAGUE OF AMERICAN WHEELMEN.

The annual business meeting of the League will be held at Chicago on 30 May, at the time of the Meet. At this meeting, besides a great deal of important business in connection with alteration of rules, &c., which will then come before the League, the election of officers for the ensuing year will be held.

Under the rules of the League no voting by proxy is permitted, each member present being entitled to one vote,—excepting that clubs whose entire membership has joined the League are entitled to be represented by delegates, one delegate for each ten members; and such delegates, upon presentation of credentials signed by the president and secretary of the club, authorizing them to do so, may cast ten votes each in all proceedings of the meeting.

The minimum expense of attending the Meet from New York will be about \$40; this sum, including fare and sleeping berth from New York to Chicago and return, at the most favorable rates that have yet been offered. And as this will make it rather an expensive trip for individuals to bear, each for himself, all clubs who have the best interests of the League at heart, and desire to assist in the selection of an able corps of officers, and take part in the important discussion of the meeting, are earnestly requested to *select* and *send* delegates in such cases where they would otherwise not be represented to the full extent of their suffrages, and to furnish these delegates with credentials addressed to President Pratt and signed by the president and secretary of the club.

Secretaries of clubs in the Eastern States are requested to send to the undersigned as soon as possible their estimates of the number of wheelmen from their club who will probably attend the Meet; and to send as soon as practicable the names of such delegates, stating whether they will go *via* New York, and about what date they will start. The undersigned is in communication with railroad ticket agents; and if a number of wheelmen start together, or go by the same line, he thinks that he can obtain more favorable rates than those at present offered.

The Western members of the League are doing their best to insure the success of the Meet; and it remains for the Eastern wheelmen to show that these efforts are appreciated, by making the Meet not only successful in number, but what is more important, representative in character. Yours fraternally,

KINGMAN N. PUTNAM,  
*Corresponding Secretary, L. A. W.*

L. A. W. MEET, 1882.

*To any Bicyclist: Dear Sir,*—The second annual Meet of the League of American Wheelmen will be held in Chicago, 29 and 30 May, 1882. It is the intention of Chicago wheelmen to make the occasion worthy of the League in point of entertainment and numbers. We propose to send an invitation to every bicyclist in the United States and Canada, accompanied with a map of Chicago, upon which will be traced the route of the parade, dives, headquarters, hotels, and railway depots, with general information relating to the Meet, that intending visitors

may be at once well acquainted with the situation. A reply from each will be requested as to whether we may expect him to be present, so that by the first of May we will have an idea of the number of wheelmen it will be our pleasure to entertain. Will you have the kindness to return to me, at the earliest moment, a list of all bicyclers in your vicinity, with addresses, both club members and unattached? Your prompt action will help our plans greatly, for which we shall be very much obliged to you.

BURLEY B. AYERS,  
*Secretary Entertainment Committee.*

CHICAGO, 1 April, 1882, 114 So. Hoyne avenue.

54 Wall St., N. Y., April 11, 1882.

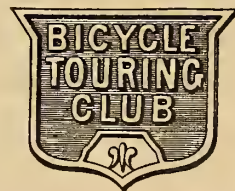
DEAR SIR:—The following rates have been offered by one of the Trunk line railroad's to wheelmen visiting Chicago for the League meet, May 30th. Excursion tickets from New York to Chicago and return, \$32.00. Special car provided for wheels free. Sleeping car berths, \$8.00 per section, holding two; or a special sleeper, with fourteen full sections, accommodating fifty-six men for \$110. The train leaves the city at seven P. M. via Philadelphia, Baltimore and Washington; arriving at Chicago in 36 hours. In order to secure the above rates the wheelman's application must be endorsed by the undersigned.

Please send to the above address as soon as possible the names of wheelmen of your club and your vicinity who will probably attend the meet, and the date on which they expect to start. If a large number go together these drafts will probably be considerably reduced, and it is highly important to have these estimates on file by May 1st.

Full instructions and all further details will be sent to every wheelman who signifies his intention of going.

Yours fraternally,

KINGMAN N. PUTNAM,  
*Cor. Sec'y, L. A. W.*



THE BICYCLE TOURING CLUB, as the International Organization of Wheelmen amateurs, occupies, in relation to kindred sports, a similar position to that of Freemasonry to other kindred societies. Wherever the "wheel" rolls, the B. T. C. is represented, and it desires to enlarge its membership and perfect its organization in all countries throughout the world where the fraternizing influences of the bicycle are being developed.

To this end it invites the co-operation of the Wheelmen of America, and extends to them a cordial invitation to add theirs to the list of over four thousand names at present on its roll of membership.

The annual fee is two shillings and sixpence (about 62 1-2 cents), and there is no initiation fee except the cost of the Club Badge of silver which is six shillings and sixpence (say \$1 62 1-2 cents).

Until arrangements for the appointment of State consuls are perfected, applications for membership should be sent to the Chief Consul direct, who will forward same to the executive in England.

Applications for membership should be accompanied by a P. O. O. for \$2 50, (which will cover the cost of International P. O. O., of silver badge, and of membership ticket), and should be endorsed by some member of the B. T. C.

FRANK W. WESTON,  
Chief Consul, U. S. A.  
Boston, Mass.

Savin Hill, Dorchester,

The first annual meet of the American Branch of the Bicycle Touring Club will be held on Saturday, May, 27, 1882. There will be a run from 791 Fifth avenue, starting at 9.30 A. M., to Yonkers, to which all the clubs of New York and vicinity, whether B. T. C. members or not, are invited. After a lunch at the Peabody House (costing about 50 cents a head), a business meeting will be held, and the return run to New York will be made in time to take the evening train to Chicago. A number of Boston men are expected in the city, *en route* for Chicago, and representative of the Philadelphia and Germantown Club



will wheel to this city, leaving on the 24th inst., arriving in time to participate.

As the last gatherings in New York have been postponed on account of inclement weather, it is to be hoped that this, at least, will prove a success. A committee of arrangements will soon be appointed from each of the clubs. There are about seventy-five members of the B. T. C. in this neighborhood, and we hope many more will add their names to the list before that date. There is no reason why over two hundred wheelmen should not be in line.

### CLUB RUNS, RACES, &c.

WEDNESDAYS.—Lenox Bi. Club weekly runs.

SATURDAYS.—Manhattan Bi. Club weekly runs, 4 P. M. sharp.

APRIL 29.—Entries close for one-mile handicap. Fee 50 cents, to J. H. Davison 3 East 72d street. Games May 6, at 3 P. M., Manhattan Athletic Club grounds.

MAY 3.—Entries close for race meeting, Germantown Bi. Club, as per advertisement.

BOSTON BICYCLE CLUB, APRIL FIXTURES, 1882: 22—Headquarters, 1.30 P. M. Via Union square, Beacon street, Watertown, to Waltham (ten miles). Visit Waltham Watch Company. Home 4.50 P. M. *ad lib.* 23—Headquarters 2.30 P. M. Forest Hills station, 3.30, via Warren street, Walnut avenue, Hyde Park (10 miles). Mattapan, Lower Mills, Meeting House Hill via Adams street, home. (Total, twenty miles). 26—Headquarters, 1 P. M. To Quincy Granite Quarries (ten miles), via Meeting House Hill, 1.45, thence via Bowdoin street, Washington street, Milton. Home, 4 P. M. *ad lib.* 30—Headquarters, 11 A. M. To Taft's Tavern, West Roxbury. Lunch and rendezvous at 2.30 P. M., and return. Notice. Starts will be made punctually. Associate members are invited to participate in the April runs.

MAY 6.—Entries close for two-mile race. Fee 50 cents, to W. Wood, Box 3, 101, New York. Games May 13, at Mott Haven, 3:30 P. M.

### ADVERTISEMENTS

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A 52-in. Special Club Bicycle, half bright. Perfect condition; used but little. Price, \$90 Address,

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FIRST GRAND

## Bicycle Race Meeting

— OF THE —

GERMANTOWN BICYCLE CLUB,

SATURDAY, MAY 6th, 1882,

— AT —

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Trains leave 9th and Green Sts., Phila., at 2.05 and 2.35 P. M.

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ONE MILE NOVICES RACE,

(Open to those who have never raced before).

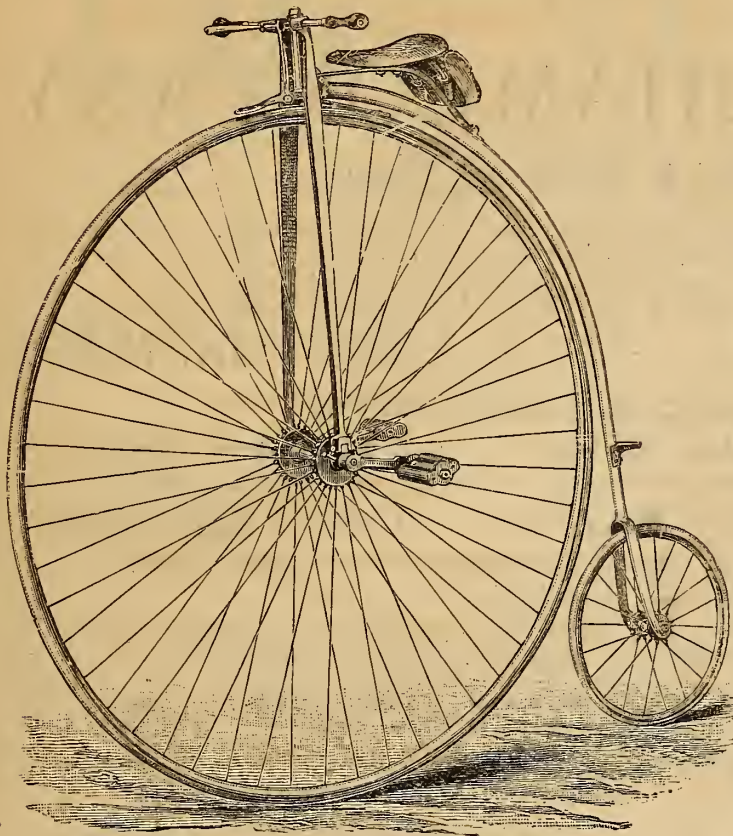
ONE-HALF MILE JUNIORS' RACE,

(Open to those under 16 years of age).

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Entries should be made to F. S. HARRIS, 718 Arch Street Philadelphia, Pa. Fee 50 cents for each event.





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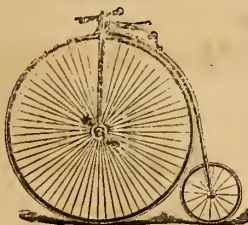
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