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 CHAS. P. ROOT, — — — Associate Editor.  
 R. M. JAFFRAY, — — — Business Manager.

## IS HE THE CHAMPION?

Zimmerman bears the title of champion of England for three distances, one five and fifty miles, and every paper throughout the land calls him "the champion bicyclist" of the world. Though he may be such, he has not as yet earned the title. Since he has been in this country he has easily won every event he started in save one handicap, and he finished third in that. He has met Taylor of 2:11 fame; Munger, the great handicap rider; Taxis, all the Canadian cracks, and he has conquered them all. But he has not been matched against Tyler, Berlo and Windle, and without doubt these three men rank ahead of the others named, at least in competition. Zimmerman easily defeated the English cracks, save Osmond, whom he did not meet, but that is no evidence he can wipe up the earth with Tyler, et al., for the records in competition show the Americans to be far superior to our friends across the water. Tyler is regarded by many to be the best man in America today, not barring Zimmerman either. He is young in this racing business, but he is a flyer of the first order. Berlo has probably been more successful than any other American except Zimmerman this year, and Windle—well, he has always been a winner, and when he goes into a race he thinks he is going to win. Zimmerman has beaten him and may do so again, but unless the Milbury lad knows he can win he will not ride.

Until the Jerseyman has defeated these cracks in good style he cannot be called the champion. The chances, it must be admitted, are in his favor, and if he does not win against Berlo, Tyler and Windle he will make them ride as they never rode before. If he beats them he may well be called the champion of champions; but until then these men are entitled to as much consideration as Zimmerman.

## TRY THE FLYING START.

For years the wheelman has been striving to equal the trotting record for one mile, and just as he had it in sight it takes a jump that puts it almost beyond reach. Nancy Hanks' mile in 2:07 1-4 is remarkable speed, but that time was made possible only by the advent of pneumatic tired wheels and a flying start. When a horse of Nancy's calibre crosses the tape it is pretty nearly at its full gait, and it certainly would be two and a half seconds ahead of a bicycle at fifty yards if the latter started just as the horse reached the tape. If it is a fact that Taylor rode a trial mile in 2:09 4-5, his time, allowing the difference in starting to be two and a half seconds,

would be just about the equal of that of the famous mare's. The subject of comparative speed of the trotter and the bicycle has become almost threadbare, but now it will likely be revived. As has been said hundreds of times before, it is not fair to give the horse a flying start and the bicycle a standing one. Tyler or Taylor or Windle could, with a flying start and good racing, equal Nancy Hanks' time or lower it a fraction. Taylor's time for the three-quarters was 1:36 1-5 and Nancy Hanks' 1:36 3-4, a very small fraction apart. With a flying start Taylor would have been well ahead of this. While Nancy Hanks trotted the last quarter in 30 3-4 sec., it took Taylor 34 1-5 sec. Bicycle riders are not trained as the horses are, or they might be capable of holding the pace for the last quarter. They do not seem to get down to business and train properly—they like good things and have them, little thinking that harm will result. If a bicycle rider could have the same care that is given the horse, the latter would never hold the trotting record.

## LOOK OUT FOR SANGER.

Zimmerman has beaten all the country's best men except Tyler, Windle and Berlo; he is certainly pretty near their equal if not their superior; but the man that has pushed him the hardest this year is Sanger, of Milwaukee. No matter what this paper has said of the Badger state flyer, it had admitted that he is a good rider, and having covered a mile in 2:26 stamps him a rider of the first order. He had only twenty yards on Zimmerman at Sarnia and beat the champion for place, while his time was but one-fifth of a second better, from the twenty-yard mark. Look out for Sanger!

## Denver's Lantern Parade.

The lantern parade in connection with the Knights Templar conclave at Denver was a brilliant affair—in two senses of the word. There were not less than a thousand wheels in line, and it took a half-hour for the procession to pass a given point. According to the *News* every rider who could buy, beg, borrow or ride a wheel was in line, the outside contingent almost doubled the number of club members. There was probably never a more unique procession of the kind witnessed before on top of earth. The grotesque and graceful out-vied each other, the latter class being almost entirely in the line of Masonic emblems, while the other stopped short of nothing in the created kingdom. All the things that fly, swim and creep were there. Hartman had a framework of a house with "Rooms to Let" on the side, while Louis Block rode a full-rigged brigantine. Al Blanche was caparisoned as a sir knight, and was astride of a horse-bicycle, while a "Pike's Peak or bust" oxen cart rigged up on a tricycle followed. Cassidy's design was a cross and crown, but, unfortunately, the light was extinguished before the parade was over.

## Cycling Killing Base Ball.

Base ball managers of the east, says a Louisville paper, realizing that there is no longer any money in the national game, are seriously considering the advisability of building bicycle tracks on their ball grounds, and holding race tournaments. Bicycle races are the fad in the east now, and they will continue popular for a long time to come. The base ball men realize this, and they are now anxious to take advantage of it. Dr. Stucky of the Louisville club had an offer early this season to put a track on the Louisville grounds, but did not see the advantage of it.

## A NEW IDEA FOR RACING.

Tom Eck Thinks an Association the Proper Thing.

EDITOR REFEREE:—A great many columns of matter have been written in regard to race meets, their management, makers' amateurs and the protection and maintenance of good racing. Still, the racing continues in the same old rut, and the cry goes up, "professional amateurism!" Now I agree with Mr. Prial, in his editorial in the *Wheel* of Aug. 5, that we must have makers' amateurs, in order to show cycle racing to its best speed. The public must see something for its money, and the makers' amateurs are the drawing cards; but at the same time the public wants a change, and it does not care to see two or three men take first, second and third in every race, and the only way to remedy this is to make class races and handicaps, the slowest being a three-minute class, up to 2:20, and free for all, while the handicaps would bring all the men together. As it is now, four or five men scoop all the prizes, and the racing is too much one-sided. Any person posted can pick the winner. We want races where there is a contest between equal men, and class racing produces this. How long would trotting races exist if the fastest horses could compete in each race? It would break up every track association in one year.

The racing board should be in charge of a national track association; it should appoint a man to act as secretary and treasurer of the association, and every track should join this association at a fee of \$10 or \$20 a year. This association is for the protection of racing and race-meet managers. The secretary of each track would send a copy of all heats in three minutes and better to the secretary of the board, who could keep a book with the records of all men who have beaten three minutes, and he would provide each track with a statement of the best record held by each racing man who has beaten three minutes, and handicappers could have such a list. There is no protection now to any association. For instance: Springfield announces a race meet; racing men from all over America send in their entries, and Springfield advertises the largest number of any meet in America. But on the day of the race only half the men who enter make their appearance. The club is disappointed and the public asks: "Where is so-and-so from New York?" His name is down but he is not here," and the public is disappointed. But the cute racing man had his name in the papers and on the programme, and the club is out half its entrance fees. That is one reason why the racing board should take charge of the track association. A rule should be made that any man sending in an entry, if not accompanied by the fee, should be liable for it and barred from competing on any other track belonging to the association until he pays his entrance fee, which amount should go, half to the club and half to the racing association, which pays for the secretary and treasurer.

One reason why race meets are not profitable to clubs which manage them is because they have too many events on the programme for one day's racing. At trotting or running meetings from four to six events each day is all that is on the score card.

I believe in heat racing. It always gives the man who could have won, if he had not lost his pedal or been pocketed, a second chance, and especially in the slower class races it is more satisfactory and interesting, and makes from two to five heats in each class race. Handicaps should always be dashes and

an inducement offered scratch men outside of the prizes, as these men must have something at stake to finish. Novice racing should be confined to the three-minute class. Why class racing is so essential is this: Philadelphia gives a tournament with the following events: One-mile, novice; quarter-mile, open; one mile, 2:40 class; half-mile, handicap; third-mile, open; one-mile, open; one-mile, handicap; one-mile, lap, open. Here are four open events, and the three fastest men romp off with the first three prizes in each race. They also have a chance in two handicaps, and all in one day. This does not give the new aspirant any courage to train or become a racing man, so the public has to look at the same crowd of flyers in each race. More class races, gentlemen, if you expect to bring out young blood and see races from start to finish. The same thing is tiresome, though fast. The Philadelphia meet will not include a hundred racing men; but if Springfield gives class races from three-minute to the 2:20 class, they will receive 300 or 400 entries. They would get all the racing talent from north, south, east and west. Men must have a chance to win a prize or they will not compete at any meet.

I am a strong believer in the flying start in all scratch races; it will add to the interest. Even a false start is exciting and causes interest. But it is all nonsense to compare the flying start on bicycles to horse racing. A man only has his wheel to govern; he has not a horse before him who has several different gaits. He must come up wheeling every time, while some horses come to the wire pacing, running, single-footing and hitching, and a good judge will not start a horse when he is off his gait, even if all the others are even when they pass under the wire. That is what often bothers those who are not up to horse racing, and that is what often causes so much scoring and time lost. There need be no bad actors in starting a bicycle race—a whole regiment of men can come up even; why not a few wheelmen? A fine for jockeying at the score could be imposed, which would hurt a rider's pocket more than he could gain by fooling at the mark, and by having the flying start it would be an inducement for faster time. It would also do away with so many people being on a track during the starting of a race, and in records would put us on an even footing with the trotter. The day is close at hand when the trotter will come in third for speed, and the bicycle will be second to the running horse.

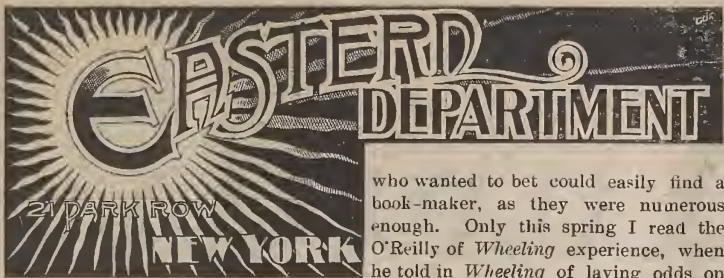
Tyler's quarter-mile (28 2-5 sec.), with flying start, is better than any trotter has ever made, while Taylor's mile (2:11), with standing start, is only two and a fraction seconds slower than Sunol's record, while the difference in standing and flying start would have placed him on even terms with the record. I look to see 2:09, with standing start, this year; twenty-four miles in the hour, 100 miles in less than five hours, and 425 miles in twenty-five hours. T. W. Eck.

## Wagner's New Role.

F. J. Wagner, of Chicago, has been secured by the A. B. C. to train H. G. Baine for the twenty-four hour bicycle race. Mr. Wagner comes highly recommended as an expert in his profession. Mr. Baine is required to ride from one to one hundred and fifty miles per day, and has so far accomplished a wonderful record. He will ride in the bicycle race at Elkhart to-day.—Goshen (Ind.) Times.

The Washington club closes its regular card Sunday with a run to Joliet, leaving the club house at 7 a. m.





NEW YORK, Aug. 13.—My respects to George Lacy Hillier, and while it is unpleasant to disagree with such an authority on racing matters, I cannot pass over his statement in the REFEREE that betting is not prevalent at race meets in England now, or that the makers' amateur does not exist. As Mr. Hillier quoted a few of my statements and tried to refute some with apparent success to himself, I must have a short round with him on those two subjects. As regards makers' amateurism in England, I can refer Mr. Hillier to the editorial statement of the *Cycle Record* of Coventry (which is edited by a man who is in a position to know whereof he speaks) which says: "The entire English system is impregnated with makers' amateurism, and the amateur definitions of the N. C. U. and the L. A. W. are dead letters." I cross to Mr. Hillier's own ground and allow his own paper to tell him, which all English cyclists know, that nearly all the best of England's racing men and record breakers have been for years dependent on manufacturers for support. The manufacturer will not invite George Lacy Hillier to inspect their ledgers or gaze on the advertising accounts, for they know that Mr. Hillier is a N. C. U. young man who wears robes of amateur purity, and they mean to juggle a bit more with rules which are elastic, lax, and easily got around, so they cater to humbuggery and hypocritical sentiment. And supposing this state of things did not exist from where would England get her racing? Not from "gentlemen amateurs." Why, that creature is as scarce as hen's teeth. Look at the crowd that competed for the Coca Cocoa cup, and see if you can spot any son of an earl, lord or baronet in the throng.

No, they bore the names of the plebeian and Jones and Price are better known on the British path than Fitz Hugh or Edgerton. Mind you, I have great respect for the amateur, be he a "gentleman amateur" or a common every-day "am-achoor," as Frank Egan calls him, and it is for the genuine amateur (and therefore ninety-nine per cent. of this country's cyclists), I am continually agitating for, as it is from the majority we must expect the best results. But would it not be unfair and unwise to put a fast roadster in a race against Sunol or Nancy Hanks? Of course it would, and that is what the L. A. W. and the N. C. U. are doing. These two bodies are giving the cream of racing to the one per cent. of racing men, and expect the ninety-nine per cent. of the fast stock of the path to compete with men who are supported by clubs and manufacturers.

Turning to Mr. Hillier's denial as to the speculating fraternity at English race meets, I can only give what came under my notice during a seventeen month's active experience with the American team on the paths of Great Britain. My first experience in England of this kind was at the Alexandria Palace Royal international three days' tournament in 1877, at which Mr. Hillier was judge, and I counted fourteen gentlemen with book and bag doing business right in front of the club house, and at various provincial meetings, anybody

who wanted to bet could easily find a book-maker, as they were numerous enough. Only this spring I read the O'Reilly of *Wheeling* experience, when he told in *Wheeling* of laying odds on Du Cros and the good gold "never came back." Ah, yes, the O'Reilly can tell Mr. Hillier where to find a "booky" at most London or Irish meets at least. My experience was in 1887, but here is what E. C. Carter, the official A. A. U. of America handicapper, says, and Carter ought to know. Writing from Bristol to the *New York Sporting Times*, he says:

Judging from some of the stories I have heard, athletics in England have not improved much of late. A good many of the London clubs make their races open only to hospital athletic clubs, universities, and few other athletic clubs like the Blackheath, South London and Finchley Harriers by invitation.

Betting is still quite a feature at some of the games, and has a good deal to do with the interest taken in athletics by the objectionable class.

It is not so bad in the Southern District, but it is carried on there on the quiet, even under the very noses of the Amateur Athletic Association. At its own championship meeting the first words I heard when I entered the grounds at Stamford Bridge were "six to one bar one." The bookies were good judges, too, for the one barred was Bradley, and he won the hundred all the way.

A good illustration of athletics in the north of England is the story told that in one of the many boys' races held in that district this season, a boy came running up to one of the contestants just as the pistol was about to be fired and said: "Father, thee'st got to win, for they got the money on thee."

So you see, Mr. Hillier, I have only to quote people on your own ground to bear out my statement that makers' amateurism and betting is a prominent feature of the sport in England, and that the same have brought the sport to a low ebb also is true. Makers' amateurism is a good thing; let's have more of it, but call it by its right name and give everybody a show to become a makers' amateur and speedy, and away with what Gladstone would call "a nebulous hypothesis."

#### WOMEN GOING IT ALONE.

Women are learning to cut loose from male escorts, although a young man in an "ad." in the *Herald* offers to escort "lady cyclists" anywhere they wish to go, and possibly this is the same young man Frank Egan perpetrated a cruel joke on the other day. Frank saw the "ad." and got his best girl to reply to it, "hoping that she would be the favored one," etc., and appointed a meeting place up town on one of those hot days. The bait took and a meeting arranged, and Frank, from the cool shade of an elevated station, saw the expectant and longing dupe waiting for the "favored one" who never came. But I was going to say that women cyclists are going it alone, and it looks as if Lou. Peck's occupation as the guide and philosopher of the sex, in Boston at least, would soon be gone.

Three Brooklyn young women, Miss Alice Mitchell, Miss Agnes Becker and Miss Mabel Stout, returned to Brooklyn yesterday from a bicycle trip to Albany. They started two weeks ago and each took a lunch basket, a water flask and a change of clothing. It took them just a week to reach the state capital. When they started they intended to cover thirty miles a day, but they found this impossible on account of the condition of the roads. They made thirty-five miles on the first day, but not much more than twenty during the rest of the time. At one point the road led through nine

miles of marsh and the fair bicyclists had to walk their wheels through the swamp. They met with a warm reception all along the line and were frequently invited into houses by the farmers and other people. At one town they were taken for the advance of a circus which was billed to appear the next day, and received a great ovation from the inhabitants. The young women all weighed more when they got home than when they started.

#### SCHWALBACH'S BAD BOY.

Alex. Schwalbach and Quinlan, of the Gendron company's force, told me a funny story Friday about their office boy, which illustrates the importance and age of the average American youth. Ben Bianchi is the lad's name, and he draws salary as office boy, his father being a member of the New York stock exchange. The father wished the Gendron people to give his son a six weeks' vacation, and Cashier Getz told the boy he could have it, providing he supplied a suitable substitute in his absence. The next morning when Schwalbach and Quinlan arrived at the office a row of boys, all ages, nationalities and color, extended from the sidewalk up stairs to the second story, where the office of the Gendron company is, and the crowd had overflowed into offices on the second floor where doors had to be barred to keep out sundry stray ones. They had overflowed the Gendron second floor and were experimenting with pneumatic tires, deflating some and blowing others up, and some of them learning to ride around the spare room. "Great Scott, what is this?" exclaimed Alex. Schwalbach, "I wonder if they have mistaken this place for the battery free baths!" "Possible they think we have the fresh-air fund tickets," suggested Quinlan. "What in the devil does this mean?" exclaimed infuriated Cashier Getz, who was overcome with the sight of his office boy calmly seated at the treasurer's desk and quietly investigating the careers and characters of the boys as they passed in review before him, while the office force looked on in amazement. At last a well-dressed, red-headed lad of sixteen caught the fancy of Mr. Bianchi, the office boy, and he mounted a chair and addressing the struggling mob, exclaimed: "I have engaged a boy who will suit our firm; you can now go. Sorry I can't give you all a job." Bianchi is fifteen. He had advertised in the *New York World* for a substitute without consulting his superior officers, and told applicants to apply to "Mr. Ben Bianchi, Gendron Wheel Company, before 8 o'clock in the morning," and that solved the mystery. Cashier Getz and Alex. Schwalbach now think that the selection by Bianchi, Jr., was a wise one, as the substitute is equal, if not superior to the boy who they think will have a running chance some day for the chair at the White House.

#### A NEW DRIVE WANTED.

The *Brooklyn Citizen* is stirring up a daily agitation for a cyclists' path or road which will, if made, extend from Prospect Park to Coney Island, five and a half miles, and be built by Brooklyn, just as the bridge paths for horsemen have been built. The *Citizen* prints an interview with some prominent cyclist daily, and among those who have given their testimony on the subject have been Dunn, Luscomb, Schwalbach, Whympier, Backman, Bates, and many others. The majority of Brooklyn cyclists favor the move, which they say will relieve the park drives and boulevards of the danger of collisions between cyclists and carriage drivers, and think if the horse men can have a special road they can. Luscomb, I hear, strongly disapproves of the idea, and Barney Whympier is my

authority, as Luscomb was out when I called on him in the Stewart building. His principal objection is, now that cyclists have fought for and have been placed and classed as ordinary vehicles, and have every right to the public roads they will injure their cause by demanding special rights and privileges. But it must be remembered that the cyclists are not demanding it; they are only seconding the efforts of the well-meaning citizens proper.

#### THE SCORCHER'S ATTITUDE

If I thought that it would be necessary and binding upon me to ride a bicycle on all-fours, and my eyes always fixed on the earth, I would prefer to walk and look up. What a spectacle the man cuts as he rides with nose on the tire as if he were trying to smell out a puncture.

#### BICYCLE TRACKS IN BALL GROUNDS.

I was told last week by a very responsible agent about a racing scheme, which if acted upon, will do wonders for American path racing. My informant said that he had got the news from an inside source, and that it was this: A. G. Spalding, seeing the decadence of base ball was going to build a first-class bicycle track in every ground that was operated by the National Association of base ball, and that Spalding was going to encourage racing for cash, and would probably form a racing association with iron clad rules to govern same. I had heard a rumor to this effect some time ago, and therefore called at Browne street to see if John Spalding, the brother, could authenticate the rumor. I missed Mr. Spalding, so collared A. B. Barkman, and he said: "I have not heard anything, but there might be something in it, as A. G. Spalding don't tell all his plans in advance, still I fancy that if there was much in it I would have heard. I hope it is true, for if A. G. Spalding goes into the cycle racing business you can safely wager he will make a big success of it." There is no doubt he will, and it wants just such a man to control professional cycling. Spalding has controlled thousands of professional base ball players, and it would be a picnic to control bicycle racing compared to professional ball.

MORGAN.

#### New York Trade Matters.

Hearing that J. F. Friedenstien of the Anglo-American Iron Metal Company of Platt street had returned from his European trip, a REFEREE correspondent waited on the Anglo-American hustler last Friday and found Secretary Friedenstien wallowing in a pile of correspondence, the result of Manager Jarvis Brown's two days' sickness, due to the extremely hot weather and hard work during his partner's absence. Mr. Friedenstien, in response to the interviewer's query as to the success and observations that had attended his trip abroad said: "My appearance must indicate that from a social and pleasure standpoint my trip was a success" (and the ruddy glow of the face was testimony enough), "and the most I can say for the Birmingham and Coventry people is that they try to make you forget all about the business which brought you there. I fell in with Thomas Saunders, W. Bown, W. D. Teal, and that jolly man 'Billy' Loudon, of cement fame. I had a great time with these people, and toured North Wales in the company of Mr. Saunders and wife, and stopped at Rhyl, Flandudna, Abenestwyth and other famous watering places. In Birmingham I was the guest of William Bown, who has a magnificent residence and one of the finest art galleries in all Birmingham. An American cannot but leave such people with only the most grateful and pleasant memories, and really at times wish you lived there



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.



"THERE'S REASON IN ALL THINGS..

### THE REASON WHY

SYLPH CYCLES RUN EASY is because the bearings are of correct shape, made of Best Material obtainable; properly fitted and adjusted in forks set at proper angles.

### THE REASON WHY

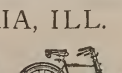
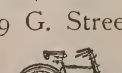
SYLPH CYCLES RIDE EASY and are a pleasure and comfort to their riders is because they have a properly constructed Spring Frame—one in which the load is directly over the Springs, and which is rigid in every direction except UP and DOWN. This makes the springs very sensitive, and the hinge joint in the frame permits each wheel separately to pass over both large and small obstructions smoothly, thus saving the wheel and bringing that pleasure and enjoyment which all riders of Sylph Cycles discover after a trial of the machine.

### THE REASON WHY

OLD RIDERS TAKE TO THE SYLPH is because they find it a more satisfactory mount for road and general use, and that it combines more new features of merit than any other two or three makes.

Positively No Loss of Power, because the saddle and crank shaft are always the same distances from each other whether the load be 75 or 200 pounds. We can't tell you All About It here, but Our Catalogue will. Send for one. Agents wanted.

ROUSE-DUYEA CYCLE CO., 89 G. Street, PEORIA, ILL.





to be among such a jolly lot as Bown, Saunders, Teal and Loudon—a quartette hard to beat."

"What is my opinion of the trade? Well, the English manufacturer seems to be well satisfied with their American and other foreign trade; it is the home market they complain of, which this year showed a decided falling off, and to my mind and from what I could gather, the cause is entirely founded by the rapid multiplication of the small manufacturer, who is not strong enough to open up foreign connections, so he unloads at home and is helping himself to the old maker's trade in every way possible. Next year will see nearly all the best makers represented in America. The pattern of next year's wheel (safety) will be the true diamond, and the Humber company is already preparing for next season on the old lines. The tire which is most popular to-day in England is the Boothroyd, beyond a doubt, with a great deal of respect for the Dunlop improved, which has quite a hold. The Crypto geared ordinary is a grand success, so much so that we have arranged for a complete line of parts for America for that wonderful wheel. What do Englishmen think of the McKinley bill? Well, naturally, they don't like it, and would no doubt like to see Cleveland elected and a modification of the tariff result. The English makers are close students of the American market. I made some important deals over there for my company, and the result of one will be that the Anglo-American company will carry the largest stock of the best English tubing of any firm or combined firms in America. A complete line of stampings throughout, all the stock being new and of the very latest pattern as used over there. We can now supply large and small makers with complete frames, the tubing cut into exact lengths and specifications as used in next year's Humber.

Our rim business has increased wonderfully, and here's something new (showing a twenty-eight inch aluminum alloy cushion rim, which only weighed six ounces, and being almost white in color). We are experimenting with these, and expect to know shortly the result of our experiments. Our Hercules chain will be a feature in the chain business, but we will also carry foreign chains, and from what I could learn on the other side, the black chain will lead in popularity next season. Our purchases abroad will almost be a cargo for the steamer that brings them, but we have plenty of warehouse room."

#### THE S. P. PROTECTION TIRE.

The New York Belting & Packing Company is busy and "tired" these days, and its "tire" is likely to be of the enduring kind, from what Manager Strauss and his assistant, T. F. Stillwell, tell. This firm is going into the tire business next season for keeps, and Manager Strauss' frequent trips to the new factory which is building are for the purpose of seeing that the bricks are laid quickly. "We will give the public the choice of three tires for next season," said T. F. Stillwell, "and our new protection strip with thickened tread will be a candidate for first pneumatic honors of any tire on the market. We will have an inner tube tire for those who prefer the more complicated tire, and we will have a self-healer which will be shut up by looking at it. Oh, yes, Manager Strauss don't get left much on the tire question, and there is no end to his seeking for the best. What do you think of this?"—showing a pedal rubber of aluminum lightness, which is dark, slightly corrugated, quite pliable, and it takes ten of them to weigh a pound, and is a

new rubber solution of extreme toughness and lightness.

#### A GOOD SEASON'S TRADE.

George R. Bidwell could not be seen, but Secretary Loucks, the old Kings County Wheelmen man, was in a position to talk trade. "Yes, the past season was a great one, in wheels, tires and cyclometers; and, in fact, in all our several cycle departments. This quiet spell just now is quite acceptable. It will give us a breathing time before the fall trade commences next month. We sold all the wheels we turned out at our own factory and thousands of different makes. Our tire factory has been running night and day, and we now have commenced at our new factory in Chicago, and expect to keep both factories going without let-up. Why, we could have sold several thousand tires if we could have turned them out in time, but for next season we are going to be ready, and our western factory will lift the extreme pressure off our New York factory."

Mr. Bidwell had run down to his summer house at Travers Island, and if there is anybody who deserves his present prosperity it is George R. Bidwell. Said an old-timer to me the other day: "I thought of going into partnership once with Bidwell. He wanted a man with a thousand dollars. That was the time he left Horseman's store and started up on Fifty-eighth street in the little store," but, luckily for himself, the millionaire saw in him the success which has followed, and you mark me, in five years George R. Bidwell will be a millionaire and will retire at that time.

#### SCHWALBACH'S FINE STORE.

What a splendid place Charles Schwalbach, of Brooklyn, has. I was prepared to see something fine, but was not prepared to find the most complete retail cycle establishment in New York state, and this statement will be borne out by all who have or will see it. The place is on Flatbush avenue, right opposite an entrance to Prospect Park. The building, which was constructed for Schwalbach, covers a large area, and the salesroom, office and riding school are said to be the largest in the state. What makes the place peculiarly attractive is that everything is on the first or ground floor, and there are no steps to climb. The other Brooklyn dealers are doing nicely. Young Fred Coningsby, also on Flatbush avenue, is doing well, being recently joined by his father. William Schmacker, the Brooklyn dealer, contemplates selling out, while J. W. Bate & Company report business good. The Schwalbach Cycle Company is a standing advertisement for Charles Schwalbach & Company, and the old house which Charlie built up would do well to change its trading title, which is met by Charlie Schwalbach with his advertisement, "the only Schwalbach in the retail cycle trade." The advertisements of both firms can be seen side by side in nearly all the cars.

#### GENERAL EASTERN TRADE NOTES.

F. E. Marsland of West Broadway says that he is now arranging with Hobart, Biddle & Company, Washington, to handle the Hobart in America, and if success attends the present negotiations he will be ready to supply the American trade with a good, medium-priced wheel. He will have a well-known English racing man for salesman, as Mr. Marsland is practically a novice in the cycle trade, although an old rider of the ordinary.

Elliot Mason and his assistants, Richards, Smith & Company, of Columbia and 12 Warren street fame, draw crowds who compare one of Sterling Elliot's best efforts in hickory, steel and hose pipe to

a racing sulky the next door neighbor is shrewd enough to place as near the Newton product as possible, and the hickory wheel of Newton is always the center of attraction to the pedestrian, who asks all sorts of questions about the combination wheel.

A. B. Barkman is now quite settled in Spalding's wholesale department on Broome street. An enquiry at the Spalding retail house on Broadway, regarding the workings of the so-many-cents-a-day system of purchase, elicited the reply that the plan has not caught on as well as they expected it would.

Manager Frank Bowden and Paul Angois of the Raleigh company will sail in the City of Paris for home next Wednesday. Mr. Angois came to America to assist Manager Atty in running things this side, but his health has been poor in our record-breaking climate. Angois is a Frenchman by birth and a very clever engineer and mechanic, who, with Morris Woodhead (the present superintendent at Nottingham) founded the now famous Raleigh company. Manager Bowden told me recently that Mr. Woodhead was in the employ of the federal government during the war as engineer, and took part in the siege of Vicksburg, being one of seven engineers who left New York for the war, only himself and one other returning alive.

Person & Muller of this city have placed a light-weight racing saddle on the market, and which they think will be used by all scorchers. The firm expects to be able to supply the trade with a large number soon.

T. Henry Sweeting's failure is much regretted in trade and other circles here. It seems the Quaker City man has many friends in this section, who feel disposed to suspend judgment on the failure and its causes until Sweeting shall have made his promised statement.

Ex-Chairman George S. Atwater of the racing board has just returned from a trip in the interests of the Stover company, and reports trade as being fair considering the hot weather.

The Liberty has had quite a run in Brooklyn and New York. Schwalbach of Brooklyn making a record for Liberty sales.

Godfrey, of Warren street, is the special agent for William Read & Son's New Mails and the Lovell Diamond, and has done good business for some time.

The new oiler made by the Metal Turning Company, of New Haven, is taking well, so Salesman Kennedy reports, in this city. Representative Morgan of the New Haven Company called on the REFEREE recently.

A. T. Brooks, of Chambers street, New York, shows samples of steel tubing for cycle making turned out by the Hartford Manufacturing Company, of Ellwood, Pa., a city of mushroom growth, fostered by Mr. Hartman. The firm will put in plenty of plant to make tubing in quantities, and some English tubing makers have been secured.

MORGAN.

#### MEN WE ALL KNOW.

##### No. 2.—W. S. Bull.

A man whom you all know came to town last week.

Did I say all? Well, nearly all, for to confess a lack of acquaintance with William Sheldon Bull is to argue one's self unknown.

Billy Bull his friends call him. His good nature has even led men to speak of him as "Buffalo Bull."

But his good-nature stops short at a certain point—usually, for example, when the crowd overruns a race track when he is refereeing a race meet.

Bull is famous as a referee. He is the individual who put a time limit of 2:30 on the world's record race at Springfield

last year, and got roasted by the crowd for awarding the race to the winner, who finished on fifth of a second outside of that time.

But Billy Bull never weakens. When he tells a small boy to get off the track



the small boy usually gets. When he tells a competitor to clothe himself decently and in accordance with the rules, the competitor usually does it—or don't ride.

The REFEREE played a dirty trick on Bull once—and blamed it on the compositor, of course. It got him mixed up with some English celebrity, and among other things said: "He has a keen appreciation of pretty women and dinners, and dances find him in his element!"

The air turned blue in Buffalo. Bull went to the office and wrote this:

"Friend Sam:—For heaven's sake square me. I don't dare go home."

Somebody said that Bull "has blue eyes, open and ingenious, as if their owner had just stepped into the world and wanted to know what all the fuss was about." He tells us he is thirty-nine years old—and I believe it, every day of it.

He has been riding a dozen years, and eighteen months ago conceived the idea that "if those other fellows can build bicycles for \$40 and sell 'em for \$150, I can too."

So he braced up to the colonel and talked about "we" manufacturers and "our" output for next season. And sure enough, "we" have not only turned out some good wheels, but have made some good records, "roasted" our competitors, and are getting along admirably, thank you.

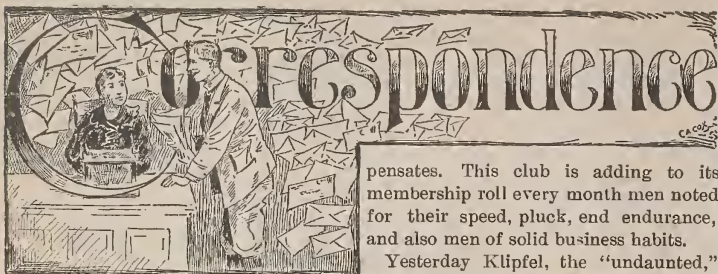
Bull was once—yes, several times, chief consul of his state, and worked like a beaver. He has also been a V. P. of the league, and might even have been president if—ah, if—some people will add, the "colonel had so decreed." But then, that's all bosh; eh, Wilson? Eh, Robbins?

The possessor of the "ingenious blue eyes" finally saw that building wheels was more profitable than building the league membership. He was in the trade years ago, Bull & Bowen was the firm, but it wasn't profitable then, at least for Bull, and he put up his umbrella and his shutters.

As a road book compiler, tour promoter and general hard worker, Bull is well known. He shines as grand marshal of a lantern parade, and fears neither road hog nor the small boy nuisance on such occasions.

William is always popular, prosperous and happy. Long live Bull.





PHILADELPHIA, Aug. 15.—The long-looked-for souvenir medals of the Newark-Philadelphia century run, which have been longer in materializing than at the bars of the Century Road Club, at last are ready for distribution. The committee having the matter in charge did the best that was possible under the circumstances. The first work delivered was unsatisfactory and was refused. When a new design was submitted the die was broken before many impressions were struck off, thus causing further delay. Captain Schumacher announces that he can now obtain all that are required, and will give prompt attention to any request sent to 1,400 Oxford street. The medal is about the same size as those of former years, is made of coin silver and cost \$1. They will be furnished to survivors only.

The Captains' Association is making active preparations for the coming annual lantern parade. Owing to the improvement of Broad street with asphalt, the route will doubtless be changed so as to come further south on this magnificent street than has heretofore been the custom.

Al Allen, the well-known century man, who has clerked the course at all local race meetings this year, with one exception, and who has already been booked for several of the big fall meets, has gained a well-earned reputation with racing men, audience and the other track officials by the skillful manner in which he has filled this difficult position. At the South End meet, with an entry list of nearly 300, twenty-five trial heats and finals were run off in three hours and a quarter, old race meet goers saying that they never saw races run so quickly with such a field.

Last season at almost every race meeting held here H. Walter Schlichter, the sporting editor of the *Item*, officiated as announcer, but increased duties added to his interests as captain of a newly formed athletic club of phenomenal growth, have precluded his attendance this season. He was on deck again Saturday at the Mt. Vernon meet, and that clear, ringing voice that penetrates every nook and corner of the grand stand was once more used by its owner as of old. Probably no one regrets his enforced absence from things bicyclicular than the ever popular "Slick," and no one knows better the firm hold which cycling has taken on the general public over and above general athletics, than the versatile pen-pusher and all-around sportsman to whom is so largely due the success of the Philadelphia amateur swimming club.

PAUL BERWYN.

BUFFALO, Aug. 15.—The Ramblers B. C. is enjoying a well-earned season's prosperity, and all things considered, is in a most prosperous condition. Its ambitions have been such that, governed by its long line of experiences, there has been nothing but success to follow every venture. To-day the Ramblers stand alone, almost, among the clubs which are above all financial difficulties, and, although there have been times when the management has been called down for its seeming conservatism, yet the standing of the club to-day fully com-

pensates. This club is adding to its membership roll every month men noted for their speed, pluck, and endurance, and also men of solid business habits.

Yesterday Klipfel, the "undaunted," made his thirtieth century of the season. He was accompanied by a number of local wheelmen, among whom was a large delegation from his club, the Ramblers, and Foell of the Press. His superiority manifested itself when he arrived at the club house ahead of all his companions by several hours. This century was made over the Buffalo-Le Roy course, and this year its roads are generally in a very poor condition. The strong head wind prevailing prevented the riders from making anything like fair time, and also hindered some of them from finishing at all.

There is quite a bit of talk about a consolidation of all the east side wheel clubs into one grand organization. The present names of all to be dropped and the new union to be christened with a new name. Such a scheme looks quite feasible and would infuse new life into many of our wheelmen, could the change but be consummated under the best management. Should such a change take place, it would involve the Wanderers, who have at present a membership of about forty-five; the Columbias, with a membership of thirty-eight, and the Comrade C. C., with thirty-five men. There is considerable doubt in the minds of many as to the success of such a scheme. Many protest against large clubs and affirm that a better furtherance of the true sport of cycling, touring and pleasure-bent excursions is best maintained by a small club whose members are all thoroughly well acquainted, and from whose small numbers factions are unknown. Every one knows that factions are the natural enemies to the peaceful continuance of club sociability and to the promulgation of club life, and the small club is less liable to factions than the large.

The Wanderers are at work upon another scheme whereby they may add to their popularity and longevity, and also make a change of headquarters. It will be desirable to make this change before the first of the coming month, and a special meeting will be called at an early date to take action in it. At a recent meeting of its board of managers, C. F. Keyser was elected captain to fill the vacancy caused by the resignation of G. G. Buse; Frank Woelfel was made first lieutenant and Edward Young second lieutenant, offices made vacant by resignations.

C. H. Callahan, the popular fast man of the Press C. C., has been elected to the office of captain, vice Newell, who has resigned the office. This week Wednesday the club will have a moonlight run to the Bedell House, where a good time generally will be in order.

We are happy to state that F. W. Russer, of the Columbia club, will soon be able to mount his wheel, as he has recovered from his slight indisposition. The Columbias will have a moonlight ride down the river on the evening of the 25th, and from the increasing demand for wheels, the prospects are good for a large attendance.

G. C. Sweet will leave on Wednesday for St. Auburn, Conn., where he will remain a month. His family will accompany him. Before his return Mr. Sweet will visit Springfield in time for the meet, where he expects to meet the

makers and agents of the Victors, and a general good time will be the result.

The Comrade C. C. has entered Maeder, Sanger and Englehardt for the exposition races. This club is growing so fast that the new quarters in William street are too small, and a committee will soon be appointed to look for larger.

WILLIE DUNN.

GRAND RAPIDS, Aug. 15.—The warm weather seems to have its effect on the club runs lately, as they have not been as largely attended as usual.

The Grand Rapids Bicycle Club has selected Miss Daisy Thompson collector, and several new members have been admitted lately.

The Second Infantry has organized a cycle corps, which will consist of a detail of two men from each company to do duty at camp this week. The riders detailed from this city are Lieutenant J. H. Taylor, A. Souser, Harry Hydrom, Erve Kemp, Charles Letts and William Leffinwell.

Fred N. Hyman made his second century for this season Sunday; actual riding time, 8 hrs. 22 min.

Most of the fast men in the city are in training for the Labor day races to be given by Studley & Barclay.

Harry Hydrom returned from a month's outing at Battle Creek last week.

A large number of the local cyclists are at the summer resorts enjoying the cool breezes of Lake Michigan. HAL.

RICHMOND, Ind., Aug. 15.—A club has been formed with eighteen charter members. It is the intention to make it an L. A. W. club. The officers are: Fred H. Fox, president; Frank M. Whitesell, secretary and treasurer; William G. Swain, captain; Robert Canby, lieutenant. It is to be called the Wayne County Wheelmen.

The second annual century on Aug. 18 is under the auspices of the W. C. W. The run to Muncie, by way of Winchester and return by New Castle and Cambridge City is one of the most delightful in this part of the country. The start will be from the Union depot at 4 a. m. Thursday, with Townsend and McCoy as pacemakers to Muncie, fifty miles; breakfast at Winchester; start from Muncie at 12:30 after two hours' rest and dinner for Cambridge, thirty eight miles, with fifteen minutes rest at New Castle; supper at Cambridge and start for home, sixteen miles, at 6 o'clock. The pace is to be eight miles an hour all the way through. On the back of the invitation is a map of the run showing a table set for meals and bed at home ready for occupancy when the rider reaches there.

CLUB MASCOT.

MILWAUKEE, Aug. 5.—At the last regular meeting of the Milwaukee Wheelmen the race track project was resuscitated, and several propositions offered by different members were discussed. The most prominent, and the one which received the most attention, was that of building a half-mile track inside the mile track at the new state fair grounds. National Park and Athletic Park were also up for consideration, and a committee consisting of O. E. Binner, A. C. Morrison and W. L. Simonds was appointed to confer with the officers and owners of the several parks, and ascertain just what can be done. While Milwaukee is advancing very rapidly in all other things appertaining to cycling, it is a matter for regret that her hundreds of riders who have more or less racing talent have no place at their disposal for the proper developing of speed. With a suitable track, such as is enjoyed by riders in other cities of even less population

than Milwaukee, will come an interest in racing heretofore unthought of which will add new lustre and fame to the reputation of the Cream City in the cycling world.

W. M. Breckenridge, of the Milwaukee Wheelmen, who has been spending the summer in Pittsburg, is shaking hands with Milwaukee friends. Breck was employed by a large bicycle house in that city, and devoted his spare time to racing, in which he was very successful. He rode under the colors of the Pittsburg Athletic Club, winning one first, two seconds and three thirds, all from scratch.

It is very gratifying to note the number of additional lady riders one sees this season. If I were to express myself according to the highest female cycling authority, Elizabeth Robins Pennell, I should have said "woman cyclers," but as many I refer to can not be classed under that category at the present writing, I take my chances of being understood. I recently had a conversation with a lady friend of mine, an excellent rider, who has just returned from a three months' trip to England. As she is very enthusiastic over the sport, she expected to find ladies equally so on the other side, but she was greatly disappointed, as the fair devotees of the wheel are rather limited in number. The roads are so good in all parts of England that ladies in company with gentlemen friends take more to the tricycle. American women hold in their hands the future and permanent prosperity of the wheel; if they continue to ride it, and throw around it their patronage, the glory as the years go by will extend until it will be the leading sport.

Gustave Liebscher, of the Milwaukee Wheelmen, has removed to Brooklyn.

The time Nessel made on the Milwaukee road race, 48:11, has been decided by the official clocker, E. J. Meisenheimer, to be absolutely correct. He is supported in his decision by three competent assistants, who acted as official timers. It seems a "great roar" has been made about nothing. Mr. Garden, of Chicago, who enjoys something of a reputation as timer, made the assertion that Nessel's time should have been 49:11, a difference of one minute. A careful investigation of the subject will prove that Mr. Garden has made a mistake. Apropos of the undeserved criticism heaped upon the racing board of the Milwaukee Wheelmen for limiting the handicap of L. J. Berger to two minutes in the race, I am at a loss to comprehend how so methodical a person could have made such blunders in reporting his time on the entry blank—fifteen miles in forty-eight minutes. Mr. Berger's treatment at the hands of the racing board borders on unwarranted liberality; by his own admission he should have been placed with the scratch men. A retrospective glance at the work of the racing board can not but call for admiration on the part of every one for the honest manner in which they handicapped the race. To such an extent did they carry their desire to treat visitors fairly that they made it impossible for a Milwaukee rider to win a place.

The annual century run of the Milwaukee Wheelmen will take place this year on the last Sunday in September, and will be a leading event. Last year it was a great success and largely attended by riders from all sections of the northwest.

Out of 300 members of the Milwaukee Wheelmen only four attended the regular scheduled run to Cooney Sunday. The big four consisted of Lieutenants Schmitzauer and Prachthauer and Private Becker. Silver King Johnson punctured his tire on Fifth street, but he



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repaired it and followed later. This run cost the club \$6 for postage and printing, and the limited attendance should be a deep seated regret to the members.

JACK ROYAL

DES MOINES, Aug. 16.—Cycling hereabouts has been lulled by the extremely hot weather of the last three weeks, no regular club run having taken place. But as the cooler evenings approach, many interesting runs and rides have been planned, with a possibility of some kind of tournament.

The three firms here report business fair, while the Kenyon Bicycle Manufacturing Company is turning out some very fine specimens of cycles, two or three weighing only twenty-six, twenty-eight and thirty pounds, Edmonds, our crack rider, using a twenty-six pounder, geared to sixty-eight inches, fitted with Morgan & Wright's racing tire.

At the Iowa division meet held at Sioux City last week, A. B. Edmonds, of Des Moines, won four out of the five state championships, and can be rightly styled the Iowa champion. He is improving wonderfully and gave Johnson, of Minneapolis, and Merrill, of Chicago, a hard race in the open events. By the way, the meet in regard to visiting wheelmen was a failure; as to attendance of onlookers a success. As a state representative meet, a failure; as a local meet, a success. The boys hereabouts blame the officials for not advertising the affair until the very last moment. The league in Iowa is getting the strength of a man, and in the near future will be a power in its way in Iowa, and we hope the next state meet will be a grand rally of Iowa L. A. W.

JUDA.

FORT SCOTT, Kas., Aug. 13.—The cause of roads improvement received a great impetus here on the night of Aug.

12, when Henry E. Harris, the coming chief consul of the Kansas division, addressed a meeting of the editors of eastern Kansas on the subject of good roads.

The occasion was a banquet tendered to visiting editors who numbered about a hundred. Mr. Harris, who was down on the programme for a response to a toast, was permitted to choose his own subject, and he urged upon the newspaper men the importance of giving personal and professional aid to the cause. Full credit was claimed for the L. A. W. for the gallant fight it is making. There is no doubt that the speech did much good, as, after the banquet, a number of editors of the most important papers in the state came to Mr. Harris and promised him to keep up the agitation and to assist the Kansas division in lobbying a good roads bill through the next legislature.

SECK.

LONDON, Aug. 6.—I have just returned from the Harrogate meet and camp, one of the jolliest and most enjoyable functions of all the cycling year. As well as being the pleasantest, it is also one of the oldest-established events in the cyclist's calendar. Sixteen years ago the first cyclists' meet was held at Harrogate, a famous inland watering place in Yorkshire, where there is a spa famous for the curative properties of its waters. The place is situated high up on one of the cliff table-lands of England. The air is most bracing and invigorating, and within a few miles is some of the finest scenery in England. As years went on the north of England meet became of considerable importance. Men came not only from the surrounding district, but also from Scotland, the midlands and south. On one occasion, ten years ago, there was a row at one of the hotels, late in the evening, after the men began larking, as young men with plenty of health and spirits will do. The result was that the hotel proprietor sent in a bill for £40 for damage done, and it was intimated to the promoters of the meet that their patronage was not desired at that or any other hotel in the town. The

question then arose as to what should be done. The men were not going to give up the meet, and it was almost decided to hold it elsewhere when some one suggested a cyclist camp. The idea was at once taken up, and the field of the Harrogate Cricket Club, about a mile from the center of the town, was hired for the purpose of carrying it out.

The first camp was a great success, and since then it has been held every year, opening on the Friday before the August Bank holiday, and closing on the Wednesday after it, a period of five days. Of course at times it has suffered, owing to the weather, but however wet it may have been one year, the men have always turned up again with the greatest persistence twelve months later. Some of the old campers have come to regard it as a regular fixture, and they would not miss it for anything. They come from all parts—Scotland, London, Coventry, Manchester, Liverpool, Preston, Newcastle, Leeds and Bradford—and all regard it as a holiday where the cares of business are to be laid aside and one's whole energy devoted to the enjoyment of one's self and others.

The camp itself consists of some fifty bell tents, arranged in the shape of a double horse-shoe, at the top of which is a special tent reserved for the president. At the open end are the secretary's tent, the barber's tent, the social tent, the mess tent and the machine tent—all large, lofty marquees of varying shapes and sizes. Each of the smaller tents is occupied by four men. They are provided with wooden floors, and each man has allowed to him a rough mattress, a bolster of straw and a couple of army blankets. All the meals are served in the mess tent, the men taking coupons for them when they enter the camp, and the cost to each man is close on three dollars a day. In the early days of the affair the men were quite content to take their tents just as they were and make the best of them; but more recently a fashion has arisen for decorating them in the most elaborate manner. Flower beds are planted around the entrances; flags, lamps and curtains are used in profusion, and when the weather is fine the scene is a very gay one. This year the conditions were, on the whole, very favorable. It rained each night and the wind blew freshly each day, but neither

wind nor rain were heavy enough to cause any great discomfort. The president this year was Henry Sturme, the editor of the *Cyclist*, and it is worthy of note that this was the first occasion on which a press man has been so honored. It is said of Sturme that it was he who threw the bolster which began the row that ended in the starting of the camp. However that may be, he has only once missed being at the camp since the start, and that was in his racing days when he was in bed at home with a broken shoulder. His presidency this year has been a most popular and successful one. He brought with him as his *aide de camp* E. H. Godbold, the editor of *Bicycling News*, and while Sturme supported the dignity of the position in the public events Godbold assisted him admirably in the dispensation of the hospitality which rules within the more private precincts of the president's tent. Here each day they entertained a large number of visitors, and in the late hours of the evening they held receptions of the picked men of the camp. For my own part, I have seldom come across a more distinguished and talented set of men than gathered at Harrogate. There was scarcely one who had not gained honors in some line of life, or who was not possessed of some striking characteristic. And a more jolly and good-natured lot I never came across. Everybody seemed bent on making the best of everything, and the result was that everybody had a joyous, happy time. The meet has usually been noted for the presence of some cyclist from abroad. Years ago "Papa" Weston and his American touring party visited it; last year George Burston of Melbourne was the honored guest; this year one of the club visitors was R. M. Jaffray of the REFEREE, who was one of R. L. Philpott's party. He is not a man given to many words or great enthusiasm, but on this occasion he grew almost eloquent in his expressions of pleasure at the jollity and enjoyableness of the whole affair. Each day there was some special attraction on the programme. On Saturday there was racing, on Sunday there was a special church service followed by a sacred concert. On Monday there was more racing, and on Thursday there was a picnic to Studley Royal and Fountains Abbey, one of the most beautiful spots in England.



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Harry Beckham, of the Illinois club, is in New Foundland on a month's tour.

Sam Danziger left Saturday for a tour in southern Wisconsin and northern Illinois.

The Wicker Park League Club has changed its name to the Wicker Park Cycling Club.

K. F. Peterson and wife are at Nago-wicka Lake, touring through the surrounding country.

H. M. Gardiner, of the Lake View Cycling Club, is after the twenty-four-hour record honors.

The Bowmanville band, which lately accompanied the Lincoln club to St. Joe, is to be mounted on cycles.

Miss Ada Graves, of the west side, rode to Elgin and return in 6:05, an excellent performance even for a man.

Long Lake to Chicago, fifty miles, was ridden Sunday last by Captain Harry Rose, of the Washington Club, in 3:43.

Sunday the Illinois club goes to St. Joe and the following week to Ottawa, where the day will be spent among the campers.

The Messrs. Stahl, on Thursday, Aug. 9, rode to Fox Lake, a distance of fifty-five miles, in 6:03. They rode home on Thursday.

The Lake View Cycling Club runs to Waukegan, starting Saturday afternoon. The Oak Park club rides up and back Sunday.

Miss Lizzie Stahl and Sam T. White rode to Fox Lake and return Sunday, a

century, in less than sixteen hours. The fifty five miles to Fox Lake were done in 6:35.

The Lake View Cycling Club gives a lawn party this (Friday) evening in the club's yard. A large dancing platform has been erected. Refreshments will be served throughout the evening.

C. Smith, of the Columbia Wheelmen, rode 200 miles on the Oak Park ten-mile course in seventeen hours. He had neither time-keepers nor officials, and was out just to see what he could do.

This Saturday evening the Columbia Wheelmen expect to occupy their \$15,000 home at 311 west Division street. There will be no grand blow-out, but all friends will be given a cordial welcome.

Greenburg, Erickson, Tagholm, Paulsen, Schubbe, Doyle, Hand, Brandt, Olsen and Bartholdy, of the Columbia Wheelmen, rode over the Elgin-Aurora course Sunday, the first seven in less than twelve hours.

Being just too late to rescue a drowning man Sunday, a mile off Chicago avenue, in twenty feet of water, Harvey Pound, of the Quadrant company, spent two and a half hours diving before succeeding in getting the body.

Several members of the Minnette Cycling Corps are sadder but wiser men, for on Saturday last they staked their all on Woolas to beat Stillwell in the Lake View Club's McConnell race. Some \$500 or more changed hands, it is said.

The South Chicago Y. M. C. A. Cycling Club entertained forty members of the six other Y. M. C. A. cycling clubs in this city, at a banquet, Thursday evening last, conducting them through the great rolling mills for an appetizer.

F. J. McElroy, of the Lake View club, rode down the sandy beach of Lake Michigan in Monday's broiling sun to St.

Joe. Several members of the Kenwood Road Club lately rode a century to Michigan City and return on the beach.

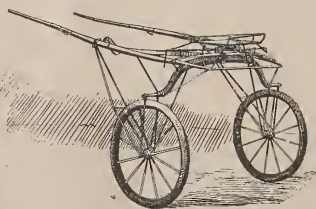
#### Zimny Goes to Cleveland.

NEW YORK, Aug. 17—(Special.)—Zimmerman and Windle won't meet here on the 27th. The former positively appears at Cleveland and the latter at Manhattan Field. Tyler's movements are unknown.

MORGAN.

#### The Pneumatic Responsible.

Amid great excitement at Washington Park, Chicago, on Wednesday, Nancy Hanks, driven before a pneumatic sulky weighing sixty and a half pounds, by Budd Doble, trotted a mile in 2:07 1-4, the



quarter being 31 1-2; half, 1:03 3-4; three-quarters, 1:36 1-2; mile, 2:07 1-4—last quarter, 30 3-4. Doble thinks the mare will do even better than this before the season ends.

As with the bicycle, the pneumatic tire for use on the sulky has now become a permanent thing, and no first class races are held with the old style vehicle. C. C. Jerome of Chicago is now using one behind his horses, Road Master and Pat Leg, and hopes to break their records of 2:22 and 2:25, respectively. This sulky was on exhibition at Kimball's carriage repository during the week and created considerable interest among horse owners. The new style wheel is a surprise to old-time drivers of trotters. One said, the other day, at Grand rapids:

I came simply to look on; I came here to attend

the races and to learn something. I have learned something to-day. You know the old saying, "never too old to learn." If any man had told me a year ago that I would have seen a horse lugging a bicycle around a race track I should have told him he was a lunatic; yet I saw that very thing to-day at the track.

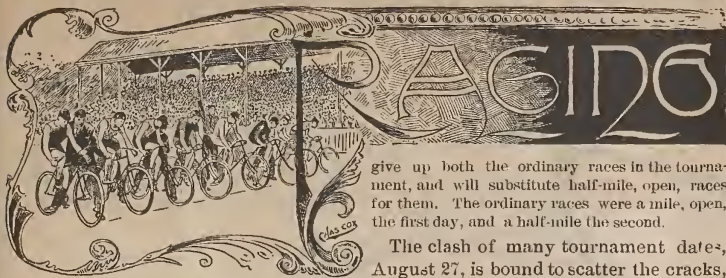
In a recent race at Grand Rapids Bush was the only horse that appeared with a high wheel in the 2:19 trot, and she discarded it for the bicycle wheel after the first heat. In the free-for-all the four pacers were hitched to the fashionable rig, while Muggins was the only starter in the 2:27 trot with the ordinary, and she was distanced the first heat. This shows how well pneumatics work on sulkies.

C. J. Conolly, the Rochester bicycle agent, fitted three sulkies with pneumatic tires last week. The orders were from Dell Barker, owner of Nellie B, Emory Walter, owner of Kitty Bard, and E. H. Newcomb, owner of Chronos. The latter horse won a 2:20 pace in three straight heats with the new wheels.

#### The Toledo Cadets.

The first military cyclists in this country were the Toledo Cadets of the Ohio National Guard, though since their organization many similar bodies have been formed. While in camp last week about thirty of that company rode to Presque Isle on their wheels, and immediately after their arrival gave an exhibition drill on them. The drilling was done on the parade ground, which is a very rough stubble field, and one on which any whee man might hesitate to ride. There the company executed all the movements of a cavalry troop, wheeling and turning in both slow and fast time. They use wheels built especially for their use by the Gendron Iron Wheel Company, and notwithstanding some very severe use, the wheels have stood up wonderfully well; in fact, no trouble has been experienced by the soldier cyclists.





### Eastern Race Matters.

The rumor that Windle would don racing clothes once more and at an early date has been generally discredited; but the following proves beyond a doubt that my statements weeks ago, that Windle would race this fall, and was training on his private track, were correct. The letter, fresh from a typewriter, was received from the little champion to-day:

WEST MILBURY, Mass., Aug. 13, 1892.—W. J. MORGAN, NEW YORK.—Your letter of yesterday was duly received this morning. I shall probably race at all the meets of any account this fall. I intend to be down to the Manhattan Field the 27th, sure. Am not in very good form as yet, but trust that I will be so at that time. Call and see me when this way again. Thanking you for your kind enquiry, I am, very truly,

W. W. WINDLE.

Columbia vs. Raleigh of Great Britain, with the 2:10 for company; and warm company it will be, too. Whatever criticisms I may have launched at the fair lad of West Milbury in the past, have not been done because of any personal feeling, but was a fair statement of public opinion, and as such I stand by it, notwithstanding the shafts hurt a sensitive nature like Windle's. A champion must always expect criticism. But after the question I raised was satisfactorily explained, nothing else could be said, for Windle can never be accused of cowardice or unfair tactics on the path; and I am convinced that he is game. Why should he not be? Are not his parents Anglo-Saxon? His face reflects the pluck he possesses. Regarding his "not being in very good form," must be taken with a grain of salt, as the following, sent me by W. S. Warriner, of the Springfield Bicycle Club tournament committee, shows Windle to be racing tolerably fast—1:03 4/5, in a strong wind, is not bad. Mr. Warriner says:

W. W. Windle was in town yesterday, stopping off on his way home from Hartford, where he had been on business. He rode on Hampden Park both morning and evening, and made a half mile from a rolling start in 1:03 4/5. He was paced the first quarter by F. C. Graves and finished alone. He did not work very hard, and can undoubtedly go much faster, but this would be fast enough to beat Zimmerman's 1:05, which is the official record for the half mile. Moreover, Windle had a strong wind against him and is not yet in the best of condition. He had been in training only about a week, he said, though he had been riding more or less through the season. He is hankering after his lost mile record, and after riding a while longer on his Milbury track with his friend M. B. Arnold, he expects to come here about the middle of next month and spend two weeks. He admitted he would probably race in our tournament and wished to get used to our track before he raced here. If in suitable condition, he may also run in the Buffalo races this month. Windle is much pleased with our track and said it was so fast he had difficulty in gauging himself properly. Windle's friends are as confident as ever that he is the fastest man in America, and say he can easily beat 2:10 for the mile to-day, and his week yesterday would seem to justify the assertion.

Dan Canary and President Miller spend their spare moments breaking in the pair of 2:10 colts who go to the winners of the big race at Springfield; and from what I can learn the trotters are a great pair and brought Miller and Canary home in very fast time from Holyoke the other evening, where they had been to a picnic. A Springfield correspondent says:

George F. Taylor is expected to arrive in town to-day and will probably set to work reducing records again, and Harry Tyler is expected the last of the week. Thomas Relph has not been feeling well lately and has given up training for the present. The bicycle club has decided to

give up both the ordinary races in the tournament, and will substitute half-mile, open, races for them. The ordinary races were a mile, open, the first day, and a half-mile the second.

The clash of many tournament dates, August 27, is bound to scatter the cracks, and the pot hunter will have a picnic sure. What with Cleveland, Montreal, Chicago, Philadelphia, New York, the "blue rims" and other kind of rims will not go around for all places; but the present racing system is to blame. Tournament managers are at the mercy of a few cracks.

The M. A. C. people of this city are to issue 30,000 free invitations to their grand cycling blow-out, and with real estate, pianos and the suggestive names of Moneypenny and Betting as managers in charge, every blessed crack in these United States ought to be there. They say that the cracks of to-day want the earth, so the Moneypenny-Betting management will give them two sections of it on August 27.

### NOTES.

Taxis and Zimmerman will go for tandem records this fall.

There is great hustling to secure the cracks for the various events Aug. 27.

The Union County Roadsters of Rahway give their races Sept. 5, writes Secretary Chamberlain.

Road racing in the main must be suppressed. *Wheeling's* suggestion that the united cycling press refuse to publish anything about them is worthy of consideration.

The appointment of a paid timer and referee by the L. A. W. is being discussed favorably.

A. B. Rich is evidently off training somewhere, as his desk in the Liberty Broadway store looks lonesome. They say "Quilly" is getting into his old form.

W. S. Campbell is a most generous fellow. He gives away a prize any friend might admire. His latest gift was a magnificent smoking set, to ex-Chairman Atwater of the racing board.

S. B. De Young, treasurer of the Manhattan Bicycle Club, is back from his European tour.

W. H. De Graff ("Pap"), J. B. Anderson and J. A. Atkinson are associate managers of the M. A. C. meet.

The M. A. C. has discontinued paying expenses for the Teuton, Carl Hess. Here's a chance for a club to get a very good man, for Hess is a clever handicap rider.

\* \* \*

### Coming Philadelphia Races.

The Quaker City Wheelmen, of Philadelphia hold their second annual race meet on the Tioga track Saturday, Aug. 27. The programme contains twelve events, as follows: One-mile, safety, novice, open; quarter mile, safety, scratch, open; one-mile, ordinary, handicap, open; one-mile, safety, 3:10 class, open; one-mile, safety, handicap, open; half-mile, safety, scratch, open; one-mile, safety, Q. C. W. championship, club; one-mile, safety, record (prize for each lap), open; one-mile, safety, 2:45 class, open; two-mile, safety, handicap, open; one-mile, safety, Q. C. W. handicap, club; one-mile, tandem, handicap, open. The prize list is an attractive one, containing a \$700 piano, numerous high grade wheels, gold watches and other articles of value. The Tioga track is being constantly improved and should be in record-breaking shape by the time of the Quakers' meet. Information or entry blanks can be obtained from Cap-

tain C. Z. Schumaker, 1400 Oxford street.

The committee in charge of the meet of the Associated Cycling Clubs, on Sept. 17, announces the following list of events for that occasion: One-mile, safety, novice; quarter-mile, safety, open; one-mile, safety, 2:40 class, open; half-mile, safety, handicap, open; one-third mile, safety, flying start, open; one-mile, safety, world's record, open; one-mile, tandem, handicap, open; one-mile, safety, handicap, open; one-mile, safety, lap race, open. The prize list will undoubtedly be the most valuable one yet offered this year, and in addition to the prizes for the winners a prize will be given to the leader on each lap in every race. Entries close Sept. 10 with F. H. Ganigues, 921 Chestnut street.

From the present outlook the meet of the season in Philadelphia will unquestionably be that of the Park Avenue Wheelmen, on Sept. 24. The committee in charge, headed by its indefatigable president, has been working for months on the coming event, and will leave no stone unturned to keep their position at the top of the heap. Its reputation was well established last season, and as a consequence, although their entry blanks are not yet out nor the prize list announced, they have received the positive promise of almost every crack rider to be present. Some startling novelties are promised for this meet, notice of which will shortly be made public.

The annual road race, which has been given for the past three years by the Wilmington Wheel Club, will be held this year on Saturday, Oct. 1, and will be held under the joint auspices of the Wilmington Wheel Club and the Warren Athletic Club. A specialty will be made of the track events, and the prize list will be sufficiently handsome to attract not only all the noted road riders of the country, but the path riders as well. On the Monday following the meet a trip will be taken to the new kite-shaped track at Kirkwood, Del., the proprietor of which has a standing offer of prizes for any records broken thereon.

The Tioga Athletic Association, at its last meeting decided to hold a tournament under its own auspices, on Columbus Day, Oct. 21, the proceeds of which are to be devoted to the further improvement of the track. Any information regarding the tournament can be obtained from C. A. Dimon, chairman committee, 1020 Walnut street, Philadelphia.

PAUL BERWYN.

\* \* \*

### Milwaukee Racing Gossip.

W. C. Sanger, of the Milwaukee Wheelmen, will attempt to lower the twenty-five-mile world's record. The latest bomb exploded in Milwaukee bicycle circles, and one that is causing no little excitement, is that Sanger, who has developed such remarkable form as a rider, will go against this record. Preparations are being made and all the essential details will be carefully looked after. The attempt will in all probability be made over the White Fish Bay road, which has a magnificent straightaway of three and one-third miles, and is as level as a floor. The only possible objection that can be argued is the numerous turns, but they would prove no serious objection. Twelve or fifteen of the fastest riders in the northwest will assist in the attempt to smash the record. The date for the event has not yet been decided, but will be in the near future.

The first annual century run of the North Side Cycling Club took place last Sunday over the Watertown course. The start was made from the club room at 5 o'clock, with twenty-three in line. The roads' proved to be excellent and the

pace-making such as enabled all to finish, with the exception of one or two. Souvenirs were presented with handsome gold badges by the club.

Sanger, Nicel and Schmidtbauer will run off the Milwaukee championship race, which was postponed at the recent exposition races, at the Milwaukee Wheelmen's tournament, National Park, September 10. At the exposition races each rider won a heat, and the race is to determine who is the champion. The medal is of solid gold and valued at \$100.

Should Sanger be successful in defeating Lumsden in any of the races at Parkside on the 26th and 27th, he will loom up in all the greatness of a new silk tile, purchased at the expense of one of his friends, who is willing to lose the bet.

Among the Milwaukee riders who have signified their intention of competing at the races at Parkside, at Chicago, are Sanger, Andrae, Nicel, Price, Wegner and Schmitz.

W. C. Sanger, accompanied by his father, will attend the races at Cincinnati, and may have an opportunity to ride against Zimmy. From there he will attend race meets in Sarnia, Ont., and Buffalo, returning home for a few days' rest before starting for Chicago. Sanger is riding in wonderful form, and it is not idle talk to say that great things may be expected of him.

The racing board of the Milwaukee Wheelmen has decided to have a grand field day at National Park Saturday, Sept. 10. The half-mile track will be got into the best of condition and will be capable of fast time. The events will be twelve in number, embracing everything from a quarter to a ten-mile race. A good list of prizes will be offered, which it is expected will interest the fast men all over the country. The holding of the meet on the date selected is considered very opportune, as many of the leading men of the country will be in the west about that time, and it is hoped they can be induced to participate. This is the initial meet of the Milwaukee Wheelmen and every effort will be made to make it a grand success.

Notwithstanding the large expense contingent to the Milwaukee Wheelmen road race, F. J. Schroeder, chairman of the racing board, has turned over to the club's treasury \$100 as the profit of the race. This amount will be placed to the credit of the race track fund.

\* \* \*

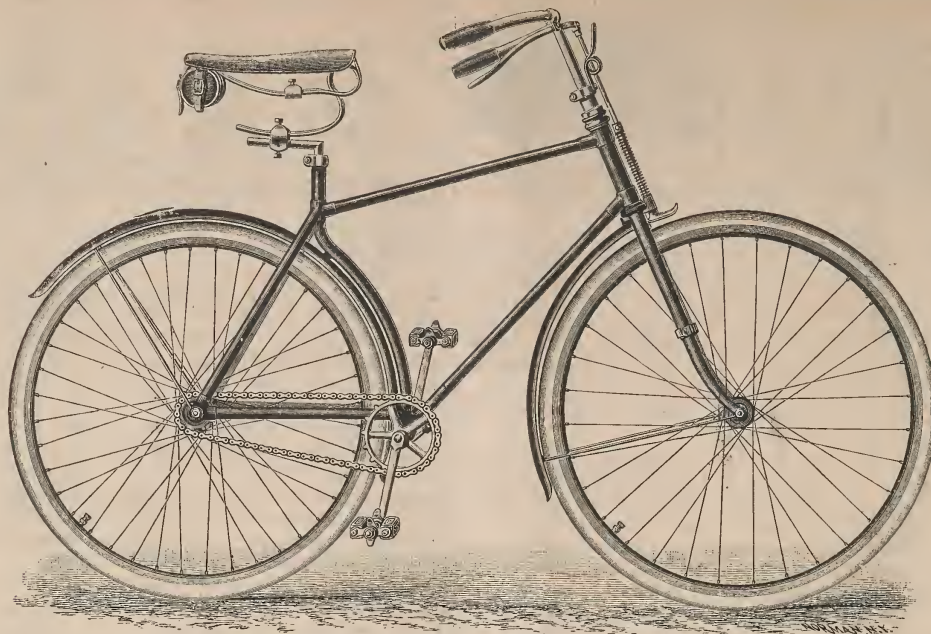
### Meet of the Mt. Vernon Wheelmen.

The Mt. Vernon Wheelmen made their first attempt at holding a race meet on Saturday last, the result being an extremely interesting afternoon's sport, which was, however, not so well patronized as it should have been, the audience not numbering more than 1,300. The event of the day was its one-mile open, or the "piano race." Taxis, Carl Hess, Wheeler, Rich, Mulliken, R. H. Smith, Hazelton, Hanley and Bilyeu lined up for this event. Smith went for and captured the prizes offered for both the first and second laps. Taxis was easily the favorite for first place; but through evident over-confidence, added to fear of Rich, allowed Hess too much headway, and the flying Dutchman came down the stretch with such a magnificent spurt that it was impossible to catch him. After the programme was finished Taxis, paced by Bilyeu, Smith and Wheeler, made an attempt for the track record made in competition by Taylor on June 25 of 2:30, and cut the figures down to 2:26 1/5. Following is the summary:

One-mile safety, novice—first heat—Alexander R. Mudgett, T. W., 1; F. G. Brick, unattached, 2; G. N. Rocket, O. C., 3; time, 2:56 2/5.

Second heat—C. H. Thomas, P. A. W., 1; H. W.





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The Highest Grade Bicycle in the World. Perfect in Material, Construction and Finish.

Made at Colt's West Armory, Hartford, Conn., under the same system and with the same attention to detail followed in the manufacture of Colt's fine fire arms. Gun steel forgings; all cones and bearing cups cut from the bar, not stamped.

WEIGHT: { Road Racer, 34 lbs., } PRICE, \$150  
              { Roadster, 42 lbs., }

Fitted with BIDWELL (THOMAS) PNEUMATIC TIRES, guaranteed against puncture, bursting and leakage.

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WITH EQUIPOISE BRACKET.

THE MOST PERFECT LAMP MADE

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### A Few of its Strong Points

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Ball-Bearing Equipoise Attachment, preventing the spilling of oil.

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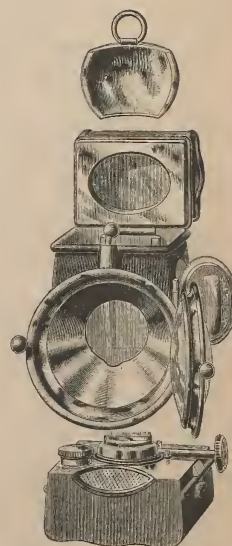
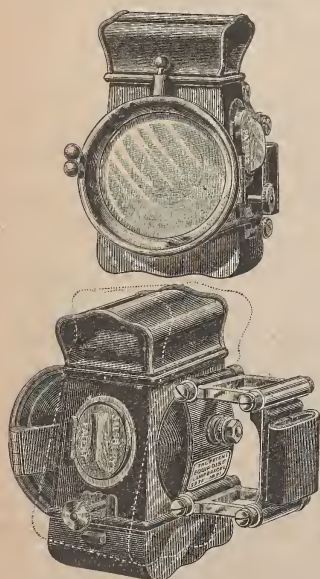
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We Have Said

In some of our past advertisements that if racing men who are constantly being beaten by a few yards, feet or inches, would ride Bidwell Racing Tires they would be Winners. A great many have accepted our advice and now there are more Bidwell Tires in use on the path than all others put together.

### A FEW CHOICE EVENTS. \_\_\_\_\_

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 "

Three out of four New Jersey State Championships. At Washington, 4 firsts, 2 seconds, on the first day.

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.

## GEO. R. BIDWELL CYCLE CO.,

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**NEW YORK.**

Tire Factory, 49-51 West 66th Street, New York.



Bishop, P. A. W., 2; Samuel Noar, N. W. W. 3; time, 3:04.

Final—C. H. Thomas, 1; A. R. Mudgett, 2; G. N. Rockett, 3; time, 2:58 2-5.

Half-mile, safety, handicap—first heat—J. L. Hanley, W. A. C., 60 yards, 1; A. B. Rich, R. W., 30 yards, 2; G. W. Coates, A. C. S. N., 70 yards, 3; time, 1:08 4-5.

Second heat—H. T. Wunder, T. A. A., 60 yards, 1; D. Z. Bahl, Q. C. W., 75 yards, 2; H. Boerum, K. C. W., 70 yards, 3; time, 1:07 4-5.

Final—A. B. Rich, 1; H. T. Wunder, 2; S. H. Bilyeu, P. A. W., 35 yards, 3; time, 1:07 3-5.

One-mile, safety, championship, Mt. Vernon Wheelmen—R. A. French, 1; D. Creighton, 2; M. F. Trevillo, 3; time, 3:03.

One-mile, safety, 2:50 class—first heat—W. N. Price, W. W., 1; C. J. Craft, N. W., 2; F. A. Demorest, P. W., 3; time, 2:42 2-5.

Second heat—J. A. Mead, Q. C. W., 1; H. N. Swank, P. A. W., 2; W. Flenard, 3; time, 2:48 1-5.

Final—W. N. Price, 1; J. A. Mead, 2; H. N. Swank, P. A. W., 3; time, 2:54 1-5.

One-mile, safety, open—Carl Hess, M. A. C., 1; W. W. Taxis, unattached, 2; A. B. Rich, 3; time, 2:30.

One-mile, safety, 2:40 class—G. B. Waters, Centaur C. C., 1; H. T. Wunder, 2; J. F. Cope, N. W., 3; time, 2:47 2-5.

One-mile, safety, championship, time wheelmen—C. M. Baily, 1; Morris Hunter, 2; time, 3:03 1-5.

One-mile, safety, handicap—first heat—A. B. Rich, 55 yards, 1; R. P. Rich, N. W. W., 110 yards, 2; J. W. Judge, R. W., 125 yards, 3; time, 2:26.

Second heat—H. C. Wheeler, M. A. C., 35 yards, 1; J. R. Hazelton, R. A. C., 45 yards, 2; G. W. Coates, A. C. S. N., 140 yards, 3; time, 2:30.

Final—H. C. Wheeler, 1; A. B. Rich, 2; J. W. Judge, R. W., 125 yards, 3; time, 2:22 4-5.

One mile, ordinary, handicap—C. L. Logen, un-

One mile, handicap, open—A. A. Zimmerman, N. Y. A. C., 1; W. Hyslop, Toronto B. C., 2; time, 2:38 2-5.

Club championship, two miles—W. Hyslop, 1; D. Nasmith, 2; F. W. Gullett, 3; time, 5:36 2-5.

Consolation race, one mile—C. A. Calahan, P. C. C., Buffalo, 1; G. S. Low, Montreal B. C., 2; time, 2:40 4-5.

#### SECOND DAY.

On the second day, Monday, fully 5,000 people were attracted to the Rosedale track, which was in excellent shape and the weather was grand. Zimmerman's handicaps were doubled, at his own request. The results were as follows:

Half-mile, handicap—G. M. Wells, 30 yards, 1; A. A. Zimmerman, scratch, 2; W. Hyslop, 30 yards, 3; time, 1:05 3-4.

One-mile, handicap—W. S. Campbell, Manhattan Athletic Club, 30 yards, 1; W. Hyslop, 2; time, 2:26 3-5.

Quarter-mile, dash—G. M. Wells, 10 yards, 1; Zimmerman, scratch, 2; time, 33 3-5.

Five-mile, handicap—W. Hyslop, 150 yards, 1; W. S. Campbell, 130 yards, 2; time, 13:55 3-5.

One-mile, open—Zimmerman, 1; S. M. Wells, 2; W. Hyslop, 3; time, 2:54.

Three miles, provincial championship—G. M. Wells, 1; W. Hyslop, 2; time, 8:47 3-5.

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#### Iowa's State Meet.

The meet of the Iowa division at Sioux City last week resulted in some good racing and state record breaking. There were good crowds present on both

A. B. Edwards, 2; D. E. Halton, 3; time, 5:05 3-5.

One hundred yards slow race—A. B. Edwards, 1; George Lipps, 2; Thomas S. Morrison, 3; time, 2:08.

One-mile, state championship—A. B. Edwards, 1; N. McElvain, 2; H. A. F. Ford, 3; time, 3:02 1-5.

Quarter-mile, open, flying start—D. H. Halton, 1; H. L. Stacey, 2; William Schnell, 3; time, :34.

Half-mile, open, J. S. Johnson, 1; D. A. Halton, 2; Thomas Morrison, 3; time, 1:10 4-5.

Five-mile, state championship—A. B. Edmonds, 1; H. A. F. Ford, 2; N. McElvain, 3; time, 15:38 1-5.

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#### Cutting's Chicago-Aurora Record.

There has been considerable discussion among century riders in Chicago over the record made by C. D. Cutting, of the Cook County Wheelmen, from Chicago to Aurora, via Elgin, and return. According to report he started Sunday to beat his own record of 7 hrs. 56 min., made a short time since, and which was said to be some fifteen minutes better than Ulbrecht's record, made last fall. He started at Halsted and Washington streets at 5:10 o'clock, paced by A. R. March, and reached Aurora in 8 hrs. 50 min., notwithstanding a rest of thirty-six minutes at Elgin. This would make his riding time for the fifty-five miles just 3 hrs. 14 min., a performance Cutting is hardly capable of. Then Rogers of Aurora, Nelson of the Columbia Wheelmen, and Buchanan, of the Illinois club paced him back, reaching his

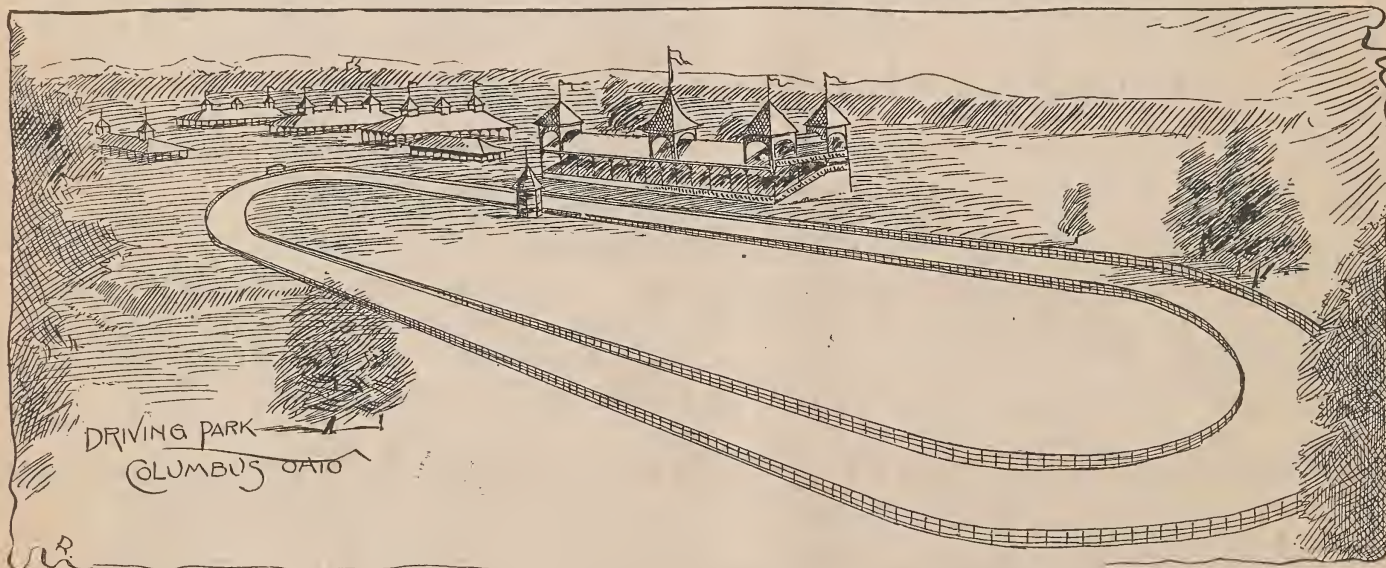
composed of various and good prizes, and Jacksonville's biggest prize is an \$800 piano. This promises to be a strong circuit, and from the way it is being boomed will surely be successful throughout.

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#### The Chicago C. C. Tournament.

From all indications the two days' tournament of the Chicago Cycling Club at Parkside next Friday and Saturday will surpass anything of the kind given in Chicago. The arrangements are nearly all complete for the event, and with good weather the gate should be a large one. Already there is a big entry list, and to-morrow, when all entries must be in the hands of Charles P. Root, 334 Dearborn street, the list will include all the western and some of the eastern flyers. The track has been put in excellent shape, the turns having been re-built, so that there will be no longer danger from falls.

The prize committee has been diligent and very successful, and announces several bicycles, cyclers' clothing, gold and silver medals, silverware, sundries, e'c., a valuable and select lot of prizes for the sixteen events. The house committee of the club has been made one on entertainment and reception, and is making arrangements to receive outside riders and care



attached, 100 yards, 1; E. C. Bahl, Q. C. W., 155 yards, 2; J. L. Hanley, W. A. C., 115 yards, 3; time, 2:45.

Quarter mile, safety, open—first heat—W. W. Taxis, 1; F. A. Demorest, P. W., 2; H. C. Beebe, W. C. C., 3; time, :39 2-5.

Second heat—George C. Smith, R. W., 1; W. H. Mulliken, B. C. C., 2; time, :35 2-5.

Final—W. W. Taxis, 1; W. H. Mulliken, 2; time, :34 4-5. Smith finished second but was disqualified, as his trainer overstepped the mark.

One-mile, tandem, handicap—J. C. Donnelly and S. H. Bilyeu, 1; R. P. Rich and Frank Dampman, 2; time, 2:35 1-5.

PAUL BERWYN.

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#### Zimmy at Toronto.

The first day of the Toronto, Ont., meet saw 4,000 in the grand stand to see Zimmerman and the Canadian cracks in the Toronto B. C.'s races last Saturday. There were threatening clouds hanging over all day, but the rain held off. Zimmerman was well received when he won his three firsts. The summary:

One-mile, novice—A. N. Budetan, Toronto B. C., 1; J. McKay, Kingston B. C., 2; time, 5:12 1-5.

Quarter-mile, flying start—A. A. Zimmerman, N. Y. A. C., 1; G. M. Wells, Toronto Wanderers B. C., 2; G. S. Law, Montreal B. C., 3; time, :32 3-5; previous Canadian record, :36.

One-mile, three-minute class—L. D. Roberts, Toronto Athenaeum Club, 1; W. G. McClelland, Toronto B. C., 2; time, 2:46.

Half-mile, handicap—A. A. Zimmerman, N. Y. A. C., 1; W. Hyslop, Toronto B. C., 2; time, 1:08 4-5; previous Canadian record, 1:12 1-5.

Club handicap, three miles—W. M. Cannon, 1; P. A. Bendelan, 2; time, 8:12 4-5.

days, Wednesday and Thursday, and much interest was taken in the events, which passed off smoothly. The summaries:

Half-mile, novice—H. A. Stacy, Chicago, 1; E. V. Friend, Brighton, Ia., 2; Charles Ashley, Sioux City, 3; time, 1:19 3-5.

Quarter-mile, state championship—A. B. Edmonds, Des Moines, 1; H. Clifford, Sioux City, 2; F. McElvain, Cedar Falls, 3; time, :37.

Half-mile, handicap—F. McElvain, Cedar Falls, 60 yds., 1; L. E. Halton, Omaha, 40 yds., 2; T. S. Morrison, Chicago, 60 yds., 3; time, 1:10. Johnson on scratch.

Quarter-mile, boys—Ralph Earl, 1; F. Schermerhorn, 2; James Jackson, 3; time, :39 1-4.

Quarter-mile, open—First heat—A. B. Edmonds, 1; W. Schnell, 2; H. J. Cassidy, 3; time, :36.

Second heat—J. S. Johnson, 1; Bird, 2; Merrill, 3; time, :34 4-5.

Final heat—Johnson, 1; Bird, 2; Halton, 3; time, :36.

Half-mile, Sioux City C. C. championship—Ford, 1; Kaump, 2; Harstad, 3; time not taken.

One-mile, handicap—Schnell, 100 yds., 1; Edmonds, 100 yds., 2; Morrison, 150 yds., 3; Johnson, scratch, 4; time, 2:23 2-5. Merrill quit on the first lap.

One-mile, three-minute class—Edmonds, 1; Ford, 2; Morrison, 3; time, 2:44 2-5. State record.

Half-mile, state championship—Edmonds, 1; Ford, 2; Haniland, 3; time, 1:17 2-5. State record.

Two-mile, open—Johnson, 1; Halton, 2; Edmonds, 3; time, 5:56 2-5.

SECOND DAY.

One-mile, open—J. S. Johnson, 1; D. E. Halton, 2; William Schnell, 3; time, 3:38 3-5.

Two mile, handicap—J. S. Johnson, scratch, 1;

destination at 12:10, or exactly seven hours, and reducing the record by fifty-six minutes. The course is about 105 miles, and how Cutting can do fifteen miles an hour for seven hours is more than can be understood. The trip to Aurora would have to be done at a rate of about eighteen miles an hour. Somebody is terribly off, that's sure.

On the same day Fred Nessel rode to Milwaukee, ninety-six miles, in a little under seven hours, beating Munger's record of 7 hrs. 5 min.

\* \* \*

#### The Western Circuit.

After considerable wrangling and changing of dates the western circuit has taken some definite form. The following cities will be in the circuit and will hold race meets: Peoria, Sept. 27; Louisville, Ky., Sept. 29 and 30; Jacksonville, Oct. 3 and 4; Evansville, Ind., Oct. 6 and 7. Chicago will probably follow Evansville with a second meet. All of these cities have arranged fine prize lists, varying from \$2,500 to \$3,500, and should draw the fastest men from all over the country; in fact, a number of the best men are already entered. Louisville will hold her races by electric light; Evansville's prize list will be bicycles and diamonds throughout. Jacksonville and Peoria will each have a list

for those who attend the races. Every member of the club has taken a bunch of tickets to sell, and all the cycle stores will have them on hand also, so that they may be procured before hand and avoid the rush at the gate. The programme will be as follows:

First day—One-mile, novice; half mile, handicap, first heat; half-mile, handicap, second heat; two-mile, team; one-mile, scratch; three-mile, handicap; half-mile, scratch; five-mile, handicap.

Second day—Quarter-mile, scratch; one-mile, three-minute class; two-mile, scratch; half-mile, handicap, final; one-mile, 2:30 class; three-mile, ordinary; one-mile, boys under fifteen; five mile, invitation, handicap.

Intending competitors should not forget the fact that entries must be made before midnight to-morrow, Saturday.

\* \* \*

#### Races at Saco, Me.

The races under the auspices of the Saco Cycle Club occurred Saturday. The track was in splendid condition, having dried off quickly after the heavy rain. Between 500 and 600 people witnessed the events, which were very exciting. Interest centered in the very much discussed Lawrence-Gargan twenty-mile road race. It was the general opinion before the race that the bad condition of the roads was decidedly in Lawrence's favor. While he is not generally looked upon as fast on a spurt as



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Gargan, he has the name of not minding muddy roads in the least. When the two men came upon the track they were greeted with cheers from the crowd, both appearing to have many friends among the gathering. The start was made at 2:24 o'clock exactly, and the two men went away together very fast. It was exactly 3:24 by the timers' watches when Lawrence came up on the track, one hour from the time of leaving, in which time he covered sixteen and a half miles of bad road. Gargan had no excuses to make; he said his legs gave out and he was fairly beaten. The time of the race, including the portion covered on the track, was 1 hr. 10 min. 30 sec. According to the agreement entered into, Lawrence mee's Gargan in Portland for the third and final race, and it goes without saying that this will be a race for blood.

The second event on the card was the mile, novice. This was won easily by Charles Albert, of Boston; Getchell, Portland, second; time, 3:15 1-2. The mile, open, was between E. G. Scully, Portland, and L. C. Gilson, Portland. This was a loaf, and much disgust was expressed by the crowd, but the finish was vey good, Scully passing Gilson about forty feet from the tape, when Gilson, by a wonderful spurt, again took

One-mile, handicap—C. Brittingham, scratch, 1; R. S. Gundelfinger, 2; Clint McDermont, 3; time, 2:55 1-2.

One-mile, boys' handicap—Harry Brittingham, 130 yards, 1; Ad lph Ferra, Danville, 120 yards, 2; Bert Jones, Danville, 250 yards, 3; time, 2:50.

One-mile, three-minute class—McDermont, 1; Ross McKibben, 2; Karl Palmer, Danville, 3; time, 3:05 1-2.

One-mile, open, C Brittingham, 1; R. S. Gundelfinger, 2; H. W. Cadwallader, West Lebanon, 3; time, 3:04.

Five-mile, handicap—C. Brittingham, scratch, 1; R. S. Gundelfinger, 125 yards, 2; A. J. Banta, Ridgefarm, 600 yards, 3; time, 16:25.

#### Zimmerman and Sanger at Sarnia.

With fine weather, a good track and a big crowd, the meet of the Sarnia (Ont.) B. C. Wednesday was a great success. Zimmerman lowered three Canadian records, and Sanger, the Milwaukee crack, did well. The summaries:

Half-mile dash, handicap—W. C. Sanger, Milwaukee, twenty yards, 1; Zimmerman, scratch, 2; time, 1:07 3-5, and 1:07 4-5 for Zimmerman, who lowered the Canadian record one second.

Two-mile—W. C. Rands, Detroit, 1; T. B. McCarthy, Stratford, 2; time, 5:43.

One-mile, open—Zimmerman, 1; Sanger, 2; time, 2:37.

One-mile, three-minute class—first heat—McCarthy, 1; C. Manville, London, 2; Jeffers, Flint, 3; time, 3:05.

Second heat—William Hurlburt, Detroit, 1; C. Bens, Hamilton, 2; H. A. Cossett, Owosso, 3; time, 2:51 1-5.

Final heat—McCarthy, 1; Hurlburt, 2; time, 2:51 1-2.

two races limited to Louisville or Kentucky riders each day.

\* \* \*

#### Milwaukee and Return in 20 hrs. 15 sec.

G. Paulsen, of the Columbia Wheelmen, rode the round trip to Milwaukee in 20 hrs. 15 sec. Sunday, Aug. 7. Paulsen is a steady rider and never seems to tire. He started Saturday at midnight, some of his club men accompanying him out of town. He came into the club rooms at 8:15, looking well. This is the first double century made by a Chicago rider in twenty-four hours. Two weeks before Paulsen accompanied L. Tagholm in a ride to Lake Geneva and return in 18 hrs. 45 sec.

\* \* \*

#### Racing in The South.

The first annual race of the Chattanooga C. C. was held at the driving park on Thursday of last week. Denegre captured the half and two-mile events, with Loyd and Beaufort, respectively, second. Loyd was first in the mile and McKee second. Mosedale defeated Nelson by twenty yards in a half-mile match race, and in the half-mile boys' race McQuade was first and Neeley second. The event of the afternoon was the twenty-five mile race for a prize of a gold medal valued at \$50 and a silver cup

open; two-mile, handicap; one-mile, boys' race; one-mile, handicap; half-mile, open; one-mile, team, open; five-mile, handicap; one-mile, S. B. C. C. members; consolation race.

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#### Races at Monticello, Ill.

Tuesday was given up to bicycle racing at the fair at Monticello. There was a good attendance, and outside riders grabbed all. Keator, of Chicago, rode a mile on a unicycle in 3:37. The races resulted as follows:

One mile, novice—W. B. Kingman, Peoria, 1; C. A. Sattley, Taylorville, 2; W. A. Powell, Taylorville, 3; time, 3:12.

One mile, open—Bert Myers, Peoria, 1; Clarence Brittingham, Danville, 2; Roy Keator, Chicago, 3; time, 2:46 1-2.

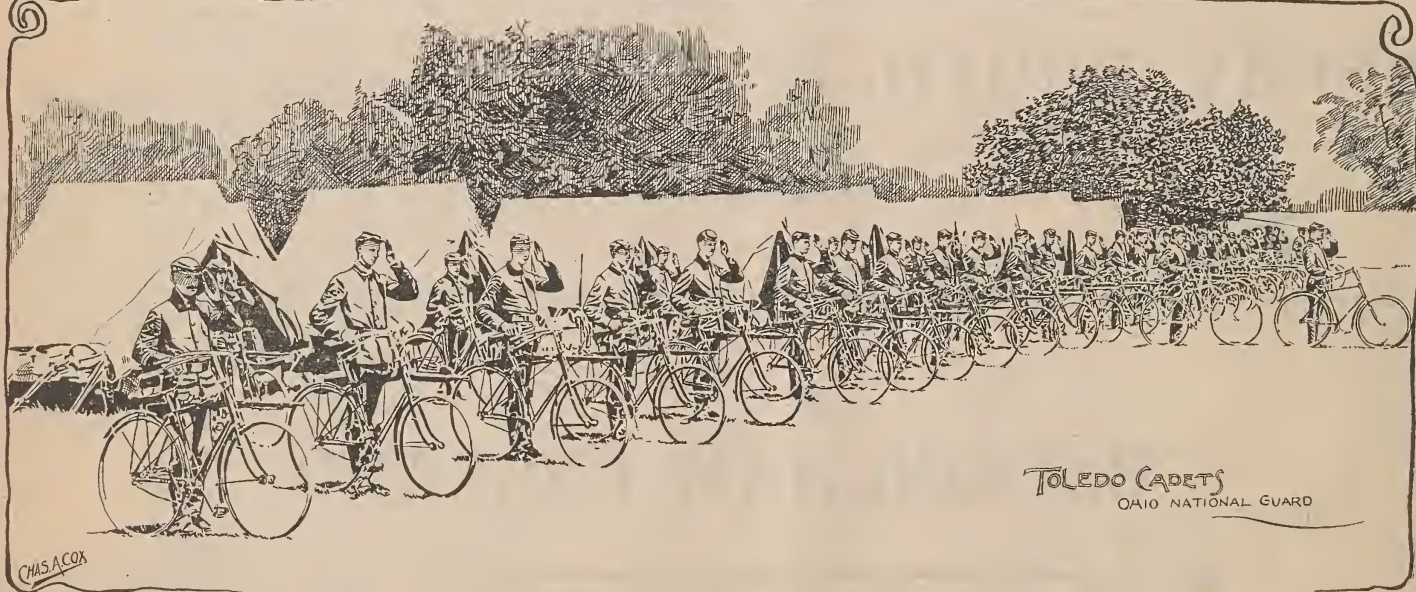
Two-mile, handicap—Bert Myers, scratch, 1; G. M. Booker, Champaign, 2; Clarence Brittingham, 3; time, 5:30.

One mile, Platt County championship—Don Platt, 1; William Dighton, 2; Clyde Ryder, 3; time, 3:06.

\* \* \*

#### The C. C. W. Races.

The second annual race meet of the Cook County Wheelmen, held Saturday at Parkside, was attended by less than 500 people. There was a good field of starters in each event and the contests were close and exciting at times. Cutting and Schmitt, having been suspended, could not ride, but Hart was looked



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the lead and won by a wheel's length; time, 3:17. The fourth event was the mile, ordinary, and was won by M. F. Libby. The next race, half-mile, novice, was another picnic for Albert, he winning easily and Getchell coming in second; time, 1:33 1-2.

The half-mile, state championship, was between Gilson and Scully, and as there was kicking about the loafing in the mile there was a time limit of 1:25 put on this race. Gilson made pace until coming up the home stretch, when Scully passed him. Gilson made a hard effort to catch him, but his lead was too great to overcome, Scully winning by two wheels' lengths; time, 1:25 1-4, which was allowed, it being so near the limit.

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#### Danville's "Little" Meet.

The "little" meet of the Danville (Ill.) C. C., held Thursday at the driving park, was well attended and some good sport was witnessed. Brittingham secured four firsts and showed himself to be a good man. The track was not in good shape, but good times were made. The summaries follow:

One-mile, novice—Clint McDermont, Attica, 1; Harry Barnes, Danville, Ill., 2; J. J. Bellon, Danville, 3; time, 3:12 1-2.

Quarter-mile, open—C. Brittingham, Danville, 1; Ross McKibben, Danville, 2; R. S. Gundelfinger, Terre Haute, 3; time, 36 sec

Quarter-mile, flying start—first heat—Sanger, 1; Wells, 2; time, 34 1-5.

Second heat—Sanger 1; Hyslop, 2; time, 52. Sanger thus lost the Canadian record by three-fifths of a second.

Two-mile, county championship—E. Everett, 1; time, 6:26 2-5.

Two-mile, handicap—Sanger, 1; Hyslop, 2; Wells, 3; Zimmerman, 4. A special prize of \$125 was offered for lowering the Canadian record and was won by Zimmerman in 2:26, lowering the record by 2 3-5 seconds. In the second mile he did not exert himself. Time of winner, 5:01 1-5. Zimmerman's time from scratch, 5:03 2-5, lowering the Canadian record nearly twenty seconds.

Three-mile, club team race, between Detroit and Hamilton—The Detroit team, Rands, Herrick and Hurlburt, won by 113 points, against Palmer, Skerrett and Griffith, 26 points.

\* \* \*

#### Louisville's Tournament.

Sept. 29 and 30 Louisville, Ky., will have a tournament that will eclipse anything of the kind ever held in the south. Details have all been planned, and it now remains for the several committees having the affair in charge to carry out their part of the work. At least \$2,000 worth of prizes will be given, which will help to attract the best men. A piano, a lot and several wheels have already been donated. Mr. Quip has promised to put the Auditorium track in perfect condition. Racing by electric light will be a novelty to the fast men, and they will want to try it and do their best. There will be three open, two handicaps and

valued at \$25. The entries were Loyd, Beaufort, McKee and Denegre. They got away well and maintained a hot pace during the entire race. In the twenty-third mile Beaufort was seized with cramps and dropped out, and Denegre followed suit in the last quarter, being hopelessly in the rear. The race then narrowed down to McKee and Loyd, with Loyd leading, but McKee spurted over the tape just a few feet in advance of Loyd, amid great excitement. Time, 1 hr. 30 min.

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#### Cleveland Offers Good Prizes.

The Cleveland Wheel Club's tournament Aug. 26 and 27 will undoubtedly attract a good many fast men, for a fine list of prizes is shown, including ten pneumatics, a piano, gold and silver medals, fire arms, etc. There are twenty events on the programme for the two days, and many entries have been received already.

\* \* \*

#### At South Bend, Saturday.

Several of the Chicago men will attend the race meet Saturday of the South Bend C. C., for which some \$1,200 worth of prizes have been secured. The programme has been arranged as follows: One-mile, novice; quarter-mile, open; half-mile, handicap; one-mile,

upon as a sure winner. He did not get a first and Young secured only one. The summaries follow:

One-mile, novice—H. A. Klein, 1; W. M. Shumway, 2; W. Blair, 3; time, 3:05.

Half-mile, handicap—W. A. Thompson, 40 yds., 1; D. C. McLachlan, 40 yds., 2; Walter Scott, 40 yds., 3; time, 1:18 4-5.

Two-mile, handicap—W. F. Peironnet, 40 yds., 1; F. B. Hart, 40 yds., 2; E. Furner, 100 yds., 3; time, 5:45 4-5.

One-mile, 3:10 class—C. G. Sinsabaugh, 1; W. F. Pieronnet, 2; D. C. McLachlan, 3; time, 2:55 2-5.

Quarter-mile—C. G. Sinsabaugh, 1; W. B. Young, 2; P. H. Green, 3; time, :40 1-5.

One-mile, handicap—E. Furner, 60 yds., 1; W. A. Thompson, 50 yds., 2; D. C. McLachlan, 75 yds., 3; time, 2:47 4-5.

One-mile, handicap, ordinary—W. B. Young, scratch, 1; P. H. Green, 50 yds., 2; E. Furner, 49 yds., 3; time, 3:18 4-5.

Five-mile, handicap—W. F. Pieronnet, 60 yds., 1; W. A. Thompson, 175 yds., 2; F. B. Hart, 100 yds., 3; time, 14:58.

Gold medals were given as first prizes and sundries as seconds.

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#### Postponed Again.

For the fourth time a change of date for the Zig-Zag's Indianapolis tournament is made necessary by reason of a multitude of uncontrollable complications. Money was paid early in May to secure the new mile track at the fair grounds, then incomplete, for the dates of July 4 and 5. Spring rains prevented the completion of the track, and



the date was advanced to the next holiday, Sept. 5 and 6. Then it transpired that the board of agriculture had leased the grounds to the labor organizations after the driving club had closed a contract with the cyclers. A compromise, with division of gate receipts, was refused by the Zig-Zag Club, which postponed the meet until Sept. 9 and 10. Just as advertising matter was about to be printed it transpired that the labor people had decided to celebrate elsewhere on account of internal dissensions. The dates will be decided positively tomorrow, and programmes and entry blanks will be out in a few days. Ten pneumatic safeties, including a Keating racer and a Victor, model B, have been secured as prizes. An \$800 piano will head the list in the mile, open, with diamonds for the quarters. The track has been at the disposal of the club from 4 to 8 p. m. for the past two weeks, and the fast men have been training steadily. The track records made in practice are as follows: Flying quarters, :30 1-4; standing, :33; half, 1:09; mile, 2:30.

Marmon will ride at Carthage, O., tomorrow; at either Cleveland or Chicago the 26th or 27th. Hunter has entered the Parkside tournament at Chicago.

YEO.

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#### At Buffalo To-morrow.

This week will see the consummation of the united action of Buffalo's wheelmen, for on Saturday will be held the races at the exposition, to continue from the 17th to the 27th. That these races will draw well and an immense crowd will witness them, is an assured fact, as all the fast men are expected to be present. Zimmerman promises to be with us, and all the others have been secured. Everything is being done to secure the comfort and entertainment of all visitors, and the different committees have been diligent in their sections, so that, weather permitting, there will be a most gratified crowd and a full bill of interesting wheeling events. On Wednesday, the 17th, many of our prominent wheelmen will visit our sister city, Batavia, where a race meet will be held under the direction of the wheelmen of that place.

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#### Harrisburg, Pa., Sept. 5.

The Harrisburg Wheel Club announces its first annual race meet at Island Park Sept. 5, Labor day. The club will use the fine half-mile track, which is in excellent shape. The grand stand seats 3,000 people, and all the accommodations are of the best. On Sunday several runs will be held, and on Monday morning, before the races, a parade will be seen. The following programme has been arranged: One-mile, safety, novice; half-mile, tandem, handicap; half-mile, ordinary, open; quarter-mile, open; two-mile, handicap; one-mile, H. W. C. championship; one-mile, safety, team; half-mile, open; half-mile, boys'; one-mile, handicap; one-mile, three-minute class; fifteen-mile road race—start with one lap on track and finish with four laps.

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#### Harry Hull Wins Again.

The twelve-mile road race from Madison to Sun Prairie, Wis., on Monday, was won by Harry Hull, of Oregon, who was the winner last year. There were eight of the starters who finished inside of last year's time: Harry Hull (time, 44:08), George Oakley, R. R. Stone, G. E. Geron, J. G. Noack, C. B. Chapman, A. M. Anderson, W. B. Park.

\* \* \*

#### Twenty-four Hour Cranks.

The twenty-four hour cranks—and there are many of them just now—are as active as a lot of bees. Every day one hears of some one who is going for

that record. West is to make another attempt. Woolas, winner of the Pullman race, wants to kill himself; C. K. Smith of the Columbia Wheelmen will have a try inside of a month; Baine is training for a similar purpose at Indiana and two or three Chicago men are thinking about it. It is nearly time such nonsense was discouraged.

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#### The Manhattan Carnival.

Arrangements are now about completed for the carnival to be held next Friday and Saturday, and an immense crowd is looked for, as 40,000 free tickets have been issued. The track has been rebanked and good times may be looked for. The fast men are all apt to be competitors. The prize list contains fine wheels, a lot in Sherman Park, silver ware, watches, etc. The five-mile eastern championship will be open only to riders from New York, New Jersey, Pennsylvania, Connecticut and Massachusetts.

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#### Chicago Race Notes.

The Austin Wheelmen have a road race Saturday.

The Aëolus Cycling Club holds a road race next month.

Emil Ulbrecht rode the fastest mile of his life at Elgin, when he did 2:34.

Buffalo, N. Y., and South Bend, Ind., will be objective points for Chicago racing men this Saturday.

This Saturday afternoon the Minnette cycling corps holds a ten-mile road race over the west side course.

Githens, Van Sicken, Ballard, Young and Bliss, of the Chicago C. C., will be at South Bend, Ind., to-morrow.

The Turners give a cycle race at their picnic, Schultz Park, next Sunday. Several of the Plzen club are entered.

There are twenty-three entries for the Englewood club's road race, which will be run to-morrow. Ten prizes will be given.

The Ravenswood Cycling Club has postponed its tournament on Diamond's track from Aug. 20 to some time in September.

The Lake View Cycling Club wants a forfeit from the Kepwood Road Club for that team race, postponed from July 2 to September.

Montgomery Ward & Company's employees hold a ten-mile handicap road race this Saturday afternoon, over the Lake View club course.

Fred Nessel, of the Columbia Wheelmen, expects to try for the 100-mile world's record at Parkside in September. Nessel's time in the Waukesha race would indicate success.

The Englewood Cycling Club's annual road race occurs this Saturday. There are seven prizes. The course is from Morgan Park to the club house, at Seventieth and Yale streets.

At the Parkside track Sunday, Winship ran into Van Sicken and Bliss on the stretch, thinking they were on the other side of the track. He was badly cut up, particularly about the knees.

There are six club road races this Saturday afternoon. The non-riders of the Lake View Cycling Club contest a mile at Thorndale; the Lincoln Cycling Club's annual ten-mile handicap road race will be run from a point on North Halsted street, near Belmont avenue, ending at Grant's monument; Montgomery Ward & Co.'s employees hold their annual ten-mile handicap over the west side course; the Austin cyclists hold a handicap race; the Englewood Club gives its annual road race from Morgan Park to the club house at Seventieth and Yale streets, and on Sunday morning the Calumet

Bicycle Club gives its annual five-mile, handicap, road race over the Lake View course.

The date of the team road race between the Kenwood Road Club and the Lake View Cycling Club has been set for Sept. 21. Eight men will comprise each team. The distance will be five, and not ten miles, as had been decided on. The Lake Views have sixteen men who can ride the distance inside fifteen minutes.

The Illinois club has appointed a race committee, F. Morgan, E. Baumberger and A. D. F. Simmons. At a meeting of the above committee with the road officers and race committee, it was decided to at once send a team to Parkside to train. W. A. Rhodes, A. D. F. Simmons and Charlie Knisely will be in the team.

For Saturday a race has been arranged to be run by the members of the Lake View Cycling Club who do not own wheels and who have not ridden in a race this season. Any one caught training will be disqualified. The race will be one mile, to take place at the north end of the Lake View club's regular course.

Some time ago a team race was held on Washington boulevard. It was a ten mile handicap, with Buchanan, Fred Nessel, Ulbrecht and Freddie Wage on scratch, and C. H. Stephens, March and Trevis with four minutes' handicap. Buchanan won in 31 min., Nessel, Ulbrecht and Wage finishing two, three and four.

The Lake View C. C.'s five-mile road race for the McConnell medal, took place Saturday over the club's regular course. Stillwell, who won it the two previous years, was again the winner, doing the distance in 14:15. Woolas was second, a length behind, with Callan a length behind him. C. A. Fox, W. Goodenough, O. Bruhlman, F. L. Roach, C. Helle, and Rix finished in the order named. Steele and Helmich did not start, that Stillwell might win.

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#### Race Notes.

Races are being held at Alma, Mich., to-day, and will continue to-morrow.

John M. Chase, of Janesville, Wis., covered the distance between that point and Beloit in fifty-three minutes, record.

It is said Windle has made a mile in 2:08 and Tyler 2:09 15; also that two novices at Springfield made the half in 1:05 and 1:06.

The Crescent Cycle Club will hold its annual field day at the half-mile track of Colonel E. Bloss Parsons in Brighton, N. Y., Tuesday p. m., Aug. 30.

The Southern Athletic Club Scorchers is the name of a New Orleans club which will hold a handicap road race shortly. The club was recently organized.

The twenty-five mile handicap road race of the Boston Athletic Club will be held on Sunday, Oct. 1, and entries close with A. D. Peck, 22 Columbus avenue, Sept. 24.

The York (Penn.) Cycle Club announces the following programme for its race meet on Saturday: Fifteen-mile road race, championship of York, Lancaster, Dauphin and Berks Counties; one-mile, novice, open; half-mile, novice; one-mile, handicap; one-mile, safety; one-mile, ordinary; two-mile, handicap; quarter-mile; two-mile, lap; one-mile, three-minute class; one-mile, 2:40 class; half-mile, scratch; one-mile, 2:25 class. This meet, following as it does between the two big meets at Philadelphia on Sept. 17 and 24, should attract a good proportion of the crack riders. Taylor,

Hoyland Smith, Berlo, Banker and Campbell have already promised to attend. The track is a half-mile and seventy feet wide.

The wheelmen of Grand Forks, N. D., are arranging for a two days' meet some time in September. There are some 150 wheelmen in the place and great interest is being taken in the coming event.

The Y. M. C. A. Bicycle Club, of Peoria, is making preparations for a ten-mile handicap road race, to be run on Thursday, Sept. 1, at 5 o'clock p. m. This race is open to all Peoria wheelmen.

The match race between Berry and Carl Abbott at Canton resulted in defeat for Berry by 100 yards. Berry's friends lost heavily on the event, and Berry now retires from the track permanently.

Austin Webb, C. W. Rogers, Fred Olsen, George Hobbs and L. D. Beamer competed in a twenty-five mile race at Aurora last Friday. The ten miles were covered in 31:15, and Webb won easily in 1:21:41, with Olsen second.

The Saginaw (Mich.) Cycle Club is arranging a programme for Labor day. There will be a one-mile, open; one-mile, novice; quarter-mile, open; five-mile, handicap, and half-mile, open. The prizes will aggregate in value over \$500. It is hoped to bring Reichle and Rands together.

The first relay run in California was that of a week ago, between Los Angeles and San Diego, a distance of 216 miles. The time was 20 h. 26 min., which will be admitted to be very good by everyone acquainted with the awful character of the roads in that section. It was conducted under the auspices of the Los Angeles Herald and San Diego Union.

The race meet to be held at Fort Scott, Kas., Oct. 6, has been sanctioned by the racing board. Following is a list of the races: Half-mile, novice; half-mile, open; one mile, open; quarter-mile, boys under sixteen years; half-mile, handicap, open; one-mile, club championship, S. C. W.; one-mile, handicap, open; quarter-mile, open. For prize list, entry blanks, etc., address Henry E. Harris, secretary, Fort Scott, Kas.

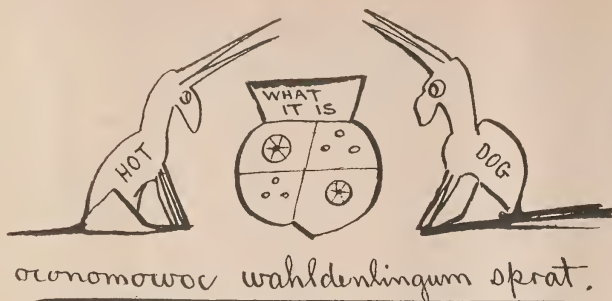
The Manhattan Athletic Club is sparing no expense to make at Manhattan Field, Aug. 27, the greatest meet of the year. Forty thousand invitations have been issued, and prizes consisting of lots, bicycles, gold watches, etc., are being offered to attract the best men. The four-lap track is being prepared for this event, and the Manhattan people hope to have it in tiptop shape. With a few improvements they will have one of the fastest four-lap tracks in the country.

F. B. Vogel, secretary of the Oakland Land Company, and one of the largest real estate operators in Philadelphia, has presented two lots, one at Oakland and one at Brighton, valued at \$300 each, to the Park Avenue Wheelmen, as prizes for their tournament. In making the present he writes: "The wheel is doing great work in bringing about better roads and in making all its votaries stronger men mentally and physically. My best wishes to you and all wheelmen."

#### The Old Men's Century.

Last winter "Papa" Ellis, "Pop" Brewster, "Bob" Garden and hustling Fay Tuttle scheduled a century run, with a champagne supper as the forfeit for non fulfillment of contract, for June 5 or the first good day when the roads were fair after that date. The Elgin-Aurora course was named. "Pa" Ellis claims several "cham" suppers, as he came to town and the others backed out, especially Garden and Brewster. The century may yet be ridden, when all loyal centurions will turn out to see fair play and share in the "fizz."





SOME of our friends have suggested that our Pneumatic Tires ought to have a brand to distinguish them from others. We have long desired a coat of arms, or something which would prove to the world that we were bigger than most anybody else. After some considerable night thought we have evolved the accompanying design and offer it for approval.

We also add to list of work and records made on Morgan & Wright Pneumatic Tires.

*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.
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	" " "
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	Sprin. field, 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 36½; 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, Springfield 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		
J. B. Woolas	Minnette Club Race	Greyhound, '92	10 do	30 35	Heavy Roads, 1st p. & t.c.
J. Reitzner	Waukesha Road Race	James, 23 lb racer	16 1-2 miles	2d Place	Racing Tires.
T. W. Smith	Elgin-Aurora	James Racer	100 miles		do do
R. Dale	do do	B. & A. Racer	100 do		do do
C. D. Cutting	do do	March-Davis	100 do	17 hr. 6:24 Riding Time	do do
E. C. Carruth	Crookston, Minn.	{ "No name." }	1 do	3 hrs.	Rough, soft track, wind blowing a gale; won 3 races
		{ Svensgaard }			
*Austin Banks	Capital Club Run,	Reform			This trip attempted several times before but never accomplished, as wheels always broke down. Not a wheel or tire broke on this trip.
Elmer Anderson					
C. F. Hart					
Jos. Miao	Denver to	Road	150 miles	22 hours	
Ed. Smith	Colorado Springs	Racers			
O. E. Boles					
Walter Banks					

†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.

\*First fifty-two miles has elevation of 2,000 feet. Rained for two days previous to trip. Twenty miles through cold rain and hail storm.

# MORGAN & WRIGHT,

MANUFACTURERS OF RUBBER GOODS,

331-339 West Lake Street,

—CHICAGO.



## GLADSTONE ON CYCLING.

*The "Grand Old Man" Thinks It a Manly and Healthful Sport.*

The new number of *Answers* contains the report of an interview that a representative of that periodical had with Mr. Gladstone recently at Dalmeny. Referring to cycling, says the Aberdeen (Scotland) *Daily Press*, Mr. Gladstone said he had noticed with real and unfeigned pleasure the rapid growth of cycling in this country, for, not only did it afford to many to whom it would be otherwise unobtainable a healthy and pleasurable form of exercise, but it also enabled them to derive all those advantages of travel which, previous to the advent of cycling, were out of their reach. It provided them with the opportunity—he was speaking of those in business during the week—of leaving behind them the towns and thickly populated localities in which they carried on their work, and rapidly passing into the fresh, clear air of the country, with all its verdure, all its brightness, all its enjoyability. And it was far more profitable than the luxurious railway journey from the city to some definite point along some unalterable route, over which the traveler was whirled with no time for observation and no opportunity of examining the district through which he is carried. In cycling he had abundant opportunity for studying all things of interest in the country which he traversed—its natural features, its characteristics, its curiosities. At each halting place, when he arrived, he could find time to enter into conversation with those around him. Each expedition thus became an instructive and elevating voyage of discovery, revealing to the cyclist, and making him intimate with the nature, the claims, the wonders and the peculiarities of the country in which he lived, pleasures which in an equal extent are denied to all other tourists. Of the bodily good derived from so manly and healthy a form of exercise; of the blessing it bestowed, helping to maintain a sound mind in a sound body by the relaxation from desk or counter; of the recreation in the open air; of the energy it calls into play, he need hardly speak. He could only emphasize the fact that he considered that physically, morally and socially the benefits cycling conferred on the men of the present day were almost unbounded, and this belief he endeavored to act up to by heartily welcoming and assisting, as far as in him lay, the many cyclists who came to visit Hawarden and see the grounds. One of the features of his reception in Edinburgh which gave him much pleasure, was the escort of some thirty cyclists who kept pace with the carriage up to the very lodge gates, forming a voluntary body-guard. To the onlookers, two of the most attractive parts about cycling are the keenness of its devotee and the kind of freemasonry which existed amongst them.

## The Peoria-Chicago Tour.

Everyone knows what enjoyment can be gotten out of a run in good company over good roads, but only those who have participated in a week's tour can realize how much more enjoyable such a trip is. The trip from Peoria to Chicago, now being arranged by A. L. Atkins, of the Peoria club, a veteran rider of considerable toning experience, will be no exception to the rule. The route lies through the most picturesque portion of Illinois, where the roads are reported to be in elegant condition, and the towns passed through contain some of the most hospitable and enthusiastic clubs in the state, who will meet the tourists outside their respective towns, bring them in in becoming style, so that they are made happy until their departure and escorted

part of the way to the next town, while at Chicago the sand-papced boulevards and all famous roads will be most thorsted. The tourists will comprise men from the principal cycle centres of central Illinois thorough good fellows in every way, and the Peoria contingent, with ist usual push, will see that every thing goes with a vim, and that a good time is enjoyed by all. The party rendezvous at Peoria on Sunday. The club house will be thrown open to receive them, and the club will tender them a "dead easy" run to Prospect Heights in the afternoon. Monday the tourists dine at Elmwood and spend the night at Galesburg, where Sewall Dunn and his club mates will see they are happy. The next noon McClintock, of Galva, backed by all the cycling push of that city, will meet the riders, and, after a jolly dinner at Galva, will accompany the party to Ottawa and beyond. That afternoon Captain L. L. Wickersham and his riders will escort the tourists into Prindler for the night's stop, and will see them well on the way to La Salle, and a night at Ottawa completes the third day's journey. Marsailles and Morris wheelmen will escort the riders the next day to dine at Morris, and night will find the party under the care of Joliet and her cyclists. An early start the next morning will bring the trip into Chicago comfortably, where the Clifton House, two blocks from the boulevard, will be the headquarters. From here runs to the Parkside races, the parks, Pull man, Grant monument, World's Fair, etc., will be kept up constantly until Monday morning. The pace will be a steady, comfortable one, stops will be made at each town or village, and no scorching will be allowed.

## Bicycle Tracks for Chicago.

From all that has transpired within the past week, Chicago will have no trouble about securing a fast track for use next year during the world's fair time and the international meet. There is considerable rivalry between the projectors of the Chatham Fields scheme and the World's Athletic Association. At a meeting held Monday evening at which Chief Consul Gerould of the Illinois division, W. C. Thorne of the racing board, C. E. Randall, president of the Associated Cycling Clubs, N. H. Van Sicklen, Thomas Sheridan, first vice-president of the league, William Herrick of the Century club and others were present, Mr. Short, president of the company, openly declared that his company would give \$10,000 in cash for the purchase of prizes, put up \$10,000 more as a guarantee of good faith that the wheelmen should have the fastest and best track in the world, and bond himself in \$50,000 to fulfil the promise. A committee was appointed to investigate the commercial standing of the company and report.

The Chatham Field people are also endeavoring to have their propositions accepted, and much interest is centered in the outcome of the affair.

## White Got Judgment.

Burton F. White, secretary-treasurer of the Illinois division, secured judgment for \$200 this week against A. G. Garfield for salary and traveling expenses while on the road. While on a trip through the east in July, it was alleged, White was unable to obtain money from the Derby Cycle Company manager, A. G. Garfield, and immediately upon his return to the city commenced suit against the company, which he won in thirty minutes. It is stated that jealousy is at the bottom of the trouble. Mr. Garfield accuses him of endeavoring to obtain his position as manager of the Derby company.

## FRENCH AND AMERICAN ROADS.

*There is a Vast Difference Between Them—Improvements.*

In France, where they have the best roads of any country in the world, the highways are divided into several classes, but all of them are supervised by the national government, which maintains a bureau of roads and bridges and supports a school for the education of the engineers and inspectors who are employed in the bureau.

This method of building and maintaining roads in France was started by the first Napoleon, who appears to have been the earliest European statesman who clearly saw the great economic advantage of proper highways, and who at the same time had the power to carry out what he wished. The effect of these good roads in France has been wonderful. They have brought all the various parts of the country nearer together, they have made country life less lonesome and they have reduced the cost of transportation of country produce to a minimum. France is the only country in Europe where the agricultural classes are not dissatisfied, and where they do not feel that they have a harder time than those who labor in other fields.

In America a sentiment was once worked up as to the necessity of good common roads. This was diverted by the birth of the railroad, which has now been developed to a greater extent than elsewhere in the world. But the necessity for good common roads is not a whit less because we have plenty of railroads, and the movement for the betterment of the ordinary country highways is now very much alive in all parts of the country. It was started by the League of American Wheelmen, the bicycle riders, and this association has been very active in its efforts to secure legislation in favor of good road-building. The country people have sometimes misunderstood the efforts of the wheelmen, and have pretended to think that the only persons who would be benefited would be the bicycle riders, whose sport does not seem to the rural mind to cut much of a figure in the economy of the countryside.

Such a contention as this is as wise as it would be to maintain that cellar doors were made for children to slide down and that gates were hung for little girls and boys to swing upon. These sportsmen were selfish, of course, in starting this movement, but if it be kept up until there be something done to make our roads worthy of our country, they will have accomplished so beneficial a work that we will be able to thank them right heartily without looking at all into the motives which first inspired them. The common roads of a country are at once the means and measure of its civilization, and no American has any right to feel proud when he thinks of the muddy and dusty ways which serve as our interior methods of communication.—*John Gilmer Speaks in Christian Union.*

## The Century Road Club's Annual.

Sunday, Sept. 4, has been set for the great second annual century run of the Century Road Club of America, held each year over the famous Elgin-Aurora course, over which more century bars have been won than over any similar course in America. The starters on last year's race numbered 371, and 330 finished. This year the chief centurians counts on 806 starters and a large percentage of finishers. The course was never better, the pace will be moderate and suited to any rider, the arrangements will be very complete, and everything possible will be done to make this the greatest century ever held. The start is from the corner of Washington boulevard and Halstead

street, where, in Tom Hunt's place on the corner, the club register will be placed. Every starter must register here, giving the time of starting, club and make of machine ridden, and time of finish. Chief Marshal Herrick will be found there, and all club captains, after gathering their men in line along the right curb, facing south, will report to the marshal, that they may be placed in line according to numerical strength. The ladies will be formed in one division and unattached riders in another. Each club captain will act as an aid to the marshal, preventing all breaking of ranks and quelling all scorching. This is necessary for the success of the event. It should be very rider's aim to reach the starting point at least an hour before the starting time, to save confusion. Visiting and many local wheelmen will stop for the night at the Gault house, on West Madison street, where all will be called in time to secure breakfast before starting. The first stop will be at Elgin for breakfast, from 8 to 9. Aurora is scheduled for from 11 to 1, and the finish 6 to 7. Dinner will be obtained at Aurora. The arrangements will be very complete. This is an excellent opportunity for out-of-town wheelmen to see the famous course, with no "leg pulling." Such should send their names at once to William Herrick, 293 Wabash avenue, that he may know how to prepare. Club captains report probable attendance at least a week previous.

## Notes.

This week Thursday the case of Sam T. White came up before Justice Glen-non Colbeck. The road-hog in the question, who so brutally ran over White, has forfeited bonds twice and now languishes in durance vile. The L. A. W. is doing excellent work in pushing the matter to the bitter end.

The Colorado Wheelmen have organized in Denver, Colo., with seventeen charter members. Their colors are gold and silver, and costumes, the English bloomer suit. E. C. Bode, a Chicago man, was accepted as a non-resident member.



*Does not claim to be*

THE ONLY CYCLE  
JOURNAL IN  
AMERICA.

BUT

*It does claim to give*

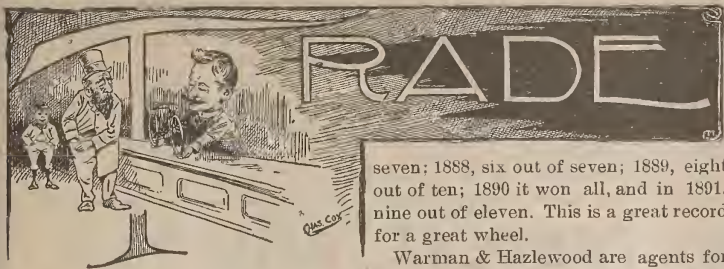
THE BEST RETURNS  
TO ADVERTISERS

*Of any paper of its  
Class in this  
Country.*









Chicago Trade Affairs.

A. P. Castle of the Louisville Bicycle Company was in the city last week, on business.

S. T. White leaves for the south this week in the interest of the C. F. Stokes Manufacturing Company.

The Quadrant Company still reports great sales. It was caught last week with but three Scorchers in stock and no high gears.

The Stover Bicycle Manufacturing Company will pattern its Phoenix after the Humber next year and make only the Phoenix.

Robert C. Lennie, for the last six months on the road for Thomas Kane & Company, will remain in the city until next season.

Charlie Cutting used a March twenty-six pound racer, with Morgan & Wright tires, in his ride for record over the Elgin-Aurora course.

W. M. Perritt, representing the Bretz & Curtis Manufacturing Company, Philadelphia, was along cycle row this week with samples of saddles.

W. A. Fletcher has given up his line of wheels and now handles nothing but sundries in the cycle line. His storage business increases daily.

The Humber-Rover agency has been placed by Tom Roe with Clabrough, Golcher & Company of San Francisco. Tom is now in Los Angeles.

The John Wilkinson Company has been forced into the cycle business through having to replevin twelve wheels. These are all it will handle, though.

The March-Davis Cycle Company took orders last week for over forty March safeties. Twenty-five of these go to Denver, where the Marsh is all the rage.

Harry Cassady, of Thorsen & Cassady, returns from his present business trip about Sept. 1. This hustling drummer of the cycling trade is now in Minneapolis.

The T. D. Ganse Cycle Company has a large shipment of Marriott & Cooper geared ordinaries on the road. The dealers generally are on pins and needles as to the probable popularity of the g. o. another year.

C. H. Plumb, manager of T. D. Ganse's retail store, had a bad fall while teaching a lady to ride about ten days ago, and has been laid up since. He is out now, however, and able to walk with the assistance of a cane.

The Kenwood Manufacturing Company has sold a large number of Credenda Victors at thirty-nine cents a day, \$12 down, \$10 a month. This is a part of the sale now being carried on by A. G. Spalding & Brothers.

After a year's use of a stolen wheel the thief was arrested last week at the instigation of Radell, from whom he rented a Salvator last year, on August 16. The wheel had been pawned. The lad's name is Charles Carroll and his folks are well-to-do.

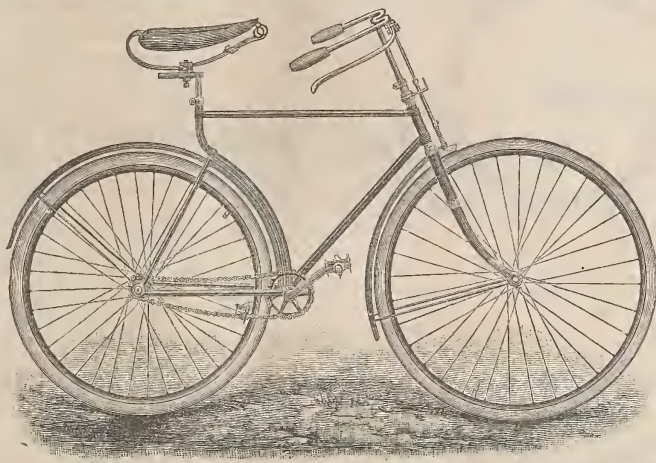
The Humber-Rover Cycle Company received this week several frames containing fac similes of medals won by Humber wheels in the N. C. U. championship. That the Humber is popular and fast is proven by this excellent record: In 1886 Humber won three out of seven championships; 1887, five out of

seven; 1888, six out of seven; 1889, eight out of ten; 1890 it won all, and in 1891, nine out of eleven. This is a great record for a great wheel.

Warman & Hazlewood are agents for a new saddle, manufactured by Foley & Webb. It is very comfortable and perfectly adjustable. They have a Coventry Cross racer which has been in eleven races and won ten, and won second in the other; quite a creditable record.

A. H. Radell, the cycle dealer at 494 East North avenue, has been very successful as a detector of cycle thieves. Six wheels have been recovered and the thieves, in most instances, successfully prosecuted. He is still on the track and promises sensational arrests in the near future.

The Halladay-Temple Scorchers are making a name, and a good name at that. It is an actual fact that the Marion Cycle Company has never had a frame break down. Temple recently secured an order from a prominent eastern house. The Marion Cycle Company promises something very fine in the safety line for



We produce above the well known outlines of the Scorchers safety, manufactured by the Quinton Cycle Company, and imported solely by the Bretz & Curtis Manufacturing Company, of Philadelphia. This is the 1892 model, which has met with such an immense trade this season. The machine is fitted with the Thomas pneumatic or Macintosh cushion tire, and is guaranteed to be strictly high grade throughout. The lines are graceful and the finish excellent. The rims are Warwick's best hollow, made especially for the tire used. All machines are fitted with the Solid Comfort saddle. The price is, \$150 for pneumatics, and \$135 for cushions. The Scorchers will be entirely remodelled for 1893, and a machine much on the Humber lines will be produced.

next season. Temple and Lew Halladay are designing the lines and construction.

Peoria Trade.

PEORIA, Ill., Aug. 16.—Samuel Snell, representing Samuel Snell & Company, of Birmingham, Eng., was in Peoria last week. It is probable Kingman & Company of this city will take hold of this firm's goods and go into the sundry business on a large scale. It is reported that they placed a large order with Mr. Snell for lamps for next season's trade. Mr. Snell went to St. Louis, from which point he goes east via Cleveland and Buffalo. He expects to wind up his business in the east and sail for home on the 25th of this month.

A representative of H. A. Lozier & Company, of Cleveland, Ohio, was in Peoria a couple of days last week. He had a sample of the Cleveland, which is indeed a very nice, easy-riding bicycle. This wheel has never been handled very extensively in Peoria, but one of Peoria's most reliable houses in the bicycle business intends to take hold of them and push them.

The effect of cutting prices on bicycles is now being keenly felt in Peoria. Of

course it is a hard matter to say who has been doing the cutting, but it is certainly a fact that some one has been selling below list. There will only be so many bicycles sold in this city, and it will be as easy to sell them at list price as at a cut price. There is no doubt that some kind of an agreement will be arrived at before next season's trade opens whereby all wheels will have to be sold at list price.

LAUREL.

Correcting an Evil.

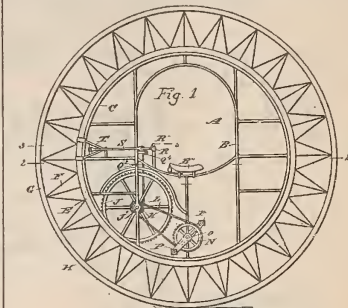
One of the railroads running out of Peoria has notified its patrons that it will not receive any goods that are to be shipped to a factory or wholesale house without a written order from the parties to whom the goods are consigned that they will be received. This is a sensible move on the part of the railway company. Should all the railroads adopt this plan it would break up the practice of a large number of bicycle houses shipping back wheels without first notifying or getting permission from the parties they purchased them from to return them. A movement is now on foot among the bicycle jobbers and manufacturers to form some kind of an arrangement whereby no bicycles returned will be accepted unless the parties have been authorized to ship them back. Some of the largest jobbers and manufacturers

this petition are James A. Miller & Brother, Rouse, Hazard & Company, Gormully & Jeffery Manufacturing Company, *Wheelman's Gazette*, J. B. Stennett, Henry Corstens and Samuel and Charles Harris.

Imlah's Unicycle.

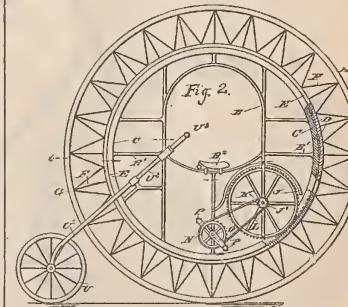
James Imlah, of Barre, Vt., has just been granted a patent on his unicycle, which, the inventor would naturally claim, will revolutionize cycle construction and riding. Figure 1 is a side elevation of the scheme, while figure 5 is a modified form of the wheel.

The unicycle is provided with an inner wheel (A) formed with a suitable framework (B) and a double rim (C C') connected with the forked ends (B 1) of the framework (B). The two rim parts (C and C') engage ball bearings (D and D') respectively, formed in an inner annular flange (E) connected by spokes (F) with the tire (G) of



the exterior wheel (H). By this arrangement the outer wheel (H) can travel with its tire (G) on the ground, while the inner wheel (A) rolls off on the annular flange (E) so that the rider seated on the seat (B 2) in the framework B holds the latter in a normal position, so that the inner wheel does not rotate.

In order to impart motion to the exterior wheel by the exertions of the rider seated on the seat (B 2) the following device is provided: Between the two annular ball bearings (D and D') is arranged in the rim (E) an internal gear (I) in mesh with a gear wheel (J), secured on a shaft (J 1), extending transversely and mounted to turn in suitable bearings in the framework (B). On this shaft (J 1) is secured a sprocket wheel (K) over which passes a sprocket chain (L) also passing over a sprocket wheel (N), secured on a shaft (O) extending transversely and mounted to turn in suitable bearings directly below the seat (B 2) of the rider. On the ends of the shaft (O) are secured the usual treadles (P), extending in opposite directions and engaged by the feet of the rider, s



that by the exertion of the latter a rotary motion is imparted to the shaft (O). The movement of the latter is transmitted by the sprocket wheel N, chain L and sprocket wheel K to the shaft (J 1) carrying the large gear wheel (J), and as the latter is rotated and meshes in the gear (I) a rotary motion is given to the exterior wheel (H).

Again Doing Business.

The Phoenix Cycle Company arises from the wreck of the Sweeting Cycle Company, and will continue business at the stand of the latter, 815 Arch street. R. H. Smith of the Indiana Bicycle Company is chairman of the new company, and W. T. Wilcox of the Stover Company is secretary. T. Henry Sweeting will act as manager. The store is open and business being transacted as usual this week.

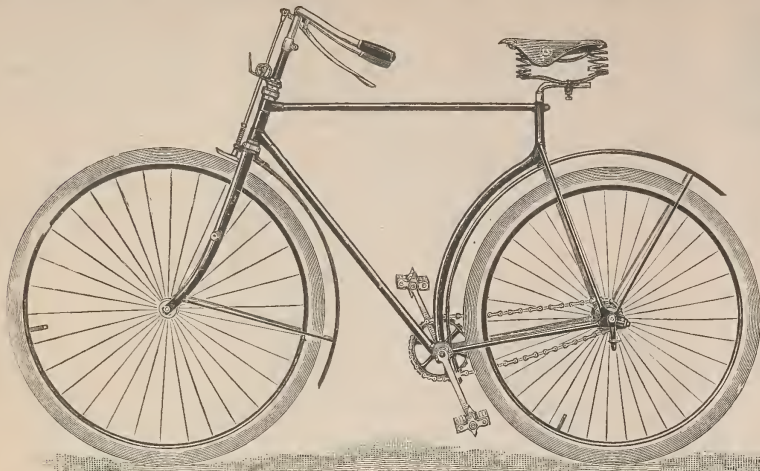
The Coventry Machinists' Company.

It was just a year and a half ago that the Coventry Machinists' Company, of Coventry, Eng., opened a branch in Chicago, yet in that time the genial

The Moffat Affair.

On Tuesday an intervening petition was filed with Judge Hutchinson in the suit of Howard A. Smith against the Moffat Cycle Company, in which charges are made against Mark W. Hill, late treasurer of the concern. It is claimed that Hill, as one of the directors of the company, confessed judgment in favor of his wife, Caroline D. Hill, for \$8,992, and upon a scale of the assets under the execution Hill purchased the property. Claim is made that the judgment is without consideration and that the sale is void as against the creditors. If the petition is correct the company has accounts and bills receivable worth some \$19,000. The judgment creditors filing





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.

The "JAMES" are Scoring Everywhere.

E. E. Mocket, of Lincoln, Nebraska, won the mile and two-mile State Championship, on July 3, covering the last quarter of mile (in the two-mile race) in 34 seconds. Mocket rode a "James" Road Racer.



MODEL NO. 1.

## FIRST AND SECOND FROM SCRATCH.

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.

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.



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.

## 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.



manager, A. J. Marrett, and the Swift cycles, than which no better wheel is made to day, both became well known and immensely popular. The first store was at Nos. 11 and 13 Madison street, but seeing that trade was drifting south-



A. J. MARRETT.

ward, and the fact that rent was less on Wabash avenue. Mr. Marrett decided to move, which he did last spring. He now has a large store well fitted up for show room, office, storage and repair shop, and here hundreds of Swifts are crated and shipped away. The Swift is



ROBT. W. SLUSSER.

a popular wheel, and many have been sold in Chicago this season, the Holbein being the leader. Mr. Marrett is ably assisted by L. W. Conkling, until recently president of the Washington Cycling Club and one of Chicago's oldest wheelmen, and R. W. Slusser, formerly of



L. W. CONKLING.

New Orleans. Mr. Marrett is a member of the Lincoln C. C., Century Road Club and Lincoln Cycling Camera Club, and is great on photography. No man in the trade is better liked than Mr. Marrett.

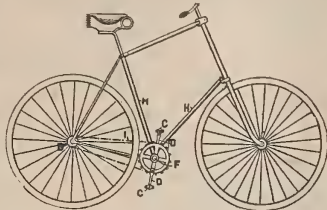
Mr. Conkling is next to Mr. Marrett in

the affairs of the house. "Conk," as he is generally known, is old in the service, having been with Spalding and Sweeting. He is unfortunate enough to know how to compile road books, and is generally sought for such work, while as starter of the great Pullman road race—well, he is the only man who has ever had the honor.

Slusser manages the books and cash of the concern. He hails from New Orleans, where he was prominent in the Louisiana C. C.'s affairs.

#### A New Driving Gear.

The inventor of this, John Magennis of Liverpool, claims that a wheel can be driven at greater speed without increase of power over an ordinary safety; or,

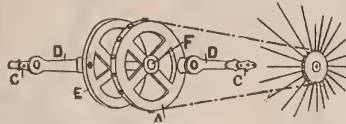


that it can be driven at the same speed with much less power. The inventor says, in his specifications:

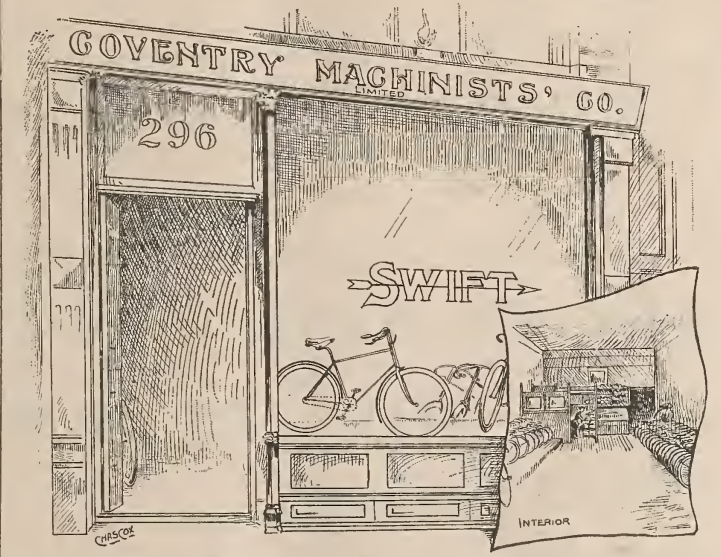
According to my invention I make the wheel to

I do away with such cranks altogether, and I attach the pedals approximately close to the rim of the wheel, which is to be revolved by the rider's feet. By this means a more steady and direct force is attained and a correspondingly greater amount of pressure can be exerted on the wheel in question. Where the wheel is of large size, the pedals may be inserted directly on the face of the wheel close to the rim; but to do this in the case of

FIG. 2.



such a sized wheel as A would tire out the rider, owing to the small amount of throw. I therefore in those cases where the wheel is not of specially large size, attach the pedals (C C) to the rim of the wheel by means of the arms (D D), and so still preserve the steady and direct force while providing a convenient throw for the rider's feet. As by my invention the cranks on the axle are done away, the pedals being applied approximately close to the rim of the wheel to be revolved, it becomes necessary to so arrange the driving-gear in its bearings or support that clearance will be left so that the pedals and the rider's feet can travel freely through the circular path without encountering any obstacle. It will be seen that I provide for this by arranging so that the bearing or support comes in between the two pedals. By providing two wheels (A and E), of which one (A) is the sprocket-wheel fixed on a common axle (F), this axle can be journaled into the bearing or support (G) in the framework (H) of the velocipede. Of course, if desired, both the wheels (A E) may be sprocket-wheels, so that one may be used



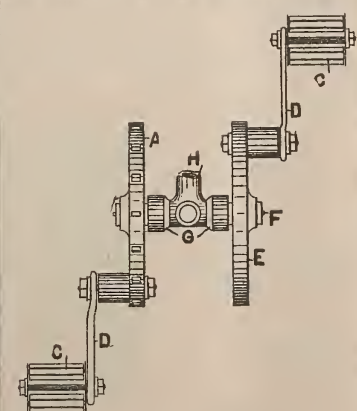
which the power of the rider is directly transmitted—that is, the forward sprocket-wheel (A)—of much larger diameter than is usually the case. For instance, I make it from one and a half times its ordinary size to three times its ordinary size as large again, these sizes being regulated by the speed it is desired the velocipede shall attain, as by this construction the multiply-

when the sprockets of the other become worn out, or instead of having, as shown on the drawings, only one link chain (I), causing the small sprocket-wheel (B) to revolve, two small sprocket-wheels might, if desired, be made use of, so that when both wheels (A and E) are sprocket-wheels, two link chains could be used for driving the two small sprocket-wheels

#### New English Inventions.

These abstracts are prepared immediately after the patents are applied for, by G. Douglas Leechman, 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.]

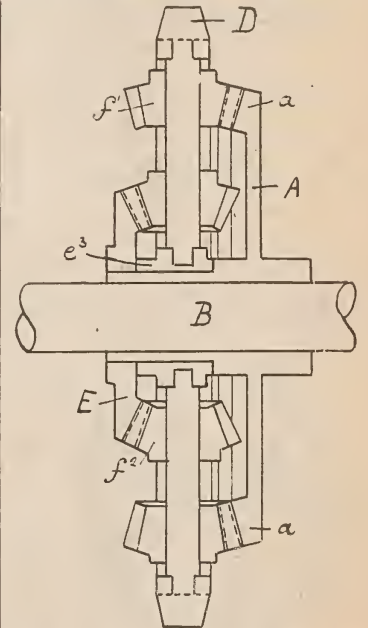


ing power of the gearing is greatly increased. In the example shown on the drawings the forward sprocket-wheel (A) is two and a half times as large as the small sprocket-wheel (B) which is a considerable increase in the proportions when compared with the present gears; but the wheel (A) could be of considerably larger size where higher rates of speed are wanted.

Instead of keying or mounting in a fixed manner upon the axle the pedal-cranks, as heretofore,

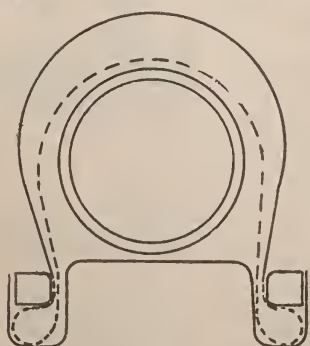
same." Date claimed under international convention, Sept. 11, 1891.—This invention is an application of the principle which consists in forming the tube which resists the pressure, of an open circular band fastened to the two sides of the rim. In the tube thus formed an air chamber provided with a valve is placed. The two sides of the rim are of a gutter-like section. The outer tire is made with an enlargement at each side. These enlargements are of the same width as the gutter. The tire is put on the rim, placing the enlargements at the bottom of the gutters, and above these enlargements a circular metal band is put. This band fits exactly between the outer side of the gutter and the rubber tire; the two ends of the band just meet each other and are fastened by screws or by other means. When the air chamber which has naturally been placed inside the tube thus formed is blown out, the enlargements of the tire abut or press against the metal bands, and the tire is maintained perfectly in position. This first claim is for "the combination of a rim having a trough or gutter round it at each side, an inner tube containing air or gas under pressure, an outer tire consisting of a strip having enlargements at each side fitting into the troughs or gutters, and bands, each fitting into one of the troughs or gutters, with one side against the outer side of the trough, the opposite side against the other tire and the bottom against the enlargement, substantially as described."

No. 15,859. R. Illingworth and J. Bush's "improvements in variable speed mechanism for driving cycles." Sept. 18, 1891.—In carrying this invention into effect, the chain wheel (D) is so mounted as to revolve on the loose sleeve (e 3) on the crank spindle (B) and upon this crank spindle (B) side by side with the chain wheel the bevel wheel (A) is fixed, having the teeth (a) around the circumference of that face of it next



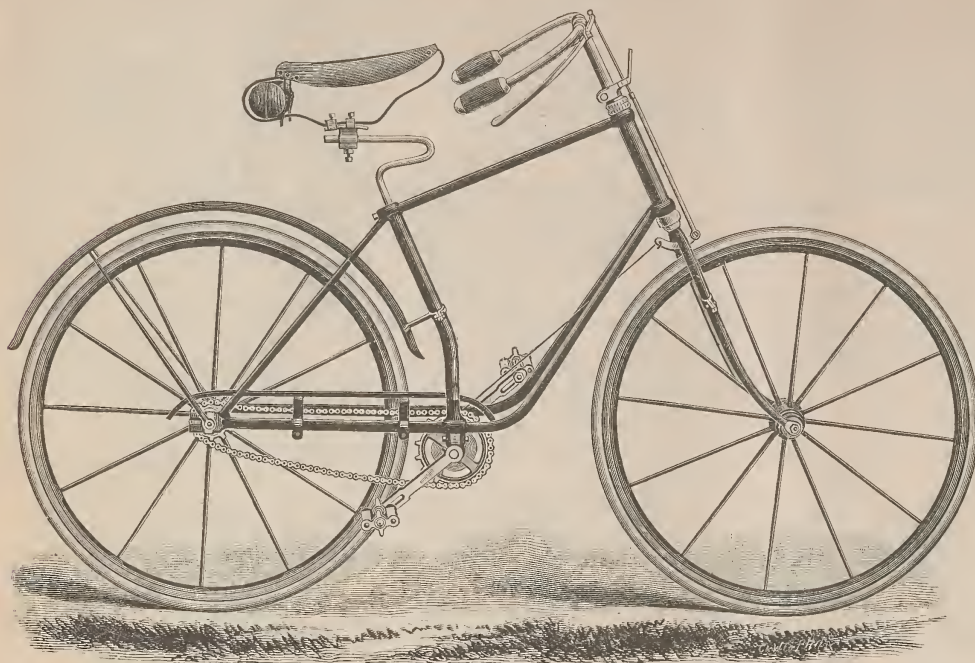
to the chain wheel; within the chain wheel one, two or more spindles are fixed, and upon each of these spindles the two bevel pinions (f 1 and f 2) are mounted to revolve together the one (f 1) engaging with the teeth on the face of the tooth wheel (A) the other (f 2) engaging with the teeth on the inner face of the tooth wheel (E) which is of smaller diameter and which is mounted on the opposite side of the chain wheel and so as to allow the shaft to revolve independently of it when it may be locked stationary. The speed reducing action of the arrangement is then as follows: The large bevel wheel (A) receives its movement from the crank spindle (B) to which it is fixed, and communicates the movement to the pinions, which are mounted to revolve within the chain driving wheel (D). The pinions are thus revolved, and engaging as they do with the smaller and stationary tooth wheel (E) are caused to rotate, thus carrying the chain wheel on which they are mounted with a speed which is reduced from that of the large tooth wheel in proportion to the difference in the size of the two outer bevel or toothed wheels (A and E), and as the relative proportion of the two outer wheels is varied, so is the proportion of the reduction or increase of speed effected.

No. 10,764. J. F. Palmer's "Improvements in or relating to pneumatic wheel tires." June 7, 1892.—The rubber is first moulded over a suitable mandrel wrapped (entirely or partially) with canvas or some analogous material suitable for a "back," and which is preferably inelastic and unyielding, like canvas. Thus a rubber hose is produced, which is, subsequently, properly vulcanized, thereby fastening the canvas, or the like, as an internal lining, which may extend entirely or only part way round the bore, depending on desire. The hose is then turned inside out by drawing it lengthwise through itself, as it were, whereby the



No. 6640. Michelin & Company's "Improvements in pneumatic tires for wheels of velocipedes and other vehicles, and in rims for the





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.

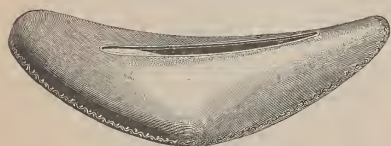
GENTLEMEN:—It affords me great pleasure at all times to speak of the Buffalo Light Roadster, that you built for me last year. I have been riding ten years now and have owned and ridden a number of different kinds and styles of bicycles. I have tried about all the different wheels on the market, and ought 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.

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

Fraternally yours, CHAS. E. GATES.

BUFFALO CYCLE WORKS, Buffalo, N. Y.

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

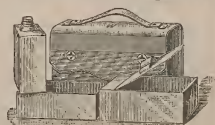
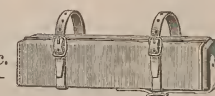
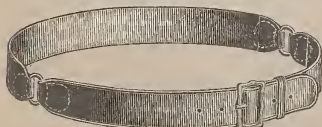


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—OF—



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.

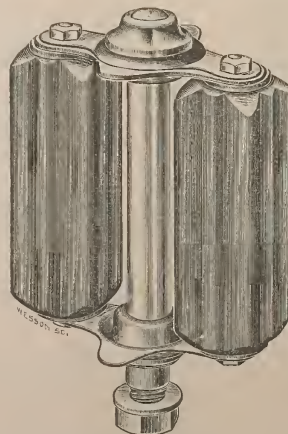


HAVE YOU SEEN THE

Curtis  
Combination  
Pedal?

IF NOT SEND FOR

CATALOGUE.



EITHER

Rubber

OR

Rat Trap.

The best pedal in the  
market.

DUST PROOF.

Ask your dealer for them.

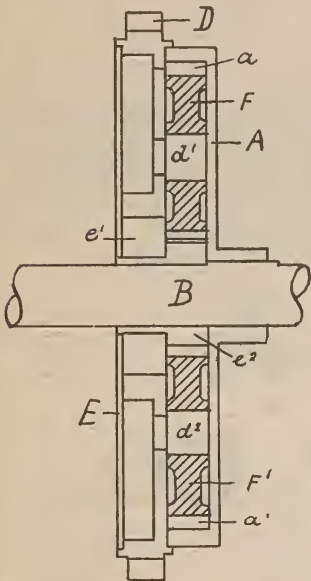
REED & CURTIS MACHINE SCREW CO., Worcester, Mass.

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. cow



lining is transposed to the exterior of the rubber. The rubber portion of the hose is thus obviously compressed to a degree of density which enhances its imperviousness, and also causes any puncture or break in the hose to be immediately closed.

No. 19,600. R. Illingworth and J. Bush's "Improvements in speed-reducing mechanism for driving cycles." Nov. 12, 1891.—In carrying this invention into effect the plate wheel (A) is secured to the crank driving spindle (B) at one side of the chain wheel (D) and around the circumference of the plate wheel (A) the internal teeth (a 1) are provided. Upon the other side of the chain wheel the side plate (E) is mounted upon and independently of the crank spindle in such a manner as to allow of being locked or fixed to any convenient part of the crank spindle support and provided with the projecting journal (e 1) and upon this journal the chain wheel is mounted so as to revolve independently of it. Upon the chain wheel the studs (d 1 and d 2) are fixed, and upon these studs the cog wheels (F and F 1) are



mounted so as to gear both with the internal teeth (a 1) of the plate wheel (A) and with the toothed wheel (e 2) which is fixed to the bush (e 1) so as to form a part of the side plate (E). It will thus be seen that as the crank spindle revolves it carries around with it the toothed wheel (a 1), which in turn revolves the toothed wheels (F and F 1), which, engaging as they do with the fixed toothed wheel (e 2) are caused to rotate as they revolve, carrying with them the chain wheel at a speed reduced in proportion to the difference in the sizes and number of teeth in the relative toothed wheels (a 1 and e 2). In the normal condition when the highest speed is required, the side plate (E) is unlocked from the fixed part of the cycle and is locked to the chain wheel (D) so that the whole of the mechanism revolves together, this being effected by reason of the inability of the pinions (F and F 1) to revolve when the side plate (E) is locked to the chain wheel (D) and thus the toothed plate wheel (A) carries with it the pinions, and with them the whole of the mechanism. The amount of the reduction of the speed is determined by the relative number of teeth in the two wheels (a 1 and e 2), and any alteration of the amount of speed reduced is effected by a variation in their relative sizes.

No. 10,766. J. F. Palmer's "Improvements in or relating to pneumatic tire tires." June 7, 1892.—This invention consists in forming a pneumatic tire of flexible material with a radial inner portion thickened and given throughout a concavo-convex, or wholly or partially collapsed form, applying to the thickened concave inner surface a strip or ring of substantially non-extensible fabric, such as canvas, said canvas ring having the diameter of the intended outside diameter of the tire, thereupon by a twisting operation turning the ring throughout its circumference to an inverted position, whereby the canvas strip is put outside and the soft rubber or other tube within the canvas, that is to say, between it and the center of the wheel. In this manner the canvas not being materially extended, it presents on reversal the same diameter as before, while the thickened rubber portion being held thereto and prevented from expanding, is compressed by reason of being changed from a concave to a convex curvature.

#### Recent Patents Granted.

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

480,349, pneumatic tire; F. May Sinclair, Coventry, England, assignor to the Pneumatic Tire and Booth's Cycle Agency, Limited, Dublin, Ireland; filed Feb. 15, 1892; serial No. 421,491.

480,400, valve for pneumatic tires; Edward R. De Wolfe, New York, N. Y.; filed April 18, 1892; serial No. 429,523.

480,441, bicycle support; William Star and Charles H. Dunn, Seneca, Pa.; filed March 17, 1892; serial No. 425,416.

480,585, unicycle; James Imlah, Barre, Vt.; filed Feb. 26, 1892; serial No. 432,907.

480,595, pneumatic wheel tire; Karl Lehmann, Berlin, Germany; filed Jan. 8, 1892; serial No. 417,518.

480,399, motor spring fork for bicycles; William Lynch and Eugene Tremper, Wallkill, New York; filed Nov. 20, 1891; serial No. 412,546.

480,600, velocipede driving-gear; John Mageunis, Liverpool, England; filed March 21, 1892; serial No. 425,773.

480,661, supplementary lens for bicycle and carriage lamps; Albert L. France, Milldale, assignor to the Kenton Can Company, Covington, Ky.; filed May 26, 1891; serial No. 394,187.

#### Two Wheels Stolen.

G. W. Willebrands, 28 South Canal street, Chicago, reports the theft of his Warwick combination wheel on the night of Aug. 16, and from the pavilion at Garfield Park. It was an 1890 pattern, made over and fitted with Morgan & Wright tires; No. 1674.

E. J. Priestly of Le Mars, Ia., offers \$50 reward for the detection of the thief and the recovery of his Coventry Columbia, No. 8,067, stolen Aug. 10, between 1 and 4 o'clock.

#### Trade Jottings.

J. J. Prial, of the *Wheel*, sails for England next Monday. The REFEREE representative, R. M. Jaffray, sailed from Liverpool for home last Wednesday.

G. Minturn Worden advertises an almost new racer for sale in this issue. It is the well-known Lion, and the advent of a new Remington of his own make is Worden's cause for selling.

Allen's Digest of Cycles with Attachments, 1789 to 1892, two vols., seventy-two sub-divisions. 1,500 pages, is nearing completion and will be ready for delivery about Sept. 15, despite the heated term.

Van Vrevart has won the championship of the Antwerp B. C. distance 100 kilometres, on the road; time, 3 hrs. 40 min., beating the Belgran record by thirty-two minutes. His mount was a James track racer.

Guy P. Wilson, of the *Baltimore News*, is spending a two weeks' vacation in New York. He deserved a rest, as his hard work for the recent Monumental City meet, and his duties of commercial and sporting editor of the *News* were hard on the hustling and clever Baltimore boy.

Mr. Dubois, of Rouxel & Dub is, at the Buffalo track, Paris, Tuesday, July 26, on a safety of his own make fitted with Michelin tires, beat the world's record from 100 to 500 kilometres, and the twelve-hour record as well, 371 kilometres (230 miles 936 yards) having been accomplished in that time. The distance of F. W. Shorland for twelve hours was 220 miles.

A. M. Scheffey, of Scheffey & Company, Rade street, New York, had a narrow escape from prostration during the late extreme hot weather, and for ten days had to keep shady, so to speak. This genial hustler, who for two years attracted attention to himself while in the employ of R. L. Coleman & Company, is building up a grand jobbing and wholesale trade for his own house, which carries a large stock at all times. A. M. is generally on the road.

#### Books and Pamphlets Received.

The REFEREE acknowledges the receipt of the following:

Washington Cycling Club, Chicago—Road Book for 1892, containing much valuable information for cyclists and many pages of advertisements.

W. A. Lloyd & Company, Birmingham, Eng.—Supplementary list for 1892 of frames, cranks,

rimms, chains, saddles, lamps, tools and all parts and sundries.

Overman Wheel Company, Boston—A very handsomely gotten up pamphlet on specimens of Victor advertisements, showing the neatest and most unique of those gotten up by Mr. Powell.

Springfield (Mass.) Bicycle Club—Programme of the "diamond tournament"; illustrated and handsomely printed.

"Spring Frame Logic"—Rouse-Duryea Cycle Company, Peoria. A neat pamphlet containing press opinions and testimonials on spring frame wheels and a few good words for the Slyph.

Kempton's Illustrated Vest-pocket Guide to Cincinnati and Vicinity—William D. Kempton, 63 West Ninth Street, Cincinnati, compiler and publisher. This little book contains nice engravings of Cincinnati's principal buildings and other interesting views, as well as routes, railroad information, public institutions, streets, etc.

Brown Brothers, 28 Great Eastern street, London—A massive catalogue for 1892-3 of every known accessory, tool, part, etc., of the cycle trade. Very complete and what every dealer or manufacturer should have.

#### Poor Boys!

They were going to Milwaukee, were Lumsden and "Fuzzy" Anderson. Fresh as daisies and happy as clams they went aboard the boat. Songs were sung, and



it was to be such an enjoyable trip, when lo! a rough sea, and the fishes were fed, not once, but many times. Deluded hope!

#### Sanger's Fast Mile.

The exceedingly fine weather of the past week was very propitious for racing, and as a result the lovers of track were treated to several events of more than usual enjoyment and importance. The largest number of admirers of the sport were attracted to National Park, Milwaukee, Thursday afternoon, it being the annual celebration of the games of the St. Andrew's Society. The yearly first day of this popular Scotch body is always largely attended; but at no time during the twenty-six years of its existence has the crowd been so large as on this occasion. The fact of the matter was, the crowd went to see the bicycle races, and manifested its impatience unmistakably at the rather lengthy programme of mediocre events gone through with by the "brawny Scotch" athletes. All the interest centered in the races, and the crowd of nearly 8,000 people was kept waiting un-

til nearly 5 o'clock before the track was cleared for the first race, a two-mile, handicap. The string of clever flyers started in this race were all good pedlars and furnished as exciting a race as the most ardent devotee of the sport could desire. W. C. Sanger, from scratch, rode in excellent form, gathering in the field without any apparent effort. He rode the first mile in 2:26, and in the second mile he loafed part of the way and finished in 5:02; W. Sanger, second and Mattie Marten, third.

In the five-mile, open, Sanger had for his opponent, beside seven of the best of Milwaukee's riders, Terry Andrae, "the flying badger." Andrae was in his old-time form and rode like a demon. Whenever he passed the grand stand he was cheered to the echo, which demonstrated that he had lost none of his popularity. It is thought Andrae would have won the race had he not, unfortunately, lost his pedal in the spurt. Sanger finished first; time, 14 r in.; Andrae, second; W. C. Wegner, third; C. E. Parks, fourth.

The newspaper men's race afforded quite a little excitement. Frank Putnam, who was afterward found to be a professional sprinter, finished first, with a 400 yards handicap. As the race was run under L. A. W. rules Putnam was barred. The result was: A. B. Lindsley, *Saturday Star*, first; Martin Rotier, *Pneumatic*, second, and Harry Seward, REFEREE, third.

Al Moyer, who was looked on as having a cinch on the race, did not ride, much to the regret of his many lady admirers present.

In the boys' race fifteen started. The first prize was won by John Murphy.

#### Columbus' Fine Prize List.

From all evidence now at hand the two days' meet of the Columbus Cycling Club, Sept. 5 and 6, will be a great affair, for there will be some \$3,000 worth of prizes, including a city lot, silverware, several gold and silver medals, an upright piano, buggy, six bicycles, clothing, sundries, etc. There will be eleven races each day, including a five-mile relay race (team) which will be run as follows:

The relay race is to be run by teams, each rider to ride one mile, under the following conditions: An exchange limit of 100 yards will be designated by white flags in front of the grand stand. Number one of all teams will start, riding the first mile, each carrying a courier packet, which is to be transferred to number two of the respective teams within the exchange limit; numbers two, three and four are to repeat the performance of number one, and the team represented by the first number five under the wire wins the race.

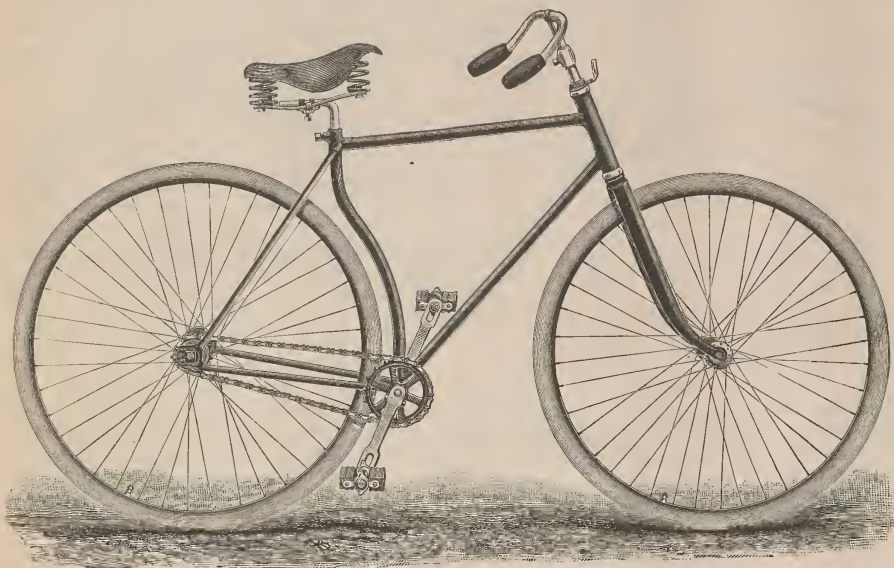
Besides the prizes named a \$100 diamond medal will be given to the one breaking the world's mile competition record (2:22) made by Munger at Springfield, Ill., July 4. The race meet is in the hands of several competent committees, and entries go to George W. Smith, 32 East Spring street, Columbus, O. The events will be as follows: One-mile, novice; half-mile, open; two-mile, handicap, local; one-mile, ordinary, open; one-mile, open; half-mile, 1:25 class; one-mile, handicap; half-mile, juvenile; three-mile, lap race; one-mile, 2:40 class; five-mile, handicap; two-mile, six minute class; half-mile, open; one-mile, Columbus Cycling Club; two-mile, handicap; two-mile, ordinary, handicap; one-mile, open; one-mile, 2:50 class; one-mile, handicap; one-mile, Columbus championship; five-mile, relay; one-mile, consolation.

#### Guinea's Assailant Fined \$10.

Joe Guinea's evidence was overwhelming, and Justice Whitney decided against Henry Schwaig, the Cicero policeman who so unwarrantably beat him July 31. Ten dollars and costs was assessed, and the case was appealed to the criminal court.



# MONARCH CYCLES



*One and One-half Inch Cushions or Pneumatics.*



*Write For Catalogue.*

Geo. Worthington Co., Cleveland, Ohio.  
Geo. Hilsendegen, - Detroit, Mich.  
Lutz & Dimberger, - Buffalo, N. Y.  
C. W. Dalsen Cycle Co., Philadelphia, Pa.  
Speedwell Cycle Co., - Baltimore, Md.



## THE MONARCH CYCLE CO.,

42 to 52 N. Halsted Street, CHICAGO.

cow

**WHEN YOU FIRST SEE IT IT MAY LOOK LIKE THIS**

**SWIFT**

*But after you become familiar with it it looks like this to you.*



**SWIFT**

Before purchasing our "Swift" safeties of you last May, we made a careful comparison between them and the other machines for sale here and found that the "Swift" was more nearly correct from a mechanical standpoint than any of the machines we examined. The simplicity of the machine, the accuracy with which all bolts and nuts were fitted, the design of the frame insuring great strength and the steel-tempered roller chain all combined to influence us in our selection. Since riding them we have no reason to change our opinion that they are the strongest, simplest and easiest running machines which we have seen.

Yours truly,

R. R. PIERSON, Engineer, { Omnibus Cable Co.  
T. W. C. SPENCER, Engineer. }

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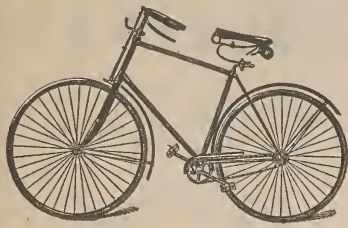
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GOOD LIVE AND RESPONSIBLE AGENTS WANTED. Catalogue Now Ready.

**Schoverling, Daly & Gales,**

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NEW YORK.



Chief Consul Gerould has appointed the following Illinois local consuls: W. S. McClintock, Galva; R. C. Wayne, Edwardsville; J. E. Babcock, Geneseo; W. A. Shriner, Virden.

Some one in Utica, N. Y., who has taken offense at bicycle riders, is reported to have an arrangement constructed of a scythe for the purpose of so placing it on the walk as to cut pneumatic tires.

The following officers for the ensuing year were elected by the Iowa division: Chief consul, Fred Beach, Muscatine; vice-consul, John D. Forbes, Sioux City; secretary, F. A. Clifford, Muscatine; treasurer, G. W. Jones, Des Moines.

The Chattanooga (Tenn.) Cycle Club moved into its new quarters Tuesday night. The two-story, nine-room house at 54 East Terrace street, owned by H. Clar Evans, has been rented and is furnished from top to bottom in elegant style. Double parlors, Brussels carpets, brilliant chandeliers, a perfect toned piano, baths, fully equipped dining rooms and kitchen—these are some of the conveniences and luxuries at the cycle parlors.

A preliminary meeting will be held at the office of Charles Schwalbach & Company, on Flatbush avenue, New York, next Wednesday evening for the purpose of a free discussion on the improvement of the thoroughfare on the Ocean Parkway for the use of wheelmen. This will be a call to the wheelmen's organizations of Brooklyn. The call will be of vital importance to all wheelmen, as the best way of forming a league for improvement will be discussed and possibly a mass meeting of wheelmen, attached and otherwise, will be called later in the season. No financial appeal is contemplated at the preliminary meeting.

Charley Callahan, of the Press C. C., was the only Buffalo rider who competed against Zimmerman in Hamilton on Monday, and in speaking of the renowned flyer the speedy Pressite said: "Zimmerman is riding exceedingly fast. He says that the telegram sent by the Press C. C. infused new life in him while in Europe, and he feels grateful to his Buffalo friends for remembering him. He told me he will arrive in Buffalo the night previous to the exposition races, and in referring to Buffalo I was amused to hear Billy Campbell say to Jimmy, 'For goodness

sake don't let the Buffalo boys know when you are coming. They will lionize you and carry you and your wheel on their shoulders up Main street. They're hustlers, they are!' Zimmerman assures me that he would ride like a fiend in Buffalo."—Buffalo Courier.

The non-owners of wheels in the Lake View Cycling Club and those who have not contested in races this season ride a special mile race at Thorndale this afternoon. None have been allowed to train.

Governor Russell of Massachusetts appointed a highway commission in accordance with the act of the legislature to report on methods and means of road improvement, consisting of W. S. McClintock, of Chelsea, a civil engineer; Professor N. S. Shaker, of Hartford, the geologist, and George A. Perkins, of Cambridge, chief consul Massachusetts division.

According to a Michigan paper, a Manistee wheelman, going at a racing clip, struck the Salvation Army corps during an outdoor service and wrecked the big drum, the French horn, the captain and the sister who was shaking the tambourine. The city marshal, who was trying to induce the Salvationists to get off the sidewalk, also went down in the general wreck.

The bicyclists who ride "scorchers" in the streets look like monkeys on the Shetland ponies of the circus. It would be just as absurd if a man should come down to business and drive around the streets dressed in jockey clothes on a sulky, behind a fast nag, as it is for these so-called wheelmen to mount a racer, get a green apple pose, and go about the city in the ridiculous way they do. Everybody laughs at them for their pretensions, and they bring bicyclists into contempt among the sensible people.—Detroit Journal.

According to the Fort Wayne (Ind.) Gazette, one of the delightful occasions of the season was the out-door lunch given by the Ladies' Cycling Circle to members of the Triangle Club, Saturday evening. At 6 o'clock a committee met the Triangle Club at the Y. M. C. A. hall and escorted the members to a beautiful grove four miles out of the city, on the Leo gravel road, where a magnificent supper was served in several courses. The evening was a pleasant one, and never did a merrier party gather at an out-door dinner than that which partook of the hospitality of the young ladies. After supper Captain Evans made a brief address in which he highly complimented the young lady cyclists, the Triangle Club passed a vote of thanks to its fair entertainers, and the party then enjoyed a delightful moonlight ride back to the city.

## NOTICE.

### SCORCHER LAMPS,

WEIGHING 15 OUNCES.

100 Only. Just In. Retail Only.

THE SPOONER-PETERSON CO.

CYCLES,

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#### To Care For Visiting Wheelmen.

Captain Van Sicklen of the Chicago Cycling Club has thought out and presented to the club a scheme for utilizing the old club house after the new home has been occupied, or during the World's fair. The club cannot sub-lease without permission from the owner, and it is not likely he would consent to any such arrangement, so the plan is to take in some 500 non-resident members of the visiting wheelmen and furnish them, or all that can be comfortably accommodated, with cots at \$1 per day. The 500 non resident members would give the club \$2,500; 60 cots at \$1 per day for 150 days, \$9,000; profits on cigar sales, \$500; total, \$12,000. The expense is reckoned at \$4,100, leaving a profit of \$7,900, which will go toward paying for the new home. Wheelmen would gladly join the club to have the benefit of its home and protecting wing, and then only club members would be housed at the old home. The rate of \$1 per day would be very cheap in those times, and the new club members would be saving considerable.

Some of the daily papers are considerably stirred up over the matter. They fear that—"does it tally with the general idea of what is due from hosts to find that they are nothing more than landlords?" The fact is that if the scheme goes through the club will merely be taking care of its own members from out of town, and will be saving them considerable money and will, at the same time, be utilizing the old house and making a profit to go into the new house. The plan seems feasible and is a good idea.

#### An Original Prize Contest.

To the first person who by taking two letters from the word "Plague," can make the name of a disease that is common in portions of both the United States and Canada, will be given an ele-

## "Lion"

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### Bargain!

List \$165. Will Sell for \$100.

28-inch Wheels, Bidwell Tires, red enamel and nickel, gear 66, weight 29 pounds. Not run 50 miles. Reason for selling have just received my Remington racer. Address

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giant Upright Piano (valued at \$325, or its equivalent in cash, if preferred). To the second person will be given an Pony, Cart and Harness complete (valued at \$200, or its equivalent in cash, if preferred). To the third person will be given an elegant Gold Watch valued at \$75, or its equivalent in cash. Fifty other prizes, ranging in value from twenty-five dollars to five dollars will be awarded to the next fifty persons sending correct solutions, strictly in order as received. If you have tried other so-called prize competitions without success, you must not condemn these offered by this company, as they are perfectly reliable and are carried on in good faith. Contestants must enclose U. S. Postal Note for thirty cents (or fifteen two-cent U. S. stamps) for one month's trial subscription to the Ladies' Pictorial Weekly, which is the handsomest and best illustrated weekly publication for ladies on this continent. The only object in offering this competition is to introduce it into new homes, and we guarantee that no partiality will be shown in the awarding of prizes. Persons living at a distance or in the United States have as good an opportunity, as the date of postmark on letters will be given precedence, so answer early. Address LADIES' PICTORIAL CO., "D." Toronto, Canada.—16-2.



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CONVERTIBLE, STRONG, LIGHT RUNNING

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KING OF SCORCHERS, SEMI-RACER  
KING OF SCORCHERS, ROADSTER  
RELIABLE  
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ARIEL  
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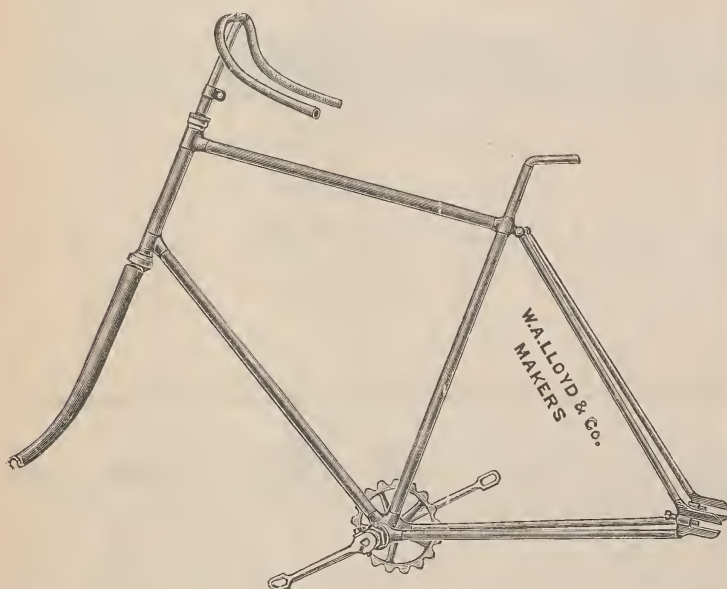
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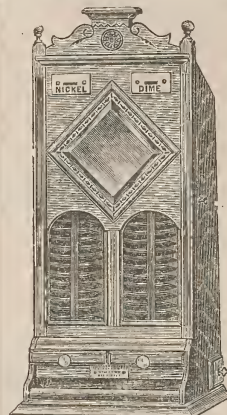
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The Cabinets are made of Selected Quartered Oak, fine Antique finish, with a 2-4 inch bevel French plate glass mirror in front, set in ivory and gold moulding. Trimmings are of fine silver plate. French plate glass in front of Cigars.

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WM. E. TANNER,  
Fall River, Mass.

The Sandusky, O., cyclers have appointed a "road hog" committee, whose duty it is to prosecute this species of swine for his misdeeds.

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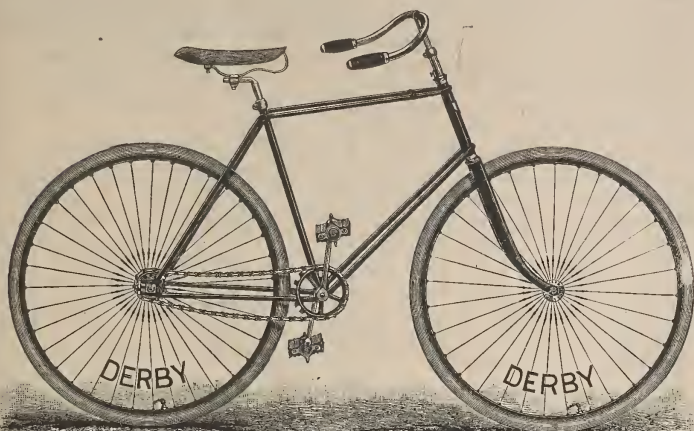
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Boys' and  
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