

# THE WHEEL

## A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE CYCLISTS TOURING CLUB IN AMERICA.

VOL. IV.—No. 4.—WHOLE NUMBER 82.]

NEW YORK, APRIL 27, 1883.

Subscriptions, \$1.50 a year;  
Single Copies, 5 cents.

### WHEEL GOSSIP.

At a meeting of the Central Park Commissioners, last week, a Committee of the Citizens' Club presented a petition requesting the use of the Park and the Riverside Drive, for the parade, May 28th. The three Commissioners, Messrs. Viele, Cummins, and Olliffe, after discussion, voted unanimously to grant the petition, which read for the west drive of the Park, between the hours of 3 and 5:30 P. M. This concession is the subject of congratulation among the New York wheelmen, and we do not doubt that others will join us in the chorus.

The line will form on Fifth avenue, at 2 P. M., the right resting on 72d street. It will then move down the avenue to 59th street, and countermarch up Fifth avenue to 116th street, through to Seventh avenue, down to Central Park, and through the west drive to 59th street, back through the Park to 72d street, to Riverside Drive, to 120th street, past the residence of General Viele, one of the Park Commissioners, and return the same way to Mount Tom, made famous by Chic, in the *May Wheelman*, where a photograph will be taken—probably by Pach—after which the parade will be disbanded. This route has been selected with great care, and embraces the finest roads in the vicinity of New York. The drives are all at least sixty feet, and some 100 feet wide, and offer the best facilities for an imposing display of wheelmen.

A very handsome design for the dinner ticket has been submitted by the chairman of that committee. It will be engraved on a heavy bristol card by the Homer Lee Bank Note Company, whose reputation for artistic work is unexcelled. The tickets will be issued in about two weeks, and we advise those who intend to take in the

dinner to send their names to Mr. W. A. Bryant, 12 Maiden lane, N. Y.

The publishers of *THE WHEEL* will issue a 16 page pamphlet, giving full instructions to League members and intending visitors to the Meet, regarding transportation, hotels, and points of interest, together with a map of the upper portion of the city. This will be sent to every known wheelman, about the 15th of May.

"Karl Kron" writes us, in language more forcible than elegant, requesting us to "kindly kill

road Committee—Mr. Burley B. Ayres, of Chicago. This week we add to our list of railroads that of the Pennsylvania, which brings the result of the work right home. The League is certainly to be congratulated upon its having such active workers as the gentleman above mentioned.

The Cincinnati *Times-Star* has a weekly interesting column of wheel gossip, from which we often draw. Its last issue contains the following:

The advent of Prince and Woodside in this city last week was not an eminent success, either financially or otherwise. The attendance on

both occasions was much smaller than it might have been, and the racing (?) was tame, as compared to what is done every week by the local club, a statement which is borne out by the fact that Prince's record in the ten-mile race of 37 minutes 48½ seconds was beaten in the same evening by Mr. W. H. Reed, a member of the Cincinnati Club, by almost two minutes, Reed having run ten miles in 35 minutes 52½ seconds. This probably accounts for the determination of the two mighty champions not to run the five-mile professional race which had been pro-

grammed for the evening, and for which the purchasers of tickets had paid to see as much as any of the other events of the evening. As Mr. Prince expressed much admiration for the track and said he expected to make good records on it, the fault cannot lie with the track. The exhibition might, notwithstanding, have been made quite profitable had it been properly handled; but the erratic young man who acted as advance agent succeeded handsomely in killing all possibilities of success by his peculiarities, and perhaps it is well, after all, that it was even so.

The attendance at the concluding tournament of the season at Power Hall, last evening, was large, notwithstanding the occasional showers.



AN OBLIGING BICYCLER—"Pray don't stop on my account, sir; my bicycle is not at all afraid, sir."

the idiot who authorized the advertisement calling the event of 28th May, 1883, the 'third annual meet.' As the Chairman of the Press Committee prepared the same, he acknowledges the compliment, and extends his thanks for the same. We have often suspected as much, but never before have we had the honor of being openly called an idiot, especially by such a gentlemanly crank as "Karl Kron," who ought to form a League of his own or else devote his time to kicking himself. If he fails in this latter amusement, we know of some one who might assist him, if absolutely necessary.

It is pleasing to note the work performed by the League, through the Chairman of the Rail-



and the boys, in appreciation of the interest shown by their audience, got down to earnest work and made some surprising records. The races were run with the following results: Two-mile races—Entries: A. W. Macbrair and New. Pierson; won by Pierson in 7 minutes 19½ seconds; Macbrair second in 7 minutes 19½ seconds. Five-mile race—Entries: J. G. Kitchell, H. Hall, O. G. Brown and C. J. Jennings; won by Hall in 18 minutes 20¾ seconds; Jennings second in 18 minutes 28½ seconds. One-mile boys' race—Entries: Masters Muhlhäuser, Law and Taylor; won by Muhlhäuser in 3 minutes 34½ seconds. The fourth event was the most exciting one of the evening. In this race W. H. Reed undertook to run against five men, one relieving the other at the close of each mile. New. Pierson, F. L. Sargent, A. W. Macbrair, Charles Jennings and H. Hall, were Reed's opponents. After a fine struggle, Reed won in 17 minutes 39 seconds—the best time ever made on the track. The time for each mile was as follows: First mile, 3 minutes 41 seconds; second, 3 minutes 18 seconds; third, 3 minutes 38½ seconds; fourth, 3 minutes 28½ seconds; fifth, 3 minutes 33½ seconds.

The one-half mile race, "arms folded," was won by O. G. Brown, in 3 minutes 8 seconds, and in the slow race, young Muhlhäuser was the winner.

The rivalry between President Miller and Treasurer Gilman as to who controls the greatest amount of bicycling property, is reaching astounding proportions. President Miller owns four bicycles, two tricycles, a cinder path, and will soon be paddling off the coast of Columbus on a "marine" bicycle. Treasurer Gilman, on the other hand, has bicycles and riding habits in sufficient quantity to equip four wheelmen, one tricycle, and has been a "mariner" for a long time. As he is also engaged to a tricyclist, we rather think that he has a little the best of it.

The Missouri, Frisco, and Eurota Bicycle Clubs, of St. Louis, will hold a two-days' tournament, May 11th and 12th. Among the events are a ten-mile inter-club race—Chicago, Louisville, and St. Louis—for gold medal, and a one mile dash for riders from above-mentioned cities for gold medal. Transportation for two men will be furnished. The track is a broad floor, 14 feet wide, 3½ laps to a mile, is covered, and is a circle,—no corners.

We thought it hard enough when our home boys tumbled to the April fool's trick at the Exposition, last Sunday, a week ago; but when a learned and valued contemporary, like THE WHEEL, is likewise caught, we feel like rising in our might and sitting down on the perpetrators of that vile joke. So, all practical jokers, beware. If you come around this office the Fairy will set the dog on you.—*Louisville Commercial*.

The Eurota, Wilson, and Frisco Bicycle Clubs of St. Louis have concluded to unite their forces and give a grand tournament in their city on the 11th and 12th of May. Among the various races

is a ten-mile race, to be run on the last night of the tournament, to be competed for by riders from that city, Chicago, and Louisville, provided riders can be secured. They offer transportation for two men. The track is fourteen feet wide, no bad corners, and only three and one-third laps to the mile. Surely, with Jenkins and Crawford of the Kentucky Club, and the abundant racing material in the Falls City Club, some one ought to bring a medal home.—*Ex.*

By some unfortunate circumstance we classified the "Klub Kat" with an animal who is described as continually "scratching and smirching other clubs and people," for which we owe an apology. The "Klub Kat" has always been distinguished for fairness, and we regret that an inference was made to the contrary.

### 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.

- MAY 3.—Regular monthly meeting of the Albany Bicycle Club.  
 MAY 17.—Fourth and last social evening of the Pennsylvania Bicycle Club.  
 MAY 23.—Race Meeting of Harvard Bi. Club, at Beacon Park.  
 MAY 28.—Third Annual Meet, League of American Wheelmen.  
 JUNE 2.—Championship of the League of American Wheelmen; distance, one mile.  
 JUNE 9.—Annual Encampment of Champion City Club.  
 JUNE 12.—Annual Meeting Citizens' Bi. Club.  
 JUNE 30.—Fourth Annual Tour of the Milwaukee Bi. Club, starting from its headquarters, for a run through Waukesha County, extending to July 4th.  
 JULY 1.—Tour in Canada by the Chicago Bi. Club.  
 SEPTEMBER 18, 19, and 20.—Three days' camp and tournament at Springfield, Mass.

#### CLOSING OF ENTRIES.

- MAY 1.—Entries close for two mile bicycle race, handicap. Medals to first and second. Fee, 25 cents, for event, and 50 cents admission to the grounds. To Charles Cobb, Secretary Polytechnic A. A., Brooklyn, N. Y. Games, May 5th.  
 MAY 5.—Entries close for one mile bicycle race, handicap. Gold medals to first and second, and silver to third. Fee, 50 cents. To Charles McDougall, Jr., Secretary Crescent A. C., 128 West Forty-fourth street, N. Y. Games, May 12th.  
 MAY 12.—Entries close for four mile bicycle race. Fee, 50 cents, Staten Island A. C. Games, May 19th.  
 MAY 13.—Entries close for one-half, one, and three mile bicycle races open to college men, and one and five mile races open to all amateurs. Prices to be silver cups, gold and bronze medals. To F. W. White, Secretary Harvard Bicycle Club, Holyoke buildings, Cambridge, Mass. Meeting May 13th, at Beacon Park, L. A. W. rules to govern all contests.  
 MAY 19.—Entries close for two mile bicycle race. To B. W. McIntosh, Secretary Intercollegiate A. A. Address P. O. Box 442, Princeton, N. J. Games, May 26, 1883.  
 MAY 23.—Entries close for one and five mile bicycle races, and 100 yard slow race. Fee, \$1.00, returnable to actual starters. To F. B. Aspinwall, Secretary Pullman (Ill.), A. C. Games, May 30, 1883.  
 MAY 26.—Entries close for one mile bicycle race for championships of the League of American Wheelmen. Entrance fee, \$1.00, returnable to starter. To Fred. Jenkins, P. O. Box 444, N. Y. Championship Games, June 2d, open only to members.  
 MAY 26.—Entries close for two and five mile championship of America, open to all amateurs. Entrance fee, \$2.00, for each and every event. To Gilbert H. Badeau, Secretary N.A.A.A.A., P. O. Box 3478, N. Y. Games, June 2, 1883. Gold, silver, and bronze medals.

WALDEN RAMBLERS.—Your delightful little sheet has just come to hand, and the more I see of it the more I like it. As I read the items

from other clubs, it occurred to me that I might tell you about our club, which is known as the Walden Ramblers.

We have a membership of seven, which is pretty good, I think, for a town like ours, of which number only one ("yours truly") is a member of the L. A. W.; but there is considerable interest taken in the town in bicycling; so I think we shall have some new members before long.

The officers are: President and Captain, G. E. Houghton; Secretary and Treasurer, Stacy Tolman; and Lieutenant, R. E. Richardson; our membership being small, we thought it best to have only a few officers.

The uniform is navy-blue pants, stockings, and hats; blue jacket, and white flannel shirts, which will be quite pretty, we all think.

Fraternally yours,

F. A. P.

CONCORD, MASS, April 16, 1883.

GENESEE BICYCLE CLUB.—A meeting of the Genesee Bicycle Club was held over No. 149 State street, last evening. J. Harper was admitted as a member. After discussing miscellaneous business, the Executive Committee made a report, which was adopted unanimously. The uniform of the club is to be blue knickerbockers and stockings, russet colored belts, with the word "Genesee" painted upon them. They will wear white shirts, black ties and a gray hat. It is not decided when the first run will take place, probably about May 10th, at which time all unattached riders are to partake.

COLUMBIA.—The annual meeting of the "Columbia County Wheelmen" was held on Saturday, April 21st. The following officers were elected: President, Joshua Reynolds; Secretary and Treasurer, Arthur Gifford; Captain, H. R. Bryan; Lieutenant, Joshua Reynolds; Bugler, Hubert DuBois.

KENTUCKY.—The new Kentucky Club suit is as follows: Cap, coat, pants and stockings of a dark-green serge cloth. The coat will be a short sack, fitting close to the neck, with small turn-down, pointed collar; buttons to match. The pants will be short, buttoned at the knee. The stockings will be dark-green cassimere. The cap will be low, rounded crown, straight vizor, and the word "Kentucky" on the front, in gold letters.

#### MERIDEN CLUB RECEPTION.

The first annual exhibition and ball of the Meriden Wheel Club at the Opera House last night was in every way a complete success. There were about 450 persons present, including such well-known citizens as ex-Mayors Wilcox and Curtis, President Chamberlain and Cashier Norton, of the Home Bank, lawyer George A. Fay, Alderman Bradley, and others of equal prominence. During the exhibition all four boxes were occupied by parties of ladies in full dress. Music, during the evening, was furnished by Fleischer's orchestra of twelve pieces, among the additions being Guilford, the piccolo player, and two clarinet players from New Haven, the same music that was at Company I Carnival,



Tuesday night. It was pronounced by Professor Foster the best music that has played at any dancing assembly in Meriden for a long time, and some of the concert selections during the evening were beautifully rendered. The players were seated in one corner of the gallery. The exhibition lasted from 8 till 10 o'clock. It was opened by the entry of eight members of the Meriden Wheel Club—T. S. Rust, captain; W. W. Parker, standard bearer; J. F. Ives, W. A. Breckenridge, Joseph Hyde, J. E. Brainerd, Louis Casper, and Will. Collins. They presented a very attractive appearance in their neat uniforms, each riding a polished \$150 nickel-plated bicycle. Next came Master George H. Nash, aged about thirteen, of Springfield, in a very creditable exhibition of fancy riding that greatly pleased the ladies. His one-wheel act was finely done. Dan. Canary, of this city, then gave his amusing exhibition of a youth learning to ride. The champions, Wilmot and Alden, of Boston, followed in their double riding act, certainly a wonderful exhibition of grace and skill. They were rapturously applauded. While Wilmot rode, Alden climbed all over him, even as performers on the horizontal bar are wont to do, performing the most difficult and even hazardous feats with surprising ease. These young men are said to have no equals in the country. They gave forty-three exhibitions last month, and have just finished a two weeks engagement in Boston in the large Casino there, connected with the Exposition building. They are now considering an offer they have had to go to Paris. Besides the double act they do, Wilmot does a fine single act, introducing fancy riding alone in addition to a beginner's act similar to Canary's. For their twenty minutes' work last night they received ten dollars each and expenses. A club drill by eight members of the Wheel Club succeeded, that was very prettily done and as well received, especially by the spectators in the galleries, who had a better view of the floor that had been laid over the orchestra chairs than those sitting in the rear parquette seats down-stairs. Captain Rust directed the drill. A fitting close of the exhibition was Canary's unequalled exhibition of fancy riding. It was up to his usual standard, and was warmly praised by the Boston and other expert riders present. His balancing business was particularly well done last night, and impressed everybody as being simply wonderful. He closed with a spin around the hall at good speed on one wheel. A feature of Canary's riding is the gracefulness and ease that characterize all his work. The dancing was now in order. In the grand march, which was led by J. F. Ives and Miss Annie Wylie, there were forty-three couples. The invincible Rogers was master of ceremonies. There were fifteen dances, and it was not far from two o'clock before he piped his last call. T. S. Rust was floor director, and his aids Louis Casper, W. W. Parker, J. F. Ives, Will. Collins, J. E. Brainerd, and W. A. Breckenridge. A number of the ladies were in full dress and the scene presented, as the wheelmen in their uniforms, with breasts glittering

with badges of silver and gold, moved among them, was most attractive. Over the centre of the stage was suspended a sixty-inch bicycle wheel on which appeared the letters "L. A. W."—League of American Wheelmen. Other out-of-town guests, besides those named, were Colonel Pope, the well-known bicycle manufacturer, and Captain William B. Everett, of the Boston Bicycle Club, of Boston; President H. E. Ducker, Captain William Wynans, Henry Wynans, N. D. Gillette, F. R. H. Foss and George Hendee, of the Springfield (Mass.) Bicycle Club; Geo H. Day, Stephen Terry, F. E. Belden, H. A. Redfield, Fred. Adams, and others of the Connecticut Bicycle Club, of Hartford; Will R. Pitman, captain of the Ixion Bicycle Club, of New York City; W. M. Wellman, W. H. Thomas, C. E. Stanton, W. P. Tuttle and wife, Fred. H. Benton, Frank W. Hinman, S. Arthur Marsden, E. S. Osborne, A. N. Abbe, H. D. Clark, L. Merrick, C. H. Booth, T. Macdonald, Robert Chrystie, J. Waldo Jewett, A. S. Kimberley, W. H. Hale, Miss Nellie Cummings, Miss Grace Catlin, Miss Hattie Coan and Miss Mollie Ruggebergh. Young Hendee rode down on his bicycle from Springfield, leaving there at 9 in the morning and reaching Meriden at 3 P. M. He took it easy, stopping two hours in Hartford. He has covered the distance between Springfield and New Haven in five hours and twenty minutes, counting stops. It was remarked, in connection with last night's affair, that it brought out many of the best people of Meriden, and all seemed to find much enjoyment. Large as were the Wheel Club's expenses, it is thought there will be a small sum left after all bills are paid.



I intended to speak of Harry Jones singing the "Merry, Merry Bicycler and the Cow," but the printer, with his usual intelligence, insisted on making it read "car." Harry will therefore accept my apologies, both for himself and the cow.

"Ye Balloon" Sterry sat in his private office, the other day, gracefully poising his 200 pounds of anatomy upon his tilted chair, and engaged in conversation with "Campanini" Newman concerning his new machine. As Campanini rose to go, "Y. B." remarked: "Well, I'll drop in on you and let you know as soon as I hear anything." A frightened look crept over the fair face of "Campanini," and now he spends his anxious days under the safe in his office, fearing that awful "drop."

Doctor Beckwith told me "sub rosa" the other evening that he had engaged the youngest of the Elliott children for the 28th of May, intending to have her mounted upon her machine and used as a scarf pin for that occasion.

Bicycling already here in New York begins to show the stimulating effects of the forthcoming Meet, and many new faces are daily seen upon the avenues and boulevards.

I greet the "Harlem Wheel Club" as the latest boon of our Metropolitan wheel clubs. "May they live long and prosper."

Capt. Pitman adorned the Meriden Wheel Club's reception on Wednesday.

"Artie" Carter is now the beau Brummell of bicycling.

The Ixions still keep up their runs to Orm's Hotel, Riverdale, spending Saturday night and Sunday there.

While it is no doubt presumptuous on my part to attempt either to instruct or criticise so able an editor and so veteran a writer as Mr. Dean, yet it does seem to me that he is making his paper too much of a tricycling and too much of an English journal to suit many of his readers.

Last summer a prominent Metropolitan bicyclist, well known for his great length and "Sarah Bernhardt" proportions, after adopting a beautiful costume of white throughout, mounted his machine and sped forth to the surf-swept shore of Coney's fair isle. Tired, by his long trip, he lay himself down upon the beach and slept. He was suddenly awakened, however, by finding himself hung across a clothes-line, and a Celtic damsel trying to attach him thereto with a clothes-pin. Interrogations and explanations followed in rapid succession. She had mistaken him for a bathing towel lying upon the beach, and had therefore attempted to hang him up to dry.

Hazlett, who is now engaged in writing the interesting account of some of his marine bicycling trips, in speaking of how familiarity breeds contempt, says that he knew an old sailor who was never washed but once, and then he was washed overboard.

I understand that Susan B. Anthony and Oscar Wilde intend riding a sociable during her proposed trip abroad.

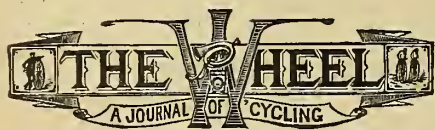
Many of our riders here would do well to sing and follow the advice of that beautiful song, "I never drink behind the (handle) bar."

In the *Times* of the 21st I notice that there is a club here named the Ixim. Wonder where?

"Chic" has come out with the discovery that the "Owl" and "Ye President" are one and the same. This about completes the list of "suspects," and it now only remains for some one to say that I am the much-sought-after and very mysterious "Number One," and be done with this controversy.

I have just been looking over the "Western Cyclist," and, while I am at all times ready to welcome any periodical which forwards the sport, I cannot, in this case, admit that the venture of the Ovid Club is creditable either to themselves or to bicycling.





The Official Organ of the Cyclists Touring Club in America.

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

SUBSCRIPTION PRICE, - - - \$2.00 A YEAR.  
EUROPEAN SUBSCRIPTIONS, - - 10 SHILLINGS.

PUBLISHED EVERY WEDNESDAY MORNING,  
BY  
OLIVER & JENKINS.

Box 444 22 New Church St., N. Y.

NEW YORK, APRIL 27, 1883.

#### TO CORRESPONDENTS.

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

#### A PERVERSITY OF JOURNALISM

is again illustrated by our esteemed Eastern contemporary, whose impetuous or else mischievous young editor gave place to a misleading editorial on "An Important Decision" in its issue for April 20th. When, last fall, a decision was rendered on the Lallement patent, after a long contest (in which much evidence had been taken, and thorough arguments of counsel and examinations of law and facts bearing upon the validity of the patent had been had), in which the patent was sustained, the *Bicycling World* took no notice of it, except to print a tardy paragraph of clipped news, and afterwards to disparage the soundness of the decision. Now it finds a brief report in a law journal issued April 10th, and devotes a long editorial to its importance.

Were its editor an older journalist and a fair one, he would have seen the apparent improbability that a contest had occurred on the patent, of any importance, without its being known, and that the Company which has so long fought hard to sustain that patent and prevailed always would not have allowed itself to be beaten without a contest, or to rest under a preliminary decision like the one reported, unless it had been caught napping; and he would have ascertained the facts and candidly given them to his readers.

If the editor had been an older lawyer (and an impartial journalist), he would have seen evidence in the decision itself that it was an ill-considered one, and in conflict with other decisions repeatedly made regarding reissues of patents and without full knowledge of facts by the court that rendered it. The absence of reference to decisions by other courts on the same patent, the

omission to observe that one clause of the reissued claim is the same in substance as the original one and the brevity of the decision; these, amongst other things, would have indicated that an ascertainment of the circumstances of the decision was necessary to a correct interpretation of its importance to his readers.

Now we have ascertained from reliable sources that the suit of Pope Manufacturing Company vs. Marqua et al., referred to, was entered some years ago; that the defendants ceased infringing and removed from the jurisdiction of the court, and that the matter was allowed to drop; the defendants, indeed, filed a demurrer, but no answer to the bill was ever filed, no evidence was ever taken, no arguments made, no contest of any kind was had; and Messrs. Coburn and Thacher, the plaintiffs' counsel, were as much surprised as the plaintiffs themselves to read in the *Federal Reporter*, that a court had been induced to decide against them in so important a matter, and to toss aside a patent that had been already sustained by Judges Blatchford and Wallace, without notice to counsel or client, and entirely without the knowledge of either.

It appears that the decision instead of being "important," is a snap judgment, obtained either by deception or inadvertence, and that it will be either set aside or taken to another court.

Bicycling in England is becoming the national sport. In almost every large city there is a larger open track, level and hard as a billiard table, and when a club gets up a tournament and calls for entries, 150 to 200 riders come from all parts of the country, and there are from 20,000 to 30,000 spectators. Horse races and foot races, it is opined, will shortly be supplanted by these bicycle races, and it will soon become the universal national sport.—*Philadelphia Press*.

#### THE 20-MILE AMATEUR CHAMPIONSHIP.

The Springfield Club, in preparing their tournament, conceived the idea of holding the twenty-mile championship of America for a handsome cup, offered by the Pope Manufacturing Company, as one of the attractions on that occasion. They applied to the Racing Board and the matter was immediately laid before its members. Favorable replies having been received from all of them, the following letter was yesterday sent to the Secretary of the Springfield Club:

NEW YORK, April 25, 1883.

A. L. FENNESSY, Esq., Sec. Springfield Bicycle Club.

Dear Sir: I have submitted the proposition of your club to the Racing Board, asking that the twenty-mile race receive the sanction of the L. A. W. as the authorized "championship of the United States," and have the honor to inform you that it is the opinion of the Racing Board, that such sanction be granted. The following resolution has been adopted:

Resolved, That the twenty-mile bicycle race for a \$1,000 cup, under the auspices of the Springfield Bicycle Club, to be held September the

18th, 19th, or 20th, at Springfield, Mass., be the authorized "amateur championship of America" at that distance for 1883.

Provided, 1. That the conditions of the race be subject to the approval of the Racing Board.

2. That the race be governed by the League Racing Rules.

3. That one judge and one official time-keeper be selected from the membership of the Board for the Championship race.

S. A. MARSDEN, GEO. H. STRONG,  
GEO. D. GIDEON, FRED. JENKINS,  
ABBOTT BASSETT,

Members Racing Board, L. A. W.

Yours truly,

FRED. JENKINS,

Secretary.

ALMOST INCREDIBLE YET ABSOLUTELY TRUE.

A \$95 24-STOP ORGAN FOR ONLY \$49.75.

The offer made in this issue of our weekly by Mayor Beatty, of Washington, N. J., is characteristic of the enterprise of this well-known manufacturer. He offers to you, a reader of our paper, one of his renowned latest style \$95 organs for only \$49.75, and delivers it free, all freight charges prepaid by him, at your very door. This offer must be accepted on or before May 2d, as after that date the price will be \$95; therefore do not hesitate, but order at once. Every instrument guaranteed or money will be refunded with interest.

No manufacturer can show the amount of business transacted during the last four months that Mr. Beatty does. His shipments have been: December, 1,410 organs; January, 1,102 organs; February, 1,152 organs; March, 1,435 organs, besides some 543 piano-fortes. His factory is taxed to its utmost capacity, running day and night. He has the largest and most complete factory in America; no one deserves success more than Mayor Beatty, for he understands and caters to every wish of the music-loving populace, and has his reward in the world-renowned reputation which his incomparable instruments have attained.

#### THE WHEEL IN BROOKLYN.

At the Athletic meeting of the 13th Regiment, held at their Armory on the evening of the 13th inst., quite a large and appreciative audience witnessed the one mile Bicycle Race (sanctioned by the L. A. W.). Track, twelve laps to the mile, on boards. H. J. Hall, Kings county, Wheelmen; 1st, Wm. A. Carl, Brooklyn Bicycle Club, 2d; J. O'Brien, unattached; and H. H. Shultz, Long Island, Wheelmen. In order to give the men room to start on the narrow track, Hall and O'Brien started ten yards in front of the scratch, and the others from the mark. The scoring and timing was badly bungled, and on finishing, it was found that Hall had almost lapped his opponents; that he had done thirteen laps in 3.43½, while Carl had completed the full distance in 3.42½. An outsider took Hall's time for the full distance as 3.26, which is probably cor-



rect. Stultz finished about a dead heat with Hall. During the evening Messrs. Hall and Bloodgood gave a very good exhibition of fancy riding, which was loudly applauded.

#### TOURNAMENT AT CHICAGO.

Arrangements have just been completed for a six-day bicycle race for the championship of America, the event to occur May 21 to 26, at the armory of Battery D. The race is to be twelve hours per day for six days, from 11 o'clock in the morning to 11 o'clock in the evening, the contestant making the greatest number of miles to be winner of a handsome trophy of gold and silver work, representing the championship of America, and a share of the gate receipts. An entrance fee of \$25 will be charged all contestants. The races will be *bona fide*, and no hippodroming work will be tolerated. Mr. Frank Yates will act as the referee. It is expected that all the best long-distance riders will enter. T. W. Eck will manage the affair. The starters are expected to be W. C. Young, W. M. Woodside, John Wilson, George Harrison, R. Smith, and several others.

#### WHAT THE FACILE CAN DO.

ORANGE, N. J., April 16, 1883.

JULIUS WILCOX, Esq.

Dear Sir: I have tested the 44-inch special Facile about as severely as I can, without actually trying to break it. I began by attacking the hardest hill in Orange, which ends in one sharp ascent that no cyclist had ever succeeded in riding; I went straight to the top, on the first attempt, with comparative ease, and without being "winded." At my first trial in speeding up, I did  $2\frac{1}{2}$  miles in 12 minutes, or  $12\frac{1}{2}$  miles an hour. Sticky mud, several inches deep, soft spots, rough roads, have no appreciable effect to stop the Facile. I rode it at a brisk pace, lengthwise, over a brick, laid in all positions ex-

cept on the small end, and it bore this test without even kicking up its back wheel. Coasting a sharp grade on it, I purposely pulled the brake hard on, expecting to be landed on my feet ahead, but the back wheel took a little jump sidewise, and then the machine came to a halt, still right-side up. I coasted one long hill on it (including the exceptional grade above mentioned) running a mile and a quarter without taking my legs from the handles; this must have been done well inside of three minutes, and the machine took the several sharp turns in the road without the slightest fault. I must add that I had not been on the Facile, in all, more than half an hour (and even that was last year) before trying the hill as first stated.

My opinion of the Facile, in point of hillwork, safety, speed, ease of driving and handling, and general service, is what would be inferred from the above experience.

Yours truly,

LLEWELLYN H. JOHNSON,

Chief Consul L. A. W.

#### 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.

A. B. Johnson, 23 E. 61st Street, New York City; Alonzo Williams, 95 John Street, Providence, R. I.; Miss A. A. Johnson, Newbury, Mass.; Edmund G. Thurber, 1 Greenwich Street, Providence, R. I.; J. Q. A. Johnson, 6 Warren Street, New York City; W. H. Thomas, Jr., 100 S. Charles Street, Baltimore, Md.; G. W. Halliwell, 290 Main Street, Poughkeepsie, N. Y.; Miss E. L. Johnson, Newbury, Mass.

#### League of American Wheelmen.

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

#### BOARD OF OFFICERS.

President—W. H. MILLER, Box 245, Columbus, Ohio.  
Vice-President—A. S. PARSONS, Cambridgeport, Mass.  
Cor. Sec'y—FRED. T. SHOLES, Cleveland, Ohio.  
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#### STANDING COMMITTEES.

Rules and Regulations.—W. H. MILLER, Columbus, O.; F. S. PRATT, Worcester, Mass.; C. H. LAMSON, Portland, Me.

Rights and Privileges.—A. S. PARSONS, Cambridgeport, Mass.; F. T. SHOLES, Cleveland, O.; W. V. GILMAN, Nashua, N. H.

Memberships.—E. K. HILL (Chairman), 424 Main St., Worcester, Mass.; HENRY W. WILLIAMS, 25 Washington St., Boston, Mass.; CHAS. P. SHILLABER, 124 State St., Boston, Mass.

Racing.—S. A. MARSDEN, New Haven (Chairman); F. JENKINS, Box 444, 22 New Church St., N. Y.; Secretary and Official Handicapper, GEO. D. GIDEON, 2023 Ridge Ave., Philadelphia, Pa.; GEO. H. STRONG, 252 Market St., San Francisco, Cal.; FRANK E. YATES, 124 Washington St., Chicago, Ill.; ABBOTT BASSETT, 8 Pemberton Square, Boston, Mass.

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#### AUXILIARY COMMITTEE.

A. W. FRIESE, Milwaukee, Wis.; RICHARD GARVEY, St. Louis, Mo.; DR. G. L. HENDERSON, Kansas City, Mo.; W. H. MILLER, Columbus, O.; C. D. STANDISH, Detroit, Mich.; GEO. D. GIDEON, Philadelphia, Pa.; JAMES DENISTON, Ellsworth Ave., E. E., Pittsburg, Pa.

The following Railroads have issued instructions to carry bicycles free, at owner's 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; New York, Lake Erie & Western; Cleveland, Lorain & Wheeling; Detroit, Grand Haven & Milwaukee; 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; 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.

Special permits over roads that have not yet issued general instructions can be secured by applying to the nearest member of the Committee, or the Chairman.

## Safety, Speed, and Comfort.

The wonderful Facile bicycle, after having shown much astonishing work and made the unprecedented record of 214½ miles within 21 hours—this having been done on a 42-inch, by a rider who had never attempted a long ride, was not practiced with the machine, and had only done 20 miles before on the Facile—is now well known and tried in England, and is an assured success there. Having obtained the EXCLUSIVE CONTROL of the Facile for America, the undersigned is now prepared to supply it, and it can be obtained only of him. He offers it to American riders as possessing perfect safety *without* sacrifice, and as being in every respect of utility and material value a BETTER bicycle than any that is now in market. Price of the Special Facile (with hollow forks and ball bearings throughout) will be about \$135. A consignment of "Specials" is in manufacture; but while it is not intended to import to order only, the supply will not at present very largely exceed the visible demand, and orders will take their turn. The cable will be used as needed, yet *promptness in ordering is strongly urged*, and every season finds belated American wheelmen wishing they had heeded such warning, in time.

## Tricycles.

The celebrated double-steering "Coventry" tricycle, in its three forms—No. 1, Central-Geared; No. 2, for one rider; and the Convertible Sociable, for either two riders or one, which proved the "hit" of last season, also supplied on favorable terms to order only, for the present. Ball bearings throughout, and every known improvement in detail (including Harrington Enamel at a very moderate cost) furnished with these machines. If ordered per cable, tricycles will leave the works in Coventry 14 days (and Liverpool about 16 days) after the order is given to the undersigned.

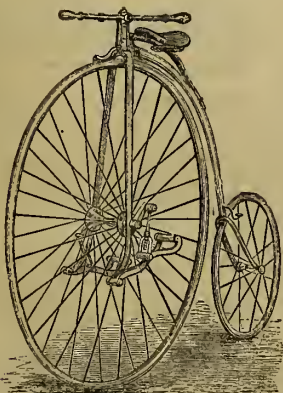
For price lists and all further information required apply (temporary address) to

**JULIUS WILCOX,**

Agent and Attorney for M. M. Wilcox,

(Licensed by the Pope Manufacturing Company.)

53 1-2 FULTON STREET, NEW YORK





## TO LEAGUE MEMBERS.

At the meeting of the Board of Officers, held in Boston, October 20th, it was voted that a "list of Candidates for membership, and also special notices of League Matters," be furnished THE WHEEL, at the same time as the official organ. Members will see that by subscribing to THE WHEEL, they can obtain all the necessary information promptly, and at a moderate expense.

## TO THE WHEELMEN OF NEW YORK AND VICINITY:

## League and Non-League Clubmen and Unattached:

Having been appointed Chairman of the Finance Committee, I beg to impress upon the wheelmen of New York and vicinity (through your columns) the importance of a prompt response to the call made for funds to meet the expense to be incurred in the reception of the League of American Wheelmen, to be held in this city on the 23d of May next.

It is important that the various committees be enabled to take prompt action, hence this request.

Remittances may be sent to either of the committee.

Respectfully,

RICHARD NELSON, Chairman,  
87 Gold Street, N. Y.

EDWIN ADAMS, 114 Wall Street, N. Y.  
FRANK J. POOL, 3 Broad Street, N. Y.

## APPLICATIONS.

Editor of the Wheel.—The following applications for

Membership in the League of American Wheelmen have been received, and are sent to you for publication.

Yours very truly,

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

3540—Harold W. Hanford.....Waterford, N. Y.  
3562—A. A. Strout.....26 E. Brookline St., Boston, Mass.

## Laramie Bi. Club.

3620—H. A. Wagner.....Laramie, Wy.  
3621—Nellis E. Cortchell....."  
3622—M. C. Barrow....."  
3623—H. T. Marsh....."  
3624—Geo. A. Garrett....."  
3625—James Clark....."  
3626—Wm. N. Knabe....."

## Massachusetts Bi. Club—Add.—Boston, Mass.

3627—Winthrop Thayer.....50 Oliver Street.  
3628—Philip S. Rust.....2 Chester Square.  
3629—Geo. C. Ainsworth.....Hoffman House.  
3630—Samuel J. Brown.....care Van Brunt & Howe.

## Oswego Bi. Club.

3631—Frederick A. Dixon.....Oswego, N. Y.  
3632—W. J. Nicholson....."  
3633—N. L. Bates....."  
3634—C. B. Pool....."

## Troy Bi. Club—Add.

3635—W. J. Wyley [J. L. Thompson Lowe & Co.] Troy,  
N. Y.

## Unattached—

3636—Robert C. Folger.....Albany, N. Y.

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A. G. Carter of No. 4 East 59th Street, N. Y.,  
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to responsible parties at reasonable prices, for  
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## GREAT MEET.

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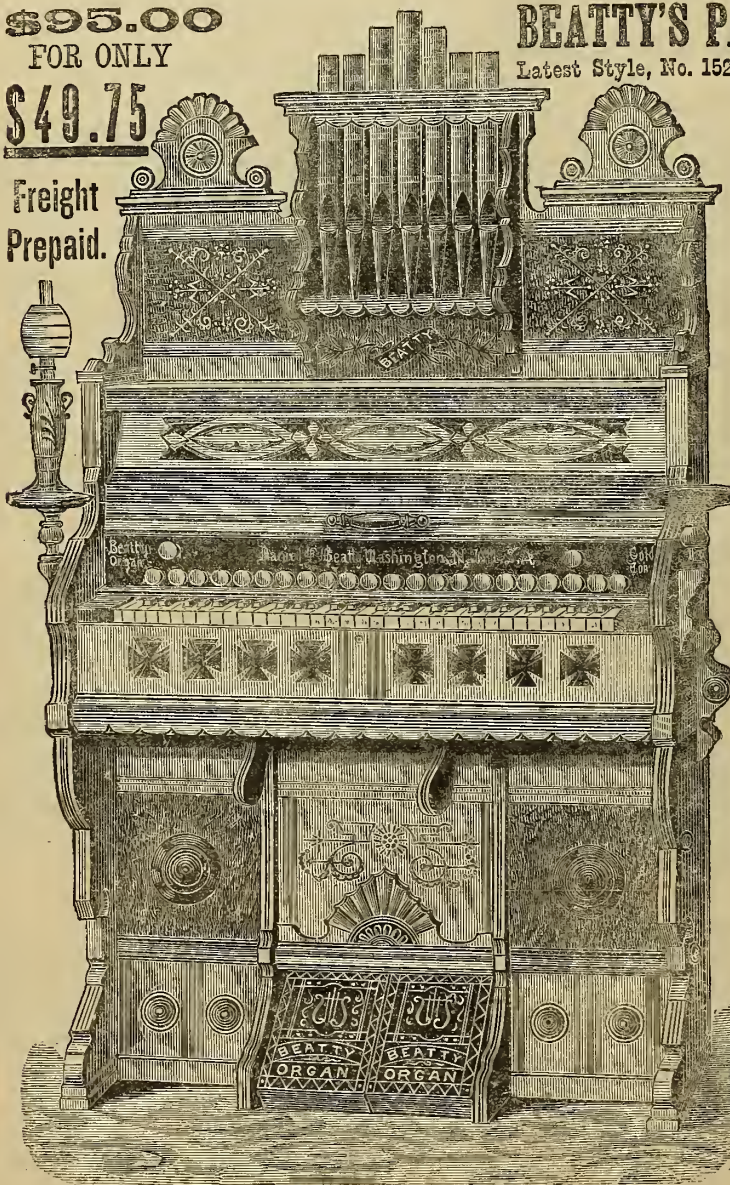
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24 STOPS.—1. Cello, 8 ft. tone; 2. Melodia, 8 ft. tone; 3. Clara-  
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Dolce, 4 ft. tone; 10. Grand Expression, 8 ft. tone; 11. French Horn, 8 ft. tone;  
12. Harp Aolian; 13. Vox Humana; 14. Echo, 8 ft. tone; 15. Dulciana, 8 ft. tone;  
16. Clarinet, 8 ft. tone; 17. Voix Celeste, 8 ft. tone; 18. Violina, 4 ft. tone; 19. Vox  
Jubilante, 8 ft. tone; 20. Piccolo, 4 ft. tone; 21. Coupler Harmonique; 22. Orchestral  
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For this Organ is a triumph of the organ-builder's art. IT IS VERY BEAU-  
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Handles for moving. The Bellows, which are of the upright pattern, are made  
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If you will remit me \$49.75 and the annexed Coupon within 10 days from  
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exactly the same as I sell for \$95. You should order immediately, and in no  
case later than 10 days. One year's test trial given and a full warrantee for six  
years. GIVEN UNDER MY HAND AND SEAL

This 3d

day of

May,

1883.



*Daniel F. Beatty*

## COUPON On receipt of this Coupon from any readers of THE WHEEL \$45.25

and \$49.75 in cash by Bank Draft, Post Office Money Order, Registered  
Letter, Express prepaid, or by Check on your Bank, if forwarded within  
10 days from date hereof, I hereby agree to accept this Coupon for \$45.25  
as part payment on my celebrated 24 Stop \$95 Parlor Organ, with  
Bench, Book, etc., providing the cash balance of \$49.75 accompanies this  
Coupon, and I will send you a receipted bill in full for \$95, and box and  
ship you the Organ just as it is advertised, fully warranted for six years.  
Money refunded with interest from date of remittance if not as represented  
after one year's use.

(Signed) DANIEL F. BEATTY.

FREIGHT PREPAID. As a further inducement for you, (provided you  
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Organ to your nearest railroad freight station any point east of the Mississippi  
River, or that far on any going west of it. This is a rare opportunity to place  
an instrument, as it were, at your very door, all freight prepaid, at manufac-  
turer's wholesale prices. Order now: nothing saved by correspondence.  
HOW TO ORDER. Enclosed find \$49.75 for Organ. I have read your  
statement in this advertisement and I order one on condition that it must  
prove exactly as represented in this advertisement, or I shall return it at the  
end of one year's use and demand the return of my money, with interest from  
the very moment I forwarded it, at six per cent., according to your offer.  
Be very particular to give Name, Post Office, County, State, Freight  
Station, and on what Railroad. Be sure to remit by Bank Draft, P. O.  
Money Order, Registered Letter, Express prepaid, or by Bank Check. You may  
accept by telegraph on last day and remit by mail on that day, which will  
secure this special offer. I desire this magnificent instrument introduced with-  
out delay, hence this special price. Providing order is given immediately.

Address or call upon the Manufacturer DANIEL F. BEATTY, Washington, New Jersey



# THE MONARCH OF ALL.

THE GRANDEST, GREATEST,  
and most glorious Bicycle Camp,  
Meet and Tournament, will be held  
at SPRINGFIELD, MASS.,

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UNDER THE AUSPICES OF THE

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BICYCLE RACES,

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Prizes amounting to \$4,500.

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FREE for six months. Gives full par-  
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illustrated Catalogue.

## THIRD ANNUAL MEET

—OF THE—

## League of American Wheelmen

—AT—

New York, Monday, May 28, 1883.

### PROGRAMME.

In the morning, the Business Meeting of the  
League will be held; in the afternoon, the  
Parade; and in the evening, the Banquet, to  
which the Mayor and officials of New York will  
be invited. Full particulars will be published  
from time to time in the Wheel press.

### COMMITTEES OF ARRANGEMENTS.

Parade.—N. M. Beckwith, Chairman, 21 West  
37th Street, N. Y.

Storage.—T. C. Smith, Chairman, 40 Warren  
Street, N. Y.

Finance.—R. Nelson, Chairman, 87 Gold Street,  
N. Y.

Transportation.—Frank Egan, Chairman, 38  
Broad Street, N. Y.

Correspondence and Press.—Fred Jenkins, Chair-  
man, 22 New Church St. (Box 444), N. Y.

Reception.—Fred. G. Bourne, Chairman, 25  
West 23d Street, N. Y.

Hotel and Dinner.—W. A. Bryant, Chairman,  
12 Maiden Lane, N. Y.

A hearty invitation is extended to all wheel-  
men, League Members, Clubs, and Unattached.

If you are NOT a League member send your  
name on a postcard to Fred. Jenkins, Box  
444, N. Y., for 16 page programme of Meet, to  
be issued May 15th.

### AMUSEMENTS.

MADISON SQUARE THEATRE. B'way and 24th  
Street. Every evening at 8:30. Saturday Matinee,  
at 2. Mrs. Burton N. Harrison's comedy, in 3 acts,  
A RUSSIAN HONEYMOON.

A picturesque, romantic comedy.  
Over thirty auxiliaries, retainers, soldiers, ladies in  
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new scenery by Mazzanovich (by kind permission of  
Lester Wallack). \*.\* Seats secured daily.

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OPERATIC SPECTACULAR EXTRAVAGANZA  
FORTUNIO

Music by FRANCIS T. DARLEY. Book by PLANCHE  
A Magnificent Cast. Gorgeous Costumes.

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POOLE & GILMORE... Proprietors and Managers.  
RESERVED SEATS (Orchestra Circle and Balcony), 50c.  
LAST WEEK OF JOHN McCULLOUGH.

WEDNESDAY EVENING, OTHELLO. THURS-  
DAY, JACK CADE. FRIDAY, VIRGINIUS. SAT-  
URDAY MATINEE, LADY OF LYONS. SATUR-  
DAY EVENING, RICHARD III.

NEXT WEEK, GUS WILLIAMS, ONE OF THE  
FINEST.

CASINO. Broadway and 39th Street.

TO-NIGHT,  
Return to New York  
of the

McCAULL COMIC OPERA COMPANY.

THE SORCERER.

With the great original cast,  
Miss Lillian Russell, Laura Joyce, Madeline Lucette,  
Julie de Ruyter, Messrs. John Howson, Digby Bell,  
Chas. J. Campbell, Geo. Olmi, &c.

In preparation,  
THE PRINCESS OF TREBIZONDE.

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The greatest of all successes,  
THE KIRALFY BROS.

AROUND THE WORLD IN 80 DAYS.  
With a Large and Magnificent Ballet Troupe.

Mlle. De Rosa, Mlle. Cappellini, and over 100 Danseuses.  
Introducing the live elephant, Bambo.

Largest elephant ever presented on any stage.  
Gorgeous Costumes, Handsome Costumes.  
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MATINEES, WEDNESDAY AND SATURDAY AT 2.



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of wheel sundries in stock. Everything at, or below,  
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LYRA BICYCLICA.—FORTY POETS ON THE  
Wheel, by J. G. DALTON. Very amusing raid on  
the sentimental poets, and the most peculiar and auda-  
cious humorous verse of the century, by the oldest of the  
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Repairs thoroughly and promptly done.  
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68 & 70 Wabash Ave., Chicago, Ills.,  
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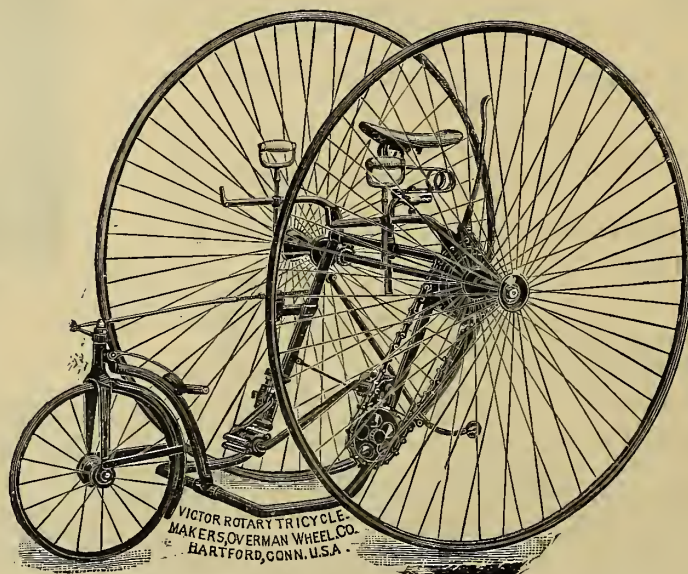
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# VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable; the first Tricycle ever so made. Front steering, double driving, Bown's Æolus ball bearings to all wheels. Frame entirely of weldless steel tubing. Handles adjustable. Long-distance suspension saddle, adjustable up and down, fore and aft. Tires of finest Para rubber *compressed* into rims, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity.

ARAB CRADLE SPRING,  
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Finished in Harrington's enamel, and gold lines. Handles, saddle-post, steering, hub caps, small hub, foot-rest and all nuts and bolts nickle plated on copper. Weight complete, ready to ride, 92 lbs. Saddle bag, spanners and oiler. Price, crated, \$150. We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market. Send 3ct. stamp for illustrated catalogue. Cabinet Photo., 15c. Made by

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The Official Organ of the National Association  
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—AND—

Official Organ of the Inter-Collegiate Athletic  
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A WEEKLY CHRONICLE OF  
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*Subscription Price, \$2 a Year.*

### Combination Offers.

The Wheel and The Wheelman.....	\$2 50
The Amateur Athlete and the Wheel....	\$3.00
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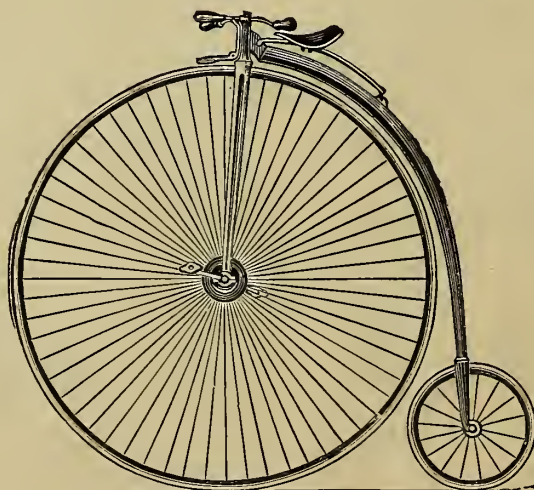
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## The American Sanspareil Roadster,

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**The Strongest, Most Rigid and Handsomest Bicycle in America.**

Andrews' patent head, with 5 in. centres, elliptical steel backbone, fluted front and semi-tubular back forks, 26 in. dropped handle bar, gun metal hubs, direct spokes, detachable cranks, parallel pedals with Hancock rubbers, dust-proof adjustable ball bearings, double-to-front single-to-back wheel. Fitted with handy tool bag, finish all-bright parts nickle-plated on copper, balance finely, coach-painted and lined in gold and vermilion. Price, - - - \$125.00  
Or, full nickle-plated, except felloes, - - - 137.50

Send 15 cents for cabinet photo, or 3 cent stamp for 32 page illustrated catalogue.

The "AMERICAN," with balls to both wheels and hollow forks, all bright, \$100.00

The British, Sp. British, and Extraordinary Challenges, and all parts of the above machines, constantly in stock. A full line of accessories. Every wheelman should have our catalogue.

**SAM'L T. CLARK & CO.,**

Importers of Bicycles, Tricycles and Accessories  
FRANKLIN BUILDING, BALTIMORE.

### An Expert Columbia for Nothing.

Given to the person who sends the largest number of subscribers over sixty to THE WHEEL, together with \$1.50 for each name.

For the largest list above twenty, an order for nickeling a bicycle, and a long-distance saddle.

For the largest list above fifteen, a nickle-plated king-of-the-road lamp and a Ritchie Cyclometer.

For every ten subscriptions, we will give a

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

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Box 444.

New York.



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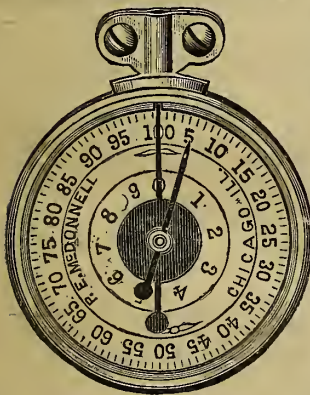
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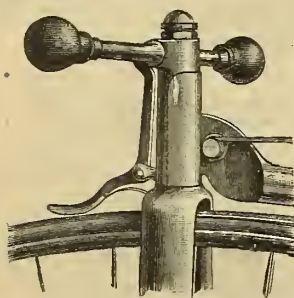
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