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THE TRADE—TIME TO ACT.

The REFEREE has for six months or more been impressing upon the cycle trade of the United States the necessity of forming an association, and other journals have been somewhat active in the same direction. This paper went so far as to make inquiries as to the advisability of such a scheme, and in almost every answer—and they came from every prominent manufacturer and dealer—came a hearty approval of the idea. In the United States and Canada the cycle trade has seen three failures within ten days. There are small dealers by the score needing capital. These facts merely show that, in some ways at least, the cycle trade has been overdone. During the past season prices have been cut, auction sales have taken place to dispose of old stock, and while there was a big spring rush the business in most parts is at a standstill. Traveling men have been called in and help discharged in order to keep down the expenses. Cheap wheels have flooded the market, but this has not caused the present dullness, for high grades are always in demand, and many firms are still unable to fill orders in some lines. There is necessity for the formation of a dealers' association to protect themselves. Cutting prices and discounts will ruin any business, and, sooner or later, the former, probably, the manufacturers, importers, jobbers and retailers will wish they had taken the REFEREE's advice and formed the association as long ago as January or February of this year.

"WESTWARD THE COURSE OF EMPIRE," ETC.

Mr. Davis, chief consul of Kansas, recently offered to the members of his division some suggestions as to the conduct of the official organ of the league, suggesting among other things that the publication of that very necessary weekly budget in some western city (of course he mentioned Chicago—they all do that) might be of benefit to organizations at large. Now, the Kansas division is a small one, and Mr. Davis, as those people who have heard him know, is just a trifle tiresome in his prolixity. But "great oaks from out small acorns grow," and Kansas is by no means without energy, nor Mr. Davis without the average amount of common sense.

We are led to these observations by the remarks of The Commentator—rightly he of pen and tongue—in the last issue of *Sporting Life*, who, after describing Mr. Davis as the "would-be Solomon of Sockless Jerry's domain," proceeds to castigate that gentleman unmercifully. We are inclined to believe

that when Mr. Davis expressed the opinion that the *Bulletin* should be moved further west, he voiced the opinion of many men of influence and good judgment. It is true, as Mr. Commentator says, that a few eastern states contain more than one-half the league membership, but that is no reason why the *Bulletin* should be published in a city which has about the poorest facilities of any large city in the United States. The *Bulletin* published, say in Chicago, St. Louis or Cincinnati, could reach every eastern league member before Sunday, while the western edition could be delivered as far west as Frisco by Tuesday, the earliest day on which it is now received in Chicago. Better results, however, may be obtained when the long-promised new plant materializes.

We are emphatically of opinion that, as soon as the present contract expires, the league should publish its own organ. The fact that an attempt to do so, years ago, resulted in failure, proves nothing. In the hands of a good business man we believe the *Bulletin* can be made not only self-supporting, but a source of substantial profit. With such an arrangement in force, the league would not be tied to any particular locality, and could locate its headquarters wherever it deemed advisable. It may, and doubtless will, be a long time ere any such move will come, but as Mr. Davis says, "it must come in time." We have not heard the last of this agitation.

CONTROLS ROAD RACING NOW.

There is no denying the fact now that the racing board of the league has decided to control road racing, to a considerable extent at least. Only this week the Chicago member of the national body, W. C. Thorne, sent the REFEREE notice of the suspension of certain men who competed in an unsanctioned race at Parkside July 23, and a part of the notice said: "All amateurs are warned against competing with these persons in a *cycle race of any kind* during the period of suspension." Mr. Thorne, in fact, stated outright that the racing board proposed to control road racing, at least so far as league members are concerned, and, indirectly, so far as anybody else is concerned. Chairman Raymond's decision in the Massachusetts case as much as settled the matter. Road races may not have to be sanctioned by the board, but when anybody rides for cash, or competes with a professional or suspended league member, the racing board will not hesitate to inflict punishment on the offender. We cannot help thinking that it is a round-about way of doing business, however. If the league proposes to assume control of road events as well as track races, why does it not come out and say so and formulate rules whereby the road races may be governed? It is not fair to keep people guessing as to what the result will be in case a road event takes place without the authority of the league. The Century Road Club, a short time since, made something of an attempt to boss road racing, but those who proposed to carry out the idea have evidently gone asleep. Riders and the press have been begging the league to take some steps in the matter, and if it really intends to boss things it should get down to business and say so. The Century Road Club evidently is losing its enthusiasm, and little may be expected from it, inasmuch as its attempt to elect officers has fallen through.

Joe Gunther and H. C. Wilson, of the Lincoln Club, and C. W. Davis of the C. C. C. spent a very enjoyable two weeks touring in Wisconsin and northern Illinois.

FACTS AND FANCIES.

Graves' Buffalo Record—The Racing Board and the Amateurs.

So some disinterested (?) people "think it about time that the Detroit papers let up on Rands' twenty-five mile record," and refer to the performance of Graves at Buffalo May 30, claiming that Rands' friends can not claim that record for him under the circumstances. In the light of the above-mentioned article, some statements I heard from a prominent man in Buffalo trade circles, just after the date of the race, sound somewhat queer. Said the gentleman: "The so-called twenty-five mile course never was measured except by a cyclometer on the wheel of one of the promoters of the race; it was not surveyed before the race and has not been surveyed since. Another interesting incident was an occurrence at the finish. It is deemed by several people, whose names I can give you and who were mere spectators, that Graves never passed Crooks, and these same people aver that Crooks rode around the "meadow" once more than Graves did. Now if these statements are facts, who won the fastest time prize and who should have credit for the record if the course was correct?"

One thing more which has caused some comment was this remark of Graves, when he started to dismount and several people called to him to go on: "I have ridden far enough and I won't ride any further." If he had ridden the full course, this was all right, but if, as my informant quoted above says, Crooks was never passed by Graves, either Graves did not ride the full course or Crooks rode more than the distance. No one can say absolutely how far each man rode after coming upon the "meadow" circle.

Th's is another instance of the folly of running a road race to finish upon a track; it is absolutely impossible to avoid mistakes in the checking under all previous arrangements where the men ride more than one lap on the track at the finish. This is proven by almost numberless instances in the past, prominent among which I recall the Quaker City in 1890 and the Springfield, Mass., race last year, in addition to the Buffalo case. It is an injustice to the riders who compete for any race promoter to permit even the possibility of such a discussion, for some one is likely to fail getting the glory (and prize) which he has earned. In the present case Graves should have been spared any chance of losing the record, but even if he made it there is no way of proving the fact, for even if the course should be surveyed and found correct, there will always be a doubt in the minds of many people as to the distance he rode in comparison to Crooks.

It seems a trifle queer, too, that the Buffalo people have not taken the necessary steps to have the course surveyed. With this doubt hanging over them, one would think a surveyor would be almost the first man hunted for.

* * *

How soon are we to expect a ruling from the racing board regarding what constitutes a novice? It really makes an old-timer feel dizzy, after being imbued with the belief that the L. A. W. never knew there was such a thing as road racing, to find that he might be snapped up at almost any minute by the "minions of the law" if he should go back to former practices, for certainly in his earlier days he competed in several road races with men who were under the ban and with one or two who had even indulged in the pleasure for the sake of what the true amateur now calls the "long green." What is meant by "recognizing" road racing? My personal

idea has been that the L. A. W. took cognizance of road racing as it does of other sports outside of its own peculiar province—that is, recognized it as a sport the same as baseball, skating or rowing, but withheld any attempt to govern road racing any more than it governs the other sports mentioned. I believe, and always have believed, that if a man races on the road for money he is as much a professional as if the race occurred on the track, and should be treated in the same manner. If the L. A. W. will not admit a professional baseball player to its membership, why should it admit a professional in any other branch of sport?

If the league is to bar from novice races every man who has won a prize on the road, as one of the official handicappers stated last month in my hearing, we shall see cut from the entries in novice races not only winners of prizes in road races, but every man who sports a club mileage medal on Century Road Club badges. Is this intended as a blow to road racing, or is it to prevent the development of any more 2:32 novices.

* * *

1. Are you now paying, or have you at any time in the past paid the expenses of, or in any way remunerated, directly or indirectly, one, two or any number of racing men?

2. If so, will you give us the names of such men, and any further information which you feel disposed to add?

Such is the text of the last shot from the racing board, a letter sent to each importer and manufacturer. I wonder if it would develop what made Taylor take the Peoria trip so suddenly last fall; why Windle rode one wheel during his racing last summer and another for the record; how certain men sell wheels enough to be kept "in the road" during the racing circuits; how Munger came to be discharged; Berlo's experiences with and without home-made wheels; and some of the many other odd things that come to our eyes and ears so frequently? Seriously, I am delighted to see a chairman of the racing board who seems inclined to show as much backbone as did Charlie Davol, and I only hope his backbone will not lose its stiffness. There are certainly many cases which need his attention, and surely with so little attempt at concealment in some of them, the obtaining of sufficient proof can not be a very difficult task; but who thinks the manufacturers will tell the "truth, the whole truth," unless in some case like the one which led to Windle's expulsion a couple years ago? VER.

The Lake View C. C. Races.

The Lake View Cycling Club's short distance road races, run at Thorndale last Saturday were interesting inasmuch as they brought together such likely young flyers as Helmich, Steele, Stillwell, Fox and Callan. The first heat of the quarter-mile scratch was an easy victory for Steele in 36 seconds, Stillwell, Goodenough and Hoffman finishing in the order named. The second heat was likewise an easy victory for Helmich in 35 seconds, Fox, Callan and Bruhlman finishing next. The final was a hot contest between the first three in the heats, Helmich winning in the sprint two lengths ahead of Steele; time, 34 seconds; Fox and Goodenough, third and fourth.

The half-mile scratch was another victory for Helmich, C. D. Fox, O. Bruhlman, C. Deely, B. Hoffman, F. Holland and J. Arenz well up in the order named; Helmich's time, 1:18.

The mile scratch was really over a mile and no time was taken. Fox beat Helmich over the tape, Steele third, Bruhlman, Goodenough, McElroy and Deely in the order named. The finish was close and exciting.



NEW YORK, Aug. 7.—This has been a week of record excitement, commencing Tuesday with the young ex-college man, George F. Taylor, doing 2:14 1-5, and a promise that he would eclipse that performance before the season was over, a promise that he hastened to fulfill by startling the cycling world the following day with 2:11 flat. Of course it was done at historic Springfield; where else would it be expected? The pacemakers were not of the flying column of first-raters, but they did nobly. The fact that the watches were in the hands of Andy McGarrett and Charlie Whipple is enough to stamp the performance as a hall trade mark one. Taylor was very despondent at Concord, N. H., and was worrying because he could not equal his past brilliant work, and wondered if his change of gear from sixty-four to sixty-eight had anything to do with his lack of finishing power. Asking my opinion, I strongly advised Taylor to go back to his sixty-four gear, and a week later he did so, and improvement was noticed at Washington and Baltimore. There is no doubt that his temporary loss of speed was due to his gear more than a belief he also had that he was stale and needed rest. I have stated before that more than one of the good men now on the path are throwing away their chances by an absurdly high gear used for sprinting purposes, and from a talk with Munger at Philadelphia I found even "Birdie" was all at sea as regards gear and stated he would experiment until he got a gear that suited him. My advice was, "Come down to sixty-four or sixty-six, the former gear preferred," for it seems impossible that a man can sprint or jump the last 100 yards with a gear from seventy to seventy-five inches. If a man can pedal fast he will have more chance with a sixty-four gear than one higher in the scramble. In ordinary races of the past, men who rode fifty-two to fifty-six inch wheels were, as a rule, the sprinters and winners of the greater number of races; and in early English racing the Palmers, Speckiv, Morse, Gaskill, Lisle, all rode about fifty-four-inch wheels. Then take Windle, Rowe, Burnham, Lumsden, Temple and nearly all the best riders of their day, they rode from fifty-three to fifty-five-inch wheels. Anybody of fair speed can "hang on" in a race, but the last quick jump is what is wanted to win, and with a high ordinary or high-g geared safety it is almost impossible to get that last quick rush. Of course, there are a few exceptions, but the rule is in favor of a low-g geared wheel. The favorite path gear will be between sixty and sixty-six in the future, and the seventy to eighty gear will not win the path races. Taylor was overjoyed at the change he found in his finish, and alluded to the fact at Baltimore, and the recent wonderful mile will serve to strengthen Taylor's opinion on the benefits of a low gear.

FOR GOOD ROADS.

In the book, "A Memorial to Congress, on the subject of a comprehensive exhibit of roads, their construction and maintenance, at the World's Exposition," Mr. Rice, the road secretary of Colonel Albert Pope, has shown his ability as a newspaper man by cramming the 110

pages of the book full of arguments in favor of good roads, and a World's Fair proposition for an appropriation for a special exhibit, and letters from President Harrison, cabinet ministers, senators and congressmen, and an introductory appeal by Colonel Pope. Extracts from all the leading papers of America, commendatory are also printed, and here Mr. Rice compliments the REFEREE by selecting an editorial from this paper and printing some on page 67 of the book, the compliment being a rare one, as the REFEREE is the only strictly cycling journal quoted. What an outlay, what tireless energy the Boston cycling philanthropist has shown, and his labor will have the thanks of the entire American cycling public, for the object of his ambition is entirely unselfish, and *pro bono publico*.

PRESIDENT BURDETTE.

I met President Burdette at 21 Park Row to day. He was after a copy of the REFEREE which had some criticisms on the Washington races in, and unfortunately all that issue had been sent out, so the energetic Burdette consoled himself by a visit to Bro. Prial, who keeps the REFEREE constantly on tap and swears by and at it at times. It proves one thing, Colonel Burdette reads the REFEREE religiously, for he explained by saying that someone had "hooked" his copy, and somebody had drawn his attention to the REFEREE criticism, which again proves there is no confine or boundary to the paper's circulation and influence, and it is gratifying to note that the league president is an intelligent president and reads the papers, and is not above reading criticisms of his own acts or those of his subordinates. The Hartford man is much alive.

CHAIRMAN RAYMOND'S ROAD RACING RULING.

From the tone of the papers and personal observations by some of the leading eastern authorities, Chairman Raymond stepped outside the jurisdiction of the L. A. W. (according to its past professions) when he laid hands on road racing men and road races. Colonel Burdette in Hartford recently stated to the writer that the league could not uphold or countenance road racing, for the simple reason that it is not legitimate, and that in case damage suits were brought in the courts the case would to a certainty go against a rider who caused damage during a race; "Why," said President Burdette, "the lawyer on the other side would say to the judge and jury, 'Here is a large body of intelligent men actually setting at defiance the laws and usages of the country,' and the league would get a nice black eye."

But Chairman Raymond, notwithstanding past professions of the league, says, "Yes, we control racing, and if a man transgress our laws on the road, why, we will make him sit up for it." The league had better not notice road races at all, but if it does, condemnation in the strongest language should be its only part in the participation in an evil that will eventually bring discredit on the sport, and place the active participants in the category with law-breakers and enemies of cycling. Special events like the Irvington, Milburn, Pullman and Martin road races, seem to have some excuse, also a relay for scientific or demonstrative purposes; but when every little town in the country, and some of them on Sunday, undertake to turn the

public highway into a race course, a halt by either cyclists or the civil powers should be called. Cyclists have no more right to use the public highway for racing purposes than horsemen, and the latter will be the people who will be the cyclists arrogating to themselves privileges (?) they (the horsemen) never dreamed of taking advantage of.

SHAKING THE AMATEURS (?) UP.

"They are after us," is a favorite song these days with many of the fast divisions, but the unsigned circular letter purporting to come from the racing board chairman does not seem to have brought much grist to the racing board's electrocuting machine for many reasons. The unsigned, weak document of the racing board no doubt would not strike terror to the manufacturer. Although the dog days are here and manufacturers are not rushed with orders, many—in fact, the majority—have, I'm told, ignored the unsigned queries of Mr. Raymond. Possibly some of the manufacturers are at the sea-side and too busy fishing to send their compliments to Mr. Raymond, but one Massachusetts firm ignored dog days and fish and showed enough proof to warrant the suspension of one of the least of the sinners, Graves, of Springfield, who has been asked to rest for thirty days, pending a peep into check-book stubs, etc. Now why select Graves? Is the Springfield lad the only sinner? As I understand it, Graves was "employed" at the factory, that is he went there once in a while, possibly nearly every day; but he was employed and received a salary. Why, some of the others do not even go near the factory, and the question is, How do they see the cashier Saturdays? Said a well posted racing man the other day, "You are evidently up to the latest wrinkle." "What's that?" I inquired. "Why, several of the manufacturers contribute a weekly sum to the clubs which their riders hail from, and the club pays its man's "expenses," so that when the racing board asks the wily manufacturer if he pays or fees a certain man for racing he can answer truthfully that he does not; the club pays the man and the maker charges up weekly contributions to the bicycle club, which, of course, is supposed to be used—well, never mind what it is used for. Truly, with the help of the racing board, the clubs and the makers, to find a true bill against an amateur these days is harder work than discovering people on the planet Mars by the astronomers. But there is much to admire in some of the modern amateurs, his expense account being one of the strong points. There seems to be absolutely no way to circumvent men from receiving money for their ability, and why should they be? In any profession ability commands price, be it a railroad president, like Depew or Van Horn, or a preacher, like Professor Swing or Doctor Talmage. Money is the reward for ability, mental or physical, and it has remained for a race called cyclists to discover that it is a crime to receive cash for hard labor performed. It is well that the signs of the times point to a change of opinion among the race of cyclists, and sentiment is giving way to sense, and within five years to receive cash as a reward for meritorious work will be looked upon naturally as it should and is in other walks in life, and people will wonder why men raced for baubles so long, while their uncles paid their board and men called a racing board asked them if they lived on suspicion or suffering by a club or manufacturer. Which, think you, is the more honorable of the two propositions?

THE PEOPLE OF MARS.

The astronomers, with the aid of the

New York World, have for the past week been trying to prove that the planet Mars is peopled by a race far more advanced in the sciences and civilization generally than the people of this earth and maintain that a high degree of culture exists on the Mars planet. Signals to earth are thought to have been discovered the past week, the men up there trying all in their power to make us "look up." As Mars on Thursday was only about 35,000,000 miles away by telescope, it might be that the powerful Lick telescope might yet enable us to discover pure amateur, pedalling a mile in less than two minutes, as no doubt cycle construction and training have arrived at a very fine point on the neighboring world, and the tracks no doubt are an improvement on the Washington one. Of course it goes without saying that the men of Mars race for cash, and possibly receive their expenses also.

W. F. MURPHY'S SICKNESS.

Hearing that the smiling "Billy" Murphy was in danger of taking passage for the other shore (a false alarm) I went over to Brooklyn last night to investigate, and with the aid of Fulton Ferry and a record-breaking horse car, found myself in thirty minutes at William's brown stone front, 738 Putnam avenue, and found the popular eastern racer propped up in bed, receiving the best of attention from a devoted mother and sister. Murphy looked far from being ready to "cash in his chips," and, barring his luxuriant whiskers of two weeks' growth, he looked and acted the same chipper boy as of yore. That ordinary race at Washington did the business, and that bottom corner the cause. It almost broke Murphy's heart because he could not join in the welcome home to his old chum Zimmerman. But a letter from McDermott asking him to hurry up and get well and join Zimmerman in training cheered the winged boot representative very much. Murphy's bedroom is a thing of beauty, and turn which way you will, a glittering array of prizes meet the eye, some five hundred being arranged interlarded with photos of prominent cyclists all around the room, and many through the house. One large drawer is full of medals, and Murphy says he is proud of them all and means to keep them. The mother and sister said that one thing surprised them in regard to Willie's racing, and that was "he thinks as much of the last prize he won as he did of the first, and zealously treasures the last." A large room adjoining the racer's bed room is fitted up as a gymnasium, provided with punching bag, gloves, rowing machines (two), home trainers, dumb bells, clubs, etc., which accounts for Murphy's getting fit so early in the season. The patient expects to be on early next week, but at one time of his sickness he was in a bad way. In a general talk Murphy spoke very highly of Willie Windle, his gameness, his fair riding and other good qualities, and believes Windle was never afraid of any other man on the path. Murphy corroborates what Asa Windle told me recently, which was that Windle got up in the piano race at Springfield while a very sick boy, and the fear that people would say that he was afraid to meet Zimmerman was what prompted him to give the long boy from New Jersey battle in that famous race. Murphy says that a well-known eastern racing man approached both him and others more than once to enter into a scheme to pocket Windle to prevent him from winning, but the scheme was rejected, as they all like Windle.

COLLEGE STUDENTS IN TROUBLE.

What a fascination there is in a bicy-

NOTE TWO DAYS' RECORD OF.....

“Imperial Wheels”

ECLIPSING EVERYTHING YET MADE in the way of FIRST PRIZES, taken in TWO DAYS, July 4th and 5th.
OUT OF ALL EVENTS IN WHICH “IMPERIALS” WERE ENTERED
2nd or 3rd PRIZES WERE IN ORDER WHEN 1sts WERE NOT TAKEN.

FIRST PRIZES.

1st Prize,	1 Mile,	Ill. Div. Championship.
1st “	2 Miles,	“ “ “
*1st “	1-2 Mile,	“ “ “

*BREAKING WORLD'S COMPETITIVE RECORD.

1st Prize,	5 Miles,	Ill. Div.
1st “	1-2 Mile,	“ “
1st “	1-4 Mile,	“ “ Championship.
*1st “	1 Mile,	“ “ “

BREAKING WORLD'S COMPETITIVE RECORD.

1st Prize,	1 Mile,	Mo. Div. Championship.
1st “	2 Miles,	“ “ “
1st “	2 Miles,	“ “ “
1st “	1 Mile,	“ “ “
1st “	20 Miles, Road-Maine	“
1st “	5 Miles,	Road-Janesville, Wis.
1st “	1-2 Mile,	Battle Creek, Mich.
1st “		Houston, Texas.
1st “		Wauseon, Ohio.
1st “		Alameda, Cal.
1st Prize,	1,760 feet, 1st class,	Van Couver, Wash.
1st “	1,760 feet, 2nd class	“ “ “
1st “		Belle Plaine, Iowa.

MORE TO FOLLOW.

SUMMARY

“Imperials” Entered in 28 Events.

TAKING 20 FIRST PRIZES.
TAKING 3 SECOND PRIZES.
TAKING 5 THIRD PRIZES.

BREAKING
TWO WORLD'S RECORDS.

ARE “IMPERIALS” POPULAR? ASK THE FAST RIDERS THAT USE THEM.

Sieg & Clementi Company, Chicago, sell hundreds of them.

CATALOGUE FREE.

AMES & FROST COMPANY,
302 Wabash Avenue, Chicago.



Three Extra Special Values.....

.....THE LIKE NEVER BEFORE SEEN OR HEARD OF.

Dealers and Agents will Find it to Their Interest to Investigate.

VALUE NO. 1.	{ 1891 Three Part Sylph, Spring Frame, Cushion Tired, Light-Weight and Strictly High-Grade Safety Unequaled for Easy Riding and Running Qualities, and the BEST VALUE OFFERED. }	Popular Price, \$125. OURS, \$95.00.
VALUE NO. 2.	{ 1891 Juno Safeties, almost identical with the '91 Juno and \$20 Lower in Price. Better Value in a Cycle has never been offered. }	Cushion Tire, \$55.00. Solid Tire, \$48.00.
VALUE NO. 3.	{ 1891 American Ramblers. Direct Spokes, Cushion or Solid Tires, Diamond or Drop Frames; and Light Ramblers. Tangent Spokes, Solid Tires, Diamond or Drop Frames, one of the best and most popular makes on the market, and so well known that further description is unnecessary. }	\$90.00. \$95.00 And \$110.00.

DISCOUNTS TO THE TRADE. We have some other equally attractive bargains, besides being Importers of Rud re Cycles, manufacturers of the Sylph and Overland, manufacturer's largest jobbing agents for the entire Western Wheel Works' line in the West. Agents wanted. Catalogue Free.

ROUSE, HAZARD & CO., 89 G St., Peoria, Ill.

ele, not only for a natural horn thief, but, like a serpent, the wheel claims young men who would never think of stealing a horse or anything else, but they run the risk of jail and dishonor for a bicycle. Here is a case in point. Charles Steves, nineteen years old, of 410 West Twenty-sixth street, and Clarence Mortimer, twenty years old, living at new Canaan, Conn., both graduates of the New York University, were arraigned before Justice White in the Jefferson Market police court yesterday, charged with the larceny of two bicycles, worth \$135 each. The two youths went to Albany and had "a good time." They ran short of funds and were unable to pay their fares back to the city. In their extremity they hit upon the scheme of hiring a bicycle and riding home. They called on a Mr. Young, dealer in bicycles, and leased machines. As they were well-dressed, gentlemanly looking fellows, Mr. Young deferred asking for payment until they should return. The stranded youths rode as far as Castleton, where they boarded a hay barge and slept in clover till they reached New York. Meanwhile Chief of Police Willard, of Albany, had been notified by Young, and one of his detectives traced them as far as the barge wharf at Castleton. Then the chief telegraphed to Acting Superintendent Steers, who detailed Detectives Sergeants, Alonzie and Formosa to arrest the pair. The detectives found them just preparing to leave the barge at the pier, foot of West Thirty-fourth street. They had the bicycles with them, and were locked up over night at police headquarters. Justice White committed the prisoners to await the arrival of the Albany police. Detective Nolan duly arrived and both students were taken to Albany for trial and disgrace.

FRANK EGAN AS A "SLOPPER."

Wheeling accuses the only "Aranza" of being a "sloppist," and gives Frank the palm for "slopping over" in his writings. Never was a charge more unfounded, for Egan's writings as a whole have that sting and crispness that possibly caused the London criticism. It has been so long since Egan commenced writing for the cycle papers that he has earned the distinction of "the nester" of the cycling press correspondents of America, and "slopping over" has never been a feature of Egan's work. He has a happy knack of discouraging the microbes in current news and events, and is a close reader and observer, and when Frank probes for anything he generally hits the object sought for, be it the "Am-chor" question, or Evenin *Post* comments on a man who could not ride "for nut." No, *Wheeling* is entirely mistaken, and Mr. O'Reilly looked through the wrong end of the telescope when he discovered "slopping," for Frank Egan's writings are luminous, voluminous and delightful.

MORGAN.

PHILADELPHIA, Aug. 8.—The "Cycling Authority" and other papers that came out with the positive assertion that the grounds of the Tioga Athletic Association had been sold, and as a consequence the new cycle track ruined, prided themselves upon the "scoop," but the rumor—and it was only a rumor—has not yet been verified. The entire tract of some forty acres belongs to an estate and cannot be sold for several years without the consent of all the heirs. H. R. Schrack, the big builder, who owns a great deal of property in the vicinity, has been trying to buy the property for a number of years, but when interviewed by officials of the T. A. A. stated frankly that, while anxious to purchase the ground, he had no reason to believe that there was any

present likelihood of accomplishing his object. The association managers know pretty well how affairs stand, and have no fear of any trouble whatever. The track and grounds will be continually improved, with the ultimate object of making it one of the finest in the country.

Mayor Stuart was one of the guests at the Zimmerman banquet Aug. 3, and in responding to a toast said, among other things: "I am proud to say that I come from a city which has the reputation of having the cheekiest and most nifty bicycle riders in the country. Some time since, when a mild suggestion was made that they should carry lamps and bells through the streets, they, after having in the meantime run over and killed several people and also knocked a locomotive off its track, held a meeting and decided that if people did not want to get hurt they (the people) should be compelled to carry lamps in order that the wheelmen could see them at night." Mr. Stuart also, in the course of his remarks, referred to the Lord Mayor's cup, won by Zimmerman, and this set one of the cheeky Philadelphians present to thinking. After the supper was over Mr. Stuart was approached by Mr. O. S. Bunnell, who, after apologizing for his nerve, asked the mayor if he did not think it would be a nice thing for the mayor of Philadelphia to follow the example of his English lordship. The mayor was inclined to treat the matter facetiously at first, but—well, to make a long story short, the Park Avenue Wheelmen will offer a handsome and valuable silver urn at their meet Sept. 24.

The latest proposal is a team road race between Philadelphia and Wilmington riders. Whether it will be brought about or not is a matter only of conjecture. The riders of each place excel on different roads, and it might be somewhat difficult to select a neutral course.

PAUL BERWYN.

PORTLAND, Me., Aug. 5.—Considerable interest is being felt over the match road race of E. H. Gargan, of Portland, and John G. Lawrence, of Saco. This race is the result of one July 4, when Gargan beat Lawrence about 250 feet and overcoming a lead in the last three miles of about a half mile. The race will be run over the same course for a \$50 gold watch, and other races will be held at the same date. Lawrence holds the Maine mile championship.

The cycle business in this section for the last two or three weeks has been very quiet, but the indications are that it will be much better for the next few weeks, as there is a growing interest among new riders now that pneumatic tires are a go. With the exception of one agent in this city no cushion tires of any account are reported sold, ninety-five per cent of the trade being in pneumatics. There is a strong probability that the Portland Wheel Club will disband and go in a body to the new athletic club which is being formed; and if it is a success, which now seems assured, it will be a great thing for the sport in this city, as it has upwards of 600 applications for membership. The REFEREE is the first of the bicycle papers to reach this city, arriving here always Monday on the first mail and some times Saturday night.

FOREST CITY.

BUFFALO, Aug. 8.—There has been very little of importance done this past week of special interest to the cyclist. Many of the wheel clubs have had their regular monthly meetings, and others have transacted business of more or less importance. At its regular monthly meeting, the Wanderers Bicycle Club accepted the resignation of the Buse brothers, who were at the same time ac-

cepted as members of the Ramblers Bicycle Club. The Wanderers will give a road race for its members on Saturday, and will endeavor to have an interesting event. This club is still holding forth in its old quarters on Fillmore avenue, and although there has been and is considerable talk about "getting rooms up town," nothing has been done, nor is it at all likely will be done till the chilly blasts of cold winter are upon us. There are such peculiar ideas of east and side west side here, that to be popular and a go you must be centrally located and on the west side or nearly so. This idea, though popular, is not always correct and we do not see why the Wanderers cannot be as prosperous in one place as in another. But we understand that an effort will be made to secure a favorable up-town location. At its last regular outing this club, the Wanderers, took thirteen of its members over to Ridgeway, about twelve miles from Buffalo, where a most delightful day was spent. The destination was a certain farm house where ample provision, in the shape of iced beer, cigars, ice cream, cold chicken and other dainties had been prepared for the boys, and it is not necessary to add that the boys showed their appreciation by doing justice to what was placed before them. The annual dip in the lake was indulged in, and a more satisfied lot of boys could not be found when the good-byes were uttered.

The Ramblers Bicycle Club, with the Tonawanda Bicycle Club as its guest, on Saturday night took a boat, a great big boat, too and had a stag party, and went somewhere, just where we don't know, and we have heard that they had a good time; a right royal good time, just as they always do, but we were given to understand that there was to be nothing said about it, so we regret that we cannot be more explicit. Now, for the life of us, we cannot see why the scheme and the enjoyable time was kept so dark, but we suppose there was a good reason for it.

The near future has two very grand banquets in store for us, and one of them will be an event of the season, the supper given in honor of Zimmerman. That it will be the success of the season goes without comment from the fact that the Ramblers B. C. will have its active men upon the committee. The other will be given to the wheelmen, delegates from the several wheeling clubs who go to make up the Buffalo Cycling Exposition Association. This will be tendered them by the manager of the fair, G. M. Robinson, and we trust that the boys will have a most enjoyable time.

WILLIE DUNN.

ST. LOUIS, Aug. 8.—The Retail Grocers' Association held its annual picnic yesterday at the fair grounds, and among the athletic events were two bicycle races, a one-mile novice and a two-mile handicap. The track, as usual, had not been prepared in any way for the races, and a hard rain the night before had not helped matters. Cal M. Rosborough, of the Cycling Club, won the novice in 3:31 1-4, with J. M. McDaniel's second. The two-mile handicap was won by Will Lang, of the Cycling Club, from the 150 yard mark, with Charles Bowman, 150 yards, second. Will Cox started on scratch, but on account of the poor track was not able to catch his men. These two races lost fully two-thirds of their entries on account of the track.

The principal topic among wheelmen is the trip to Quincy next Saturday night on the steamer Gem City. Quite a large number of men have already handed in their names, and as the open-hearted hospitality of the Quincy boys is well

known, the trip is pretty sure to be a big success.

George M. Wilder, of the Cycling Club, is hard at work on his latest fad, and it promises to be a big success. His idea is a military cycle corps, and it is understood that the gentlemen in charge at Jefferson Barracks have promised their assistance. The principal part of the programme is a trip from Jefferson Barracks to Ballwin and return, a distance of sixty miles over hilly roads. The squad of wheelmen must start together and finish together at the Barracks. It is not to be a scorch, as fifty to sixty miles is considered a good forced march for cavalry to cover in a day, and all the wheelmen want to do is to demonstrate that bicycles can do this work just as well, if not better, than horses. The local riders are very enthusiastic over the affair.

R. H. Laing, John A. Weaver and E. N. Sanders are touring through the country around Denver this week, and intend to tackle the coast down Pike's Peak before they return.

PEORIA, Aug. 9.—The Y. M. C. A. Bicycle Club will hold a road race on or about Sept. 1. The club has a membership of about fifty, all active members. They are very nicely fixed financially, and the membership is rapidly increasing. All the bicycle houses in the city have promised to give them a prize for the race, and its success is thereby assured.

The Peoria Bicycle Club will ride to Henry on the 21st of this month, at which point they will meet a party of Chicago tourists. Both parties will then ride to Chillicothe. All the members in the club are requested to turn out and swell the list to a good round number.

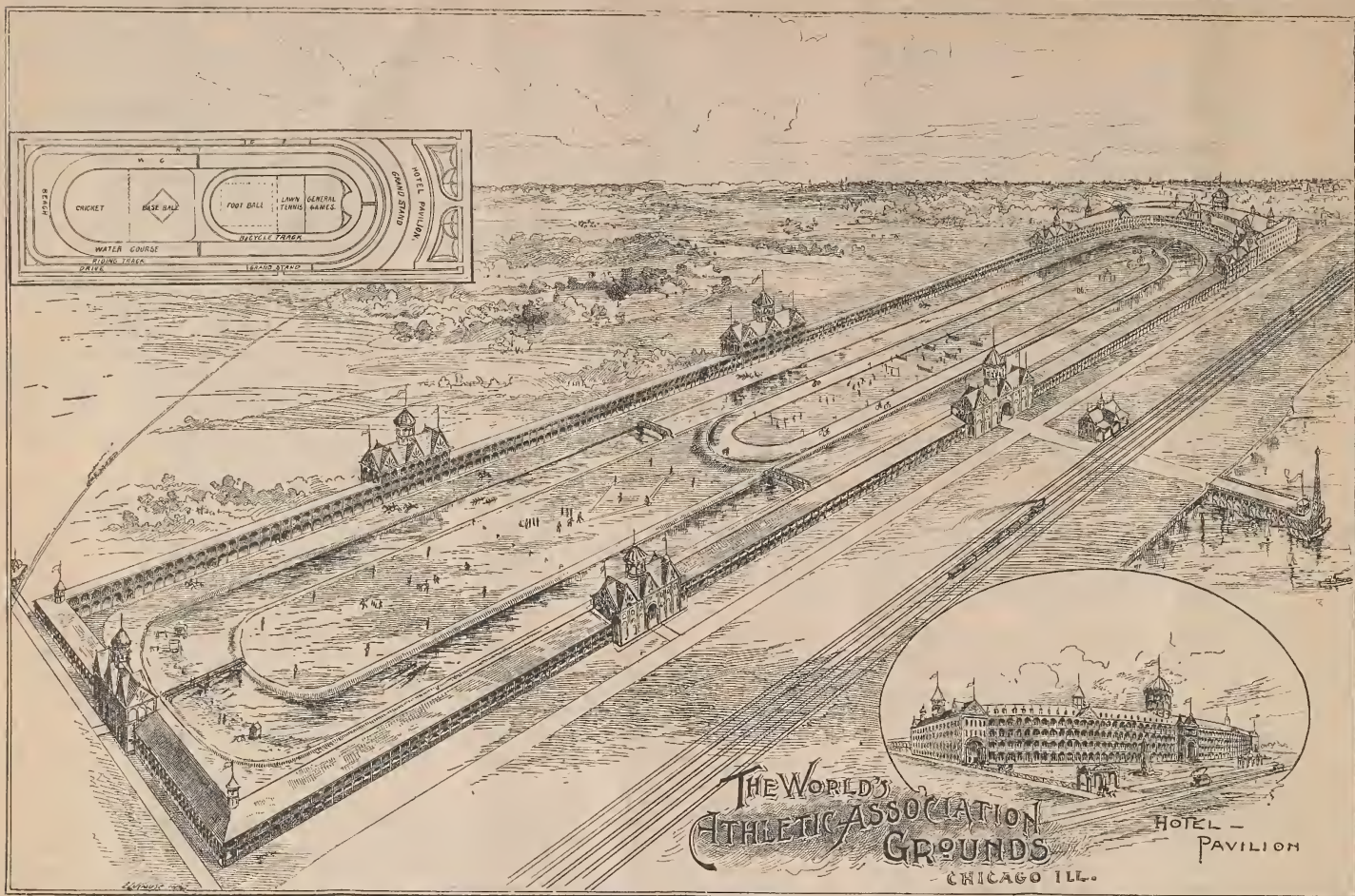
At the last regular meeting of the Peoria Bicycle Club the constitution was revised, and the regular monthly dues will now be \$1.25 in place of \$1 as heretofore. After January the initiation fee will be \$10, and the gentlemen who want to belong to the Peoria Bicycle Club after that time will have to be the owners of and riders of wheels.

Fred Patee is home on the sick list.

A number of Canton, Ill., tourists, on their way to Chillicothe, stopped over in Peoria last Sunday. The P. B. C. threw open its doors to the tourists and endeavored to make their stay in the city a pleasant one. They were indeed a jolly lot, and the latch string of the Peoria club house will always be hung on the outside for them. LAUREL.

MILWAUKEE, Aug. 8.—Tippecanoe Lake, situated about four miles from Milwaukee's business centre, presented an appearance last Saturday evening which will long be remembered by those fortunate enough to be present. The lake is an artificial one, and although miniature in size is exceedingly beautiful. All around the shore were suspended Chinese lanterns, while the dancing pavilion was strikingly illuminated by almost every conceivable shape of lantern manufactured. A brass and string band discoursed music for entertainment and dancing, while those who enjoyed aquatic sports availed themselves of the numerous boats at hand. It was the summer night's festival of the Milwaukee Wheelmen, and was participated in by 100 members and their lady friends. The members assembled at the club room and were provided with Chinese lanterns, and the run to the lake took the form of a lantern parade.

There is a remarkable activity in Racine bicycle circles since Hueffner won the Milwaukee road race. It is reported that they have arranged a road race



from Kenosha to Racine, but have taken the precaution of limiting the entries to Racine wheelmen. The event will no doubt end in being a purely local affair, and will create no stir outside of Racine.

The Comet Cycling Club at its last meeting decided to secure new quarters and fit them up in first-class style.

John Reitzner, of the Reitzner-Pritchard Cycle Company, who distinguished himself so well in the Milwaukee road race, is playing in hard luck. He intended entering the Parkside races, but will have to postpone it now until next year. On Wednesday last he received notification of his suspension for sixty days from the league for riding a race on Sunday.

The schedule of the Milwaukee Wheelmen for the month of August is as follows: Sunday, 14th, 8 a. m. sharp, "Cooney," thirty-three miles; Sunday, 21st, 8 a. m., basket picnic to Dodge's Grove, ten miles. Colonel Andrae will furnish the ham won in the Milwaukee road race, and General Seward will furnish the bread, etc. Sunday, 28th, 8 a. m. Cedar Lake. JACK ROYAL.

CANTON, Ill., Aug. 8—The Canton Cycle Club is in the throes of reorganization, and about thirty men will form the new club. Canton has an elegant half-mile track that is free to local wheelmen when not in use by the horsemen. Anderson, Perkins, Dean, Plattburg, Heald, Stevens, Gaulbault, Myers and others train nightly. Anderson and Plattburg for the mile, and Heale for the longer distance, are the fastest men.

Sid Stevens attends the conclave at Denver and will return across country on a wheel.

A. H. Overman has a namesake at Canton in Albert H. Overman, his nephew, a member of Canton C. C.

The Peorians dined at Washington Sunday, the 21st, with Meade of the Humber-Rover Company as a guest. Meade anathematized those Peoria roads as the toughest he had seen.

FOR CHICAGO READERS.

Club News and Notes, Personal Gossip and Interesting Paragraphs.

B. G. Printz, of Springfield, O., passed through Chicago a wheel last week, on his way to Dixon, Ill.

J. Petstyle has resigned as president of the Plzen Cycling Club, and F. Liska has been elected to the vacancy.

J. C. Starr's resignation as captain was laid on the table by the Englewood Cycling Club, and it refuses to accept it.

The Ravenswood Cycling Club is giving ladies' nights with dancing and refreshments every Wednesday evening.

When Taylor's new record for the mile was made known to R. D. Garden, he rubbed his hands and exclaimed, "Columbia!"

Captain Walter Bray of the Aeolus club left for Wisconsin on Tuesday to recuperate from a four weeks' attack of typhoid fever.

The Plzen Cycling Club runs for August are, 14, Irving Park; 21, Schutze Park; 28, Riverside. In September the club goes to St. Joe.

By Aug. 15 the Columbia Wheelmen will be in their new club house at 311 West Division street, built for them this summer at an expense of \$20,000.

W. C. Thorne returned last week from Oconomowoc, where he has been since the Washington meet, ridding himself of the effects of Washington water.

Sam Danziger, one of the famous Big Four party of g. o. o. days, seeks a partner for a two weeks' tour, beginning August 14. Mr. Danziger may be found at the *Tribune* office.

One hundred members of the Columbia Wheelmen attended the stag picnic at Franklin Park Sunday last, spending the day in athletic sports, boating, fishing, swimming, and at the well-laden tables of good things from the club house larder. Most of the party wheeled it out while others went out in the bus.

These annual stag affairs of the Columbia Wheelmen are enjoyable, and could be copied to advantage by other local clubs.

Wesley Reedy, of Ottawa, Ill., is in Chicago, probably to stay. Reedy was a prominent worker at the division meet held at Ottawa, but has been on the road constantly ever since.

The Lake View Cycling Club gives a party on the pretty lawn of its club property Aug. 19. A platform will be erected for dancing, and refreshments will be served throughout the evening.

E. J. Righter, of Lincoln, Neb., one of that state's most prominent wheelmen, stopped over in Chicago last Thursday. Mr. Righter spent two months in San Francisco, and was on his way to New York for a six months' visit.

In the absence of Chief Consul Gerould, Secretary-Treasurer White gave instructions to C. R. Fraucis, of this city, to take the case of Joe D. Guinea and C. W. Platt, and to sue the Cicero policeman who clubbed Guinea and arrested Platt.

W. H. McCormick, of the Buffalo Press Club, was a visitor of G. W. Cusman last week. Mr. McCormick states that his club is the great Buffalo club. They may ask for the L. A. W. meet of 1894, but he can not say. Baltimore is their opponent.

P. W. Yoos, of this city, returned from Denver and Pike's Peak on Saturday. He saw Mrs. Candy start on her perilous trip down the peak, and declares it a suicidal attempt. She bound her M. & W. tire with felt a quarter of an inch thick, and wound tire tape around that.

The north side has another cycling club, the North Chicago Wheelmen. This organization was formed July 1, with twenty-seven charter members, and now has eighty odd enrolled. The club has in prospect a house at 1717 Belmont avenue. The officers for the ensuing year are as follows: President, A.

G. King; vice-president, George Davis; secretary, Zilach; treasurer, Leyden; captain, J. Ulrich; first lieutenant, J. Schoenberg; second lieutenant, L. Strausser. The dues are \$1.50, or \$1 when paid by the first of the month.

Illinois club runs for August are: Aug. 7, Wheeling; 21, St. Joe, and 28, Ottawa. On the latter run the party leaves the club house at 2:30 Saturday afternoon, stopping over night at Joliet and reaching Ottawa Sunday in time for a trip to Starved Rock, Deer Park and the many beautiful canons of this region.

Chicago has seven cycling clubs in the Y. M. C. A. These the South Chicago Y. M. C. A. Cycling Club entertained at a banquet this week, Thursday evening, and later escorted through the rolling mills. The seven organizations are the Madison Street, Medical, German, Ravenswood, California Avenue, and Englewood.

The Lincoln Cycling Club's run card for the months of August, September and October indicates the long distance nature of the club's riders. Over a dozen long runs are scheduled, most of them centuries. The runs are to every available point around the city. Aug. 7, century, Fox Lake; Aug. 14, century, Lake Zurich and fifteen miles on boulevard; Aug. 21, century, open; Aug. 27 and 28, Waukegan; Sept. 4, century, fourth annual souvenir; Sept. 11, Fort Sheridan; Sept. 18, century, Joliet; Sept. 25, ladies' run; Oct. 2, century, Milwaukee to Chicago, train up Saturday night; Oct. 9, century, Elgin course; Oct. 16, century, Wheeling and Waukegan; Oct. 23, century, open; Oct. 30, finale, century, Elgin course. The Lincoln's annual road race occurs Aug. 20, entries closing Aug. 13. The annual track championships will probably occur Aug. 27.

The Detroit Wheelmen held a lantern parade Monday night. On the same evening the Wheeling (W. Va.) Cyclers had a big parade.

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Outlook for Next Season.

The frightful heat has taken the place of the June rains, and the bicyclist feels the one as much as the other and will not ride. Furthermore, he will not buy, and so 1892 is evidently going to rank with 1891 as a disastrous year for the trade. The failure of a big Philadelphia house will be widely felt, and many small houses may go down in the crash, while one or two English manufacturers may find it difficult to keep above water. I also understand that a Chicago manufacturer of some note has closed his doors, and there are rumors that another is in a bad way. All this trouble is the perfectly legitimate outcome of the foolish business policy that seems to be the style in the cycle trade. Credits, discounts, prices and integrity have none of them been respected, but every man has built and sold to suit himself, and always with the idea that his profits were going to be so large that loss was not to be taken into account.

The bicycle business is in a bad way, a very bad way; there is ruin in the air. The market is glutted with machines of all grades; public confidence is impaired, and the World's Fair takes place next year! I fear that this very simple sentence means a good deal more than appears on the surface. The World's Fair may be a good thing for the country; in my humble opinion, however, the reverse will be true. The amount of money that will be drained from the small cities and the country, and deposited in Chicago in the hands of railroads, hotel people, amusement establishments and saloons will play particular whack with the bicycle business, and many another business, too, I am afraid. That the concentration of vast crowds, and enormous sums of money in one place, is not conducive to general prosperity I think can be easily proved by reference to the

financial reports after the fair in London, Philadelphia, New Orleans and Paris, and we all know that special lines of trade always suffer first and greatest. It is therefore with very great forebodings that I at least look forward to '93.

There has never been a time in the history of the trade when, at this season of the year, there was such stagnation as is exhibited just now. Business is absolutely at a stand-still. Right in the midst of what should and what always has been the busy season, dealers are overstocked and buyers are absolutely nil. Some are living on hope and trusting that the fall will bring trade, which hope, it seems to me, is misplaced. Some are living on the leniency of their creditors and may close at any moment, while the makers, poor devils, are quaking in their boots and wondering how they shall weather through the "cool and cruel winter."

LA COTE MAL TAILE.

The New Howe Coming.

It more than probable that Stephen Golder and a sample New Howe machine will be in America by the first day of next month, for he is to sail on the 20th inst. from Liverpool. The New Howe has probably become better known than any wheel on the market in the length of time it has been out. It is, unquestionably, a splendid wheel, and it has been advertised in a very thorough manner. The New Howe is very like the Humber; at any rate it takes awfully well. It scores everywhere. Arthur Du Cros lowered the Irish half-mile to 1:09 4-5 on a New Howe, and the Manchester Center N. C. U. championship for fifty miles also went to a New Howe rider. It has recently won races at the Isle of Man, Clyde, Leeds and other places in Scotland and northern England.

Broke the Elgin-Aurora Record.

Charlie Cutting claims to have broken the Elgin-Aurora record Sunday, doing the distance in 7:56, seventeen minutes inside Ulbrecht's record of 8:15 made last year. Cutting started on the Cook County Wheelmen's century run, left the parties early and reached Aurora at 8:35 and Chicago at 11:56. The roads were horrible, and Cutting says almost unrideable in places. Sixty started the ride and owing to accidents but thirty finished, most of them by 6 o'clock. Preident Graham fell at Naperville and was forced to ride in, using but one pedal, but finishing. The finishers were, C. D. Cutting, W. F. Pieronnet, W. M. Shumway, P. H. Green, H. Misbach, F. W. Osmun, W. A. Thompson, Boxley, A. G. Moore, Foster, J. Hrach, R. C. Craigie, J. E. Dickinson, Salvage, R. F. Clark, Reinhardt, C. Grundseth, Holdthaefer, Ed Grundseth, Verhoeven, Ed. Furner, W. E. Skinner, W. L. Whitson, Frankenthal, R. Renter, Fred Howard, W. Montross, C. E. Graham, G. E. Moshier, James Levy.

Cycle Races at Summer Resorts.

One would think that the popular seaside summer resorts with their vast fun-seeking population would be able to offer the best of inducements for the holding of successful race meetings, yet with poor tracks, notwithstanding an abundance of material close at hand with which to build cheaply the finest in the land, and with seemingly no competent management to take charge of a tournament, the seaside visitors are left to while away their idle moments with wild west shows, base ball matches and occasional athletic tournaments. Asbury Park is a notable exception in this matter, and with a fine track and a wide-awake club has held and will on Friday and Saturday of this week again give

first-class sport, with valuable prizes to attract the fast men. Long Branch is too much addicted to horse racing to take much interest in such matters, but at some of the other resorts a cycle meet would be a profitable venture if properly managed. A venturesome young man at Atlantic City, one of the largest resorts on the coast, recently made an attempt to run a series of race meetings but apparently having not the slightest idea how to conduct the same secured an audience of only 200 people at his first venture, and having scarcely any entries was compelled to ask several wheelmen spending their vacation there to ride in order to help him out. This ended the series.

Another fellow, at Cape May, had a laudable scheme of which he gave one week's notice, that of having races, a parade, drill, etc., with cash prizes to the clubs taking the largest number of men down. As he failed to offer any prizes whatever for the races, no notice was taken of his proposal by anyone, and the great event was called off with less notice than it was announced.

It is seldom the case that there is a strong club at any seaside town, but there is a splendid opportunity for some first-class hustler to step in and furnish good amusement and make a neat profit at one and the same time.

Room for Work.

B. F. White, secretary-treasurer of the Illinois division, has been taking a list of cyclists who do not belong to the league in Illinois. He has a list completed as far as possible outside of Chicago, and has between 5,000 and 6,000 names enrolled. Verily a great chance for missionary work among the heathen in this locality.

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Eastern Race Notes.

Manager Bowden, of the Raleigh company, left New York Saturday night in company with Zimmerman for Hamilton, Ont., where the latter raced Monday. Mr. Bowden will visit his two sisters in Buffalo while in that region.

Zimmerman looked tired and completely run out after the finishes at Asbury Park races last Saturday, being completely exhausted after one finish with Taylor, which makes many think that he is getting stale. Zimmerman is a glutton for work and would do well to leave many of the handicaps alone.

C. Fred Coope, of the Common Sense Bicycle Company, of Philadelphia, is undoubtedly as fine a safety trick rider as there is in America. His performances at Philadelphia and Asbury Park races on the Common Sense Hickory wheel surprised even Dan Canary. In his travels for the company Coope frequently gives exhibitions in public places free.

Tyler is resting at his home, Highlandville, Mass., and Berlo, Hoyland Smith and others are keeping out of Jimmy's way. Windle is training, and we might see all of them together at Springfield. One thing seems certain, and that it will remain for either Tyler or Windle to lower Zimmerman's colors. If neither of the former can do it, why, then the Jersey "skeeter" will be boss of the world.

Taxis looked completely off at Asbury Park, and he stated to a REFEREE man that he had been dancing and swimming more than training. George (or "River-side") Smith, Elliott Mason's protege, rode well, and is a wonderfully plucky and well-built young man. Carl Hess, of the M. A. C.—he of the breechlet—rode with a dash that surprised everybody, and the young man from Ger-

many is pretty speedy. George Taylor gave Jimmy a terrible race in the quarter, and Asa Windle's push came in handy in giving George a decided lead at the start. Of course Taylor was favored with the inside position, but Jimmy rode lopped on his side, not losing a bit more ground than he could help, and what a jump he made on the straight! It was a great finish; Taylor sat up about five yards from the finish, stating he thought he had crossed. Taylor, as a rule, don't make excuses for defeat, but if he had hustled a bit more he would have beaten Zimmerman, who was completely exhausted at the finish, and it was only run by a foot.

The writer likes to hear from George Lacy Hillier at all times, and when Hillier speaks he generally says something worth listening to; but when "Jurge" pretends that he knows nothing of the festive "bookey" on English racing paths, he is and has been shutting his eyes at nearly every important cycle race meeting in England for years. Why, at the Alexandria Park jubilee tournament at London in 1887, the writer, who was present, counted fourteen book makers who were yelling their "odds" and doing a fair business. It was right at the club house entrance, too, and George Lacy Hillier was a judge at that meeting. I'm afraid our friend across the water is pretending blindness in his devotion to the pure amateurism and the lively corpse, maker's amateurism. I would recommend the editorial of Priol of three columns in length in this week's *Wheel* as an antidote for blindness to G. L. H. If there ever was a pure amateur and true sportsman, Hillier is the man; but you commenced when the game was young. Mr. Hillier, and manufacturers few. Times change, speed commands price, and lack of speed at critical times receives reward from an

English book-maker. The chances of corruption, when men race outright for "the stiff," will be less than they are at present. They will try the cash system last of all in England, like all other, or nearly all other great things first tried and approved of on this side. Australia says cash is a success, and the charge that it has produced roping is unfounded and contradicted by both Australian press and public. MORGAN.

A Meet for St. Johns, Mich.

ST. JOHNS, Mich., Aug. 8.—Preparations are being made for the meet of the St. Johns Wheelmen, Thursday, Sept. 8. The programme and prize list will be out in a few days, and it is the intention of the boys to far surpass all previous efforts. Those who attended our meets in 1888 and 1890 know what that means. We have splendid athletic grounds and the best quarter-mile bicycle track in the state. Work on the track is progressing finely and it will be kept in the best of condition. The prizes offered will attract the flyers, and some good time is confidently looked for. Marshall, that "St. Johns farmer," is in training and is beginning to show up some of his old-time form, which carried him to the front two or three years ago. His record in the Ann Arbor-Ypsilanti-Saline road race of 1889 still holds for the course. His jolly good-nature has won for him many friends who rejoice to again see him on the path.

Coming Events at Rochester.

ROCHESTER, August 9.—On Labor Day the Ramblers' Bicycle Club will hold a tournament at the Driving Park. There will be a large list of elegant prizes to be awarded in the following events: One-mile, novice, club members only (safety); one-mile, safety, open; two-mile, handicap, safety, club members; half-mile,

safety, open; one-mile, club-championship, safety; one-mile, safety, city championship; three-mile team race, open to Rochester clubs; one-mile lap race, open to all men on grounds.

Sometime in September the Genesee Bicycle Club will conduct a road race from Buffalo to Rochester. Many attempts have been made to hold a race over this course, made memorable by the big race of October 22, 1889, when the local riders almost exterminated the Buffalo boys. Prizes tempting enough for the best riders in the state will be offered, and every effort will be made to make the contest even greater than the one in the snow storm of '89.

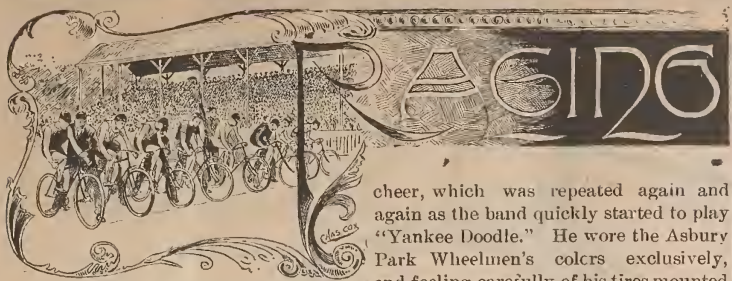
There is a probability that the Lake Views and Genesee will run a joint tournament here some time in September. If the project is carried through it will mean one of the best meetings of the year. PANHANDLE.

Holbein's Big Road Record.

On Wednesday the Coventry Machinists' Company received a telegram from Coventry, stating that Holbein had ridden 359 miles in twenty-four hours on the road, breaking the previous record by twenty-three miles. He rode a Swift.

Hunter and Ullery Won All.

Pendleton, Ind., had a small sized tournament last week Thursday. F. E. Hunter won the mile race in 2:43 2-5, closely followed by Ullery and E. P. Roll, of Indianapolis. In the two-mile race Ullery won with ease in 5:59 2-5, his closest contestant being Frank Hornidy of Anderson. The four mile race was won by Hunter, with C. A. Kirkle, of Richmond, second. Lester McFaugh of Pendleton won the Madison County half-mile race in 1:22 1-5.



Zimmerman Wins Everything.

Asbury Park, one of the best-known New Jersey summer resorts, is a great place. The drinking water is bad, the beach is dangerous, no one is permitted to bathe on Sunday after 9 a. m., and the sale of liquor is prohibited at all times. Still, thousands of people live there during the heated term and are presumably happy. The place is popularly supposed to belong to a gentleman by the name of Bradley, familiarly known as "Founder" Bradley, who, having at one time owned nearly the entire town, sold such portions as he felt disposed to different parties, with the restriction that they should never do anything which he considered objectionable. Fortunately, bicycle riding and racing were not included in this class; but even if they had been it would have made but little difference this week, as Proprietor Bradley stepped down and out, and the whole place—hotels, boardwalks, beach and ocean—belonged by general consent to Arthur A. Zimmerman. Ever since he was landed last week from the deck of the Silver Stream he has been the observed of all observers; nothing has been too good for him; no one else has been mentioned. Ladies stop talking fashions to turn and look at him on the street; every wagon, every cart, every horse-car, every fence has "Zimmer" plastered on its side, and those who are not up in cycling are at a loss to know—as Mayor Stuart of Philadelphia said at the Coleman house banquet—"whether it is a tooth wash, a cough syrup, or something new in the wild west show business." Not only is Zimmer here, but Zimmer's father, his mother and his trainer, Joe McDermott, also—and Mr. Bradley is forgotten by everyone.

The Asbury Park wheelmen are a hustling crowd and know well the effect that the presence of their favorite rider would have. A fine three-lap track, commodious grand stand and good prizes drew forth both audience and talent, although the familiar faces of Tyler and Berlo were absent. A goodly number of prominent wheelmen were present to witness the "American speed merchant's" first reappearance, amongst whom were Joe and Harry Goodman of Hartford; Bunnell, Crowther, Frank Egan, G. Carleton Brown (referee second day), F. Z. C. Martin, Dr. T. N. Gray, Samuel Clark, Kluzer, George Atwater, George D. Gideon, S. Wallis Merrihew, D. E. Miller, F. P. Prial, J. J. Prial and "Senator" Morgan.

FRIDAY'S RACES.

Zimmerman made his first appearance in the fourth event of the day, the second heat of the one-mile, handicap, starting from scratch with G. W. Coffin, 120 yards; H. Hawthorn, 160 yards; J. Blake, 165 yards; W. J. Mooney, 180 yards; N. H. Mooney, 180 yards; W. J. Blake, 180 yards; Paul Grosch, 120 yards; H. B. Martin, 170 yards; L. D. Dexter, 160 yards, and F. C. Doup, 180 yards. Before starting for the track he evidently had no desire to ride, and said that he was going to do it as a favor to the club. The audience was waiting for him 4,000 strong and when he came out in the same off-hand, careless way, regardless of everyone, as of old, there went up a mighty

cheer, which was repeated again and again as the band quickly started to play "Yankee Doodle." He wore the Asbury Park Wheelmen's colors exclusively, and feeling carefully of his tires mounted in his old lumbering position. At the crack of the pistol he got off well, although, apparently, a bit nervous and evidently anxious to win. On the first lap he had made some headway, but not enough to arouse any great enthusiasm, but on the backstretch he began to pick up his men slowly. On the second lap he was half way through the field, and entering the straight on the finish sped away from them all, although Grosh made an effort to keep first position. Then, while audience, press, track officials and police went wild with enthusiasm, he dismounted and disappeared once more into the dressing room. He did not start in the final, as it came directly after the finish of the mile, open.

His next appearance was in the team race, where he had an easy thing in winning first on each lap; but his presence was not sufficient to make the home team a winner. The event of the day was the one-mile scratch, with prizes for the laps and Zimmerman, Hess, G. C. Smith, Taylor, Munger and Mulliken for starters. "Riverside" Smith set out for the first lap prize, which he took without opposition, Carl Hess coming up and capturing the second, Zimmerman and Taylor riding together twenty yards back. Then up came the Jerseyman with a rush, passing all and making his own pace, Taylor following at fifteen yards. Around they went, faster and faster, into the stretch, Zimmer constantly increasing his lead and evidently running Taylor clear off his legs, won with thirty yards to spare and not looking back until he crossed the tape. This spurt was nearly one-third of a mile in length.

His fourth race was a two-mile, handicap, for New Jersey riders only, in which Paul Grosh and Coffin made a fight for place, but in which the champion once more distinguished himself. Munger has added a doll's bonnet to his already outlandish rig, and was greeted by the band with "Where did You Get that Hat?" He met with no success, being evidently again out of shape.

Following is the summary:

One-mile, novice—F. Stone, W. W., 1; E. Montgomery, Windsor Locks, 2; time, 2:44 2-5.
One-mile, handicap, first heat—A. B. Rich, 70 yards, 1; Carl Hess, 60 yards, 2; H. C. Wheeler, 65 yards, 3; time, 2:22 1-5. No scratch men rode.
Second heat—A. A. Zimmerman, A. P. W., scratch, 1; Paul Grosh, 2; George W. Coffin, 3; time, 2:26 1-5.
Third heat—J. R. Hazleton, 70 yards, 1; H. Watson, 120 yards, 2; J. H. Draper, 70 yards, 3; Munger, scratch.
Final heat—Hess, 60 yards, 1; Grosh, 2; Rich, 70 yards, 3; time, 2:29 3-5.
Two-mile, handicap—H. C. Wheeler, 100 yards, 1; Carl Hess, 100 yards, 2; A. T. Himrichs, 280 yards, 3; time, 5:03. No scratch men, Munger 30 yards.
One-mile, team—Orange Athletic Club, eighty-six points, 1; Asbury Park Wheelmen, eighty-four points, 2.
One-mile, 2:50 class—G. C. Smith, R. W., 1; A. B. Waters, Brooklyn, 2; H. Bonum, K. C. W., 3; time, 2:45 3-5.
One-mile, scratch—A. A. Zimmerman, 1; George F. Taylor, 2; Carl Hess, 3; time, 2:31 1-5. Ten starters.
One-mile, 2:40 class—Paul Grosh, O. W., 1; A. H. Rogers, M. C. W., 2; G. B. Walters, Brooklyn, 3; time, 2:01. Seven starters.
Two-mile, handicap—A. A. Zimmerman, 1; G. W. Coffin, 2; time, 5:06 2-5.

SECOND DAY.

On the second day the crowd was

equally large, but the suspense was over. There seemed to be no doubt on the part of anyone that Zimmer would continue to win, and in one instance some carried the enthusiasm to the extension of cheering Zimmerman and hissing Taylor; but it was promptly sat upon by the balance. In the one-mile, safety handicap, there were twenty two starters, with Zimmerman, Munger and Taylor on scratch. Munger set out for the field at the start, and on the second lap gave way to Zimmer. On the last quarter the struggle began. The three had worked their way half through the field, and Zimmerman let out with a terrible spurt, passing man after man, but was unable to get better place than third.

The quarter-mile dash was an exciting event, with Munger, Mullikin, Martin, Zimmerman and Taylor starting. Taylor took the lead, but Zimmer soon got after him, and they fought it out on the stretch, Taylor making a game fight and finishing a good second.

The *pace de resistance* of the meet was the five-mile scratch, in which Wheeler, Hawley, Hess, Zimmerman, Coffin, Taxis, Mullikin, Rich, Taylor, Campbell and Hazleton started. The bunch hung well together, Hess, Wheeler and Hazleton doing most of the pacing. On the last lap all let out at a terrific pace, Mullikin leading for a short distance. Zimmer took the lead on the back stretch, closely followed by the bunch. As they rounded into the stretch it looked as if any of the leaders might claim first place, but the champion held his own, although Taxis, who had not ridden previously, finished a good second, with Taylor third.

After this event a number of enthusiasts made an attempt to carry their hero around on their shoulders, but he, divining their intention, showed his sprinting capacities by running down the track and losing himself in the crowd.

Following is the summary:

One-mile, three minute class, first heat—C. S. Thompson, New Haven, 1; L. Z. Coyt, B. C. W., 2; H. B. Martin, A. P. W., 3; time, 2:51 1-5. Six starters.
Second heat—A. C. Watson, 1; H. Bonum, K. C. W., 2; H. Hawthorn, O. A. C., 3; time, 2:44 3-5. Seven starters.
Third heat—F. Stone, O. W., 1; H. E. Himrichs, P. B. C., 2; L. D. Dexter, Chadwick Mills, N. Y., 3; time, 2:41 2-5. Ten starters.
Final heat—L. C. Coyt, 1; F. C. Hawley, 2; C. S. Thompson, 3; time, 2:45 1-5.
One-mile, handicap—H. C. Wheeler, M. A. C., 65 yards, 1; J. R. Hazleton, R. A. C., 70 yards, 2; A. A. Zimmerman, scratch, 3; time, 2:24. Twenty-three starters.
One-mile, 2:35 class—H. C. Wheeler, M. A. C., 1; G. W. Coffin, O. A. C., 2; J. R. Hazleton, R. A. C., 3; time, 3:00 2-5. Six starters.
Two-mile, handicap—Carl Hess, M. A. C., 100 yards, 1; F. Hawley, K. C. W., 2; J. R. Parlor, F. C., 3; time, 5:13 2-5. Munger thirty yards; no scratch men.
Quarter-mile, open—A. A. Zimmerman, A. P. W., 1; George F. Taylor, M. A. C., 2; W. H. Mullikin, Baltimore, 3; time, 3:4 1-5. Five starters.
One-mile, 2:45 class—G. B. Waters, Brooklyn, 1; A. H. Rogers, M. C. W., 2; C. L. Conklin, B. C. W., 3; time, 2:46. Ten starters.
Five-mile, scratch—A. A. Zimmerman, 1; W. W. Taxis, 2; G. F. Taylor, 3; time, 15:05. Time—mile, 2:53 4-5; two, 5:57 4-5; three, 9:15 4-5; four, 12:17; five, 15:05.
One-mile, consolation—A. C. Watson, W. C. R. 1; H. B. Martin, A. P. W., 2; time, 2:46 1-5.

England's Twenty-four Hour Race.

LONDON, July 27.—Zimmerman has left us. His departure was made very quickly, and scarcely had he gone when men found a new topic in the grand performance done by Frank Shorland in the twenty-four hour path race at Herne Hill, for which the enterprising proprietors of the Cuca Cocoa had given a challenge cup, valued at a hundred guineas. It was anticipated by many that should the weather be favorable, 400 miles would be done, but no one was prepared for such a big total as 413 miles 1,615 yards. Yet this is what Frank Shorland did on his little front-driven Crypto-

geared machine, which, although it has a front wheel of thirty inches only, some people will persist in calling a geared ordinary. More than this, in twelve hours Shorland covered 220 miles 140 yards, and beat the record from ninety miles right away to the finish. In the last hour he covered eighteen and a half miles. The race was a grand one in many respects, and this, in spite of the absence of T. A. Edge and the early retirement of Holbein, S. F. Edge and Bates.

Holbein, who, like Shorland, had been training in the fresh sea air at Brighton, had been riding very fast during the last few days of his preparation, and his friends were very confident of his success. But, strangely enough, the man who has overcome all sorts of inconveniences on the road, who has ridden miles and miles on a so-called spring frame safety with a cushion tire gradually cutting itself to pieces and flapping on the rim, failed to stick it out on the perfect smoothness of the Herne Hill track, and retired after going 167 miles, the victim of saddle soreness, which was attributed to a badly fitting saddle. After this J. M. James, another member of the North Road Club, a mercurial, flippertygibbet sort of youth with a cracked voice and a merry smile, whom his friends delight to dub "Jimmie James," to distinguish him from other Jameses in the club, headed the safety riders proper, and in the end finished up some six miles only behind Shorland, with a total of 407 miles 285 yards. He was mounted on a New Howe safety, for which he had paid, and his success was received with much satisfaction by those who still believe in the virtues of true amateurism and think that all men attached to the trade should be classed as professionals.

Only two tricyclists started, both of them being amateurs of the best sort. Both of them regarded the race as a good opportunity for making records under favorable conditions, and neither had any great intention of going right through. At any rate their desire for records was satisfied. They began cutting the old records made by Dr. Turner and A. L. Bower on solid tired machines, at twenty-six miles. At forty-four miles Moorhouse retired, but Bidlake, who was on a Marlboro Club tricycle, kept at his work and cut all records up to 200 miles, which he accomplished in 14 hrs. 10 min. 14 2-5 sec, and then he also gave up. Besides Shorland and James, two other men completed the twenty-four hour, one of them, J. F. Walsh, the old ordinary rider, who was now mounted on a Premier safety, doing 384 miles, and the other, a Yorkshireman named Brundrett, who came with a big local reputation, doing 379 miles.

The weather throughout was simply perfect, and the track was in first-class order. The whole of the conditions were most favorable, and the general arrangements, which were in the hands of Lacy Hillier, were simply perfect. It might have been supposed that on the first occasion of running a big race like this on the path, there would be many little hitches, but there was not a single one. Everything was as it should be—a striking testimonial to the organizing capacity of the man who practically ran the whole show. It is worthy of note that altogether about 8,000 spectators paid gate. About four hundred of these remained throughout the race, which began at 8:05 on Friday evening and ended at the same hour on Saturday. As early as 3 o'clock on Saturday morning spectators were arriving at the grounds, and between that hour and 5 o'clock no fewer than seventy people passed the turnstiles.



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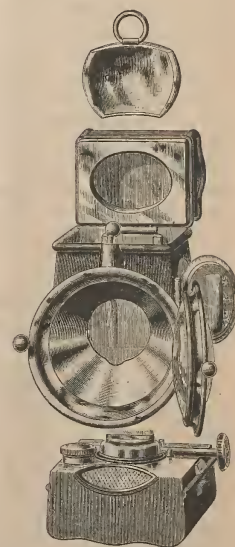
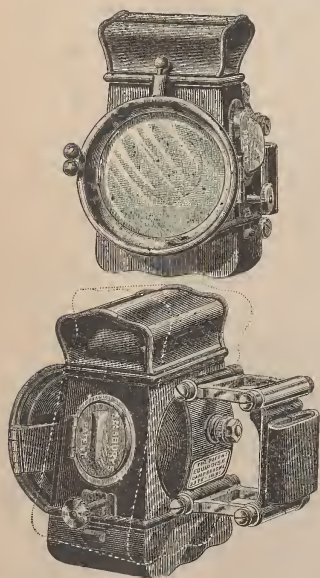
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BIDWELL-THOMAS

★ RACING TIRES ★

A FEW OF THE RACES WON ON THIS TIRE.

May 30,	Worcester, Mass.,	1st 4 times.
" 30,	Manhattan Field,	1st 2 "
June 6,	New Haven,	1 Mile Safety.
" 6,	" "	1/2 Mile H'dcap.
" 4,	Cambridge,	1 Mile Scratch.
" 4,	Philadelphia, 1/2 and 1	" "
" 13,	Cortland, N. Y.,	1 " "
		2 " Lap.
		1/2 " Scratch.
		1 " H'dcap.
" 17,	Buffalo,	1st 3 times.
" 21-22,	Scranton,	1st 4 "

Also at Orange, June 25th; Cleveland, June 22nd; Vineland, June 28th; Asbury Park, June 30th; Patterson, July 2nd; Hartford, July 4th. They were first in each place several times.

Finally, Frank Waller at Oakland, Cal., rode 363 miles in 24 hours on a Bidwell-Thomas Pneumatic.

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Since the end of the race men have been endeavoring to prove that the result shows the front driven machine to be faster than the rear-driven, but I can not help thinking that a careful analysis leads to an almost exactly opposite deduction. Hitherto, when both have been mounted on a rear driver in road races, James has never been anything like so good as Shorland, and yet when the latter, after undergoing a special preparation and doing lots of path work, exploits the front driver to the best advantage, James finished within seven miles of him. Of course, on the other hand, it may be said that Shorland knew exactly what advantage he possessed, and did not trouble himself so long as he did a good performance and won decisively. At any rate, I fancy that further evidence will be required before the point can be finally settled. Men's thoughts are now of holidays and holiday making, and great preparations are being made for the southern and northern camps.

The leaders at each hour and the score for the twenty four hours was as follows:

Hrs.	Miles.	Yds.	Hrs.	Miles.	Yds.
1 Bates	30	910	13 Shorland	232	170
2 Shorland	40	270	14 "	248	160
3 "	60	900	15 "	265	585
4 "	78	1250	16 "	280	1715
5 "	98	450	17 "	296	1860
6 "	114	100	18 "	313	700
7 "	131	250	19 "	330	320
8 "	149	40	20 "	346	250
9 "	166	170	21 "	361	1650
10 "	184	1440	22 "	379	1300
11 "	202	1240	23 "	395	740
12 "	220	140	23 "	413	1615

Miles. Hrs. Min. Sec.

200..... 10 49 32 2-5

225..... 12 31 39 3-5

250..... 14 6 42 4-5

275..... 15 38 37 4-5

300..... 17 10 18

350..... 20 18 7 1-5

400..... 23 14 7 1-5

A Meet at Toledo Sept. 10.

The Toledo Bicycle Club has made arrangements with the Toledo Exposition Company to hold a large bicycle tournament at the Toledo driving park Saturday, Sept. 10, which will follow the Columbus meet, Sept. 5 and 6. Some thousand dollars' worth of prizes will be given. The programme has been arranged as follows: One-mile, safety, novice, open; one-quarter mile, safety, open; five-mile, safety, handicap, open; half-mile, safety, boys fourteen years or under, restricted to twenty-seven inch wheels; one-mile, safety, T. C. C. championship; one-mile, safety, open; half-mile, safety, open; one-mile, safety, 2:50 class, open; three-mile, safety, lap race, open.

Good Programme at Columbus, Ohio.

The Columbus Cycling Club boys, having met with such great success with their tournament last year, have decided to give a larger and better one this fall. It will be held at the new Gentlemen's Driving Park on Tuesday and Wednesday, Sept. 5 and 6. This (the 5th) being Labor day, and a general holiday, will naturally attract a large crowd. The track at the driving park has just been completed, and experienced men say that is the fastest in America. The various committees are hard at work, and intend to make this the most successful meet ever held in Ohio. Dr. G. G. Thomen is the greatest hustler on record, for it has been principally through his efforts that so many, and valuable, prizes have been donated. So far these have been donated: An elegant upright piano, a fine buggy, a valuable city lot, two fine gold watches, five high grade bicycles, an elegant silver cup by the Columbus Board of Trade, a full-dress suit made to order, \$75; two \$100 gold medals, two complete toilet sets, pair of trousers made to order, bicycle suits, and many other valuable articles. Several other

fine prizes have been promised, which at this writing have not been announced, but the aggregate value, when they are all in, will exceed \$3,000. The programme will consist of but of few local races, the majority of them being class, handicap and open. Since the date is at a time when there are but few meets over the country, there will probably be a great many entries from the crack riders from the east and from Chicago. George W. Smith, who handled the races so successfully last year, is again in charge of the races of the coming meet. Entry blanks can be had by addressing George W. Smith, 32 East Spring street, Columbus, Ohio.

ARION. West Gace Up.

"Professor" John West, of the Minnette Cycling Corps, a professional, started to establish a twenty-four hour record last Friday evening at the Elgin Driving Park. He failed after riding 13 hrs. 10 min. 14 sec., and having done but 189 1-2, 30 miles behind the record. For four months West has been steadily training under his own system, for he himself is a practical trainer of athletes and cyclists. Big and muscular, he gives one the impression, at first sight, that 400 miles in twenty-four hours would be an easy thing for him. It had been raining Friday and the track was heavy when the rider started. He looked weary at the end of the first hour and got "bull-headed," one of his pacers said, at midnight. A heavy fog made him groggy and he refused to mind the pace-makers. Rhodes, Buchanan and Shusser were with him during the night, but he would not mind them or Fox, his manager. When he had covered 189 miles at 7:41 in the morning, his eyes closed repeatedly, and he dismounted, admitting he was foolish for starting, and giving up then and there. It was currently reported that he would start at 3 o'clock next Saturday on Parkside track in another attempt. Track authorities say he will not be able to get the track. Another aspirant for twenty-four hour-record honors was made known this week. Horace Baine, of Goshen, Ind., formerly of Chicago, starts on the Warsaw track in Indianapolis Aug. 18. F. J. Wagner, of this city, was sent for to take charge of the track, and left this week. Baine is a good rider, but a mere boy, who will do himself much harm in such a contest. He would do better a year from now or even later. While Englishmen and Frenchmen are breaking his record, and Americans are trying to do so. Spooner smiles serenely, and declares on his oath that he'll never start again. On top for even so short a time, but there just the same, has settled his long-distance aspirations, and another season he will devote his entire time to short-distance contests.

Berwyn's Race Gossip.

It is not often that a crowd—that is, a crowd of self-respecting people who are supposed to know the difference between gentlemanly and ungentlemanly conduct—so far forgets itself as to treat ungraciously a man whose only fault is that he dared compete with their favorite, and took second in a number of good finishes. Yet this is exactly what a portion of the Asbury Park gathering did on Saturday last. So much were they "gone" on their hero, Zimmy, that they actually hissed George Taylor, the popular Manhattan man, for no other reason than that he made a most magnificent struggle in the quarter-mile dash, and lost by only a few inches in one of the most exciting contests of the two days' meeting. Taylor, who is undoubtedly

one of the most popular men on the path at the present time, had ridden a fair race upon its merits; he had neither fouled Zimmerman nor had he claimed ill treatment, yet as he returned to the dressing room he was greeted with a chorus of hisses instead of the applause he deserved for his brilliant showing. Fortunately the better class of the audience put an end to the disgraceful conduct by loud cries of "shut up" and threats of personal vengeance, but it was certainly a most unfortunate occurrence that there were even a few hundred present whose ideas of hero worshiping were carried to this extreme. Taylor was very much hurt and showed it plainly. After his second performance there were many who thought it possible for him to beat Zimmerman. To lose, after making a game struggle in race after race, and then be hissed for his best effort, was enough to disgust any man.

Should the racing board, during its present investigations, discover that any racing men of reputation have been breaking the rules, and suspend or expel any of the real cracks, thus practically breaking up the sport in its height, the Park Avenue Wheelmen of Philadelphia will change their programme to suit, and immediately offer cash prizes, so as to secure the attendance of the men.

George Smith, of the Riverside Wheelmen, riding in and winning the 2:50 class at Asbury Park after riding a quarter in :33 2-5 two weeks previously, is a queer interpretation of the class system.

W. W. Taxis, who has for years represented the A. C. S. N., states that the rumor is true that he proposes to leave it. If it does not give him his release he will resign from the club. Taxis says the navy has not been able to pay his expenses for some time, yet he has continued to represent it at his own expense, knowing its financial condition. Of late, however, his entrance fees have not been paid, and he has received letters from different sections of the country so frequently, complaining of the neglect, that he has become sick of the matter and decided not to be so good natured hereafter. He may ride unattached, but it is more than likely that he will join the fold of one of the big New York organizations.

"If I had had charge of Zimmerman in England," said Stillman G. Whittaker, recently, "I would have made him wear a spiked dog collar with the spikes on the inside. Then if he had tried to look around in a race he would have been reminded of his danger by one of the spikes and changed his mind."

PAUL BERWYN.

Jacksonville's Tournament.

The Lockwood club members are working hard to make their meet a success. It has already been advertised far and wide and entries are coming in, having been received from Chicago, St. Louis, Columbus, O., and a good many other places. The entry blanks are ready and will be mailed on application. They are getting up an illustrated forty-page pamphlet containing views of the principal buildings, streets, the fair grounds and club rooms, which will be ready in a few weeks. The piano given by Camp & Phillips has arrived and is a beauty.

On the first day there are \$1,585 worth of prizes offered, and \$1,915 on the second, making a total of \$3,500, among them being an \$800 piano, a \$300 surry, a dress suit, typewriter, desk, several wheels, medals, etc. Jacksonville is a very nice little city of 15,000 inhabitants and is sometimes called the "Athens of the West." It is noted for its education-

al advantages. It contains one of the best colleges for young men in the west, several seminaries for young ladies, Central Hospital for the Insane, state institutions for the blind and deaf and dumb, the latter being the largest institution of its kind in the world.

The Second Milwaukee Race.

A great deal of interest is being manifested in the road race which is to take place soon between Johnson, of Minneapolis, and Ulbrecht, of Chicago, to decide the tie for second time in the Milwaukee road race. It is now understood the race will occur immediately after the Chicago club's meet at Parkside the latter part of this month. A despatch from Milwaukee, dated Saturday last, says: "The racing board of the Milwaukee Wheelmen, which had charge of the last Waukesha road race, to-day announced that Hueffner, the Beloit college athlete, who finished first from the thirteen-minute mark, won his race by fraud, and would not be permitted to participate in any future races here. The board says that Hueffner had four pace-makers along the road; that friends secretly helped him up Stone Quarry hill, and that he told a deliberate falsehood when he gave his record to the handicappers. The first place, it is declared by the board, belongs to G. F. Kuenzel, of Milwaukee, second to G. F. Reitzner, of Milwaukee, and third place to Fred Nessel, of Chicago, who won time prize.

Canadians Easy for Zimmy.

Monday Zimmerman pounced down upon the Canucks at the meet of the Hamilton B. C. and secured a first in every event he entered, besides lowering some records. The day was perfect and there was a good attendance. Zimmy was the observed of all observers—it was Zimmy, Zimmy, Zimmy. He appeared in town in an awfully English rig, checked trousers and all. Hyslop was cheered to the echo and cries of "Palmer's day is past," "He ain't in it," while hurrahs for Zimmerman were heard frequently. W. S. Campbell, of New York, and C. H. Callahan, of Buffalo, were also present, besides the Canadian cracks, Wells, Carman and Hyslop. Zimmerman cut the quarter-mile record to 36 sec. from 39 1-5 sec., held by Wells. He also reduced the mile record from 2:43 4-5 to 2:42 2-5. The summary follows:

Two-mile, novice—W. Nichol, 1; A. McMahon, 2; time, 5:42.
Half-mile—Zimmerman, 1; Campbell, 2; time, 1:12 2-5.
One-mile, 2:45 Class—D. Nasmith, 1; J. G. Gauld, 2; time, 2:41 1-5.
One-mile—Zimmerman, 1; Callahan, 2; Wells, 3; time, 2:42 2-5.
Quarter-mile—Zimmerman, 1; Hyslop, 2; time, :36.—Record
One-mile, three-minute class—R. B. Griffith, 1; D. Nasmith, 2; time, 2:43 1-5.
Two-mile, lap—Zimmerman, 1; Hyslop, 2; time, 5:30. Time limit 5 min., consequently no race.
Three-mile—Campbell, 1; Callahan, 2; time, 8:51.
Ten-mile, invitation—G. M. Wells, 1; A. W. Palmer, 2; time, 33:11 3-5.

Chicago Race Notes.

Montgomery Ward & Company's employees will hold their road race August 20 over the north side course.

Frank Bodach claims he can defeat Ulbrecht despite his recent defeat at the hands of the Columbia Wheelmen.

This Saturday afternoon at the Parkside track the Cook County Wheelmen hold their second annual race meet. Two open events, one and five-mile handicaps, will be run, and six club events, one half, one and two-mile handicaps, one-mile, 3:10 class; one-mile, novice, and one-mile, ordinary, handicap. Handsome gold medals will be given to

SHINE 'EM UP

Is the finish on your wheel commencing to grow dull or show signs of wear? If so, it needs a coat of

Berry Brothers' Bicycle Enamel,

which will restore it to its original brilliancy, one bottle being sufficient to finish a bicycle. The only perfect article of its kind in the market. Prepared ready for use; easily applied, and dries quickly with a jet black and lustrous finish. Ask your dealer for **Berry Brothers' Bicycle Enamel.**

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297 WABASH AVENUE.

CHICAGO.



first men, good prizes to second, and five prizes in the five-mile, open.

Aug. 20 the Ravenswood Cycling Club gives a number of races at Diamond's track, Sulzer road and the river. These will be half, one, two and five-mile handicaps.

The Minnette Cycling Corps is soon to receive a challenge from the lately organized Garden City Wheelmen to a team race, any number of men to a side, and any distance.

The Columbia Wheelmen hold their annual road race Aug. 28. They may decide to postpone the event, that the old course between Douglas and Humboldt Parks may be used.

A club trainer is being secured by the the Illinois club, and Captain Gray is selecting the men who are to go into active training for the fall races. The Illinois will bid lively to be in it.

W. A. Rhodes contemplates returning to the east. Losing his job through the Moffat failure, and ill luck on the road and path, have convinced the big fellow that luck is against him in the World's Fair City.

The Illinois Cycling Club has postponed its annual ten-mile handicap road race scheduled for August 13 to September 17, when the old course between Humboldt and Douglas Park, now in course of repairs and rebuilding, can be used. Forty entries are already secured.

W. A. Rhodes expects to start for the 100-mile world's record on Parkside track Aug. 28, immediately following the tournament. Rhodes has hardly been fit for short distance work this season, but is confident he can lower Shorland's record of 5:05 3-5.

Secretary Walpole, of the Ames & Frost Manufacturing Company, is in receipt of a letter from the chairman of the racing board, in which the latter says, that with the best interests of the league at heart, he would like to inquire whether the Ames & Frost Company has in its employ a racing man or racing men who devote their entire time to racing, drawing a salary meantime. Mr. Walpole answered Mr. Raymond, in substance stating that they had in their employ traveling men who were doing a very satisfactory business on the road, and showed that business was not being neglected; that these men might, and undoubtedly did have some degree of speed on the road and path, and that he did not doubt for an instant that when they arrived in a town where races were being held they competed, with what success he was not prepared to say.

Comrades B. C. Road Race.

The handicap road race of the Comrades B. C. of Buffalo took place Saturday afternoon. Fifteen men were entered, and good time was made. Sanger, Schler and Schultz met with accidents to their machines and dropped out. The finishers were as follows:

Posn.	Hdcp.	Time.
Nick Mader.....	scratch	1:26:30
George Englehardt.....	3 min.	1:33:50
Theodore Freitag.....	6 "	1:37:30
Henry Smith.....	4 "	1:38:30
Jul Schultz.....	3 "	1:39 "
John Schler.....	5 "	1:41 "
Albert Connors.....	9 "	1:43:20
F. J. Morelock.....	11 "	1:45:15
Charles Laas.....	14 "	1:46 "

Buse Won From Scratch.

The Buffalo Ramblers sealed handicap road race over the Martin course Saturday afternoon was a fairly successful event. Out of ten entries seven men started and six finished. Good time was made on the way out, but on the return there was a strong wind. Buse broke his saddle the first half, but finished the race, coming in first. Sugnet was taken ill. The start was made at 2:46 p. m.,

and Buse finished at 4:16:40. The following shows the order of finish:

Posn.	Hdcp.	Time.
Buse.....	scratch	1:30:40
Scully.....	8 min.	1:38:50
Vincent.....	7 "	1:39:42
Schuster.....	8 "	1:48:30
Wagner.....	7 "	1:54 "
Reister.....	7 "	2:17:40

Several Bicycle Events.

The South Side A. C., of Buffalo, held its annual games Saturday at Sheenwater, a good crowd being present. Great interest was taken in the bicycle races, which resulted as follows:

One-mile, closed—John Eigenbrod, 1; T. J. Sayles, 2; time, 3:10 3-4.
One-mile, novice—Tony Roeder, 1; F. E. Waffles, 2; time, 2:58.
One-mile, 3:30 class—F. A. Callahan, 1; Dan Buse, 2; time, 2:54.
One-mile, 3:30 class—F. A. Callahan, 1; John Penseyres, 2; time, 3:30.
Half-mile, Erie County championship—F. A. Callahan, 1, 1; Dan Buse, 2; time, 1:35.

Montana's Meet To-morrow.

The Helena Wheelmen's tournament will be held to-morrow (and Sunday, according to announcement), the programme being as follows: Quarter-mile, novice; one-mile, open; quarter-mile, for boys; half-mile, novice; one-mile, Helena Wheelmen championship; half-mile, 1:50 class; half-mile, open; two-mile, lap; quarter-mile, open; one-mile, ordinary; half-mile, H. W. championship; one-mile, four-minute class; half-mile, handicap; quarter-mile, H. W. championship; two-mile, open; half-mile, consolation.

Won By Hewitt.

The third race of the Ramblers Bicycle Club of Rochester, to Charlotte and return, was held Thursday evening. The riders started from the club house and the run to the lake and return was quickly made, the men keeping well in a bunch and finishing very close together, as is shown by their time. The time was, Hewitt, 7:58:00; Van Houten, 7:59:15; Grashof, 8:01:00; Dukelo, 8:10:00; Kelly, 8:01:45; Zimmerman, 8:01:42.

Coming Race Meets.

Canton, Ill., cyclists will soon give a big meet.

On Labor day Studley & Barclay of Grand Rapids, Mich., will give several track and road events, the prizes aggregate \$300 in value. The programme has not as yet been arranged.

The Harlem Wheelmen hold their fall races on Labor day, Sept. 5. The Manhattan B. C. will also hold races on that day, a one-mile, novice, and one, two and four-mile handicaps.

The Minnesota division races occur Sept. 6, 7 and 8 at Winona, on the new \$1,500 track. The prize list will surpass anything of the kind in the northwest. There will be twenty events, nearly all of them being open.

Nov 9 is the date set for the seventh Austral race at Melbourne, Australia. The prizes for this event amount to 250 sovereigns. In addition there will be a mile, ordinary, and one and three mile, safety, events. Only solid tired wheels will be permitted in the Austral.

The Englewood Cycling Club holds a road race from Normal Park to the club house, Seventy-first and Yale streets, next Saturday. Prizes will be given to first and second, and a time prize will also be given. The entries close to-morrow with J. I. Marsh or H. F. Pyle.

The Dodge County (Wis.) Fair Association will offer \$150 in prizes for bicycle races, as follows: Fifty dollars for the person equaling the mile record on half-mile track, with an additional \$25 if the record is broken; \$50 for an amateur race, to be divided \$20, \$15, \$10, \$5;

\$15 for a race of boys under fifteen; \$15 for a race of girls under fifteen.

Rainsville, Ky., is to have a tournament Sept 30 or Oct. 1, the Louisville C. C. being the instigator of the affair. It is the idea to include it in the western fall circuit and have Zimmerman, Tyler, Taylor, Taxis, Berlo, Munger and the other cracks there. The dealers have already subscribed liberally, and great interest is being taken in the affair.

Next Saturday the South Bend (Ind.) C. C. will give a tournament, the prize list for which aggregates \$2,000. The programme follows: One-mile, novice; quarter-mile, open; half-mile, handicap; one-mile, open; two-mile, handicap; boys' race, fifteen years and under, one-mile; one-mile, handicap; half-mile, open; one-mile, team race, open; five-mile, handicap; one-mile, club race, and consolation race.

The first annual tournament of the Crescent C. C. of Birmingham, Conn., will occur at the Derby Driving Park Friday, Sept. 2, at 2:30 o'clock. Over \$1,000 worth of prizes will be offered for the eight races, which are to be as follows: One-mile, handicap, for riders of Ansonia, Derby, Shelton, Seymour and Birmingham; half-mile, handicap, open; mile, 2:35 class; mile, open; mile, three-minute class; mile, handicap, open; quarter mile, open; consolation.

The Batavia Wheelmen will hold a field day at Agricultural Park, Batavia, N. Y., next Wednesday. The events will be: One-mile, novice; half-mile, ordinary, open; two-mile, Genesee County championship; half-mile, handicap; one-mile, open to Batavia wheelmen; half-mile, boys' race, under sixteen, open; three-mile, lap race, open; one-mile, open; one-mile, championship, Rochester vs. Buffalo; "plowboys' race," open only to rural cyclists who follow the plow; team race, Le Roy vs. Batavia.

Buffalo's tournament next Saturday, at the driving park, promises to be a successful affair, for besides the \$2,000 worth of prizes some of the best men in the country will compete. The programme is as follows: One-mile, novice, open; one-mile, handicap, open; two-mile, handicap, open; one-mile, 3:10 class, open; half-mile, closed; one-mile, flying start, fifty yards, open; one-mile, handicap, closed; half-mile, open; three-mile, lap race, open; two-mile, team, closed; one-mile, ordinary; half-mile, obstacle. A special prize, valued at \$100, will be given to any one breaking the mile competition record.

Race Chat.

La Salle, Ill., will have cycle races under the auspices of the Caledonia clans Sept. 5.

At the firemen's tournament at Elkhart, Ind., last Friday, A. Miles won the bicycle race in 6:15.

Alma, Mich., will have a bicycling tournament August 19-20. More than \$800 in prizes is offered.

Baltimore proposes to have another big tournament in September, and on Sept. 19 the Chesapeake club will give ten events.

An effort will soon be made by the Grand Forks (N. D.) Cycling Club to arrange for a big meet this fall, prizes to the amount of \$4,000 being offered.

Frank Rough, of South Bend, Ind., won the five-mile bicycle race at Elkhart Friday. Time, 17:50. Brown, of Goshen, second. Baine, of the same place, third.

The Peoria Y. M. C. A. C. C. holds its first annual ten-mile road race on the Knoxville course Sept. 1. The first prize is a gold medal presented by Rouse Hazard & Company.

The Canton (Ill.) fair is talking up a race meet at the fair this fall, while the cyclists themselves are heartily in favor

of holding a meet in the western circuit on their own hook.

An appropriation of \$1,200 has been by the park commissioners for the commissioners for the completion of the the bicycle track at the Genesee Valley Park in Rochester.

The Wheelmen of Waverly, Ill., are preparing to give a big tournament on Wednesday, August 31. They offer \$1,000 worth of prizes and expect to have some of the best racing men of the west present.

The Michigan State Fair Society has offered to set aside \$400 to be used by the bicycle club in carrying out a successful day's sport during fair week. The club wants \$500, but will no doubt accept the former amount.

The Tioga Athletic Association will hold a race meeting on Columbus day. The following committee will have charge: C. A. Dimon, chairman; Walt Gilbert, Oscar Liser, M. F. Statz and James Ottoman.

In a race at Marshalltown, Ia., last Friday evening, four miles into the country over very hilly roads, stop, register and return, Burt Sutton won in thirty-four minutes, D. Graveland second and M. M. Dudley third.

At a meeting of the Minnesota state fair board of managers, it was decided to have the bicycle races take place on Saturday, and \$400 were set aside for prizes. The races will be under the auspices of the two cities, and Collie Bell will have charge of them.

The Manhattan Athletic Club proposes to outdo the Riversides, and, in fact, all previous New York race meets, judging from the preparations it is making. The prize list is a whopper, including as it does two building lots, a house and piano and some bicycles. Now what more can the racing men want? They will win the lot (or house) place therein the piano, and in wet weather drive out in the Springfield horse and coach, and in fine weather use the wheel. Truly the racing men want little else here below.

St. Paul Cyclists Happy.

Last week the new bicycle ordinance for St. Paul was reported favorably by the committee on streets, but was amended to death. Ald. Zimmerman had several streets in his ward added to the district, in which no bicycles were allowed on the sidewalk. Ald. Warren had an amendment put on which prevented bicycles from being allowed on the sidewalk on the Sabbath day. Ald. Cullen, however, capped the climax by offering an amendment which allowed pedestrians no right on the sidewalks when bicyclists desired to use them. This was unanimously adopted, and, with several other provisions tacked on, the ordinance was passed.

The Moffat Sale.

The Moffat Cycle Company's plant was sold at auction Wednesday morning to Mark W. Hill, the only bidder, for \$6,000. The retail store on Wabash avenue was sold Thursday. The fixtures, etc., were bought by Frank T. Fowler for \$30. The store contents were sold separately, a Columbia cushion going for \$10. Moffat threatens to fight the case to a bitter end.

The Menotony Wheel Club, at Arlington Heights, Boston, was organized last week. The club started with a large membership, efficient, and experienced officers and lots of enthusiasm, and its emblem, a white shield with initials in blue, will soon become familiar in local cycling. Its officers are: President, Lemuel Pope, Jr.; vice-president, Clarence Brockway; secretary and treasurer, Hartford Beaumont; captain, Clarence Brockway; lieutenant, Edward Bailey; bugler, Lemuel Pope, Jr.

A Fair Field, No Favor,

And May the Best Man Win !

The work performed on the MORGAN & WRIGHT Pneumatic Tire proves that it has adequate durability and speed. We add this week the record made in Milwaukee-Waukesha race, and others, and shall be glad to add to the list when our friends see fit to favor us.

We beg leave to offer the following records. The list is incomplete and may contain some errors. We shall be happy to correct and add to the list, if our friends will kindly send us the proper data:

NAME.	EVENT.	WHEEL.	DISTANCE.	TIME.	REMARKS.
J. B. Woolas	Pullman Road Race	Greyhound	15 miles	53 40	
Bert Harding	De Soto course	Imperial	45 miles	3 hrs. 29 min.	Breaking Record 29 min.
W. C. Rands	Detroit Road Race	Monarch	25 miles	1 15	" " 2 "
L. D. Munger	Springfield, Ill	Imperial	1-2 mile competit'n	1 05 1-5	World's Record at the time.
L. D. Munger	do	Imperial	1 do do	2 22	" " now.
George K. Barrett	do	Humber	1-4 do do	33	" " equalled.
George K. Barrett	do	Humber	5 do do	13 19	" " equalled.
W. C. Rands	Poorman Race	Monarch	18 do	51 03	Time Prize.
F. E. Spooner	Twenty-four hour ride	March-Davis	375 do	24 hrs.	American Record.
L. D. Munger	Team race in New York	{ Imperial	2 do		Beating Manhattans and Kings County.
G. K. Barrett		{ Humber			
J. W. Thorne		{ Humber			
C. D. Cutting	Elgin Races	March-Davis	Won every race.		
Roy Keator	Chicago to Waukegan	Reform	Broke Record		
Roy Keator	Springfield, Ill	Reform	Mile Handicap.	2 24, from 70 yds.	Rode RACING TIRES.
L. D. Munger	Springfield, Ill		2 miles	5 31 4-5	
G. K. Barrett					
J. W. Thorne					
John Johnson.	Winona, Minn	Freeport Elliptic	1, 2 and 5 miles	2 30½; 5 22; 14 37½	All State Records.
Bert Harding	Forest P'k R'd Race, St. Louis	Imperial		1 hr. 40 seconds	Broke Record 4 min. 8 sec.
J. W. Cox	{ Missouri Division League }	Holbein, Swift	1-2 mile cham.		{ Out of 11 events at Mo.
Bert Harding	{ meet at Springfield, Mo, }	Imperial	1 do do		{ div. meet, Springf'd July
C. R. Kindervatter	{ July 4th. }	Imperial	2 do do		{ 4, 9 won on M & W. Tires
Fred Nessel	{ Waukesha to Milwaukee, }	Speedy	16½ miles	48 min. 11 sec.	M. & W. Racing Tires†
Emil Ulbrecht		March-Davis		49 do 22 do	do do do
John Johnson		Elliptic		49 do 22 do	M. & W. Road Tires
G. A. Thorne	{ Road Race }	Humber		49 do 51 do	M. & W. Racing Tires
F. E. Spooner	Elgin-Aurora Course	March-Davis	100 miles		
Emil Ulbrecht	do do do	March-Davis	100 do		{ M. & W. Racing Tires †
A. D. T. Simmons	do do do	James Racer	100 do		

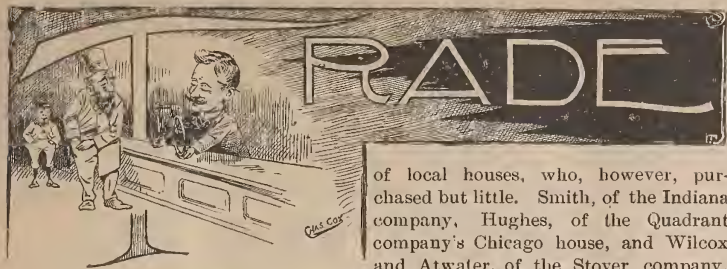
†Best time by 5 min. 9 sec. ever made over this course.
‡It is a hard test to drive Racing Tires over such a course. Spooner says, road worst he ever saw it.

MORGAN & WRIGHT,

MANUFACTURERS OF RUBBER GOODS,

331-339 West Lake Street,

CHICAGO.



The Recent Failures.

That "all is not gold that glitters" has been forcibly demonstrated in the cycle business lately. There have been failures on a large scale in the United States, Canada and England, and if report be true, these are likely to hasten the downfall of others whose fate has been hanging in the balance for some time.

The Sweeting failure, in Philadelphia, seems to be the most disastrous the trade has experienced for some time. People in a position to know state that Mr. Sweeting is absolutely ruined. The failure is due, in part, to overstocking, the house having been caught with an immense stock of solids when the pneumatic came in fashion. There has also been large deterioration in other channels. Added to this, Sweeting has suffered severely by the failures of others, one smash having cost him, we learn, in the neighborhood of \$15,000. The Gormully & Jeffery Company, which was reported to be among the creditors asks us to deny the report. Beside the houses named last week, we understand that the Manchester Cycle Company loses heavily, one report placing its claim at about \$20,000. Bayliss, Thomas & Company, for whose wheels Sweeting was given the United States agency about a year ago, are also said to be heavy losers, but from other sources we learn that all the business of this firm was conducted through a Philadelphia banking house, and that their loss, if anything, is comparatively small.

The trouble over the affairs of the Moffat Cycle Company can not be fairly called a failure. It is a squabble among the stockholders. Messrs. Hill and Fowler say that Moffat does not own a dollar's worth of stock in the company, that his personal account is considerably over drawn, and speak of the founder of the company, his dealings and his abilities in anything but a complimentary manner. Mr. Hill claims to have made an offer to Moffat to retire from the business for \$5,000 less than he had put into it. The reason the business had been closed up, he said, was that he didn't propose to lay out another dollar so long as Moffat was connected with the concern. He did not explain why Moffat could not have been removed by other means. Meanwhile Moffat has succeeded in having the Chicago Title and Trust Company appointed a receiver, and we understand that a large number of outstanding accounts have been unearthed, which will go a long way toward liquidating the claims of the creditors. Whether the factory will be operated by any of the parties connected with the company is uncertain. Hill says he has no desire to continue, but that should he be forced to purchase the place, he will probably continue to run it.

The Sweeting Failure.

PHILADELPHIA, Aug. 8.—The stock and fixtures of the Sweeting Cycle Company, at both the main store, 815 Arch street, and the branch, at 2135 North Broad, were sold at sheriff's sale this morning. There was a fair attendance of trade people, mostly representatives

of local houses, who, however, purchased but little. Smith, of the Indiana company, Hughes, of the Quadrant company's Chicago house, and Wilcox and Atwater, of the Stover company, were present looking after their respective interests. Howard A. Smith, of Newark, was also present, and a frequent bidder. Mr. Smith, however, was the largest purchaser, buying the greater portion of the stock and the fixtures. The goods went at pretty stiff prices, in many cases, fifty to seventy-five per cent of their actual value, and some sundries bid for by small speculators were bringing almost full cost prices. The Arch street store contained a large stock stored on the three floors of the building, a large proportion being second-hands and old solid and cushion tires. The up-town branch was sold out in a few minutes, the stock being small.

The Quadrant company claimed its goods, and these were not sold, the company, being permitted to make a deposit equal to the invoiced valuation, as a guarantee that it would pay for and remove the wheels. The general sentiment seems to be, however, that they will lose more by this deal than had they permitted the sale to take its regular course, as the stock consists principally of 1891 pattern solids and cushions. Nothing is known at this writing as to the future of Mr. Sweeting. It is generally believed that Mr. Smith intends to re-open the Arch street store to dispose of the goods purchased and to push the Indiana Bicycle Company's line.

PAUL BERWYN.

WARMAN & HAZELWOOD NOT AFFECTED.

In last week's account of the failure it was stated that a number of cheap wheels in the Sweeting stock were thought to have been supplied by Warman & Hazelwood, though no name was on them. Mr. Warman states that his house never furnished Sweeting with wheels that did not bear the stamp of his firm or that of Sweeting; in fact, he had furnished scarcely any but high grade wheels. The indebtedness of Sweeting had nothing to do with the present house, but was contracted before the firm of Warman & Hazelwood was incorporated, and would in no way affect the house. It was an old debt which they had never been able to collect.

Dull Trade in the East.

Trade is dull all over the east, so say many drummers of leading houses, and so say nearly all the trade people that have been seen. Many firms will carry over to next year a goodly stock of 1892 wheels if trade does not pick up, and here it can be said that the extreme hot weather of the past few weeks has had a good deal to do with the falling off in sales. But lack of supply in the early months of the season will be the cause of many having wheels on their hands, as there is not the slightest doubt that thousands of sales were lost in February, March, April and May, through the makers being unable to fill orders. In a trip through the west in March and April the writer saw agent after agent who was cancelling orders right and left, owing to their customers either giving up the idea of riding or having gone elsewhere to buy, and these orders had been sent in several months before. The big makers, especially the Columbia people, seemed to have anticipated the early season's demand, and sold a tremendous

number of wheels. I was told by Howard A. Smith, of Newark, the other day, that he could have sold at least a hundred more wheels early in the season, and the Ormonde company, of New York, says it could have sold hundreds if it had had them. It cannot be estimated how many sales were lost in March and April through lack of supply.

During a talk with George S. McDonald, the well-known secretary of the American Ormonde Company, last week, he said: "While our company was in a fair way as regards supplies, we could have done much more, and the fact that others were worse off than we were enabled us to introduce our goods in a thorough manner. The English manufacturers will suffer principally, as they counted on a brisk demand for their goods, notwithstanding the McKinley bill; and right here I will say that the protective tariff is not an unmixed evil, for it surely has prevented the flooding of the American market with a cheap and nasty grade of English wheels which would in a measure retard the progress of the first-class English makes, such as are well known and have been tried and not found wanting. We propose, however, to be very early in the field next year, and as soon as Christmas has come and gone we will be ready to supply for the 1893 season. By the way," continued Mr. McDonald, "there is no regular season now like there was in the past, but there is business now from January to January, with, of course, a natural lull in the spring; but there is a dripping trade nearly all the year around."

This statement, by a man who is pretty well posted through actual knowledge of the subject, finds an echo among others. A member of the George R. Bidwell staff said: "Yes, we have been run to death since April; yes, since March, for wheels, and orders for a wheel were booked in rotation, and it was weeks before we could satisfy orders, and we were ashamed to meet people who haunted our salesroom. Of course, we started in to make the "Tourist" rather late, and did not anticipate the tremendous rush for the wheel, and in other makes we handle the same thing occurred. We could not meet the demand, and in this, of course, the demand exceeded the supply. But we are now about caught up and Mr. Bidwell will be ready for the anticipated early rush next year."

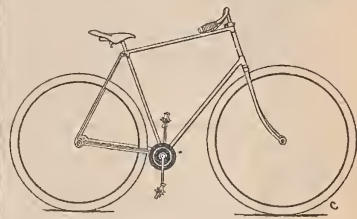
English manufacturers, according to the English *Cyclist*, complain of dullness and being overstocked with wheels, which to an extent is their own fault, as thousands of English wheels could have been sold if they had been this side in time; but to promise by February and then land them here in June will not suit the American trade, nor the English, for that matter. It would seem, now that the tire question is about settled, for a year at least, and frames have reached comparatively a definite style, the diamond, manufacturers would from now on push forward the building of next season's wheels, and endeavor to keep their promises to deliver on or as near time as possible.

Of course the extreme wet season in the west hurt the trade somewhat, but the lack of supply before the rain came did the most damage. Neither was the lack of supply confined to the wheel. Sundries, vital to the turning out of a complete wheel, were away behind. Saddles, pedals, bells and many important parts could not be had for love or money. There is no doubt that the tire question staggered a lot of people, and the non-arrival of tubing and parts upset the calculation of others, causing vexatious delays; but this should be remedied now with the extra competition in parts and

sundries; so it seems that the firm which will not be ready to market its 1893 wheels the first of February next will be likely to complain of "dull times" while the "early worm" maker will jingle his coin merrily—the result of "getting ready."

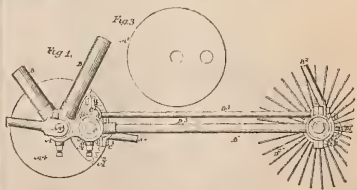
A New Chainless Wheel.

We have had the bicycle with the plain crank movement, the safety with a chain and gear wheels, the Star with its ratchet gear, the Broncho without chain, and the geared ordinary, and now comes another new gear for the safety, and chainless, at that. The invention is not exactly new, but in this country a patent was not granted until Aug. 2.



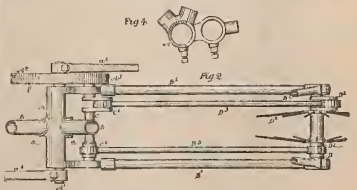
The inventor and maker is Arthur J. Battersby of Nottingham, Eng., and already he has a wheel upon the market which he calls the New Loco chainless safety. Whether this wheel will take the place of the chain wheel remains to be seen, but if it will do as the inventor claims, it will lead them all, for he says: "This machine is geared to eighty inches and is guaranteed to run much easier and faster than a chain machine at sixty inches." The cut of the wheel herewith gives a good idea of how it looks with this new gear, and the drawings, together with the inventor's specifications, will give an excellent idea of what the scheme consists of:

I employ a two-armed bracket (A) secured to the frame (B B) of each bicycle. The bracket forms bearings for the pedal axle (A 1), which is somewhat longer than usual and provided on one side of the bicycle with an interiorly-toothed wheel (A 2). The arms projecting from the back of the bracket carry bearings for a second axle (C), having two cranks (C 1) provided at one end with a toothed spur-wheel (A 3) gearing into the teeth of the wheel (A 2). The arms of the bracket



are secured to the front ends of the usual framing (B 1 B 1) of the bicycle. The back ends form bearings for the axle (D) of the back driving-wheel (D 2). Between the bearings and the driving-wheel the axle (D) forms two cranks (D 1), each revolving in a bearing at the back of a connecting rod (D 3). The front ends of the rods form bearings in which the crank (C 1) of the second axle revolve. The back-stays (B 2) of the bicycle have their lower ends bolted to the bearings at the back ends of the frame (B 1) in the usual way.

To prevent access of dust to the teeth of the wheels (A 2 A 3) I employ a cover-plate (A 4). A portion of the plate is broken away at figure 1 to show the wheels gearing into each other. The plate is provided with two holes (shown at figure



3), in which the axles (A 1 and C) revolve and keep in position.

The pedal-axle is provided with the usual pedal arms (A 1 a 1) (only part shown at figures 1 and 2). Each revolution of the pedal-axle carrying the wheel (A 2) causes the wheel (A 3) and the two cranked axles (C and D) and driving-wheel (D 2) to revolve thrice.

By the addition of the above-described parts to



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.



Send for Copy of List, at once.

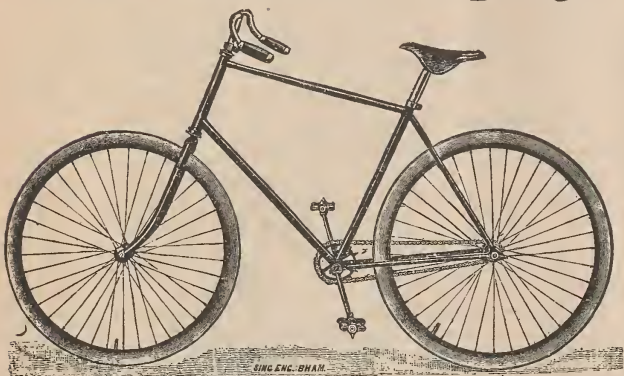
TOWNEND BROS., Ltd.,
COVENTRY, ENG.

Get our List at once.

BEST MATERIAL AND
WORKMANSHIP GUARANTEED.

The James' Safety.

FIRST AND SECOND FROM SCRATCH.



MODEL NO. 1.

At the Parkside races June 18, H. A. Githens on a 24 lb. James and George A. Thorne on a 27 lb. James won first and second places, respectively (from scratch and 60 yards), in the 10 Mile Handicap event. Githens finished a lap ahead of everybody.

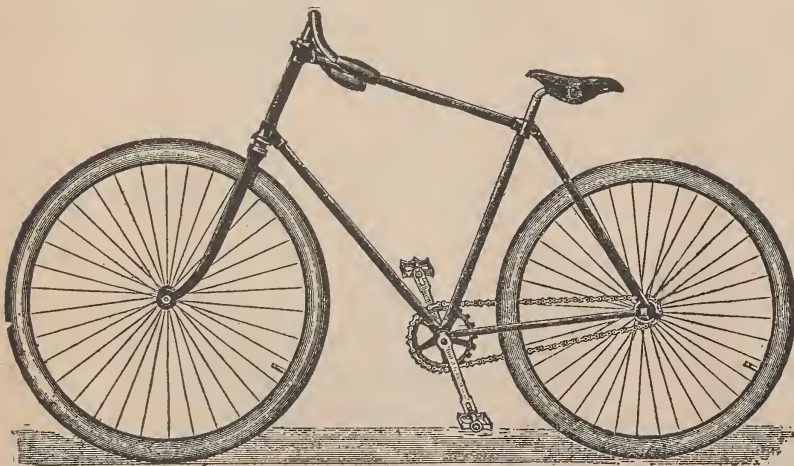
Good Wheels and Good Riders Tell.

THE JAMES CYCLE IMPORTING COMPANY,

SOLE AGENTS FOR U. S.

Room B, 113 Adams St., Opposite Postoffice, CHICAGO

West Side Branch, 1403 West 12th Street.



B. & A. ROAD RACER, 20 LBS.

SPECIFICATIONS.

WHEELS—29 in. front, 28 in. back, with Warwick hollow rims, with tangent or direct spokes, gun metal hubs. Geared to 65 in. or to order.
FRAME—Finest Weldless steel tube and steel forgings, and justable seat pillar and handle bar, 6 1-2 in. adjustable cranks.
BEARINGS—Adjustable balls to both wheels, crank axle, ball head and pedals.
FINISH—Enameled black, with handle bar, seat pillar, cranks, pedals and nuts highly nickel plated on copper.

Same Model and Specifications as Above.

TRACK RACER, weight 26 lbs.,	\$160.00
ROAD " 30 lbs.,	150.00
FULL ROADSTER, " 34 lbs.,	150.00

THESE PRICES ARE WITH PNEUMATIC TIRES.

TELEGRAM,
THRIFT,
BIRMINGHAM.

H. P. COOK
MANAGING
DIRECTOR

The New Buckingham & Adams Cycle Company, Limited.

Coventry Works, Birmingham, England.

THE JAMES CYCLE IMPORTING CO. control the sale of the B & A. wheels in all territory West of the Ohio River. General Office, Room B, 113 Adams Street.

TESTIMONIAL from F. J. OSMOND, Esq.
Amateur Champion of the World.

Chillington Villa, Peuge Road,

S. Norwood.

MESSRS. BUCKINGHAM & ADAMS, LTD.

Gentlemen:

Having tried your new safety fitted with cushion tyres, I have much pleasure in saying that I consider it to be faster than any cushion tyred safety I have ridden, and, in fact, perfect in every detail.

Yours faithfully,

F. J. OSMOND.

The New Buckingham & Adams Cycle Co., Ltd.

BIRMINGHAM, ENG.

The James Cycle Importing Company,

CHICAGO, ILL.

A Few Good Agents Wanted.

a safety bicycle, I am enabled to dispense with the driving-chain and its adjustments heretofore employed, and attain a greater speed at each revolution of the pedal-axle.

Recent Patents Granted.

The following is a list of recent bicycle patents, reported especially for the REFEREE by W. E. Aughobaugh, patent attorney, Washington, D. C.:

479,792, velocipede; William A. W. Eager, West Gardner, Mass.; filed September 18, 1891; serial No. 406,066.

479,825, monocycle; James D. Mattison, Saginaw, Mich.; filed September 25, 1891; serial No. 406,795.

479,839, velocipede; John Pfeiger, Minneapolis, Minn.; filed November 17, 1891; serial No. 421,129.

479,845, seat for bicycles; James H. Sager, Rochester, N. Y., assignor to Rich & Sager, same place; filed October 19, 1891; serial No. 409,224.

479,846, luggage carrier for bicycles; James H. Sager, Rochester, N. Y., assignor to Rich & Sager, same place; filed October 10, 1891; serial No. 409,225.

479,851, spring tire; William C. Smith, Goshen, Ind.; filed September 4, 1891; serial No. 404,759.

479,946, vehicle wheel; Emmitt C. Latta, Friendship, N. Y.; filed January 21, 1892; serial No. 418,802.

479,969, saddle for velocipedes; David D. Wright and William R. Berry, Peoria, Ill.; filed February 11, 1892; serial No. 421,105.

480,030, spring rim for velocipede wheels; William J. Pizzev, Bristol, England; filed March 17, 1892; serial No. 425,238. Patented in England May 14, 1891; No. 8,249.

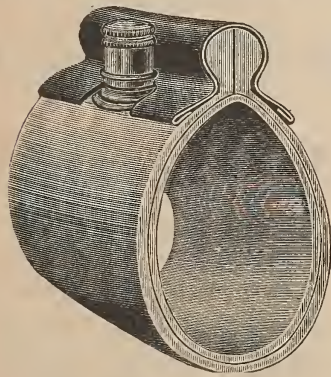
480,061, bicycle support; Franois H. Birchard, Milwaukee, Wis.; filed October 9, 1891; serial No. 408,270.

480,100, bicycle; Arthur J. Battersby, Nottingham, England; filed March 7, 1892; serial No. 424,033.

480,210, cycle lamp; Albert H. Overman, Springfield, Mass., assignor to the Overman Wheel Company, Hartford, Conn.; filed September 1, 1890; serial No. 363,616.

The New Swift Tire.

The Coventry Machinists' Company has just received a pair of wheels fitted with the company's own pneumatic tire, a cut of which is shown herewith. The tire is on the clincher order, being pushed well up into the rim, where it is



held when inflated. It is the work of but a moment to make a repair. The rubber used is good, and the valve seems to be a splendid one.

For Riders of the James.

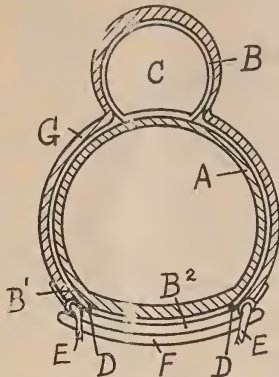
Those who ride the James and are prize winners will have a chance at a very nice prize toward the end of the season. The agents of the James have sent out a circular letter which sets forth that a racing wheel is to be drawn for by these prize winners. When a man wins a first, second or third place, he notifies the agent, and in proportion to the number of wins he has, draws for the bicycle. It is a good plan to keep posted on the winnings made on the wheel, as well as being an encouragement to the riders.

New English Inventions.

These abstracts are prepared immediately after the patents are applied for, by G. Douglas Lecchman, consulting engineer, Coventry, England:

All persons interested in opposing the grant of a patent of any one of the undermentioned applications, may at any time within two months from July 6, give notice in the prescribed form of such opposition.

No. 13246, J. A. Wilson's improvements in and relating to the tires of cycles or other road vehicles; Aug. 5, 1891.—The object of this invention is to prevent pneumatic tires from being punctured, and when punctured to render them still rideable. One arrangement consists in filling the air tube (b) with powdered cork or a compound of this with other ground light, elastic material, such as vulcanized india rubber, and with compressed air. The air tube is contained within a canvas cover (a) and an outer cover (c). Another arrangement is to fill an ordinary cushion tire



with compressed ground cork, the tire thus filled being secured to the rim in a usual manner; but the principal method consists in securing a canvas tube (B) filled with compressed cork (c) on the face of the air tube (a), the outer rubber (g) covering in both. The tire in this case is secured to the rim by circumferential wires (d) threaded through loops in the edges of the restraining canvas (b), the ends of the wires being brought out through holes in the rim (f), and having screws and nuts for tightening them up. The cords (e, e) are inserted in loops of the lower covering (b2), to assist in holding on the edges of (sic ? sr) the rim.

14679, R. M. Woodhead & P. Angois' improvements in and connected with pneumatic tires for wheels; Aug. 31, 1891.—This invention consists of an improved method of fixing the outer covering (a) of a pneumatic tire to the rim (f) of a wheel, and the device is to turn over the edges of the outer covering and strengthening them with canvas so as to form the loops (e, c), through which wire cord or other suitable material (l, i) may be passed and their ends joined; holes (d, d) or gaps (e, e) are made at intervals round the edges, and engage with studs (h, h) which are fixed upon or into the sides of the rim (f) at intervals corresponding with the holes. Another arrangement is to attach hooks or loops to the wires through small holes in the outer covering, and to fasten them into holes in the rim or flanges, or to studs thereon, or into the spokes in such a way that when the tire is inflated the cover becomes taut and is thereby held securely in position upon the rim.

The principal motive of this invention is that the inner tube may be expeditiously removed for repairs; and as it is not necessary for that purpose to apply the method of securing the outer cover to both sides of the wheel. As an alternative, one side of the cover may be secured to the side of the rim by solution or by canvas, or other suitable material, solution or vulcanized to the cover and then fastened in like manner to the rim, the other, or reversible side of the cover, being secured by any of the several devices already described. Various forms of rims or studs or hooks, or the equivalents for studs or hooks, may be used in combination with any kind of inner tube, binding hoops or section of outer cover, the essential points of the device being that the said cover and the means for securing it are arranged entirely outside and upon the side of the rim.

Eastern Trade Notes.

Elliott Mason, manager of the Pope Manufacturing Company's Warren street house, has done a wonderful business this season, and, unlike many others, could get a fair supply at all times.

William Le Messurier, of Rochester, N. Y., the winner of the following road races, rode a Rochester bicycle, manu-

factured by the Rochester Cycle Manufacturing Company: First prize in Genesee B. C. road race, Churchville to Rochester, twelve and one-half miles, time, 37 min. 10 sec.; first prize, Genesee B. C. road race, Batavia to Rochester, thirty-five miles, time, 1 hr. 50 min. 45 sec.; first prize at Richfield Springs, N. Y., twenty-five mile road race; time, 1 hr. 24 min. 45 sec. Twenty miles of this was in the rain, and Le Messurier secured also second time prize, being twenty-two seconds slower than Hazelton, the scratch man. Le Messurier's machine weighs less than twenty-nine pounds, and stood the roads beautifully.

Charlie Schwalbach, of Brooklyn, is himself once more, and now has two large stores and a riding school in the City of Churches. Phoenix-like, the pioneer Brooklyn dealer arose from his trouble, and steadfast friends flocked around him. Charlie is "one of the boys," and is shaping his course toward Albany, being quite a politician with some "influence" among the bosses of Brooklyn. Schwalbach made a clever move early in the season by issuing 30,000 one-lesson complimentary riding tickets through a leading dry goods house, and the scheme resulted in his school being crowded all day with people who, once started, came again, and not infrequently bought wheels as the result of becoming proficient. Alex. Schwalbach, the elder brother, is very successful as the manager of the Gendron Wheel Company's New York house, and reports business booming.

Making Pneumatic Sulky Wheels.

The wheels on all the bicycle sulkies thus far used have been those made by Sterling Elliott. They have wooden spokes, and are the same as those used on the Hickory bicycle. To-day Charles S. Green, the well-known driver and part owner of Sprague Goldust, Illinois Egber, Lucille's Baby, Wilkes Goldust and The Raven, will try the bicycle wheel with wire spokes. He has obtained from the Buffalo Cycle Works two regular wheels such as they use on their well-known light roadster, fitted with the Thomas pneumatic tires, and will use them this afternoon on a sulky. Much interest is attached to the trial, as it will be the first time a regular bicycle wheel has been used on a sulky.—*Buffalo Courier*.

Milwaukee Trade Notes.

The weather, although exceedingly warm in Milwaukee for some time past, has produced no visible impression on the trade. A visit among the dealers found them all in jolly spirits, and there was no exception to the report of doing a good business. Milwaukee is undoubtedly one of the foremost cycling centres in the country, and with a little more spirit displayed by her local wheelmen, dealers and manufacturers will soon place her in the van guard, at the head of the "push."

P. H. Sercombe, secretary of the Sercombe-Bolte Manufacturing Company, was the heaviest rider in the Milwaukee road race. He rode one of the company's twenty-seven pound racers and finished in forty-fourth place. The company had seventeen of its racers in the race, and every one finished without accident. This is a good showing, and a flattering testimonial for the merit of the wheel.

P. H. Sercombe is a hustler. He has just incorporated a company with a capital stock of \$20,000 for the manufacture of the Bolte automatic time-keeper. The incorporators are James K. Hlsley, Parker H. Sercombe and Harry J. Paine. The organization will be known as the National Time Recorder Company. The

machine which the company will manufacture is a patent of F. H. Bolte, and is one of great merit. It is designed to keep a daily record of the employees' time, and is to be used in factories, mills, stores, etc.

Andrae & Company have received from the Pope Manufacturing Company a sample of the new Relay Columbia, actual weight twenty-seven and three-quarters pounds. The wheel is a beauty and has already attracted many favorable comments from wheelmen.

Peoria Trade.

The midsummer bicycle trade in Peoria is what might be called good. Wheels are being sold in fairly large numbers by all the houses in the city. During the latter part of July the retail trade was booming. Of course it is falling off a little, but not so much as in former years.

J. W. Steinfield, representing the St. Louis Refrigerator and Wooden Gutter Company, was in Peoria last week with a line of cheap bicycles manufactured by this concern. It is manufacturing a very nice line of juvenile wheels and has had them on the market all this season. It expects to go into the business on a larger scale next year.

H. G. Rouse sails for England in September. He expects to be away about one month, and will combine business with pleasure.

Arthur L. Atkins, who looks after the agents in the state of Illinois for Rouse, Hazard & Company, reports business in a very fair condition. Mr. Atkins covers the state very closely and is in a position to know. He has been connected with the bicycle business for a number of years and is one of the best posted men on the road. LAUREL.

Chicago Trade Gossip.

E. C. Bode returned home this week, until the Moffatt company's affairs are untangled.

C. D. Rice, assistant superintendent of the Pope Manufacturing Company's factory, Hartford, was in Chicago last week.

The Ames & Frost company found it necessary last week to order 10,000 more catalogues of the Imperials, a total of 50,000 catalogues this season.

The Humber-Rover Cycle Company may add another story to the building now occupied this season, to accommodate the rapidly increasing business.

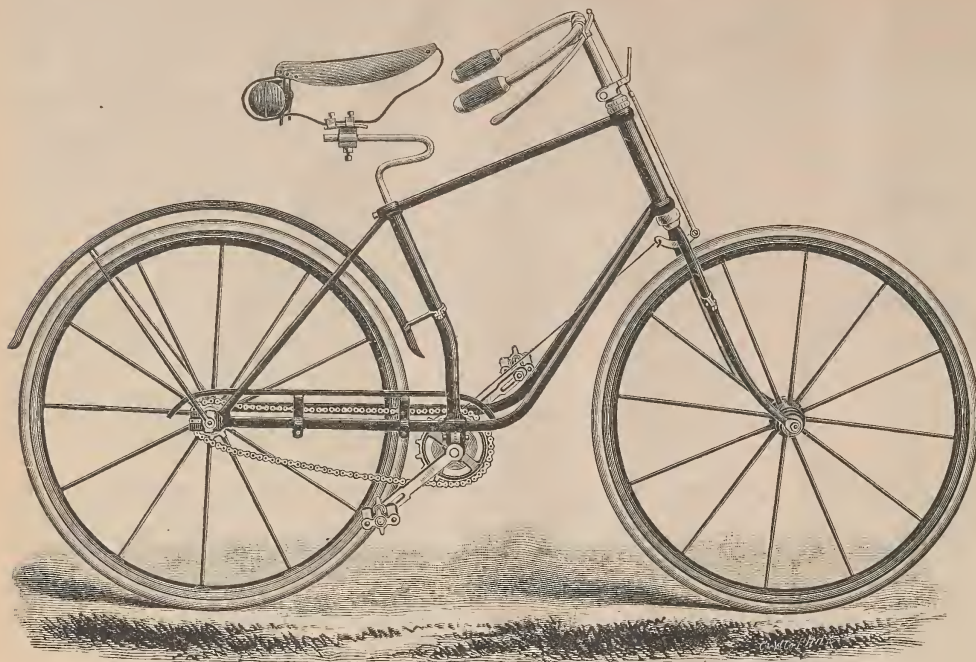
The Sercombe-Bolte Manufacturing Company, Milwaukee, contemplates manufacturing for itself and the bicycle trade another season, bicycle hubs and axles.

A Mueller, representing Hulbert Brothers and Company, of New York, manufacturers of wrenches and trousers guards, was along Cycle Row Monday. He reported business in sundries very dull.

Since the Liberty safety was given up by the Spooner-Peterson Company, the Rockaway Manufacturing Company has opened negotiations with several large local firms with a view to next year's business.

J. D. Adams, of the Fulton Machine Works Company, has taken charge at the factory in the absence of his partner, Mr. Leith. Mr. Adams formerly had charge of the Spooner-Peterson Company's repair shops.

The two top floors of 261 Wabash avenue have been rented by the George R. Bidwell Cycle Company, of New York, for the manufacture and repair of Bidwell (Thomas) tires. Two hundred tires a day will be turned out here and prompt service guaranteed. Ed. Barrett,



A Pronounced Success, Boys.

WHAT?

The Common Sense Bicycle.

BEST STEEL DIAMOND FRAME, SUPERIOR HICKORY WHEELS, PNEUMATIC AND CUSHION TIRES.

The Best Hill Climber and Easiest Runner.

Our Improved Roller Bearings are the thing.

Price, Pneumatics, \$110. Cushions, \$100

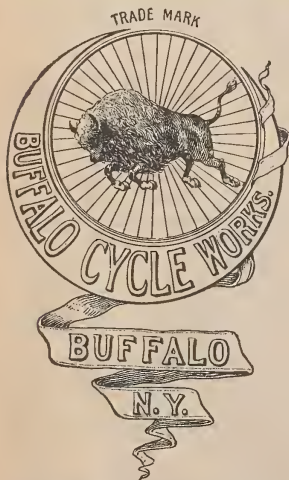
Send for Catalogue. Agents Wanted Everywhere. Liberal Discount.

THE COMMON SENSE
BICYCLE MFG. CO.,
1219 Callowhill St., Phila., Pa.

The Referee

Will be sent to any address
at the low rate of . . .

\$2.00 per Annum.



An Honest Wheel, the Best that Brains Can Devise or Money Can Buy.

THE "BUFFALO"

Light Weight - - - Full Roadster.

THE PROOF OF THE PUDDING IS THE DIGESTING THEREOF.

BUFFALO CYCLE WORKS,
Buffalo, N. Y.

Jamestown, N. Y., April 20, 1892.

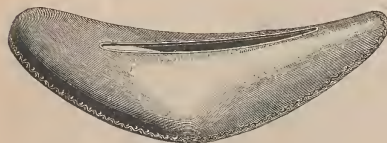
GENTLEMEN:—It affords me great pleasure at all times to speak of the Buffalo Light Roadster, that you built for me last year. I have been riding ten years now and have owned and ridden a number of different kinds and styles of bicycles. I have tried about all the different wheels on the market, and ought to know what the best wheel should be like. I know which wheel suits me best. I can conscientiously say that your wheel, or rather my wheel, is the strongest for the weight (37 lbs) of any wheel I have known. It is finely built on the most practical lines, and aside from being a specially handsome bicycle it is complete, durable, and simplicity itself. I want no better safety. I used to think in common with hundreds of others that the "grand old ordinary" was about as near the ideal as we could ever get, but the times demanded a low-down wheel that was safer than the "sky-sweeper" and yet as durable. Of all the hundreds of "rovers," whether chain or gear, ratchet or crank, long or short centres, long or short wheel base, two sizes of wheels and the hundred and one little details that make up the individualities of modern bicycles, I think you have embodied the essentials in the Buffalo Light Roadster in such a manner that it cannot be beaten. To me it is the sine quo non.

Fraternally yours, CHAS. E. GATES.

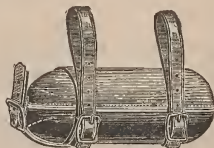
(Well known to readers of the cycling press by his non de plume, "SETAGEC.")

BUFFALO CYCLE WORKS, Buffalo, N. Y.

J. J. WARREN COMPANY,
WASHINGTON SQ., WORCESTER, MASS., U. S. A.

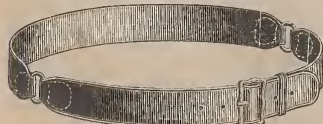


MANUFACTURERS
OF



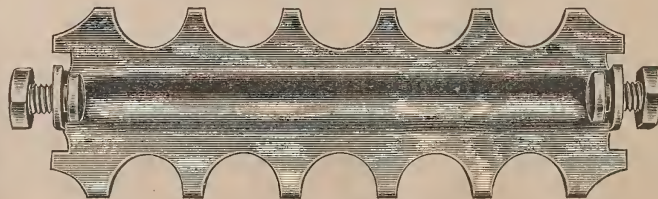
BICYCLE SADDLE LEATHERS AND TOOL BAGS,
LEATHER AND CANVAS | All Kinds of Extension Cases,
GOODS | Dress Suit Cases,
of EVERY DESCRIPTION | Sample Cases, Etc.

Send for Illustrated Catalogues and Price List.



RAT TRAP PLATES.

Price, \$2.00 per Set of Four, Postpaid.



3 5-8 inches Long.

We wish to call the attention of bicycle riders and dealers to the fact that we can furnish them with a rat trap plate that can be put into the same pedals as the rubbers are used in.

HAVE YOU SEEN THE

CURTIS COMBINATION PEDAL? Either Rubber or Rat Trap,

The best pedal in the market. Absolutely dust proof. Price, \$7.00.

ew

REED & CURTIS MACHINE SCREW CO., Worcester, Mass.

foreman, Fred Fehler and Harry Spellman have been sent on from the New York factory to take charge. A tire repair shop in the basement of the Taylor Cycle Company's store has been conducted temporarily, but now all work is done at the new establishment.

Ames & Frost sold a bill of goods last week, surprisingly large for this time of year, to W. D. Womack, of Kansas City. This included 500 Imperial A's. Mr. Womack will open a large cycle store at Kansas City, and branch houses in Wichita, Atchison and other towns.

The Taylor Cycle Company will greatly enlarge its business next season, and especially the jobbing business. The latter branch has proven a paying investment this season. A large and complete repair department, under charge of competent workmen, will also be a feature.

W. R. Walpole, secretary of the Ames & Frost Manufacturing Company, and Chas. H. Sieg of the Sieg & Clementi Company, left with their families on Saturday last for the Lakesides near Burlington, Wisconsin, where with rod and cycle they will spend a much needed summer's vacation.

The elliptical sprocket wheel is practical, say old and experienced riders, and many are the inquiries for sprocket wheels at the Marble Cycle Company's store. These sprocket wheels only come on Freepart wheels and will be fitted to no other. The dead center, with these wheels, is entirely done away with.

The Eclipse Factory to Move.

The Eclipse Bicycle Factory, located now at Indianapolis, will soon be moved to Beaver Falls, Pa. At a recent meeting of New Brighton business men and those interested in the Indianapolis wheel, it was decided to organize a new company and to move the machinery, stock and employees to the Pennsylvania town. All the arrangements have been made, and as soon as the new charter is received and the proper papers drawn up, the shop will be moved. All the stock subscribed has been paid up, and the new company will start out with a capital stock of \$200,000. At present the company is employing 150 men at Indianapolis, who will be taken east with their families. It is expected that a large number of additional men will be employed when the factory gets located. Sept. 1 it is expected the works will be running full blast in the new location.

New Bicycle Makers.

The New Britain Hardware Company of Hartford, Conn., is contemplating the manufacture of a high grade bicycle in connection with its present business. No definite plans have as yet been made, but the project is strongly talked of by the management.

A despatch from Beaver, Pa., says: "A committee, headed by J. S. Duss of the Economy Society, has gone to Indianapolis to negotiate for the purchase of a bicycle manufacturing concern there and its removal to this place. The stock has all been subscribed, a large block being taken by the Economites."

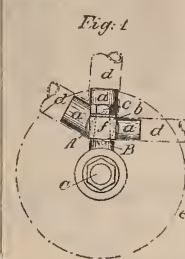
Predicts More Failures.

Said a prominent dealer: "I watch for many more failures in the cycling trade, and find that backers for small cycle businesses are in greater demand than the supply. Many of these small manufacturers will go under this winter, mark my words."

Lisle's New Bottom Bracket.

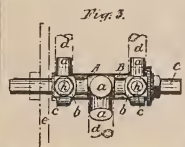
One of the most important patents, relating to cycles, is that recently grant-

ed Edward Lisle, of Sharratt & Lisle of Wolverhampton, Eng., being a new bottom bracket. The new style is now in use by Singer & Company as well as by Sharratt & Lisle, and is giving the best of satisfaction.



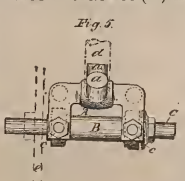
A bottom bracket, as ordinarily attached to the frame is brazed direct to the middle tube, and the bearings formed therein are liable to be injured by the heat employed in brazing. Moreover, a bracket so fixed cannot be removed for packing or repair. These inconveniences have been avoided by the use of what is known as a "swing bracket," which is connected with the framing by means of a transverse pin, which passes through ears on the bracket and through a block which is brazed to the middle of the tube, just as the ordinary bracket is usually brazed thereto. The swing bracket, however, being connected with the block is not found to be as rigid as is desirable, notwithstanding that an adjusting pin for use in tightening the chain is employed. This invention has for its object simple means by which the bottom bracket may be secured with perfect rigidity to the frame and be readily detached and replaced with the utmost facility.

This above purpose is effected by brazing the end of the middle tube and fixing the bracket independently to such block by means of a screw or cottor bolts or shanks formed with or rigidly fixed to



the bracket and passing through holes formed to receive them in the block, such bolts or shanks being readily unscrewed when the bracket is to be removed. In the accompanying drawings, figure 1 is side elevation of the bracket and fixed block, showing the bracket secured removably to the block. Figure 2 is a front elevation of the same. Figure 3 is a plan of the same. Figure 4 is a view similar to figure 1, illustrating a slightly different arrangement of the parts, and figure 5 is a front elevation of the construction seen in figure 4.

The block (A) is preferably stamped in steel and is formed with projections or plugs (a), as is usual with parts of like character, which are to be brazed to the tubes. These plugs enter within the ends of the respective tubes (d) by brazing the plugs (a) therein. The main length of the block is transverse to the longitudinal axis of the machine, and through the ends (b) thereof are formed taper holes (f), as indicated by dotted lines in figures 1, 2, and 4. The bottom bracket (B) has taper shanks (h) formed therewith, and to fix the bracket to the block (A) these taper shanks are pushed up into the taper holes through the respective eyes in



the end (b) of the block (A), and the bracket is securely held to the block by nuts (c) screwed onto the end of the

shanks, which project above the block for this purpose. A perfectly rigid connection is thus formed between the bracket (B) and block (A) and the bracket may be readily removed by simply unscrewing the nuts (c) and drawing the shanks out of the holes in the block. The block (A) is employed to unite the ends of the tubes (d) of the frame and to provide apertured branches or parts (b) to receive the shanks (h) on the bracket (B). Usually the arrangement will be such that the axes of the tapered apertures or holes (f) will be vertical.

Business is Quiet.

"I do not think a traveling man in the cycle business can earn his car fare and expenses on the road," said a prominent dealer in cycle row. "I have no men out, and shall send none until time for next winter's business."

A Successful Light Wheel.

The James is proving a very capable wheel in every respect, and even the path racers, weighing but twenty-three pounds, have been used on the road without mishap and with great success. In the Waukesha-Milwaukee road race one of these very light wheels went over the hilly and rocky course without a scratch, and it carried the rider into third place and ninth time. The fork crowns of the James look delicate, but in every instance of a smash-up they have not been even bent. It is really remarkable how these light wheels stand the racket. In the Waverly fifty-mile handicap road race, in Scotland, the James made the best time, and Russell, on a James tricycle, broke the Scottish road tricycle record doing 151 miles; previous record, 155 miles. A number of Milwaukee men are now mounted on James, and others say they shall select that for their next season's wheel.

Mr. Bridger has received some very flattering letters, among them these:

I made 122 miles Sunday on my twenty-seven pounds James. It went through without a scratch; didn't have to tighten a nut or adjust a bearing.

THEODORE W. SMITH.

LA CROSSE, WIS.

I am touring through the northern part of this state, and wish you to know how well the "Jimie" stands these poor roads. Have made eighty miles to-day over almost impassable roads. Just think of it, a seventy-six gear on a track racer, up and down hills 600 feet high! Not a single part out of order. The James is all right. Every wheelman here is in love with it. Off to St. Paul, ninety two miles, tomorrow. A. E. POWELL.

Trade Jottings.

Horace Bell is in England seeking a situation.

William A. Rubey is a new repairer who has opened in Louisville, Ky.

Stokes & Leeming, bicycle and gun-repairing, 253 Dearborn street, room 1. We solicit difficult repairs.—Adv.

The Common Sense Cycle Manufacturing Company is making preparations to place on the market a diamond frame machine, built on Humber lines.

Bettys & Smith, of Rochester, have one of their new B. & H. wheels nearly finished. It will be as light and graceful looking as any in the market. It resembles the Humber.

The New Departure Bell Company of Bristol, Conn., has had a good season with its products. The Gentlemen's Rotary, No. 1, Ladies' Rotary, No. 2, and the Little Giant, No. 4, have all proved excellent goods and have taken well with the trade.

In the twelve-mile road race at Lansing, Mich., last week, the Uolbein Swift took first, second and third place, together with the time prize. The roads were bad, but the time, 36:30, is good considering. The Swift has proved as good

a road wheel as is on the market, and its many successes this season bear out this statement.

The Coventry Machinists' Company has received word that a crate containing some new Swift twenty-two-pound racers is on the water. There can be no doubt that these wheels will be extremely popular with the racing fraternity, for Swifts always take well.

If the young man who has from \$80 to \$135 to invest in a bicycle will put it into a first quality colt, and take care of it, he will have a machine that will constantly increase in value and can travel as well over sand and up grade as elsewhere. A wheel is soon worn out and becomes a dead loss.—N. Y. Farm Journal.

William J. Seadly, assignee of W. J. Percival & Company, Rochester, N. Y., dealers in bicycles, have filed an inventory of the value of the business in the clerk's office. The nominal value of the stock, contracts, etc., is \$5,863.22; actual value, \$3,992.75. The largest creditor is the Rockaway Manufacturing Company, New York, whose claim is \$3,482.63.

The advertising department of the Overman Wheel Company has recently hit upon a novel method of advertising, arrangements for which were lately completed with one of the largest wholesale selling dry goods agents in New York, whereby a cycle brand of bleached and unbleached cotton goods is to bear the Victor bicycle catch phrase, "Victors lead the world."

The sale of the Sylph cycles this season has so far been very gratifying to the Rouse-Duryea Cycle Company. Although a little late getting this year's wheel on the market they report a nice business, and the receipt of many flattering testimonials regarding the easy riding and running qualities of their machines. While they do not cater very much for foreign trade, they have, nevertheless, sold some of these wheels in Canada, Mexico and England, besides scattering them all over the United States.

Now that Jimmy has returned with his Raleigh, it looks as if he is going to carry off all the prizes, judging from his performances at Asbury Park on Friday and Saturday last. We also notice that on July 16 Bate won the St. Helen's championship, and on the same date, in the fifty kilometres (31 1/4 miles) road races of Italy, Melegnagno to Ladi, Secugno and back, Signor Ballerio, Galbani and Ruscelli, riding Raleighs, were first, second and third. Again on the 18th, at Sheffield, thirteen more prizes were won on this wheel, including the N. C. U. local center championship.

The success of rubber tires on bicycles has frequently led to attempts to increase the comfort of buggy and carriage riding by fixing tires on the wheels, but in the majority of instances the attempt was not a success, as the tire either came off or wore out in a very short space of time. Since, however, pneumatic tires have displaced the solid ones on bicycles, the attempt is being renewed, and buggies and other vehicles are likely to be seen on the boulevards in large numbers before long, as noiseless and free from vibration as bicycles. Carriage builders think there is an immense amount of money to be made out of vehicles with rubber tires on the wheels, and they are likely to keep on experimenting until they finally succeed in producing the desired article.—N. Y. Journal. The feasibility of the scheme has been already demonstrated by Mr. Overman and others. That gentleman drives a cushion-tired, ball-bearing buggy regularly.

Subscribe for the REFEREE.

THE WORTH



CONVERTIBLE TO A PERFECT LIGHT SINGLE BICYCLE IN 30 SECONDS.

From C. A. Coleman, Kearney, Neb.

July 19, 1892.

GENTLEMEN:—I have just received a Worth, and have tried it, and I find it one of the easiest riding and finest wheels that I have ever seen. You have the right thing in the right place.



From F. Huffman, President Winona Bicycle Company.

July 25, 1892.

GENTLEMEN:—Although I have other wheels in stock, I will say that I would far rather walk than to ride any other wheel but my Worth, which is certainly the most perfect wheel made. I do not say this with the experience of only a few wheels, as I have ridden almost every wheel made, and I am in a position to judge. I would not part with my Worth for its weight in gold if I could not get another.



“LADY WORTH.”



THE ONLY PERFECT WHEEL FOR LADIES' USE.

CHICAGO BICYCLE COMPANY,

Office and Factory, 250-260 Jackson Boulevard, S. E. Cor. Sangamon Street, CHICAGO.

ENGLISH TRADE DOINGS

THE GEARED ORDINARY AS COMPARED WITH THE CHAIN MACHINE.

Shorland Rode a Front Driver Safety—A New Premier Race—A New Dunlop Racing Tire—Southern Safeties Winning.

LONDON, July 30.—The association of the Crypto geared ordinary with Frank Shorland's magnificent path feat at Herne Hill last week, when the sturdy road flyer pedaled 413 mile, 1,615 yards in a natural day, will not only prove a splendid advertisement for the new type of cycle, but will come as a sound confirmation of the sanguine hopes of those who knew its merits. Attempts have been made in a few quarters to ignore the significance of the sign. "On a nice, light rear driver" we are told that Frank Shorland would have piled up a higher score. Of course this is not Mr. Boothroyd's opinion. He thinks that "on a nice, light front driver" J. M. James might have succeeded in hunting Shorland home and forced him to eclipse his performance, grand as it was. Among persons who have not taken the trouble to ascertain, there exists an erroneous impression that the machine ridden by Shorland was considerably heavier than those used by the safetyists. The New Howe safety ridden by James weighed twenty-eight pounds, while the Premiers used by Walsh and Brundrett certainly scaled as much. From Mr. Boothroyd himself I have learned that Shorland's mount (i. e., the machine upon which he rode the greater part of the distance) weighed twenty-nine pounds. Its racing Boothroyd tires scale four pounds. Every part is made as light as prudence and experience allow. The hubs are of steel, the tangent spokes of fifteen gauge, and the forks of twenty gauge steel. When the possibilities of the new arrival become generally known, and some of our short-distance path riders find leisure and inclination to experiment with it, there will be some havoc made among the everyday path times and distances.

Quite a number of makers whom I have recently visited or met have confessed their intention of making a front driver their 1893 novelty, and are now quietly experimenting with various gears. Cocks of Ealing, Rickard of Kensington (who builds the famous Westminster light safeties) and the great New Howe firm, are among these converts determined to take time by the forelock.

The Premier Cycle Company, whose coming light safety I alluded to in my last letter, have at last allowed the outside world to hear some particulars concerning the mystery. Not yet has a single machine reached London, but the news comes from Coventry. The novelty differs from other machines in being produced of an entirely new patent tube, made by the company in their works. Instead of being drawn in a straight length, the tube is made in the form of a scroll or spiral, a strip of thin steel being so wound that the lower edge is slightly overlapped by the upper, in which position it is brazed. It is stated that tubing so constructed is two or three times as strong as the weldless tube of the same weight, because the steel employed is of a much tougher quality than in the case of weldless tube after it is drawn. The difference in the appearance of the frame is scarcely noticeable and certainly does not detract from the machine's appearance. The full roadsters of the new pattern, complete with mud guards, brake, etc., will be under thirty two pounds in weight. The reputation of the Premier people for strong cycles is so well known that few will doubt the

stability of the novelty, which I hope to describe more fully in a future letter.

Messrs. Taylor, Cooper & Bednell have done well this season with the Raglans. Not merely hundreds, but thousands of the No. 12, a well stayed, semi-diamond safety, strong, smart and moderate in price, have been sold. The Raglan Leader, too, a high class thirty-pound roadster, has been in considerable request. Up to the present the Raglan firm has no intention of touching a front driver for next season's trade. They regard the new type as a passing eccentricity, doomed to sink into oblivion in the course of a season.

The other day I met Mr. Harry Travers, who controls Mr. Marston's Wolverhampton factory, whence the Sunbeams issue. The twenty two pound Sunbeam safety naturally cropped up in conversation, and I heard that two French racing men had just been supplied with these machines. Mr. Travers has the fullest confidence in their durability, and informed me that the sixteen-pound, solid tire safety, upon which he used to race three or four years back, was still running about on the road. Coming on rapidly is the Sunbeam extra light tricycle, which will weigh thirty-four pounds for a gentleman's use and a trifle more when adapted for a woman's riding. Mr. Travers has experimented with aluminum, but thinks little of it, although he admitted that in certain parts of a cycle it might be introduced with advantage.

The Ormonde Cycle Company are highly satisfied with the immediate favor accorded to their Model D (Humber type) safety. The new pattern has sold well, and little wonder. Calling at their depot in Wells street, Oxford, this week, I had a chat with Mr. R. L. Ede, whose racing career received an unpleasant interruption this summer, the little wonder being prostrated with rheumatism, from which he has only recently recovered. If he can get fit he will pay some attention to the hour safety record. I was shown a tricycle weighing forty-four pounds, suitable for either road or path work, which looked a well-designed, strong mount. There was also a juvenileracing safety, with twenty-four inch and twenty-six inch wheels, scaling twenty-four pounds, built to the order of a fond father. The Ormonde firm keep an immense stock at all times and sell no end of cushions.

Another depot where cushioned mounts have been going very freely is that of Bayliss & Thomas, in Oxford street. A cycling club, formed of the members of a west end division of police, recently purchased thirty Excelsior safeties, and over 100 of these machines have been supplied this year to the London City Mission for the use of district visitors. Such purchasers as these are not usually fastidious and are content with sound, good machines at a reasonable price. The high grade models of the firm are conspicuous for their elegant finish, there being no stint in the nickel bestowed about their parts.

Have you heard of the latest form of Dunlop racing tire? Instead of the canvass tube, or pocket, being entirely covered by a jacket of rubber, it is left partially exposed, protection from weather being secured by a coat of varnish. A strip of rubber, little more than an inch in width, surrounds the tire and forms the running surface. At present very few are in use, and only on the best tracks. A well-known crack who is using a pair declares them fifty yards in a mile faster than ordinary racing Dunlops, while their weight is under three pounds the pair.

I recently dropped in at Gamage's, the cyclist's provider, in Holborn, and found

a host of novelties since my last visit. The enterprise of Gamage, and his alacrity in supplying the latest and best things that cyclists need, at bottom prices, are a constant wonder to me. Mr. Gamage has succeeded in gaining the confidence and patronage of nearly every road and path man of note, and the public follow as a natural result. Mr. Gamage knows how to advertise, and never conceals his latest good lines. The word trouble does not exist in his vocabulary, nor is its meaning known to his assistants. He sells everything—and more particularly shoes. Exquisite racing shoes of brown ooze calf, lined with chamorro leather, made to fit perfectly, and fitted with blocks to order, are in great favor. The Shorland shoe is a new thing, fastened by a single strap instead of by lacing. It looks cool and comfortable, as also does the ventilated shoe, wherein the air circulates freely without risk of rain penetrating.

The Toy's Hill climb, promoted by the Catford Club last Saturday, resulted in a victory for the Southern safety, a capital machine for hill work, made by the Southern Cycle Company, Southampton. Wale, the Folkestone cycling gymnast who won the competition, had nine-inch cranks on his Southern, but the second man, Napier, used a Southern with ordinary cranks. This is the second year that the Southern have made a conspicuous show among other first class makes at Catford climbs. As the safety in question is quite equal in general merit, lightness and appearance to any other high class mount, those who desire to shine at hill riding should make a note of it. STANLEY.

Pneumatic Sulkies.

Pneumatic-tired sulkies have scored a great success in the races in which they have been used this summer, and it is predicted that they will speedily supersede the present style of trotting machines. Budd Dobble is the principal promoter of the new sulky and is a stockholder in the Boston firm which makes them.

The wheels of the new sulky resemble those of a pneumatic bicycle. They are less than three feet in diameter, are fitted with large rubber tires, inflated with air, and the axles are placed on ball bearings. The advantages derived are a diminution of weight, and absence of friction and an added facility in rounding turns. Another advantage is a decrease of the shocks and jars the driver is subjected to on the ordinary sulky over the smoothest courses.

The inflated tire was first used in competition at the Detroit meeting, where Ed. Geers, the Village Farm trainer, won with Honest George in 2:16 before the queer looking vehicle, half a second below the record he had made the day before with the ordinary sulky. At the same meeting Doble hitched Jack to the small wheels in the free-for-all trot, and won in the best time made for four consecutive heats this season, winning the last three in 2:13 1-4, 2:15 3-4 and 2:15 1-4, the first heat going to Ryland T. in 2:15 3-4. The pneumatic tire was also used with success by Geers, Starr, Doble and other trainers at Cleveland and again at Buffalo this week.—Rochester Union and Advertiser.

A Century With Many Mishaps.

A century run over the Elgin-Aurora course is easy as compared with the trip to Fox Lake and return. Sunday twenty Lincoln men started, thirteen finished the 120 miles to the city, and two, Barwise and Stokes, finished at Lake Geneva. Five of the party rode across country to Waukegan, thence Chicagoward. Pollock, Heywood, Cay-

ler, King and Howard were in this party. Dr. Barker, Brown, Cox, Kinkead, Parker, Herrick, F. L. Chase and others returned via Libertyville and Wheeling. None finished until long after nightfall. Colonel Lippincott treated the cyclists royally, setting a special dinner. Newman broke his wheel, Berger punctured his tires, Vogt and Guinea gave up, and Spooner's right knee troubled him so much he returned by train. Heywood broke his wheel at Winnetka, and Wittstein, who was riding in from Fox Lake, loaned him his. A Winnetka boy loaned Jule Howard his wheel to finish on, when he had broken down at Winnetka. Newman punctured his tire near Libertyville but fixed it temporarily.

Peoria's One-Day Tournament.

PEORIA, Aug. 9.—The tournament which will be held here September 27 promises to be no small affair, considering the fact that it is only a one-day meet. All the Chicago fast riders and a number of the eastern flyers, the most prominent among them being Taylor and Zimmerman, have promised to be on hand. The prize list is being rapidly made up, and is already running into thousands of dollars. It is a well known fact that all the prizes given by the Peoria club at its tournaments were first-class in every respect, being both costly and useful. We do not intend to fall behind the times this year, and whatever prizes we put up will be well worth some hard riding. On the evening of the 27th the club will give a grand smoker to the visiting wheelmen and we can assure all visitors that the P. B. C.'s cup of hospitality will be full to overflowing during this meet, the same as in the past.

"Zimmy" can well afford to come to the tournament city, as it means success to him in every race he enters. He has carried away more prizes from Peoria than any other racing man in the world ever carried away from one city, and when he visits here in September he will certainly go away loaded (with prizes). There is also another attraction in this city for young men besides racing. One of Peoria's fairest ladies, and, by the way, a very wealthy one, thinks that the boy from New Jersey is "rather a nice sort of lad." This in a manner accounts for Zimmy's regular attendance at the Peoria meets. LAUREL.

Nearly Ready.

After a good long wait, the Illinois division road book is at last in sight. The seventeen maps are completed and in the hands of the printers, and the reading matter, nearly ready, is in L. W. Conkling's desk. The job has proven a long and arduous one to "Conk" and Steen, who have upset many difficulties which would have discouraged most men. Conkling has just returned from a trip through "Egypt," in the southern portion of the state, where he was surprised to find many good roads. His discoveries will all be made known between the covers of this valuable book, which appears not later than September 1. "It will be the best road book by long odds that was ever issued," said its enthusiastic compiler and author.

Suspended for Sixty Days.

W. C. Thorne, of the racing board, announces the suspension for sixty days from July 23, of C. D. Cutting, M. Schmitt, C. Henry Larsen, G. W. Cooper, O. Olson and W. H. Bennett for competing in the unsanctioned race of the Y. M. C. A. at Parkside, July 23. "All amateurs are warned against competing with these persons in a cycle race of any kind during the period of suspension," adds Mr. Thorne.

HERE AND THERE.

*Miscellaneous Notes and Paragraphs
About Wheelmen.*

Anderson, Ind., has 400 cyclists, eighty of them being females.

Penville, Minn., has a new bicycle club, with twelve members.

The city ordinances prevent the Grand Rapids wheelmen from coasting. Poor fellows! What next?

It is estimated that there are some 6,125 wheelmen and wheelwomen in Minneapolis, whose machines are worth \$646,700.

The Louisville C. C. wants to have 100 active members by September, and has dropped the initiation fee from \$16 to \$10 temporarily.

A Waukesha, Wis., cyclist ran into Dr. I. O. Summers on the sidewalk, and the gentleman of medicine flogged the youth with a walking-stick.

The Winona, Minn., council has just passed an ordinance regulating bicycle riding. In certain portions of the city, however, wheels will be permitted on the sidewalks at a rate of speed not exceeding six miles an hour.

Will Wynne and Will Caldwell, of Raleigh, N. C., and Columbia, S. C., respectively, have agreed to ride across the continent on bicycles. They are to commence at Charleston, S. C., battery and finish at San Francisco, Cal. They start August 25.

The Louisville C. C. has decided to hold a fall tournament, and Dr. H. B. Tileston, W. A. Watts and W. B. Earle have been named as a committee to arrange matters. Arrangements will be made to hold the meet on the Auditorium track, and already several valuable prizes have been secured, two bicycles and a piano being on the list.

Peoria's race track, on which so many records have been broken, would be put in condition for record breaking this fall, had H. G. Rouse the assurance that the Chicago men would go down. A few days given to record breaking would make an excellent drawing card, no doubt Peoria merchants would subscribe the prizes for such contests.

The Logansport, Ind., wheelmen, are complaining because they are brought to time for riding on the sidewalks of the place, and for scorching through the streets, while storekeepers are permitted to block the walks with boxes, barrels and the like, and horsemen are not hindered in their fast driving escapades. It would seem as if they really had some cause for complaint.

The Montana division of the L. A. W. holds a state meet and tournament tomorrow at Helena. Chief Consul Duerfeldt is very enthusiastic, and states that the track is in readiness and will give all lovers of the sport a chance to try their speed. The committees appointed are: Arrangements—F. W. Mettler, Dr. D. Wait and G. R. Fisher. Race track—W. L. Swendemann, J. A. Harb and C. H. Cooper. Advertising—A. E. Holmes, H. B. Gibson and Gus Ehrenberg.

A call at a certain cycling club house in Chicago recently revealed a state of filth in the lower regions which should put any cyclist interested at all in the club's welfare to shame, and yet a janitor was employed. Filthy and over-filled spittoons adorned the floor, and an old pool table of many summers was seen. It was in horrible trim, all up-hill and down. In the kitchen was found filth and disorder galore; the stove was flowing over with rubbish and the sink full of filth from past lemonade treats and watermelon deals, while on the floor reclined three or four empty beer bottles and a dirty glass. Look up your

surroundings, fellow-club men, and if the cap fits, why, put it on, and see that the janitor is fired or a different order of things exists, if you would have strangers carry away a good impression.

CHICAGO TO PORTLAND, ME.

*Pullman Vestibuled Buffet Sleeping Car
Service.*

Commencing June 26, and continuing through the tourist season, the Chicago and Grand Trunk Railway will run a Pullman Vestibuled Buffet sleeping car of the most modern pattern through, without change, from Chicago to Portland, via Toronto and Montreal, leaving Chicago at 3:00 p. m. daily except Saturday, arriving at Portland for breakfast second morning. On this train there will be a Pullman car for Old Orchard Beach, and tourists for all north Atlantic seaside and mountain resorts will find this improved through service worthy of patronage. Secure sleeping car reservations and further information by applying to

E. H. HUGHES,

General Western Passenger Agent,
9-4 No. 103 South Clark St., Chicago.

A Prize Hen Party.

If three hundred hens lay three hundred eggs in three hundred days, how many hens will it take to lay one hundred eggs in one hundred days? To the first person answering the above problem correctly the publishers of the *Ladies' Pictorial Weekly* will give an elegant Upright Piano, valued at \$325, or its equivalent in cash, as preferred. To the second person will be given an elegant Safety Bicycle, valued at \$125, or its equivalent in cash. To the third person, a handsome Gold Watch, valued at \$75, or its equivalent in cash. The next fifty persons sending correct answers will each receive a prize, valued at from twenty-five dollars to five dollars. Prizes awarded in the U. S. will be sent free of duty. Contestants must enclose with their answer a U. S. postal note for thirty cents (or fifteen U. S. two-cent stamps) for one-month's trial subscription to the *Ladies' Pictorial Weekly*, which is one of the handsomest and best ladies' weekly publications on this continent; the object in offering this prize contest is to introduce it to new families and increase its permanent subscription list. We guarantee that prizes will be awarded strictly in order of merit. The date of postmark on letters is given precedence, so that persons living at a distance have just as good an opportunity of securing a valuable prize. Address, LADIES' PICTORIAL COMPANY, "E," Toronto, Canada.—14-2.

ARE YOU IN THE SWIM?

If you are a Bicycle Rider or Dealer we would advise you to look up the Sprinter Safety, manufactured by the Luburg Mfg. Co., of Philadelphia. It is one of the neatest designs, and best finished wheels that we have ever seen, and from what we can see and learn the material and workmanship is the best that money can produce. The Closure Self-Healing Tires are certainly a great success. We were shown a pair of tires that have been in use nearly six months, with about fifty punctures, made by pins, tacks, knives, nails, etc., no air has escaped and they seem to be very resilient. The Luburg Company are up to the times; they are soliciting good representatives all through the United States, and are allowing liberal discounts on these machines, also on sundries. A handsome 40 page catalogue has just been issued, which they will mail on application.

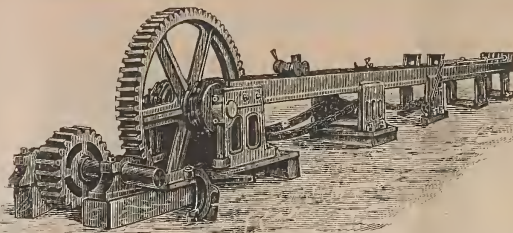
PURITAN

Cushion Tyres, - \$100.
Pneumatic Tyres, - \$115.

The PURITAN is the Best Built Bicycle in America today. We will be glad to send full information and circulars. It has Diamond Frame, Long Wheel Base, ALL BALL BEARINGS, and Best Seamless STEEL TUBING. We are fitting Cushion and Pneumatic Tyres to all makes of Safety Bicycles. Price, Cushions from \$0 to \$20; Pneumatics, \$18 to \$30. For a limited period we will deliver All Work Freight Prepaid to any address in America. Liberal discounts to dealers.

THE SCANLAN CO.,

74 Union St., - Portland, Me.



Machinery of most
Modern practice for

SEAMLESS COLD-DRAWN
STEEL TUBE-MAKING,

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SUGAR CANE MILLS--TRIPLE EFFECTS.

Vacuum Pans, Centrifugals, Engines, Boilers, Etc.

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Wire Drawing and Rolling Mills.

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SEND FOR CATALOGUE



"Perfect" Pneumatic Pump Holder.

Best and Most Convenient device for carrying a Pneumatic Pump on a bicycle. Thoroughly adjustable and easily attached to any part of the machine. No over-crowded tool-bags. Pump is always convenient, and all vexatious delays are avoided.

Handsomely Nickel-plated.

For Sale Everywhere.

PRICE 25c. Each.

GUSHMAN & DENISON,

172 Ninth Avenue, NEW YORK.

ROBERTSON'S AU FAIT TROUSER CLIPS

Price 15 Cents. Enamel Finish.

LIGHT, STRONG, NEAT.

Will more firmly hold the trousers, not nearly so conspicuous, do not take up so much space in the pocket, easily reshaped if bent, and are superior to all others on the market.

Send for sample pair. Living discount to the trade.

MANUFACTURED BY

WM. T. ROBERTSON & CO.,

741 9th Street, WASHINGTON, D. C.



"Au Fait"

Trouser Clips

Patent
Applied For.

BARGAINS

- Joliet Pneumatic, never used — \$90.00
List, \$135.00
- Joliet Cushion, never used — 80.00
List, \$125.00
- Ben - Hur Pneumatic, shop worn; List, \$160.00 — 75.00
- New Vassar Ladies' Safety List, \$105.00 — 75.00
- New Student Ladies' Pneumatic — 90.00
- Featherstone Pneumatic, used one season — 50.00
- Joliet Cushion, used two months — 50.00
- Moffat, — good as new — 75.00
- Tourist Pneumatic, run 200 miles — 110.00

J. J. YOUNG, Joliet, Ill.



CLIMAX LUGGAGE CARRIER.

Put on or taken off in a twinkling.

Price, \$1.25.

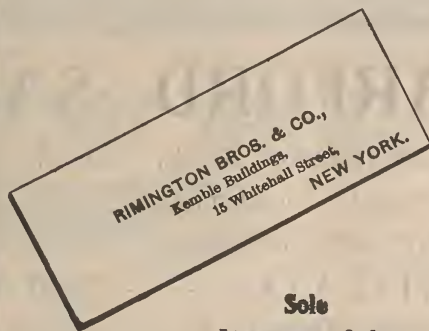
WALL & BOYER,
Manufacturers,
174 N. Broad St., Phila.
(Electros furnished.)

L. H. Bannister of Youngstown (O.) is credited with having ridden 118 miles in 10 hrs., 23 min. The course was to Payne's Corners, to Vienna, and back to Youngstown. It took five trips over this ground to make up the 118 miles.

BARTON ARNOLD & DEVOIL
 CYCLE LAMP MAKERS WINDMILL ST BIRMINGHAM.
 CABLE & TELEGRAPHIC ADDRESS EXCELSIOR, BIRMINGHAM, ENG.
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 BEST VALUE
 IN THE TRADE
 SOLE AGENTS WANTED
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**IMPORTED— QUICK DELIVERY,
 Brackets, Low PRICES,
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BEST BRITISH MAKE.
 Chain,
 Cranks,
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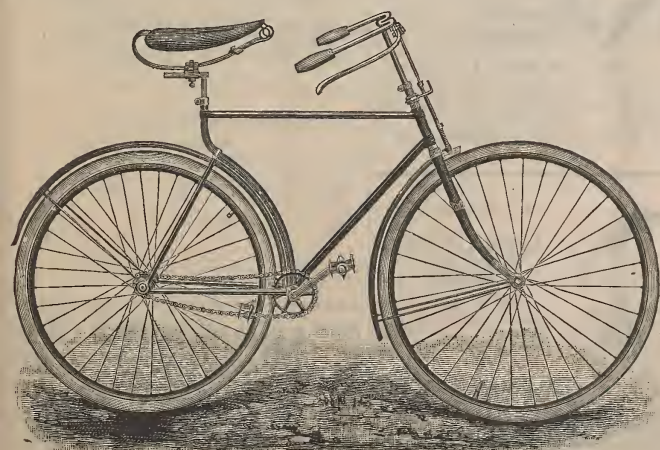
**SANSPAREIL PATENT CRANK
 SPROCKET WHEEL AND DUST-PROOF PEDALS.**

Sets of these popular fittings supplied with or without Bottom Brackets.



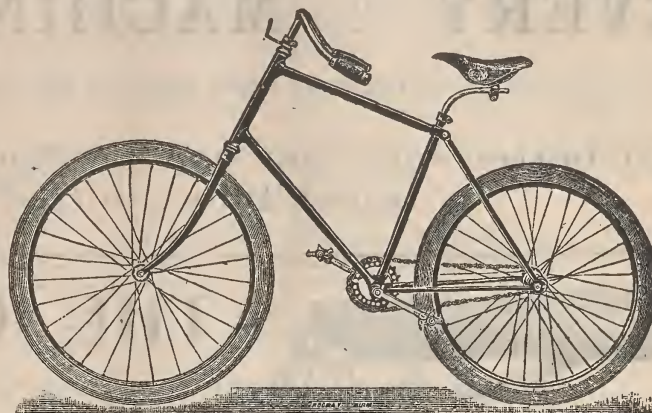
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 JANESVILLE (near Syracuse), N. Y.,
 SAFETY BICYCLE
 WHEELS.**

Wheels only. Solid, Cushion and Pneumatic.
 Everyone using our wheels can tell you about them.
 Send to us for lists with prices and discounts.
 To those going to manufacture bicycles later
 On, we shall be especially glad to hear from.
 Newmatics of any make wanted.



Cushion Tires, \$135. Pneumatic Tires, \$150.

NEVER MIND THIS!
JOHN SHAW & SONS, Coventry,
 THE OLDEST AND LARGEST
Hollow Fork Manufrs. in the World.
 MAKERS OF ALL KINDS OF TUBE WORK.
 UP TO DATE....1892....UP TO DATE.



We are making these splendid machines for the trade, from 22 lbs. to 33 lbs., guaranteed, at low est possible prices.

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Extraordinary Value in Cycles!

THE MIDLAND WHEEL COMPANY,

Percy Street Works, COVENTRY,

Manufacturers of the

MIDLAND CYCLES!

ILLUSTRATED PRICE LIST FREE.

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Thousands of Testimonials.



**BRETZ & CURTIS
 MANUFACTURING CO.,
 of PHILADELPHIA,**

Are shipping the

SCORCHER SAFETIES

to the best people in the land.

HADN'T YOU BETTER TRY ONE YOURSELF?

Hollow Rims on all our Machines.

"X. L." CYCLES,

Manufactured by—

CALCOTT BROTHERS,

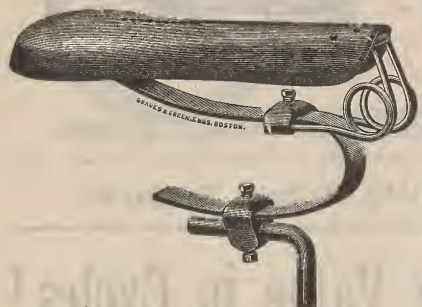
COVENTRY, ENGLAND.

Highest Possible Grade. We Challenge the World.

EVERY : MACHINE : GUARANTEED.

This is not a new wheel, but one with a Big Reputation in the Old Country.

No better material can be bought. Best cold-drawn weldless steel Tube, butted Spokes, roller Chain.



THE GARFORD SADDLE.

Patent Combination Spring and Hammock Saddle. Absorbs all rear wheel vibration.
Adjustment to rider's weight. No side motion. Saves rider and machine.
Most simple and effective canting arrangement. Simple, Graceful, Strong.

GARFORD MANFG. CO., - - ELYRIA, OHIO.

Rouse, Hazard & Co., Peoria, Ill., Western Jobbing Agents.
THORSEN & CASSADY, Chicago, Agents.

SECURE.

...2:08...

SECURE, a free from danger, safe: *v.a.* to make safe.

Webster's Dictionary gives the above definition of Secure, but of course Daniel was not referring to cycles; but what more does a rider want in a wheel than lightness in weight, beauty in appearance, and freedom from breaking, which are all to be found in the

--SECURE--

WOODRUFF & LITTLE CYCLE CO.,
TOWANDA, PA.

Agents wanted everywhere. Write for Catalogue.

Does Advertising Pay? A glance over the pages of the REFEREE will show you that its patrons think it does. Write for terms.

"Wheels and Wheeling"

AN INDISPENSABLE HANDBOOK FOR CYCLISTS,

By LUTHER H. POTTER, author of "Cycling for Health and Pleasure."

400 Pages. 216 Illustrations.

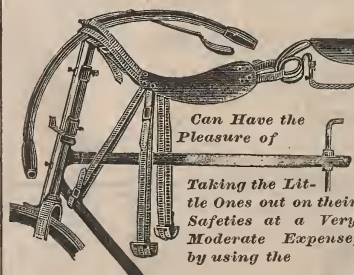
This book is a companion volume to "Cycling for Health and Pleasure," which met with great success, but contains nearly twice as much matter. It is crowded with interesting and curious information. Beside treating of Cycling in the United States, the L. A. W., Macadam Roads, and many other topics, it deals exhaustively with Pneumatic and Cushion Tires, giving illustrations of over sixty varieties, and describing in detail their construction and care.

This Information is Collected Nowhere Else.

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Can Have the Pleasure of

Taking the Little Ones out on their Safeties at a Very Moderate Expense, by using the

JONES SUSPENSION BICYCLE SADDLE

Simplest, cheapest, neatest and best device for the purpose, and perfectly safe. Price, \$2.50. For sale by all dealers. Manufactured by A. H. GOETTING, Springfield, Mass.



The Only Reliable Cycle Umbrella Holder.

Will fit any safety made, on any umbrella. When not in use can be reversed top down and out of sight.

Also for Club Colors, Flag Bearer Relay, Military Lantern Parades, and indispensable for Tourists' uses. Price, per nickel-plated holder, \$3.00; special umbrella, \$2.00. Liberal discounts to the trade. H. Slotterbeck, Pacific Coast Agent, Los Angeles, Cal. FRANCIS J. WERNETH, 906 Druid Hill Avenue, Baltimore, Md. P. S.—All infringements will be prosecuted.

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WILL BE READY FOR AUGUST DELIVERY

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STEEL BALLS AS USUAL.

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"THE LAMP OF LAMPS"
 Works: Long Acre, London.
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SOLID COMFORT SADDLES.



Strong, Light, Graceful and Durable.

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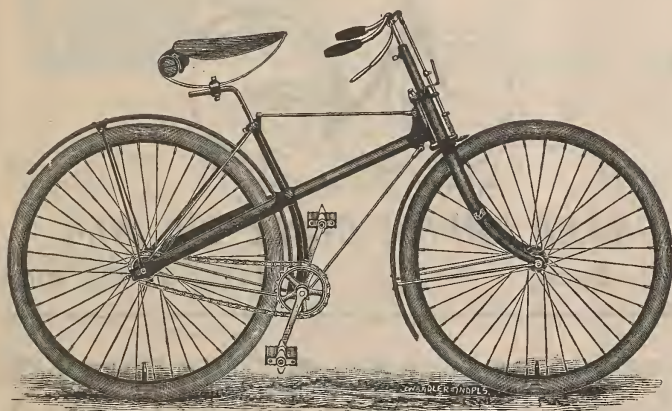
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PNEUMATIC.



2-inch Pneumatic Tires, \$100.

1 1-4 inch Cushion Tires, \$75.

BEST VALUE FOR THE MONEY.

Liberal Discounts to JOBBERS in Unoccu-
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The "Inflexible" Cycles.

GOOD Agents wanted to push these high class machines.

FOR lightness and strength combined with excellence of design, material and workmanship, they cannot be surpassed. They are moderate in price, and for finish they will compare favorably with the highest grade.

They are made of the best weldless steel tubing throughout, and are guaranteed, not for a season, but for all time.

We are not newly hatched, but makers and riders since 1868.

Sole Mfrs.—

The Inflexible Works Co., Wolverhampton, England.

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Patent THICKENED BOTTOM HOLLOW RIMS

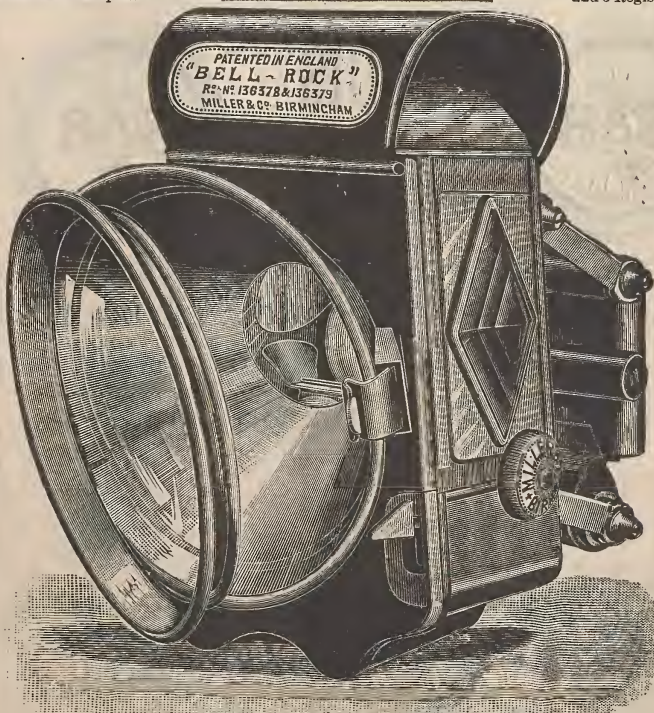
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 Constructed on Purely
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BELL ROCK.

Always Clean.
 No Smoke.
 Outcome of 5 Years Careful
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 Protected by 7 Patents
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WE ARE THE LARGEST MANUFACTURERS OF CYCLE LAMPS. The demand for our goods has been so great that we have been compelled to abstain from advertising in America, or even soliciting orders; however, having increased facilities, we are prepared to supply promptly, and will quote special low prices for the American market.

Eastern Agent, The Metropolitan Hardware Co., New York
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Absolutely the Highest Grade Cycle Built

Aluminum Alloys and Spiral Fibre Tubing used in their construction. Our heaviest Roadster weighs only 35 lbs. Apply early for 1893 agencies and territory.

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Pneumatic and Cushion Tires Fitted to Any Style of Wheel.

Agency for the **CHAINLESS TELEGRAM, IRWELL, BELSIZE, ROYALS, etc., etc.**

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Dear Sir:—Your Bolte Indestructible Pneumatic Tires fitted to my Singer wheel last week, I think are a success. I do not say so because they are on my wheel and "I am in it," but because I feel satisfied after riding a century upon them, that they are good, honest, practical tires; well made, well applied, easy to repair and renew, and last, but not least, the valves are **ARE AIR-TIGHT**. To me the tires ride just as easily as does the Dunlop tire, which I have ridden this past season. Your application of these tires to my solid tired wheel, alteration of frame, etc., for same at moderate expense, shows me what can be done and that the people in Milwaukee are, or have, A "HEAD" as to Pneumatic Tires for **ROUGH ROADS**. You have my hearty recommendation. Respectfully,

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THE BRIGHTEST, THE BEST,

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"**BICYCLING NEWS** is now about the most readable of all the English cycling papers."—*Irish Cyclist*.

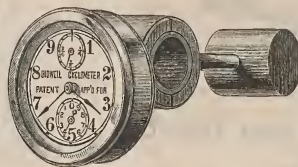
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A Reliable Cyclometer at Last . . .

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Free from cams or springs.

Simple and positive in action.

For 26 in., 28 in., 30 in. and 32 in. wheels.

Price, nickeled, \$10

Send for descriptive circular.

Special discounts to agents.

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SAFETIES

With Thomas Pneu. Tires, \$125

With 1 1-4 in. Cushion, \$100



Equally adapted for ladies or gentlemen.

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**H. MATTHEWS'
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Output one 'ton per day.

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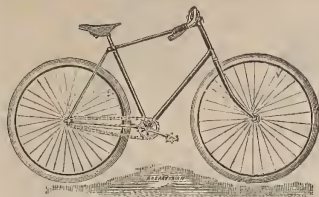
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The "Marriott" Racer, No. 15,

WINNER OF THE

Paris to
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Weight, Racer, about 27 lbs. Light Roadster about 32 lbs. Dunlop Tyred.

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EVERY Cycle Dealer should get our quotations on Bicycle Sundries before buying elsewhere. We carry over \$10,000 worth of Cycle Accessories in stock, and can quote prices that will bring your orders. We are especially well situated on the following goods: Three Spring English Saddles, T. & L. Wrenches (equal to B. & S., but much lower in price; we sell over 1,000 a month), Special Tool Bags, Sheet Steel Wrenches, Trouser Guards, Birch Automatic Cycle Locks, Tire Tape, Cement, Pocket Oilers, New Departure Bells, Spoke Grips, Caps, Sweaters, Lamps, Cycle Horns, and last but not least, Repairs' Pumps.

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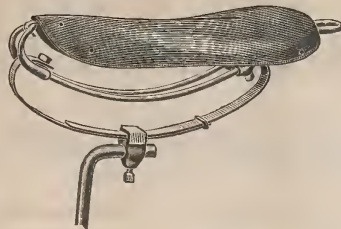
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Spring Tension, - - \$6.00
Scorcher, - - - \$5.00

Send for a Sample and try for yourself.

Manufacturers will do well to communicate with us. We want you to have the BEST. We want to help you sell your wheel, and our Saddle will do it.

THE RICH & SAGER CO.,
Manufacturers of Saddles, Child's Seats, Luggage Carriers,
17 Elm and 16 Courtland St., Rochester, N. Y.

1893.

The
Pretty
Pleasant
Pleasing
Popular
Saddle.

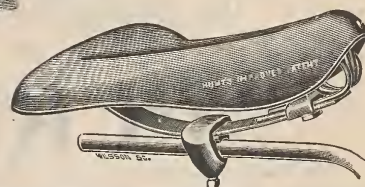
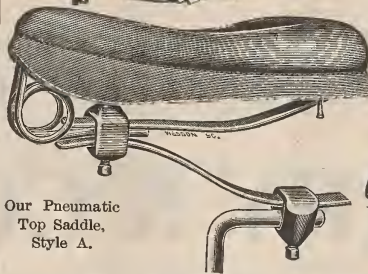
They say:
It's a Beauty!
It Rides Easy!
No Soreness!
It gives entire satisfaction!
Have tried several and it beats them all.



HE MAKES HIS MARK ON THE
Pneumatic Saddle.

When you ride the other kinds they will make their mark on you every time.
Write for Prices of Saddles, Toe Clips, Pedals, Dust-proof Tool Bags, Balls, etc.

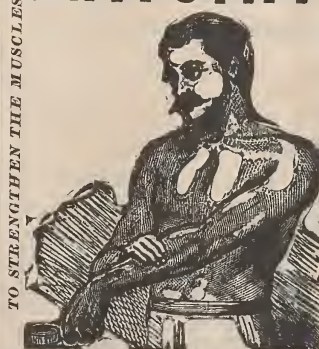
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Solid Comfort. THE AMERICAN ORMONDE COMPANY,
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These Goods Sell Every Time.

To Athletes, Cyclists, Baseball and Footballists, Horse-back Riders, Boxers and Oarsmen, when you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF



It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting, and stimulating effect on all weak or stiff muscles and sinews. Quick in its action, cleanly and pleasant in use.
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Price, 20c. and 35c. per box.
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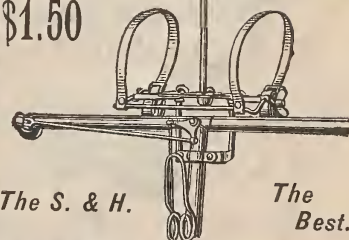
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CYCLE Makers, Carriage Builders, etc., supplied with Gold and Colored Transfers. 2,000 Designs to select from. Largest manufacturer in the world. W. GAY, City Transfer Works, Washington St., and Gough St., Birmingham, England. Dec. 14-92

ONLY
CARRIER

That provides for carrying a Flag with or without bundle.

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Endless Straps worked with thumb-screws and ratchet. Write for circulars and terms to the trade.

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Have your Bicycle Repaired and Thoroughly Overhauled by the Veteran Repairer.

Over twenty years factory and repair shop experience with makers of Rudge, Rover, Rival, Rapid, Rambler, Premier, Humber, Singer, Swift, &c., &c. Highest testimonials from American and English flyers of the path.

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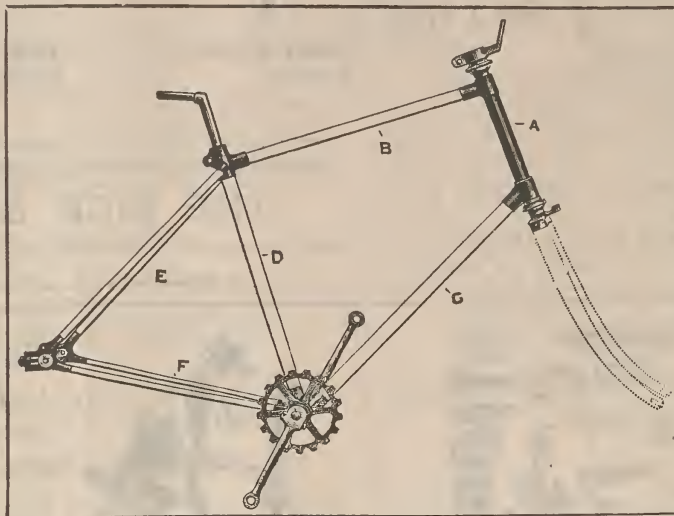
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Be sure you see HOYLE, 5-7 Madison-st. E.,
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PERRY'S HUMBER-PATTERN FRAME

AND THE COMPONENT PARTS APPERTAINING THERETO.

GUARANTEED
THE
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MECHANICAL
ACCURACY,
LIGHTNESS,
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SPLENDID FINISH
HITHERTO
UNAPPROACHED.

A frame upon which makers or agents may put their "transfer" with a knowledge that the machine will give satisfaction. It is designed for a long wheel base.

PERRY & CO., BIRMINGHAM.

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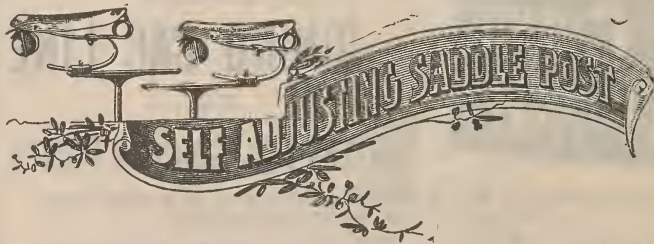
Are the Guaranteed Leaders.
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Catalogue Free.



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*Here's the rig that is sure to please,
Gives you the very greatest ease,
Slides your saddle ahead to climb a hill,
Then slide it back to suit your will.*

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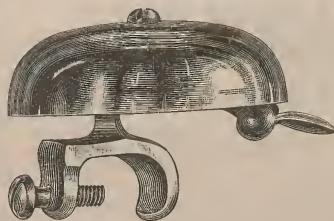
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Best and most efficient Bicycle attachment on the market. Recommended by every one who has tried its merits. If you want to get there first just put one on your wheel.

... YOU can climb larger hills with greater ease
can vary your position on a long run and rest yourself.
can do as you please about it, but we
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A Stamped Metal Top.

HANDSOMELY NICKELED.

GUARANTEED NOT TO CRACK.

A Clear Sharp Tone.

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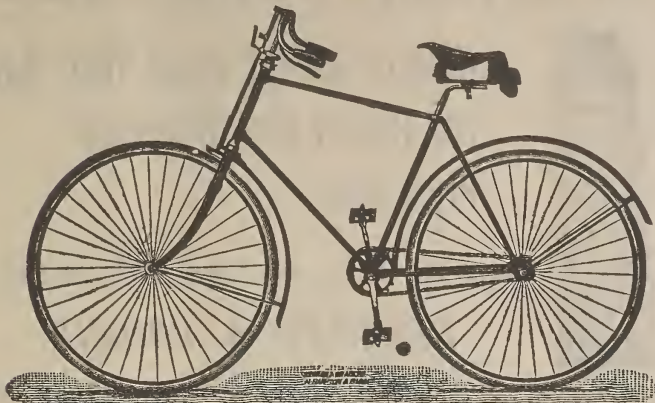
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NORTHERN "X" CYCLES.

Northern "X" Safety, No. 2.



With 1 1-8 in. SOLID or 1 1-4 in. CUSHION TIRES. Price £14.

Telegrams: "Goodby," Wolverhampton.

Largest Cycle Manufacturers in Wolverhampton, England.



1892 Lists Post Free.

A really High-Class Machine, built with Steel Tubular Frame and Steel Stampings; Ball Bearings to all parts, including Head
This Machine still leads the way, both on Road and Track, riders of it having won many Races and Club Championships during the past season.

1892 Lists Post Free.

Dunlop, Clincher, Boothroyd, or Smith's
Pneumatic Tyres fitted to Order.

THE OLD ORIGINAL FIRM.

ESTABLISHED 1876.

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NORTHERN CYCLE WORKS.

Berwick-on-Tweed, GOOD AGENTS WANTED. England.

ESTABLISHED 1875.

Our New Pattern Diamond Frame Safety '92.

Solid Tire, £11; Cushion, £13.

Best and Cheapest Machines

IN THE WORLD. Send for Lists, Free.

S. GOODBY & SON, "Reliance" Cycle Works,
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Good Agents Wanted all over America to push the sale of our machines.

Holland Automatic Safety Stand.

(PATENT APPLIED FOR.)

Easily and Speedily Attached to any Central Tube, Diamond or Drop Frame Safety. NEVER IN THE WAY OF THE RIDER. Will hold machine upright on any level place. Machine cannot fall either way. Both arms work in unison, up or down, when operated from either side of machine. It cannot rattle. Adds to the appearance of the machine and weighs but a trifle. Full Nickel-plated with Rubber Tips—cannot mar the finish. PRICE, \$3.00.

LINCOLN HOLLAND, Inventor and Manufr., S. Framingham, Mass.

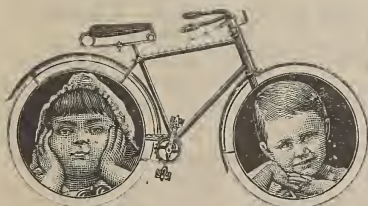
B. RILEY, ...TAILOR & HOSIER.

5 and 6 KINGS' HEAD BUILDINGS, COVENTRY, ENG.

Agent For **Dr. Jaegers' Sanitary Clothing,**

And Official Outfitter to the Cycle Touring Club.

SPECIAL ATTENTION TO AMERICAN ORDERS.



WE ARE STILL TAKING SECOND-HAND BICYCLES IN EXCHANGE FOR NEW ONES.

A. W. Gump & Co.,
Dayton, Ohio.

2,000 Wheels in Stock. Lists free.

ROYAL SAFETIES, \$125 grade, full ball, cushion tires, diamond frame, 30 in. wheels, \$75 list.

An Odd Lot of New Late Pattern Safeties, such as VICTORS, MOFFATS, SPEEDYS, UNIONS, etc., at low prices. ANOTHER BARGAIN, A lot of New \$145 Pneumatic Safeties for \$95,

6,000 MILES

is the distance traveled by Mr. A. G. Powell with a

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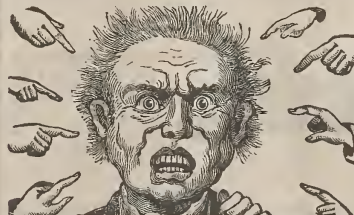
and it is as good as the day he bought it.

The Hilliard Cyclometer

is the lightest, neatest, cheapest and most accurate. Can be seen from saddle. Every one is guaranteed. Will send a cyclometer to any address upon receipt of price, \$8.50. Send for one of our mileage books. Free. Agents wanted.

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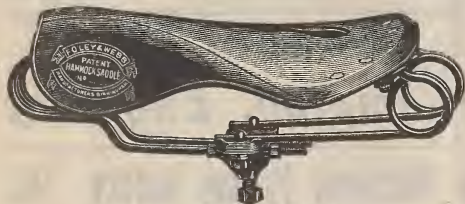
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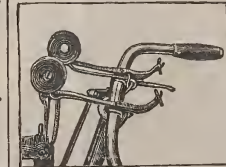
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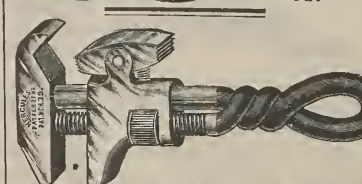
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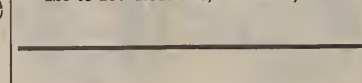


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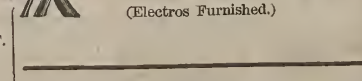
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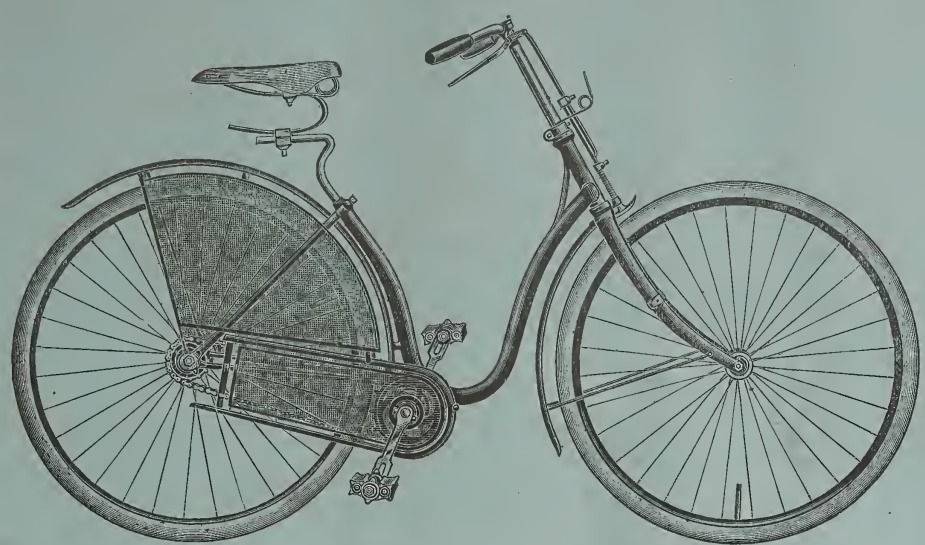
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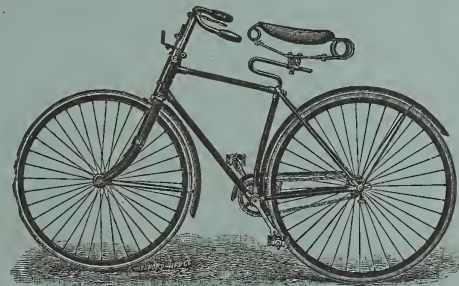
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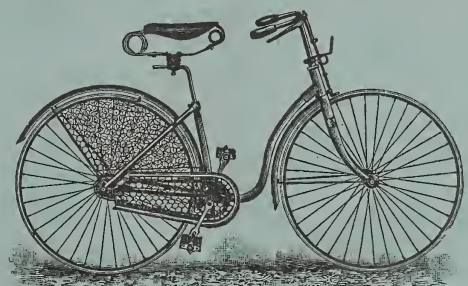
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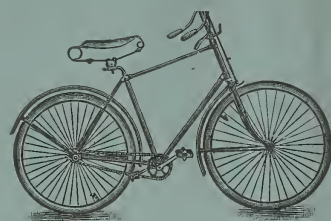
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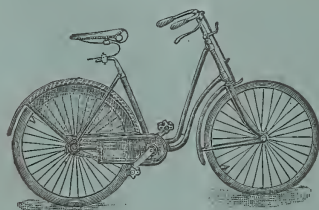
TO BUILD a good wheel, a truly high grade one, requires several things—experience, good workmanship, good tools, good material and from good designs. Without these points depend upon it a **good bicycle** cannot be constructed.

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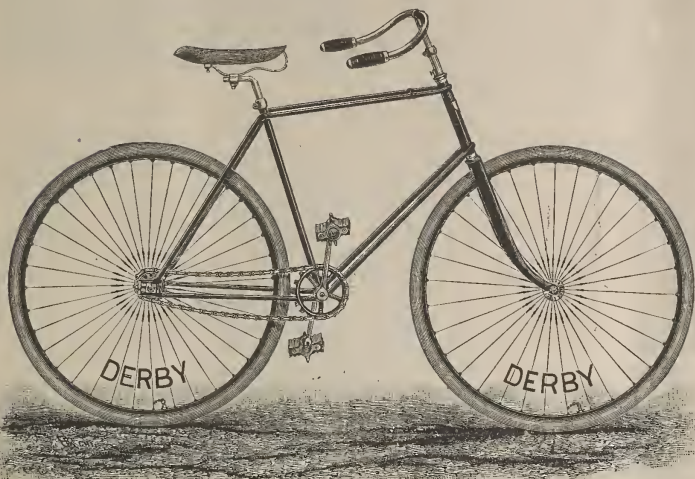
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