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TO ADVERTISERS:

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

THE MAKERS' AMATEUR.

One of the great questions of the day is whether or not makers' amateurism shall be tolerated, and whether men known to be in the employ of manufacturers—receiving salaries, in short, for riding certain wheels—shall be permitted to compete in the same races and on even terms with riders who pay their own expenses and are amateurs in fact—though not from choice, possibly—as well as in name.

A rumor has been placed in circulation to the effect that the racing board had decided that hereafter a man may, if he feels disposed, accept payment from a manufacturer without jeopardizing his amateur status. Where this rumor originated no one seems to know, and where the daily papers obtained authority for making it public, is equally hard to tell. We learn on very good authority that no such decision has been reached by the board.

It seems to be generally conceded, however, that the league has been unable to cope successfully with the makers' amateur, and that the racing board is casting about for a means of permitting him to continue to race without tolerating any such flagrant breaches of the rules as are at present so common.

It is high time some such step was taken. The REFEREE has always been an advocate of a change in the system which permits a paid man, whose training is done at the expense of a maker or wealthy club, to compete with men self-trained and whose racing and training are done in spare moments and at their own expense. Nevertheless, we consider the paid man, if not actually a necessity at least of benefit to the sport. Without him our racing would be of far less interest than it is at present, and the gradual lowering of records to their present place would have been almost out of the question. Such records as we have today could only have been made by men whose time was devoted to the game, and who were therefore able to take advantage of every favorable opportunity. The rules as they now stand are grossly unjust. They permit one man to induce another to commit an illegal act for which he may be punished, while the man who hires him may go free. It would probably worry some of the manufacturers very little should they receive notice that, for such and such an offense they had been suspended for so many days; but that does not alter the fact that to suspend the rider while the employer goes free is a rank injustice.

What the racing board will do in the matter is difficult to estimate. It seems, at first glance, that it has no power to do

anything without the consent of a constitutional convention. The amateur rule has been made part of the league's constitution—a foolish step as we have always believed—and under that rule no man who receives payment from a maker can become or remain a member. The executive committees and racing boards of the past have been able to make out some extraordinary cases, and prove them, too, to the satisfaction of those people who chose to swallow them wholesale, and possibly a way may be found to so distort the amateur rule as to reverse the conclusion mentioned above. The fact will remain, however, that a paid rider cannot, under the rule, remain an amateur.

It has been suggested that class racing will remedy the evil. How? Placing fast men in a fast class will make them no better specimens of amateurs than they are now.

There are two courses open: the one to enforce the rule as it stands, the other to call a convention to have it changed. In all probability the latter course will eventually be adopted. It should be. Like all great reforms, however, it will take time and patience. When the time comes it will give the cash prize advocates a chance to air their hobby, with no insignificant opportunity of seeing it adopted. Let no man fall into the mistaken idea, however, that he can at this moment receive payment and not get caught at it! The report that "everything goes" is quite erroneous, as a few men who, like Graves, become too reckless, may rue their carelessness.

Gradually, we believe, people are awakening to two facts—facts which the much-abused Ducker and other promoters of big race meets discovered long ago, viz: firstly, that makers' amateurs cannot be suppressed, and that it is therefore better to have them ride in their true colors; and, secondly, that makers' amateurism is beneficial to racing interests.

The point now to be decided is, whether these men, as in the days gone by, shall compete in a class by themselves—promoters they were once called—or whether they shall continue to be turned loose among the lambs to gather in all the choice pickings of the pasture.

CLASSIFYING RACING MEN.

We have previously called attention to the fact that there is on the books of the racing board a ridiculous rule which provides that every official handicapper shall keep a record of racing men, so that he may be able to tell what class each man is entitled to compete in. Of course no one pays any attention to it. We doubt whether one man could, by devoting his entire time to the work, keep such a record.

How, then, are these records to be kept? We respectfully suggest that, following the example of the executive committee, the racing board should have a secretary, paid if necessary, and that the promoter of every race meeting should be required to furnish the secretary, within a few days after the races, a complete record of all the events. The official handicappers could obtain the information by circular from the secretary. Thus one man might perform the work which is at present left to a dozen—and neglected.

ARRANGING A CIRCUIT.

From time to time the REFEREE has pointed out to race promoters the desirability of a meeting, early in the year, to which all clubs within a certain range should be invited, for the purpose of so arranging a circuit as to entail the least possible expense on the racing man. Such a meeting was held in Chicago

Saturday night, but it was the result of a tangle in which various cities found themselves, and which difficulty could have been avoided had these same gentlemen come together earlier in the season. Slowly but surely the trotting circuit idea is forcing itself upon us, and sooner or later circuits will be arranged in the same manner.

It is quite within the range of possibility, too, that the trotting associations' example will be followed in other ways in due course of time. Years ago the veteran Eck made many suggestions as to the future of racing which were deemed fanciful at the time but which have gone into effect since. In the last issue of the REFEREE he made other suggestions, which, while they may not be put into practice, deserve consideration. His plan for the formation of an association of race-promoters or clubs, with a paid secretary to transact its business, keep the records of the men for class-racing purposes, etc., might lead up to some improvement in the present classifying and handicapping methods at least. They need it badly.

THE grounds of the Chicago Cricket and Athletic Club, whereon stands the Parkside track, were advertised for sale in Sunday's Tribune. How some of the members stormed and called us nasty names when we stated, eighteen months ago, that there was a prospect of such action. "The chickens will come home," etc.

WE venture to suggest to a couple of our contemporaries the advisability of discontinuing the self aggrandisement so conspicuous in their columns. Results tell the tale. We do not find it necessary to tell the reader what the REFEREE is doing. He is able to judge for himself.

Last Sunday's Tours.

Sunday last was a great day for tourists, century riders and club men. The clay and dirt roads were superb, the gravel roads a little dusty. The Elgin-Aurora century course was not as crowded as the excellent roads might have indicated it would be. Two ladies, the Misses Lizzie and Charlotte Stahl, accompanied by Frank Daly, S. T. White, R. M. Barwise and Will Stokes; Will Herrick, Moxam, Powell, John E. Parker, W. A. Kinkad, Frank Chase, Dr. Baker, C. H. Baker, and many others were seen on the Elgin-Aurora course, and Herrick, Moxam and Powell finished in 8:45. The condition of the course argues well for Ulbricht's chances next Sunday to break the record of seven hours which Cutting claims. Two of the Washington club rode to Long Lake, and Joe Gunther, of the Lincoln club, rode a century to Evanston and return and to McHenry Saturday. On Sunday morning O. F. Merpall and F. T. Werner rode to Milwaukee in 9:30. Spooner started at 5:35 Saturday and finished 120 miles to Evanston and return and Brown's Lake near Burlington, in twelve hours. Sunday he rode the century home in eight hours: actual riding time, 6:15.

Ten of the Æolus club rode to Palatine, forty-eight of the Æolus club to Schutze's park, where three of the men captured the three prizes in the Turner's race; Jersa first, Skykora second, and Holub third. Twenty-eight of the Columbia wheelmen rode to Lemont, and forty of the Illinois Cycling Club went by boat Saturday evening to St. Joe, where they spent a most pleasant day. The Garden City Wheelmen had a score of men at Pullman, and the Columbian Bicycling Club, Miss Alice Poole, captain, rode from Milwaukee to Waukesha, over a dozen ladies being in the party.

MAKING LOCAL RECORDS.

Some Very Remarkable Riding Recently Reported.

Local records are being claimed daily now. So-called records are being daily broken. Men and youths are riding themselves to death to break and to establish records. There is no system in this branch of the sport, and why? A man wants a record and starts for it from no objective point, has no reputable timers, no judges, and no checkers. He claims to have ridden to Milwaukee, Aurora, Elgin or some neighboring city in 6:55, 8:00, 2:15 or some such figures, and possibly did.

Some of his fellow wheelmen, having implicit confidence in his honesty, believe him, others say it is impossible, and he never did it. They indirectly place him among the fakirs, and yet he was honest about it. There are really no local records. They are so called but who can prove them? In the spring of 1891 the Associated Cycling Clubs met and appointed a committee of three, R. G. Betts, L. C. C.; George Barrett, C. C. C.; and E. J. Roberts, I. C. C., to lay out a number of courses for speed trials. If the writer remembers rightly these were, Chicago to Pullman, Chicago to the Indiana state line and return, Chicago to Aurora, Chicago to Elgin, Chicago to Elgin-Aurora and return, Chicago to Wheeling, Chicago to Waukegan, Chicago to Kenosha, and several other objective points.

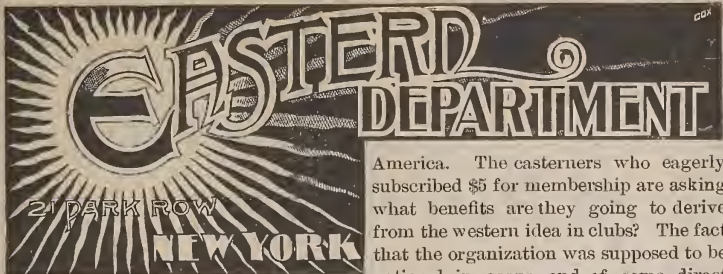
THE STANDING PLACES.

To southern points the Leland Hotel was the starting point, to northern and northwestern points, Dearborn avenue and Chicago avenue, west side points, Halstead street and Washington boulevard. The committee was delegated to have courses, measured presumably by cyclometers, and to name points which all record-breakers must finish or begin their rides. This was never done. Had it been done much local interest among wheelmen would have occurred. The committee was also to appoint official timers, who could be called on when such attempts were to be made, the record breaker to pay their expenses. The plan was an excellent one but never carried through. Were it to be taken up now, much interest would be aroused ere the season's close. No official record slate is kept now and all the rider has to go by is a say-so. The Century Road Club, at its annual meeting, prescribed rules for the guidance of local record-breakers and laid down rules very similar to the above. These have never been published.

WILL START SUNDAY.

Sunday Ulbricht starts to establish a record over the Elgin-Aurora century course. He will have the proper officials and will be paced by twenty men. Now that rules are more generally known, other records will be established, and by the season's close we will no doubt have a complete set of local records. These records claimed, as they stand to-day, are about as follows, with Chicago as the starting point or objective point: Milwaukee, 100 miles, via Wheeling, 6:55, Fred Nessel; Elgin-Aurora and return, 102 miles, 7:00; to Lake Geneva and return, 173 miles, 18:45, G. Paulsen and L. Tagholm; Milwaukee and return, 200 miles, 20:05, G. Paulsen; Elgin, 37 miles, 2:15, C. D. Cutting; Aurora, 44 miles, 3:00; Wheeling, 25 miles, 1:54; Pullman, 16 1-4 miles, N. H. Van Sicklen, 52:20; Long Lake, 50 miles, 3:00, Harry Rose.

Hibbard, Spencer, Bartlett & Company have found a very satisfactory demand for New Mails in the \$100 grade. They do not handle the higher grade.

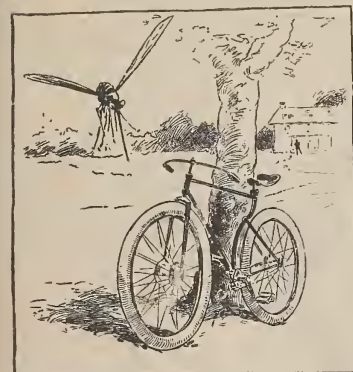


A Pneumatic Tired Sulky Craze.

NEW YORK, Aug. 22.—There has been more talk over pneumatic tired sulkies and horse tracks in New York, the past few days, than there has been about Zimmerman and the cycle tracks and coming meets. Nancy Hanks and Hal Pointer and the pneumatic-wheeled sulkies have been the cause of much type used, editorially, and from an illustration standpoint. The *Evening World* on Thursday ridiculed the idea that Nancy Hanks' new figures for the mile were born through the agency of air-shod wheels, and stated emphatically that it was blood and breed that did the business.

WHAT BONNER THINKS.

The next day the *World* came out with a cut of Sterling Elliott's new thing in



sulky wheels, and a two-column interview with the astute millionaire, Robert Bonner, who ascribed the increased speed to the pneumatic wheel, and gave a practical illustration of the whys and wherefores of the new developer of trotting speed. Bonner thinks Sunol can beat Nancy Hanks' time, and Marvin, his trainer, has ordered two new sulkies for the speedy California trotter, whom Bonner thinks will come close to 2:05 before the snow flies. Four telegrams on Friday to the Pope Manufacturing Company's New York house frantically urged Elliott Mason to ship pneumatic wheels of Sterling Elliott make to various points.

ELLIOTT STRIKES OIL.

The "Hickory Hose-pipe" man has struck oil beyond a doubt, and is working night and day, yet his factory force fails to keep pace with the numerous orders wired in from all over. To lessen the pressure Elliott has licensed two carriage firms to make the wheels, one of them being the largest builders of sulkies in America, and as Elliott has covered his wheels with patents pretty thoroughly, it will make a millionaire of him in short order, and no man deserves success more than the man who stuck manfully to hickory wheels for many years. Nancy Hanks was the mother of President Lincoln, and the bicycle pneumatic wheel is the father of trotting and pacing records up to date, so the horse-men will think that there is some good in "them bicycle fellers" after all.

They Want to Know, You Know.

There are many inquiries in this section as to what has become of the Century Road Club of Chi—I beg pardon—

America. The easterners who eagerly subscribed \$5 for membership are asking what benefits are they going to derive from the western idea in clubs? The fact that the organization was supposed to be national in scope and of some direct benefit to its subscribers, causes many from the east to ask questions as to why its officers for the greater part are from Chicago, and the present listless attitude of the scheme. The eastern members say that if the club is to be national in scope the east should rightfully be recognized in the election of officers, and they would like to know what position the Century Road Club is going to take in cycling, as there seems to be a lack of knowledge in the premises, not only here, but in Chicago as well, judging from comments heard and seen in the papers.

THE CLUB'S MISSION.

It was thought the mission of the club was to encourage and control road racing, and possibly the adverse comments on road racing might have persuaded the club that it was not a field for usefulness; but the eastern members wear their badges and want particulars as to who is going to run the club and what is going to be its field as an endeavor in the field of cycling usefulness. A good many thousands of dollars have been in-



vested in the Century Road Club plant. When will the factory start manufacturing? There might be a good field for the club on the lines of the old B. T. C. of Great Britain, whose membership numbered about 20,000 some years ago.

WHAT IT SHOULD DO.

There would certainly be a better chance to make a success in encouraging touring than in defying the laws with encouraging road racing or running up century runs for a piece of metal, which encourages successes in cycling more harmful than anything else, and many a delicate constitution has been shattered completely in the mad desire to ride a hundred miles when ten would have been more appropriate. Touring is the most delightful and beautiful thing in cycling, and a quiet tour and a knowledge of the "lay of the land" beats hundred-mile scorchers worse than Zimmerman would a racing novice. The L. A. W. seems to have its hands full with track racing and cycling politics, and the field of touring is practically unoccupied. Will the Century Road Club take advantage of the situation?

Too Popular; Alas, Poor Zimmy!

There's music in the air—in the M. A. C. air. The promoters of the "gigantic," "mammoth" (and other circus names) cycle meeting which is to be given under the auspices of "Director of Cycling Money-penny, M. A. C."—so reads the

bill—have heard that A. A. Z. will not compete at the "gigantic" next Saturday, Aug. 27, and the committee, of which "Pap" De Graff and Mr. Betting are members, is saying some harsh things about the "Jersey Skeeter," who entered for the building lots (they say the real estate was offered in order that "the skeeter" might build his nest in New York), but who has evidently been seduced by the winning smiles of George Collister, Josephi and the rest of the Clevelanders, whose pianos, bicycles, watches and good track captured the British conqueror.

USE HIM FOR AN ADV., THOUGH.

But the M. A. C. keeps on advertising "Zim." and Tyler when they know there is not one chance in a thousand of "the skeeter" being within a thousand miles of the "mammoth carnival" on the day advertised; and they feel very sore, for I believe the cute "Zim" did tell De Graff he would be on hand; in fact, I believe that your correspondent was present on the steamer Crystal Spring when the talk occurred. But the question remains, are the M. A. C. young men doing the right thing in drawing a big crowd, a majority of which will want to see Zimmy, and won't somebody be accused, later on, of playing "bunco" with the dear public?

KNOWS HE WON'T COME.

The committee knows that Zimmerman won't be there, and possibly knows that Tyler won't, also; then why make cards of them? True the race meet is an invitation affair, but many will pay for seats when they get there, like they did at the Riverside meet, and therefore it doesn't seem exactly in keeping with amateur meets to advertise a "woolly horse" and a "white elephant" when neither will be on view. It smacks too much of go-as-you-please professional showman's tactics with the showman an amateur. With the full knowledge that



Zimmerman will not be there, and the fact known ten days ahead, it will be curious to note what excuses the public will be asked to receive. Indulging in a little prophecy, I predict that Zimmerman will get a gentle roast all 'round, and be accused of meeting Windle and breaking faith with the M. A. C. See if this is not about right.

WHY HE WON'T APPEAR.

But the true cause of his non-appearance was given me by Manager Frank Bowden, of the Raleigh company, last Wednesday at 2:15 p. m., in the Raleigh cycle depot, as follows: "I have just received a letter from Joe McDermott, who says that he doesn't intend to allow Zimmerman to compete at the M. A. C. on the 27th for these reasons alone: 'In the first place, the track has a reputation of being decidedly unsafe, and he would not like to see Zimmerman take a fall just now, much as some probably would like it; then there would be an excellent chance for pocketing a man, I'm told, on this track; then another and a powerful reason is that Zimmerman is to compete

at Cleveland on the 26th, which would compel him to take a night train and he would only arrive in New York just in time to race, and we think it would be unwise to allow him to start, so he will race in Cleveland the second day instead of taking any chances here.'

GOOD REASONS, THESE.

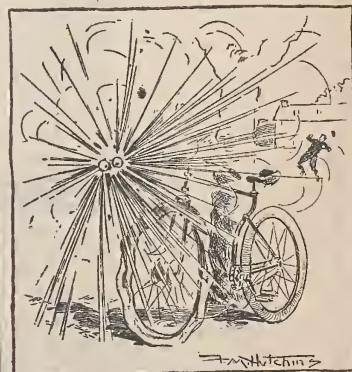
"These reasons are ample and quite logical, and when Taylor has refused to race on the M. A. C. track, and Windle has fallen on the same, no doubt Zimmerman thought he would be better off in the west, although it must be said to the credit of the M. A. C. men they have for the past month promised a safe and fast track. The banking of the same is to be of some patent order. But, after all, is not Zimmerman his own master, and has he no rights or privileges, or the right to change his mind if facts brought to his notice (since verbally entering) induced him to change his mind? I should think so; and you can depend on one thing, that the first time Zimmerman, Windle and Tyler come together it will be at historic Springfield, where a mammoth, gigantic, stupendous meet is always assured, with no absentees."

Those Unsigned Racing Board Queries.

First be it known by all men that H. Crowther is cycling editor of *Sporting Life* (and a member of the L. A. W. racing board), so when you read his criticisms on penny-a-liners, you must allow some lateral motion, as it were, for it is not customary for a member of any firm to speak harshly or allow anybody else to criticize his brother members; but it is only fair to credit the brother of his son with more liberality than a member of the governing body of the L. A. W. generally possesses. I'm hit because the REFEREE, through a letter from the east by me, first called attention in its news columns, and editorially, to the lack of signature to a "pumping" circular sent out by the racing board chairman.

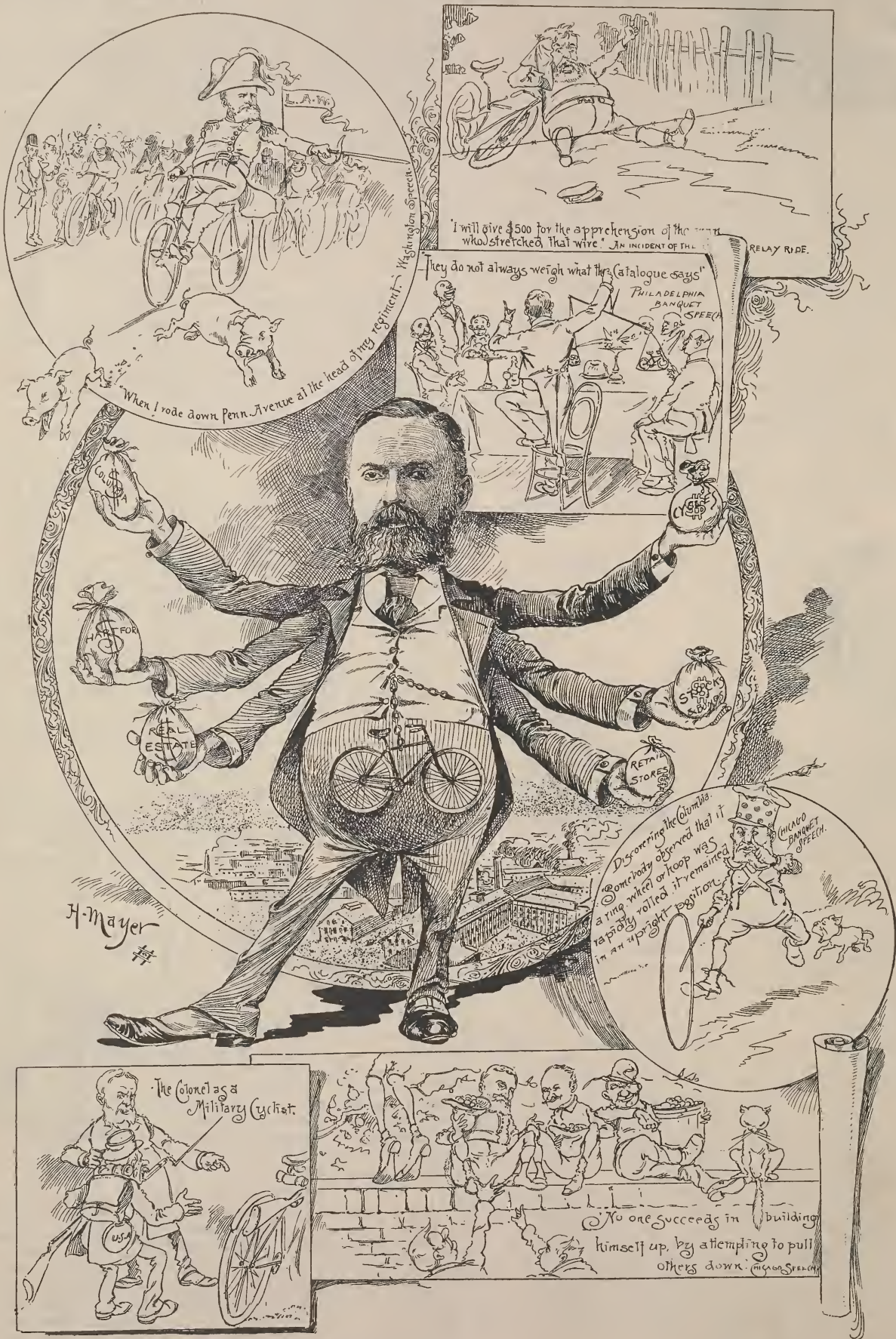
WHAT CROWTHER SAID.

Owing to a fact that through a clerk's omission Chairman Raymond's signature to the circular letter recently sent out by the racing board relative to the payment of expenses to the racing men was omitted in a few instances, a howl has gone up from the penny-a-liners who "know it all," the



burden of which has been, with a remarkable unanimity, what they have been pleased to term "the cowardice of the racing board," the iteration and reiteration—on which the changes have been rung in major and minor keys without cessation—while not causing the members of the board to lie awake nights, yet grew rather monotonous, and as a great many friends of the L. A. W. began to make inquiry concerning the true inwardness of the affair, the cycling editor of the *Sporting Life* addressed a personal letter to Mr. Raymond with the intention of bringing out an explanation of the matter that would satisfy all interested inquirers. Mr. Raymond's answer, herewith subjoined, is a full and sufficient reply to the criticisms which have been circulated:

BROOKLYN, N. Y., Aug. 16.—My dear Crowther:—Your letter asking if it is a fact that the letters recently sent out to manufacturers were unsigned, while perfectly natural, in view of the take-it-for-granted style of the criticism which has appeared, does me an injustice. I am not afraid to sign any letter that leaves my office, no matter on what



subject. Anyone that knows me at all would not give credence to such an insinuation.

The fact of the matter is simply that, through the carelessness of a clerk in my office, I suppose, a few of them went out unsigned. They were dictated to my stenographer and handed to my clerk for him to sign with my signature stamp.

I did not see them at all, as I left my office immediately after dictating the subject matter, and thus you see I am accused of fear. It need not trouble you, however, as it is absolutely of no account and affects me not at all.

Yours fraternally, H. E. RAYMOND.

LOST SLEEP OVER IT, HOWEVER.

In the first place we are told the document was unsigned "in a few instances," and that the racing board members have not lost sleep over the attention these "know-it-all, penny-a-liners" drew to the matter; still one, though, the above shows, if he did not lose sleep kept up a devil of a thinking over it, until the other member soothed his mind and soul with the statement that the criticism "does not mean injustice," even if it did not cause sleepless nights. But it does seem strange that "some of those" documents went out without signatures and some didn't, don't it now? And no others, I presume, have been sent out in place of the unsigned ones. We can not expect a very healthy crop from this endeavor to get light in the "ways that are dark and tricks that are vain," and the penny-a-liners like light sometimes on these subjects. And it would seem that the chairman was more interested in the life-and-death question to amateurism than to go home and hand the precious document to the clerk to sign with a piece of pure Para rubber.

A BOMB, BUT NO FUSE.

It looks as if he simply made a bomb without a fuse, and threw same over his shoulder into the amateurs' and manufacturers' back yards, then skipped, expecting to hear of an explosion but not caring for the results. Such documents will do as much good as if I were to write Benjamin Harrison asking him to change the constitution. Stop tinkering with the amateur definition; rip it up, bury it, sing a soft requiem over it, and out of its burial let a new one arise, for the old has served its purpose of showing the glaring weakness of the "ancient and honorable" definition of an amateur, which, like a worn pair of stockings, won't stand any more darning, for the A. D. has been darned and d—d enough. Stop the farce, as Frank Priol now says; give us something new.

THE OTHER SIDE.

But Mr. Crowther can blow hot and cold with the same breath, and he proves himself a good newspaper man by giving the other side of the story on another page, as follows:

"Why not come out like men and widen the scope of our organization on liberal and broad-gauge lines? Let the League of American Wheelmen place itself on record as opposed to humbug, hypocrisy, veneer and sham, once and for all time."

Aye, why not, indeed? But inquiring from manufacturers if they paid Johnny Jones' board bill or gave him \$10 for "attending" a meet or breaking a record will not secure them broad-gauge lines. No one has accused H. E. Raymond of cowardice. The unsigned document looked—well, it looked mighty queer, even if it was a mishap; but does any one believe that the astute H. E. Raymond thought that any good result would come of such a document as he issued? Has not the past been lesson enough? It looks as if those in authority are playing pretty much the same game as regular political candidates do before a general election. Don't inquire, don't suspend a poor nobody, Mr. Racing Board—give us something new, a new definition, new rules, anything new, in fact; but please do ring off the played out changes of the past, be they in minor,

major, or any other keys—please stop the present farce.

* * *

Racing Talent and Paid Officials Needed.

What a hustle the tournament managers are making for crack talent for this Saturday, Aug. 27, and more than one piano, corner lot and diamond will go to the winner without the semblance of a contest. This is another argument for rules that will enable men to receive something substantial for their work and at the same time not place tournament managers at the mercy of less than a half-dozen first-raters. With a liberal rule we would have more than one Zimmerman and Windle, Tyler and Taylor, and the sport would be benefitted thereby. As it is, Windle will attend New York, and scoop a lot or anything else he wishes; Tyler will go and do likewise at Philadelphia, and Jimmy will play "Ta ra ra boom de-ay" on the Cleveland piano and give orders to the Grand Trunk to ship the pianos and bicycles to his music and cycle store at —, and Montreal and Chicago will content with their home talent.

GIVE US MORE RACERS.

The racing board must give us more racers, curtail the piano output and real estate industry, or go out of business, for we shall never see good racing at this rate of tournament speed. This also calls to mind the urgent need of a paid referee and official timers for big meets and time trials. The time is ripe for both these officials, and the sooner they are appointed and paid to do the work the better. I have more than once praised the work of the Springfield timers at trials against time, but the man who holds a watch on time trials and records should be a paid man of the L. A. W. and not anybody whom a manufacturer or club delegated the task to time a best on record.

EASY TO MAKE RECORDS NOW.

At the present time almost anybody could get up and ask some prominent club man or citizen to time, and knock out a world's record, and the saying, to keep from sin is to keep away from temptation, holds good, and the L. A. W. should take away any temptation to place fake records on the record book by appointing a paid official of its own and hold him responsible for all trials against a reliable watch. Really, you can't wonder if people in England have in the past, or should in the future, doubt the genuineness of our no-doubt-best-in-the-world. The referee also should be a paid official, and the chairman of the racing board should be that man, and should have any help necessary to run his office work. The present rule of appointing anybody who happens to be somebody is wrong; and for the sake of manufacturers, racers and the sport generally should be stopped.

TWO IMPORTANT POSITIONS.

The positions of referee and timer are the two principal and most vital of all; in fact, the others are only for the sake of giving people an opportunity of either being a conspicuous somebody; but the other two should not be filled by rattle-brained youths or nobody in particular; they should be of the finest calibre and paid for their work.

These, and a few minor considerations, including the "amateur definition," are respectfully referred to those members of the racing board who do lose sleep over their positions. The others will wake up before the next general L. A. W. meeting, and this penny-a-liner gives the advice at so much a line, for he believes in cash prizes for all who labor. Do you, reader? W. J. MORGAN.

WITH ENGLISH CYCLISTS

SOME VERY REMARKABLE ROAD PERFORMANCES RECENTLY.

Osmond Wins a Mile Handicap in 2:22-1-5—Holbein's Big Road Record—Another Twenty-Four Hour Race—Dunlop's Tire.

LONDON, Aug. 13.—For the past fortnight racing has been confined for the most part to the provinces, where a succession of meetings have provided plenty of attractions for the pot-hunter as well as for the men who are accustomed to devote their holidays to brief racing tours. Judging by his performance at Aston ten days ago, Osmond is at last getting into form; he won the mile handicap from scratch in 2:22 1-5. Since then both he and J. H. Adams, who have been living for some months past at Small Heath, a suburb of Birmingham, have gone into summer quarters at Water Orton, a delightful little place in the country a few miles further away. Both are taking plenty of fresh air and exercise, and it would not be surprising if under these favorable conditions both or either of them accomplished some really good performances.

GOOD ROAD PERFORMANCE.

While the path has produced no very remarkable results, there has been plenty of note doing on the road. On August bank holiday J. P. K. Clark and H. Arnold of the North Road club set out on a Rudge tandem safety in search for the twelve hour record for that class of machine. The old record stood at 165 miles, accomplished in 1890 by M. A. Holbein and P. Carlisle Wilson, and to these figures Clark and Arnold added eighteen miles, making a total of 181 miles in the twelve hours. Two years ago Arnold made a record with Rowley on a tandem tricycle, but Clark has hitherto been known only as a plucky rider and as a most generous and obliging pace maker. On the very next day—Tuesday, Aug. 2—M. A. Holbein started out with Arthur Brown, another North Road man, on his Marlboro Club tandem tricycle, and secured a twelve hours record for that class of machine, with a total of 184 miles, three miles more than had been done on the safety on the previous day, and this in spite of the fact that for the first 134 miles the record breakers were quite unassisted by pace makers.

HOLBEIN'S BIG RIDE.

But the big event of all was accomplished on Tuesday, the 9th inst., when Holbein left Biggleswade at midnight with designs on the twenty-four-hour safety record, which stood in his own name at 336 1-2 miles. Until two hours before the start rain had fallen steadily, and therefore for the first half of the journey the roads were very wet. On the other hand, Holbein got plenty of shelter from his pace makers, who in couples mounted his tandem tricycle and led him for five and twenty miles or so at a time. By midday he had accomplished 189 miles, and although this was five and a half miles less than the twelve hour record, it left only 147 1-2 miles to be done in the next twelve hours to equal the full days' record. This was done by 10:35 at midnight, and in the remaining hour and twenty-five minutes Holbein rode twenty-two and a half miles (the last eight and three-quarters being done in half an hour against the wind), and so raised the record to 359 miles. Of course he rode a Swift safety and it was fitted with Clincher tires and the Carter gear case, the latter appli-

ance proving very useful on the wet roads during the early part of the ride.

ANOTHER FULL DAY RACE.

At the present time quite a number of men are spending their days on the road. The North Road Club's country quarters at Eaton Socon are full, and if only the weather be fine the club's twenty-four hour race, which takes place on the 27th inst., a fortnight hence, will be a bigger success than ever. With both Shorland and Holbein among the competitors, it should be a great race. The former since his performance in the twenty-four hours' competition at Herne Hill has returned to the road and has been spending a good deal of his time at Peterboro, a city which seems to have great attractions for some members of the North Road crowd.

DUNLOP'S NEW TIRE.

The trade just now is very, very slack and most of the makers are announcing clearance sales of machines at low prices, some of them not even taking the trouble to state, as they usually do, that the said machines are "shop-soiled" or "slightly damaged." In Coventry several factories have been practically closed until November, when they will begin again with the Stanley Show. This is forced to open at the Crystal Palace on November 18, and as usual it will occupy eight days. The busiest people just now are the tire makers and inventors. The Dunlop people having given their new unpuncturable tire a thorough trial during the summer, are preparing to place it on the market with a big splash at a very early date. Judging by the sample pair which I have seen and tried, I fancy that by its aid the firm will still maintain its supremacy. Macintosh & Company, I hear, are going to do big things next season, and it would not be surprising to find them following the lead of the other tire makers and opening a depot in Coventry. The Silvertown Closure tire, I am told, has been recently much improved. But it is not only the rubber people who are busy with tires. Several of the cycle makers are having tires specially made for themselves. Among them are Guest & Barrow of Birmingham, and the Rudge Cycle Company, whose manager, Walter Phillips, is having a tire made by Messrs. Warne & Company, of which I hear very good accounts.

The very latest news is that T. Warwick and W. G. Turner have returned from Australia and have entered libel actions against several cycling papers, among them being *Bicycling News* and *Wheeling*, who in their zeal for the cause of amateurism, said things about the actions of the men in question which the latter deem to be damaging to their reputations. It is the first time that I have heard it suggested that it is possible to damage what does not exist.

Cyclers Under Arms.

The strike at Buffalo among railroad men has turned our gay amateur New York and Brooklyn cyclists into stern warriors, who are now "under arms" at Dai Lewis's village. When the telegraph orders from the general in command came, the cyclist soldier did great work in riding swiftly to and fro summoning their brother officers and men of the rank to the armories. Wives, sisters and sweethearts wept over and kissed the boys good-bye, with fearful forebodings, and the street gamins climbed the elevated railroad supporting pillars and encouraged the amateur soldiers with the assurance that "you are going to be killed, sure."

Cyclists to the nation's defense! Cyclists showing horsemen how to beat world's records with their nags! These dog days of cycling seem charged with good things for cyclists and the sport.

ENGLISH TRADE DULL.

GREAT PREPARATIONS BEING MADE
FOR THE STANLEY SHOW.

A Law Suit Over Last Year's Show Settled—The Wenham Company Making Fine Wheels—New Wheels Coming Out.

LONDON, Aug. 13.—The London cycling trade is in the doldrums. A stagnation more complete than any other in recent years has laid its grip upon the large depots, the smaller firms and agents. It has been coming on gradually, and although I have hesitated to advance a rash generalization while any doubt remained, I have noticed for some time past that several firms had little home business to report, but dwelt upon vague orders executed for the continent. Mr. Sturmev, in his leading article in this week's *Cyclist* advances a number of theories in explanation of the present unfortunate situation, which prevails as generally in Coventry as in London. It would be tedious to indulge in speculations as to causes, and I will confine myself to saying that the present dullness has already stimulated great interest in the forthcoming Stanley show, to be held next November. The sudden cessation in the demand for rear drivers has come as a shock to firms holding large stocks, which will have to be sacrificed at no small loss, but the warning has arrived in good time for them to prepare for the revolution, which is inevitable.

A STANLEY SHOW CASE.

Apropos of the Stanley show, which is fixed to open on November 18, an interesting case has just been decided at the Birmingham assizes. It will be remembered that an important section of the English cycle trade, belonging to the Manufacturers' Association, came to an agreement in 1890 not to exhibit at any show of cycles held during 1891. The firms in question signed a bond agreeing to forfeit the sum of £250 damages in the event of the agreement being violated by any of them. At the last show, held at the Crystal Palace in November, Mr. Wooster, one of the signatories to the bond, exhibited some of his machines, and last week Mr. Singer, of Singer & Company, brought an action against him to recover the agreed damages.

WHAT THE DEFENDANT CLAIMED.

The defense advanced by Wooster's counsel was that the bond was signed under a misapprehension; that it was in restraint of trade; and that the show in November, 1891, was in reality the 1892 exhibition held earlier than usual. The case proceeded for three-quarters of an hour when the parties came to an agreement by which Mr. Wooster will pay the sum of ten dollars instead of the damages claimed. So that, virtually, the defendant won the case. At the forthcoming show (the venue of which I am not at liberty to disclose) it is anticipated the entire trade will be represented, and that the number of machines shown will beat record.

THE BIG WENHAM WINS.

The other day I visited the works of the Wenham Company, Ltd., situated in Upper Ogle street, Fitzroy Square, W. The Wenham Company, which is famous for the gas lamps bearing its name, commenced to manufacture cycles rather more than a year ago. The gas lamp branch of their trade is a winter business, whilst, of course, the cycle making keeps them busy in summer. I spent over an hour tramping about the exten-

sive works, which cover two and a half acres of ground. The company's splendid machinery, driven by a 40-horsepower steam engine, its elaborate plating and enamelling plant, and the perfect system of factory organization, enables it to produce machines equal in both quality and appearance—especially the latter—to any which issue from the big Coventry factories. They employ 200 bands, and the cycle making is conducted quite separately from the lamp business.

MAKE FINE WHEELS.

Mannesmann tube is what they use for building their light roadster safeties, identical in outline and detail to the Humber pattern, and they speak in high praise of this material. Of course they make several patterns, including the original Wenham with its patent duplex curved frame, made in two sections of single tubes without brazing, and presenting a pear-shaped outline. This makes a good, comfortable, strong road-

ster for rough work, but is not equal for lightness and speed to the Humber type already mentioned, which scales thirty-four pounds, whilst the other weighs about forty pounds. I examined a lot of frames polished bright prior to being enameled, and was favorably struck with the work displayed. At the next show the Wenham people will exhibit twenty-four machines, including several geared ordinaries, or, rather, front-driver safeties, fitted with the Crypto company's hubs. The company is wise in this decision, I venture to think. They are very proud of their facilities for fitting Carter gear cases with absolute perfection.

NEW PSYCHOS TO BE BUILT.

Starley Brothers are showing in the window of their viaduct depot the thirty-two-pound Psycho safety, geared to sixty-six inches, upon which Sames, a 47-year-old rider, won the recent 100-mile veter-

SHOWING HOLBEIN'S WHEEL.

The Coventry Machinists' has on view Holbein's Swift racer, upon which he rode 350 miles in twenty-four hours upon the road early this week. It is



WALTER SANGER.

geared to sixty-three inches and weighs thirty-five, pounds, being fitted with a Carter chain case, toe clips, and two-inch back and one and three-quarters-inch front clincher pneumatic tires. The mount has direct spokes and is enameled a light gray. Had not the roads been bad at the start Holbein would probably have piled up a higher score.

THE M. & C. GEARED ORDINARY.

Marriott & Cooper are prospering this season. They are to be congratulated on the success of their geared ordinary, which has many original points. I have not tried one yet, and therefore cannot speak from experience, as I can about the Crypto pattern, but the glowing praise in which several personal friends of mine speak of the mount, after long trial, is quite good enough for me. Well-known men, like J. S. Amore and F. M. Fletcher, own M. & C. geared ordinaries. They are both ordinary

riders of many years' standing, and stoutly maintain the superiority of their mounts to either a Crypto or a safety front driver. Their opinions have been formed after trials of all the geared types. The M. & C. is now made with a thirty seven-inch driving-wheel, geared to sixty-three inches for the path and sixty inches for the road. The weight of a specimen I inspected, upon which 161 miles had been covered on southern roads in twelve hours, was thirty-one pounds and the gear sixty-eight inches. Of course, full roadsters are slightly heavier. There is a lot of originality displayed all over the machine—the curve of the back-bone, the special back forks and their crown, the saddle pillar fixed to a socket on the back-bone, and the strongly curved handles. All these modifications are the outcome of severe and repeated tests in the hands of first-class riders, and add enormously to the utility of the machine. Foster Williams' pneumatic tires (not very unlike Boothroyd's) are found to answer well on this machine. Several well-known actors ride M. & C. safeties, and the late Lord Sherbrook, even after his sight failed, constantly took exercise on one of the famed Olympia tandems.

A CHANCE FOR ALL.

J. K. Sharley & Company appear anxious to dispose of some of their sterling Rovers. I observed when on the viaduct that they are clearing out some elegant looking safeties, by no means obsolete in pattern or shabby in appearance, with Dunlop tires, at £13 13s, while a first quality mount with red solid rubber can be picked up for £9 9s—that is to say, roughly, \$68 and \$47 respectively. Truly buyers have never had such opportunities as about this fall.

A NEW LUBRICATING OIL.

"Graphite" is the name of a new lubricating oil for cycles which has been invented by James Walker & Company, Lion Works, Love Lane, Sbadwell, E. Shadwell is one of the dreariest quarters in the unhappy far east of the metropolis, but nevertheless I called on the firm early this week and found their work very large. They do an extensive trade in lubricants for marine engines and other machinery. "Graphite" is a good oil containing finely powdered plumbago. It is said to surpass all existing cycle lubricants, not only for easy running but on account of its lasting qualities. I came away converted, and am going to try the oil on my C. G. O. gearing, for which it is specially suitable. The firm makes also the Sunshine lamp oil, which lights at once, does not smoke or smell, gives a bright light and lasts longer than other lamp oils for cyclists. STANLEY.

Sanger Showing Great Speed.

Milwaukee wheelmen are all in a flutter of excitement over the achievements of their club mate, Walter Sanger, during the past week, at Sarnia, Ont. Everybody who knows anything about his riding abilities expected he would make a creditable showing, but his great success in defeating the world's champion in several events has made the boys supremely happy, and they congratulate themselves for having as an associate a wheelman who is destined to be one of, if not the greatest rider in the country. Sanger, fully realizing that he will be called upon to overcome good men during the next few weeks at the different meets he will attend, is training diligently. A few days ago, at the National Park track, with pacemakers, he rode a mile in 2:19 1-2, the first half in 1:10 and the second in 1:09 1-2. The track is a slow one, and as his pacemakers did not pick him up quickly enough to be of much assistance, it is safe to assert he could have knocked off several seconds of that time.

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This coming Sunday the Æolus Cycling Club gives its annual stag party at Turner Park, on the Des Plaines river.

There is talk of a consolidation of the Lake View Cycling Club with the newly organized North Chicago Wheelmen.

J. R. Pollock, C. E. Salter and Mrs. Salter, of the Ravenswood club, are at Beulah Lake, near Mukwauago, Wis.

A broken leg above the knee was the result of a side fall taken by Mr. Williams, of Morgan & Wright, while riding.

The Washington Heights Wheelmen have taken out incorporation papers and have enrolled over thirty members. Next Sunday a run has been called to New Lenox and the camp-meeting grounds.

Misses Lucy Haggerty and Lucy Porter, of Chicago, surprised the Boston people by riding a century Aug. 16 from Boston to Newburyport, unaccompanied and with a road book as their only guide, in and a half fifteen hours.

The league's prosecution of George Colbeck, the driver who ran down Sam T. White July 16, at Oakley and Chicago avenues, was carried to the bitter end. Colbeck forfeited his bonds twice and skipped the city. Alderman Underhill has the \$600 bonds to pay.

F. Ed. Spooner was unavoidably called out of town and could not be at the full-dress reception tendered in his honor by the Ravenswood Cycling Club, which presented him a large easy chair as a prize for his twenty-four-hour ride. This is all he got for his hard work,

wearing Lincoln colors and none of the Ravenswood's. The latter's colors will be carried in all future contests.

The North Chicago Cycling Club has joined the L. A. W. ranks with over sixty members.

Add another to Chicago's great list of clubs, the Grand Crossing Cycling Club, with a dozen members. President and captain, I. J. Wightman; vice-president and secretary, Frank Jones, treasurer, W. H. Phillips. Two white bars crossed on a white cap is the emblem.

It will be a merry party that leaves Chicago this Saturday evening for Milwaukee on the Goodrich boat. The Lincolns are going to Milwaukee and Waukesha for their Sunday outing, and some are going to Watertown for a century run. The larger body of the wheelmen will spend the day at Waukesha. The Vocophone Band accompanies the party.

They Never Have a Fuss.

George S. Atwater, of the Stover Company's New York house, and Manager Duryea, of the Keating Wheel Company, are very warm friends, and although their stores adjoin not the slightest jealousy exists. Atwater on Friday was showing Duryea a beautiful all-bright polished Phoenix light diamond he had just received and was pointing out its many excellences. The inspection over an alligator hunting trip to Florida was talked of, and the Keating man's poor marksmanship, for Atwater is a good shot.

A Cycling Blind Man.

Two brothers, A. C. and J. B. Robertson, of the Emerald Athletic Club, are enjoying themselves on a tandem through New York state. The interesting point of this item is that J. B. is totally blind, but he revels in the outing and receives devoted attention from his brother,

CHICAGO IN A QUANDARY.

The Chatham Fields Scheme Goes Up—Will We Have a Track?

After all the puff and bluster about World's Fair races and the greatest track and other accommodations on earth, we do not seem to be very near the consummation of our desires; indeed, we are, if anything, a little further off than we were three months ago. At that time the Chatham Field project was sailing along smoothly, and all was well, when suddenly there arose an obstacle in the shape of a rival association. This latter decided its intention to build a track which should outdo that at Chatham Fields, and promised other advantages calculated to win the wheelmen away from their first love.

This didn't suit the Chatham Fields people at all, and rumors commenced to circulate to the effect that they would not build a track.

On top of this came a report that the new association was making promises which it could not fulfill, and it was even hinted that no lease of the ground at Windsor Park, where the track was to be built, has been obtained.

On Monday came definite information concerning the Chatham Fields company. On that day each cycle manufacturer who had guaranteed a subscription to the capital stock received a letter stating that the company found itself obliged to withdraw all offers, and releasing the recipients from all obligations.

On inquiry it developed that the opposition had nothing to do with this action. The facts seem to be that an anticipated extension of the elevated road, by means of which people were expected to be conveyed to the grounds, will not be made, thus leaving the place practically without transportation facilities. The letters, therefore, mean that the entire

Chatham Fields project has been abandoned finally.

Now the question arises, What are we going to do about it? It is not so much a question of what is to be done about a track as where the visitors to the league meet are to be quartered. Some sensible plan must be devised, or Chicago must back down and withdraw its offer to entertain the league. The latter undignified proceeding would never do, and we doubt not will be scouted by every one. The Associated Cycling Clubs of Chicago has formed a committee to look into the stability of the Windsor Park concern, and, as we understand, is not yet ready to report. Here we find ourselves with a committee in communication with foreigners concerning international championships, with no track to run them on, and even when we get one, with the brilliant prospect of scattering our visitors all over the city at the mercy of hotels and mercenary boarding house keepers.

One of the principal men connected with the Windsor Park affair assured us on Tuesday morning that the project was going along as originally outlined despite all reports to the contrary. He admitted that the lease was not yet actually in the hands of the company, but said that five men who own the lease are the principal stockholders. On Monday or Tuesday of next week, this gentleman said, the transfer will have been made, all other details completed, and the management will be in a position to state positively what hotel accommodations it will be able to offer. Until next week, therefore, nothing definite will be known.

Gotham's Cycling Reporters.

The eastern daily papers seem determined to secure cycling news, and what stuff some of it is! Walter Masterson of

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the *Sun* was an exception, but poor pay or more inducement from that baron of sporting journalists, "Jim" Sullivan of the *Sporting Times*, made Masterson throw up the *Sun* job and devote his entire time to a good boss, who is making a good paper of the *Times*. In Masterson's stead the *Sun* has placed a man of Hebraic cast of features, who, if he don't know anything about cycling, will soon learn (?) if he falls into the hands of such joshers as Frank Egan and Joe Goodman, who loaded the poor devil with tales of Ducker days, making Dana's latest acquisition believe that they were the events of this season. If the *Sun* printed the stuff those two men gave the green reporter, the assertion on the first page of the *Sun*, that "if the *Sun* says so it is so," would be sadly out of place. After a long stuffing the successor of Masterson arose to go (the place was Elliott Mason's office), and he confidentially informed his well wishers that, although he did not know much about cycling, he knew that the Columbia-Victor was the best wheel made—with a patronizing look at Mason, who fell into the waste-paper basket.

Here is another sample of it in the *Press*, but the writer or paster of the *Press* uses more judgment and is evidently a wheelman:

The Wilnots, a team of English trick riders, are on their way to this country in search of American dollars.

The good old smooth-pate, W. D. Wilnot of Boston, one of the earliest trick riders, would smile at being termed an "English trick rider." Although W. D. has been away over six years he must not be accused of coming to America as an Englishman in search of those well-known-to-him American dollars, many of which have passed to him from the Pope Manufacturing Company of Boston.

Here's another example of the daily accuracy in cycling. The *Herald* gravely

announces by cable that "Oxborrow, the English cyclist, on the Coventry, London" (?) "track lowered the mile record 7 2-5 sec., making 2:21 3-5." Is it any wonder the west desires to enlighten Gothamites by sending its special reporters and artists there?

Worse Than the Badge Fiend.

While striving to suppress the badge and ribbon fiend and the sloppily-dressed "what is it?" we are threatened with an infinitely worse thing. Just listen, from a Sunday paper:

A new feature promised for this year's campaign is a political parade of wheelmen arrayed in the colors of their respective parties, carrying the banner of their candidate.

Fancy a parade of cyclists with the banners of Belva Lockwood, General Weaver, Grover Cleveland, etc. This would give the paradist a chance to get brickbats heaved at him, and a few ancient eggs, by the opposition party. Still, there are plenty of "jays" who will embrace the opportunity for the display of their fool powers.

An Electric Bicycle Carriage.

A trip to the Chicago Bicycle Company's plant on Jackson boulevard, reveals the fact that it is not far behind the times, for it has in process of construction a vehicle, or road carriage, propelled by electricity, and a very beautiful carriage it will be. The rear wheels are thirty-six inches in diameter; front twenty-eight, and are simply a mass of spokes. Morgan & Wright extra heavy tires are fitted. The power is a primary cell electric current, applied through a motor by friction to all the wheels, and capable of running twelve miles an hour for ten hours. It can then be replenished without stopping, as the case with storage batteries has caused great delay. Mr. Atwater, of the company states that a trip to New York could be made with-

out delay on account of the power. The carriage is to be finished in the most approved manner in white enamel, latest model of carriage canopy top, white plush cushions, silk trimmings and electric lights. Its estimated cost is \$5,000.

The company manufacturing this carriage is not the Chicago Bicycle Company, although under the same management, with Mr. Saulsbury as electrician. It has a phaeton in operation at present (much lighter than the one described above), and built only for two persons. It is convertible to a quadricycle by means of detaching the motor, substituting pedals and taking off the seat and canopy. Mr. Atwater has secured space in the World's Fair, where he will give exhibits of the advantages of this conveyance as compared with others of the same nature.

Besteget by Commission Sharks.

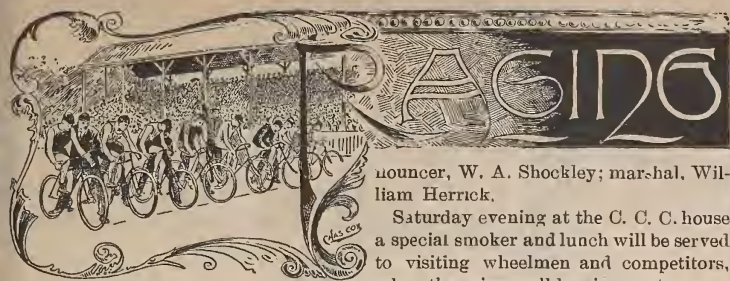
Commission sharks infest the New York houses in an unpleasant manner. Some of these gentlemen learn of a friend or acquaintance purchasing a wheel, and forthwith repair to the agent and demand a commission, saying that he had sent So-and-So to buy, telling him that it was the best wheel on the market, etc. Some of the agents give up, but "Pap" Worden came near throwing one down the elevator shaft, the other day, after he had claimed commission on a Remington. The majority of the commission fiends are impecunious amateurs out of a job. Then, again, the hardware or any other merchant expects to be favored with agents' terms if he wants a personal wheel or one for a friend. It is a treat to hear Elliott Mason or Day talk to this class of fiends. One of them had just been refused by Day, recently, when he wandered outside and by some means made a mistake by entering the place again through the warehouse from

the back street, but his confusion was great when he observed that he was in same place, and he skipped immediately.

To Care for Fair Visitors.

W. A. Leonard, Jr., and L. D. Taylor, the incorporators and moving spirits in the National Columbian United Wheelmen's Association, are working earnestly to bring their scheme before the eyes of every cyclist who intends visiting the World's Fair next year. They propose to erect a suitable building within a block or two of the grounds, and this will be fitted up handsomely with parlors, reading-room, sleeping apartments, dining hall, storage room and lockers, baths, and in fact every convenience that a hotel or club house would give. The projectors will issue tickets for storage and a reasonable charge will be made for lodgings and meals, while there will be a full line of attendants to care for things, as well as people to show parties around. Many wheelmen would gladly avail themselves of an opportunity to ride from the city and store their wheels somewhere while visiting the fair, and this association proposes to accommodate such cyclists. Already Messrs. Leonard and Taylor have received the unofficial assurance of many chief consuls that members of their divisions will be only too glad to have such a place to go during a time when the city will be so overrun with people.

The Wheeling (W. Va.) Cyclers are making arrangements for the celebration of their first anniversary, which is on the 5th of next month. The event will be celebrated at night by a ball in Cyclers' Hall, and from all indications the affair will be a success. It will be attended by a goodly number of wheelmen from neighboring towns.



At Parkside Next Friday and Saturday.

Indications point to a most successful race meeting at Parkside Friday and Saturday, and although Zimmerman, Windle, Tyler, Taylor and Berlo will not be there, the Chicago Cycling Club's races will be contested by such men as Munger, Sanger, Andrae, Price, Lumsden, Githens, Bliss, Van Sicklen, Rhodes, Johnson, Davis, Ballard, Winship, Bode, Thorne and lesser lights in the racing world. The racing will be better than if the eastern cracks were here, for the finishes will be close and exciting, many of the men being almost evenly matched. It will not be a surprise if the mile record in competition goes, either, for only this week Sanger has made a mile in 2:19; Githens, 2:23 4-5; Bliss, 2:24, while others have done some remarkably fast work. There will be some frightfully hot finishes, indeed.

THE TRACK IN GOOD SHAPE.

The track is evidently in good shape and fast, for such times could not be made under any other circumstances. The turns have been torn up somewhat and almost entirely rebuilt, having now a thick coating of cement, hard and smooth. The stretches were always good and there is every reason to believe fast time will be made.

RACES BEGIN AT 2 P. M.

Owing to the large entry list there will be several heats in some events, five in the half-mile handicap, and as a consequence the races will begin at 2 o'clock sharp. No one is to be permitted in the enclosure except the race officials and the C. C. C. band of sixteen pieces, the members of which will be in their new cyclists' uniforms.

PROGRAMME AND PRIZES.

The programme for the two days and the prize list is as follows:

- One-mile, novice—Gold medal, valued at \$25; silver medal, \$15.
- Half-mile, handicap—Humber cup, \$50; \$25 worth of merchandise.
- Two-mile, team—Tilting silver water set, \$50; large pneumatic pump.
- One-mile, scratch—Diamond pin, \$75; silver stop watch.
- Three-mile, handicap—Victor pneumatic; Morgan & Wright prize; cyclists' suit, \$15.
- Half-mile, scratch—Roll top office desk, \$75; piano lamp.
- Five-mile, handicap—Relay Columbia; cyclists' complete outfit, \$30; Knox hat.
- Quarter-mile, scratch—Pairpoint cup, \$50; silver chronograph.
- One-mile, three-minute class—Gold medal, \$25; silver medal, \$15.
- Two-mile, scratch—The Chicago Mail's trip to Springfield, Mass., and \$25 medal; silver desert set, \$25.
- One-mile, handicap—Imperial pneumatic; silver punch bowl, tray, ladel and cup.
- Three-mile, ordinary—Medal, \$50 silver desert set, \$25.
- One-mile, boys—Medal, \$15; medal, \$10.
- Five-mile, invitation, handicap—Walker cup (now held by C. T. Knisely, to be won three times to be property of winner) valued at \$500; carving set, \$25; silver soup ladel, \$15; billiard cue, \$10; silver cigar case \$5.

THE OFFICIALS.

The following officials have been selected: Referee, T. F. Sheridan; judges, R. D. Garden, W. F. Tuttle, W. A. Whitte; timers, M. A. Hosford, S. A. Miles, W. C. Thorne; clerk, W. C. Anderson; starter, L. W. Conkling; scorers, R. O. Forrest, John Gano, F. H. Turtle; au-

noncer, W. A. Shockley; mar-hal, William Herrick.

Saturday evening at the C. C. C. house a special smoker and lunch will be served to visiting wheelmen and competitors, when the prizes will be given out.

* * *

Chicago Men Win at South Bend.

The first annual tournament of the South Bend (Ind.) Cycling Club was held Saturday, and notwithstanding the track was three miles from town 1,800 people attended. A west wind was against the men on the stretch, but this did not bother them as did the sandy and dusty track, which was unridable two feet from the pole. The morning was devoted to sight-seeing, and at 2:15 the races began. Ballard was overcome by heat, but was all right by evening. Rhodes made a splendid showing, winning three open events; Githens did not

Columbia Wheelmen, Chicago. Chicago Cycling Club, thirty points; Columbia, fourteen points; time, 2:43. Chicago, John S. Johnson, H. A. Githens, J. P. Bliss; Columbia, E. Ulbricht, Fred Nessel, M. Nessel.

Five-mile, handicap—J. P. Bliss, Chicago (100 yards), 1; F. F. Rough, South Bend (400), 2; H. A. Githens, Chicago (scratch), 3; time, 14:27; Githens, 14:59 1-4.

Club race, for South Bend Cycling Club men only—Samuel Rantz (240 yards), 1; J. M. Singler, Jr. (140), 2; Walter Deffenbaugh (230), 3; time, 2:48 1-2.

One-mile, consolation race—E. Ulbricht, Chicago, 1; C. W. House, Buchanan, Mich., 2; Paul Beyer, South Bend, 3; time, 2:50.

* * *

The Lake View "Dub" Race.

The Lake View Cycling Club's non-riders and "dub" riders, men who never raced, run quite a pretty mile scratch contest at Thorndale on a smooth stretch of macadam. Misch shot across the tape a second ahead of Troop in 3:44, Ford third, Wagner fourth, and Gardiner fifth. The latter was favorite, and is the young man who says he will ride twenty-four hours.

* * *

Lincoln C. C. Road Race.

The fourth annual ten-mile road race of the Lincoln C. C. was held Saturday,

Southern won in 32.47. Bray secured the time prize in 21:35.

* * *

Englewood's Annual Road Race.

The Englewood C. C. road race Saturday, from Morgan Park to the club house, Seventieth street, was won by C. H. Peck from the one-minute mark. Peck also won the time prize in 23:33, but Winship's tire punctured half way out and he was forced to take a buggy home. The finish was in the following order:

Name.	H'd'e'p.	Time
C. H. Peck.....	1 min.	23:33
H. T. Pyle.....	1 1-2 min.	23:23
George Emerson.....	1 1-4 "	23:17
J. C. Starr.....	1 "	23:37
D. E. Holmes.....	1 "	23:30
H. E. Henry.....	3 "	25:32
H. P. Miller.....	3 "	26:15
E. Rolfe.....	3 "	26:24
H. N. Starr.....	1 1-2 "	24:10
J. I. Harsh.....	1 1-2 "	26:22
A. H. Gere.....	2 "	27:18

* * *

The Hartford Tournament.

The arrangements for the big meet at Hartford Sept. 5 and 6 are completed, and it is claimed that it will be one of the most attractive tournaments of the



SPRINGFIELD, MASS., RACING TEAM.

do as well as he might have, but Bliss proved a dangerous man, winning the five-mile handicap from 100 yards. Van Sicklen broke his wheel and "that C.C.C. team" was there to gobble the team race. The races were well contested, resulting as follows:

One-mile, novice—Martin Nessel, Chicago, 1; H. Rough, South Bend, 2; Samuel Kantz, South Bend, 3; time, 3:10 1-4.

Quarter-mile, open—W. A. Rhodes, Chicago, 1; F. F. Rough, South Bend, 2; E. W. Ballard, Chicago, 3; time, 38 3-4.

Half-mile, handicap—F. F. Rough, South Bend (ninety-five yards), 1; J. E. Lonn, Laporte (100 yards), 2; W. B. Inks, Ligonier, Ind. (80 yards), 3; time, 1:11 1-4.

One-mile, open—W. A. Rhodes, Chicago, 1; F. F. Rough, South Bend, 2; J. P. Bliss, Chicago, 3; time, 2:54 3-4.

Two-mile, handicap—H. L. Hull, South Bend (350 yards), 1; F. F. Rough (180), 2; J. E. Lonn, Laporte (400), 3; time, 5:29 1-2.

Boys' race, fifteen years and under—L. G. Platt, Niles, 1; A. C. Colburn, South Bend, 2; Roy Urquhart, South Bend, 3; time, 1:31.

One-mile, handicap—J. M. Singler, Jr., South Bend (200 yards), 1; F. F. Rough, South Bend (100), 2; J. E. Lonn, Laporte (180) 3; H. A. Githens, 4; time, 2:33 1-2.

Half-mile, open—W. A. Rhodes, Chicago, 1; H. A. Githens, Chicago, 2; Fred Nessel, Chicago, 3; time, 1:15 1-4. Won by twenty yards.

Team race, one-mile, open—Three entries: South Bend Cycling Club, Chicago Cycling Club and

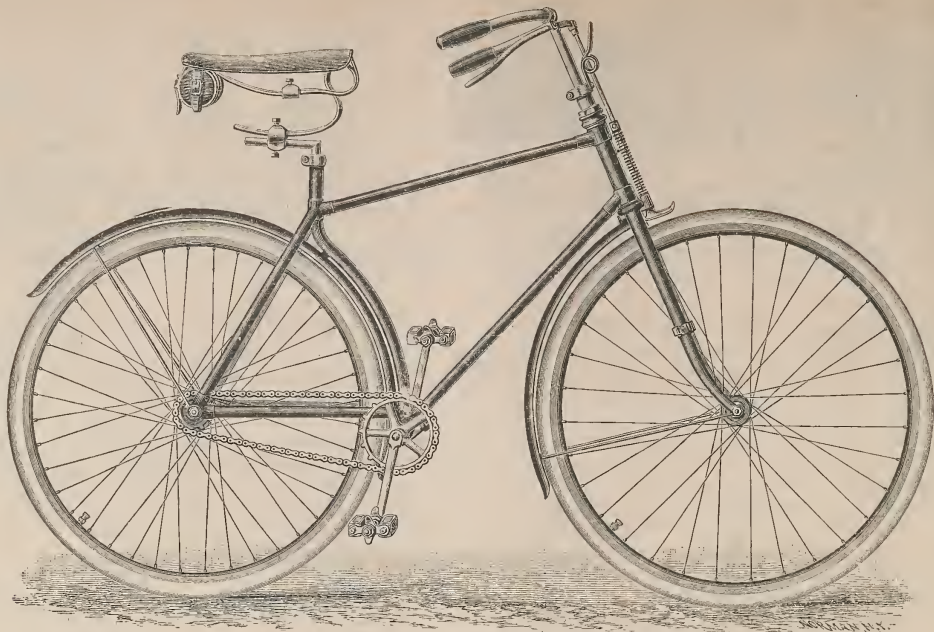
Tom Haywood winning first place and Joe Stillwell the time. The start was made at North Halsted street and Belmont avenue, through Edgewater and back, finishing at Grant's monument in Lincoln Park, where a large crowd had gathered to see the race. Morrison broke his wheel by a fall, else he might have made up the eighteen seconds on Stillman and won the time prize. The men finished in the following order.

Name.	H'd'e'p.	Time.
A. T. Heywood.....	2 30	31 10
J. W. Adams.....	3	21 31
J. Ollier.....	3 30	33 34
V. Ollier.....	2 30	32 56
J. S. Stillwell.....	scratch.	30 52
T. V. S. Morrison.....	scratch.	31 10
C. O. Jones.....	3 30	34 49
D. B. Southern.....	scratch	31 22
M. E. Loescher.....	1	34 08
R. W. Slusser.....	2	36 09
J. H. Thiele.....	5	39 33
A. H. Radell.....	2 30	37 03 1-2

The first race of the Lincoln club was in 1886. McVoy, with a five minute handicap won in 36:15, while Spooner won the time in 32:32. The 1890 race was won by McMahon, Spooner again making the best time. Aug. 15, 1891 was the date of the third race, which

year. It is worthy of remark that this will be the ninth consecutive annual fall tournament at Hartford, a record which we doubt if any other city in the country can boast of. It will be remembered that tournament cycling got a "black eye" in the year of "proamateurism" (1886), and nearly all the clubs which had been holding tournaments dropped them the following year. One exception was the Hartford Wheel Club, which "stood in the breach" and held the only big tournament in 1887, and by its action assisted a great deal to restore confidence and put the sport once more on its feet, so to speak. This fact has perhaps been overlooked by many in the flight of time, but it will not be forgotten by those who were then and are now actively interested in making the sport of cycling the leading and the cleanest of all out-door amusements.

The officials at the tournaments have always been men of experience and reputation, and this year is no exception, as will be seen by the list we give below: Referee, Colonel Charles L. Burdett, president L. A. W.; judges, Abbott Bassett, secretary-treasurer L. A. W.; H. E. Raymond, chairman racing board L. A.



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WEIGHT: { Road Racer, 34 lbs., } PRICE, \$150
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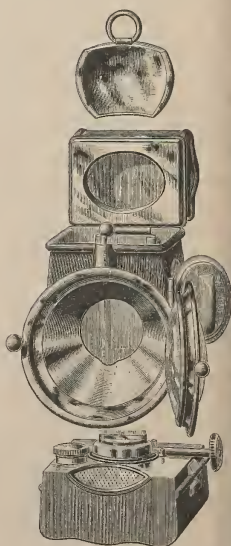
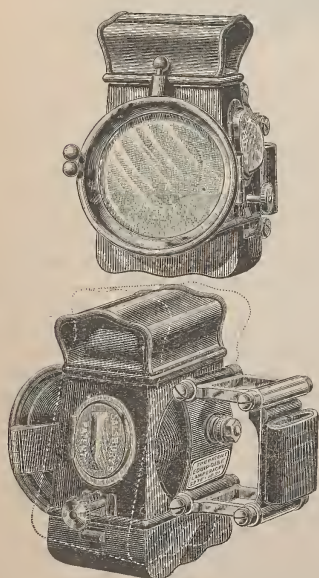
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BIDWELL-THOMAS



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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.

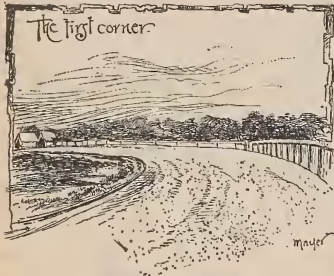
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W.; F. P. Prial, editor of *Wheel*; timers, General Alexander Harrison, J. P. Allen, president Gentlemen's Driving Club; Leander Hall, treasurer Charter Oak Park; starter, T. W. Fahy, H. W. C.; announcer, W. C. Marion, H. W. C.; grand marshal, William Herrick, Chicago. Entries are coming in fast, which is not surprising, as the prize list is an exceptionally good one.

All the fast men are expected to ride in the "invitation mile," and the prizes for this race warrant it, the first prize being a Hallet & Davis cabinet grand piano, listed at \$900. The second prize is a tourist pneumatic safety, \$150, and the



The Baltimore Track.

third prize a silver split second watch, at \$50. Entry blanks and the souvenir programme may be had on application to L. P. Broadhurst, secretary, P. O. box 255, Hartford, Conn.

Good Racing at Philadelphia.

On Saturday afternoon last the Pennsylvania Bicycle Club ran off the club races which were postponed from the big meet of July 23, and a few open events were added to make up an afternoon's programme. Following are the results:

One-mile, Pennsylvania club championship—Frank Nelms, 1; B. P. McDaniel, 2; G. F. Wiese, 3; time, 2:53.

One-mile, open—H. L. Reeles, Park Avenue Wheelmen, 1; F. Nelms, Pennsylvania, 2; H. C. Beebe, Westchester Wheelmen, 3; time, 3:36 1-5.

One-mile, open, handicap—Mercury Wheelmen—M. Meredith, scratch, 1; F. Pace, 20 yds., 2; C. Bryant, 19 yds., 3; time, 3:02 3-5.

Mile, open, handicap—prize, silver cup—H. T. Wunder, 40 yds., 1; G. M. Coates, U. of Pa., 90 yds., 2; A. A. Gracio, Columbia Cyclers, 45 yds., 3; time, 2:30.

Mile, championship of Mercury Wheelmen—M. Meredith, 1; G. M. Pace, 2; M. Kridham, 3; time, 3:02.

Special match race, handicap—Henry Mayer, Pennsylvania B. C., 200 yds., 1; G. S. Bell, Jr., Pennsylvania, B. C., scratch, 2; time, 2:52 3-5.

Mile, open, scratch, 2:50 class—F. Nelms, 1; V. J. Kelly, A. C. S. N., 2; J. F. Cope, Norristown B. C., 3; time, 2:50 1-5.

Mile, handicap—F. Nelms, P. B. C., scratch, 1; B. F. McDaniel, P. B. C., scratch, 2; G. F. Wiese, P. B. C., 50 yds., 3; H. Mayer, P. B. C., 10 yds., 4; time, 2:54 4-5.

Five-mile, handicap—B. F. McDaniel, 1; T. J. S. Byrne (2 min. 30 sec.), 2; G. Mershon (2 min.), 3; time, 19:04 4-5.

More Victims for Thorne.

The Englewood Y. M. C. A. held its annual field day Saturday at Parkside, and though no sanction had been granted several bicycle races were held, resulting as follows:

Half-mile scratch—Charles Hunt, 1; Harry Hodden, 2; time, 1:27.

One-mile, safety—Harry Hodden, 1; Ralph Sutherland, 2; time, 3:05.

Five-mile, scratch—Harry Hodden, 1; Ralph Sutherland, 3; time, 17:15.

Races at Batavia.

At Batavia N. Y., Thursday was held the first annual tournament given by the wheelmen of that place. The weather was just glorious and the attendance good. Of course there were many mistakes, but every one enjoyed himself and the events were run off in good shape. The plow boys' race was one of the features of the occasion, and the winner, who rode a Star ordinary, came down the quarter stretch on a regular

Zimmerman spurt. The summaries:

Half-mile, handicap, open—J. W. Linneman, P. C. C., 100 yds., 1; W. Le Messurier, G. B. C., 50 yds., 2; A. T. Crooks, A. B. C., 30 yds., 3; time, 1:06.

One-mile, safety, Batavia riders—W. F. Woodruff, Z. C., 1; G. H. Terry, 2; E. H. Gamble, 3; time, 2:50 3-4.

Half-mile, boys', open—Al Hughes, Rochester, 1; Joseph Dorntge, Buffalo, 2; Willie Fewman, Akron, 3; time, 1:12 1-4.

One-mile, novice—J. W. Linneman, 1; A. Schmidt, B. A. C., 2; B. C. Betner, G. C., 3; time, 2:43 3-5.

Half-mile, ordinary, open—C. J. Conolly, R. A. C., 1; C. E. Husted, L. C., 2; time, 1:33. Only two started.

Two-mile, championship, open to Genesee County—F. P. McGrady, L. C., 1; George H. Terry, B. W., 2; E. F. Ackus, Z. C., 3; time, 6:22 3-4.

Three-mile lap race, open—G. A. Banker, Pittsburgh, 31 points; C. H. Callahan, P. C. C., 31 points; W. Le Messurier, G. B. C.; time, 8:44 1-2. Banker won the toss and secured first prize.

Half-mile, sa'ety, championship Rochester vs. Buffalo—C. H. Callahan, P. C. C., 1; W. Le Messurier, G. B. C., 2; W. D. Banker, B. A. C., 3; time, 1:17 1-2.

Half-mile, plow boys' race, open to rural cyclists—Ernst Bratt, 1; Frank Bratt, 2; Ed Ahl, 3.

The Park Avenue's Road Race.

The annual five-mile handicap road race of the Park Avenue Wheelmen was



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contested Saturday over the Montgomery avenue course, twenty men taking part. Much disappointment was caused by the non-appearance of S. Herbert Bilyeu, the only scratch man, owing to sickness. Bilyeu made a world's record in the same event last year, and as all conditions were favorable it was believed that he could put it a notch lower. The men crossed the tape in the following order:

Name	H'd'e'p.	Time
Schissa	3 15	15 36
Wilbour	2 15	15 06
W. Bilyeu	1 15	14 07
Schwank	1 45	14 40
Thomas	1 45	14 49
Freeman	2	15 07
Gill	1 15	14 38
Emery, Jr.	3	16 27
W. J. Devlin	3	16 28
Oakford	2 03	15 49
Bair	1 45	15 28
Hatcher	2 15	16 03
Douglas	2 15	16 11
Kendrick	2 45	16 45
Bunnell	3	17 24
L. W. Thompson	3 15	17 44
Bishop	2	16 38
Pierson	4	19 19
Wright	2 15	16 29
Nwack	3 15	19 33

Walter Bilyeu was awarded prize for fastest time. Draper and Donnelly attempted to break the tandem road record, but starting a minute behind scratch failed to catch the field in time for proper pacing, and made the distance in 13:20.

A Road Race at DeKalb, Ill.

The first handicap road race of the DeKalb (Ill.) Cycling Club was held last Saturday over a four-mile course, part of which was very rough. There were seven starters out of sixteen entries. George Halloran won, making the course in 17 min. George A. Leonard, Kenwood Road Club, Chicago, made the best

time, 16 min. The club is making arrangements for a tournament in the near future, when valuable prizes will be offered. Although having been in existence only two months, it has already a membership of thirty-six and is still growing. Its captain is Charles W. Garner, who has done much to increase the popularity of the club by his able management of runs and tours.

Woolas Won the Time.

The Oak Park course from Fortieth street west, was the scene of the Minnette club's second ten-mile handicap race this season, held Saturday. J. B. Woolas, winner of this year's Pullman, went from scratch to seventh place, capturing the time medal in 30:50. A good-sized crowd witnessed the contest. The summary is as follows:

Name	H'd'e'p.	Time
Geo. Edmunds	7:00	35:00
H. S. Smith	7:00	35:30
Soderstrom	7:00	35:50
J. J. Mundy	6:00	35:25
J. E. Hudson	3:00	33:10
J. R. Reed	8:00	38:24
J. B. Woolas	Scratch	30:50
F. B. Whitlock	2:00	33:40
Geo. W. Cutter	4:30	36:45
F. S. Crocker	3:00	35:30
A. Atchison	0:00	38:33

The Western Circuit.

The tournament managers, H. G. Rouse, Peoria; W. C. Paine, Evansville, Ind.; H. B. Tileston, Louisville, Ky.; Arthur D. Black, Jacksonville, Ill.; Miles and Young, Chicago, met at the Palmer House to discuss the feasibility of including Chicago in the western circuit this year. The circuit as arranged at present will take in Peoria Sept. 27; Louisville, Sept. 29 and 30; Jacksonville, Oct. 3 and 4; Evansville, Oct. 6 and 7. These dates must be rearranged if Chicago gives another tournament, but following so closely upon the Chicago Cycling Club's meet of this week, it is probable that



The Baltimore Track.

Chicago will be left out. The above cities offer prizes the value of which is as follows: Peoria, \$2,500; Jacksonville, \$3,500; Louisville, \$2,500; Evansville, \$2,500, making a grand total of \$11,000 worth of prizes, such as will attract the best racing men in the country. Arrangements have been made with the railroads for trains along the circuit, and special inducements are offered for the eastern cracks. Zimmerman has declared to appear at Peoria, and will most likely stay for some of the other valuable "pots."

The Ashland Club's Races.

The Ashland Cycling Club had four handicaps scheduled for last Saturday over the Washington boulevard course. Owing to the Minnette Club wishing to use the road the four-mile race was postponed until Sept. 3, when F. T. Fowler and G. L. Walker are matched for a mile race, and A. C. Fordham will concede F. W. Hall eight yards for a quarter-mile race. F. W. Hall, 22 yards, won the half-mile, handicap; G. L. Walker, 22 yards, second; A. L. Hurdle, 28 yards, third; A. C. Fordham, scratch, fourth. This was against the wind and slow in

time. The one mile, handicap, was won by F. T. Fowler, by an inch, from G. L. Walker, with F. W. Hall an inch behind all fifty-five yard men. C. A. Patterson, scratch, was fourth.

Von Gould captured the quarter-mile, handicap, from the ten yard mark; F. W. Hall, eight yards, second; A. C. Fordham, scratch, third, and G. L. Walker, eight yards, fourth.

Louisville Getting Ready.

H. B. Tileston, representing the Louisville Cycle Club, was in Chicago in the interest of its big tournament, to be held Thursday and Friday nights, Sept. 29 and 30. Some one has raised the question as to their track being unsafe, but Mr. Tileston declares that it is positively safe, being scientifically banked and built exclusively for bicycle riding. The value of the prizes, \$2,500, is actual, including a piano, seven high grade bicycles, etc. A feature will be the perfect way in which the track is lighted by electricity. Entries made to W. W. Watts, Louisville, Ky.

Milwaukee Race Chat.

Terry Andrae is looming up again in racing circles, and his latest achievement is a mile in 2:34. Charlie Price recently encircled the National Park track in 2:31.

The Mercury Cycling Club seemingly labors under the delusion that it is greater than the powers that be. It has a duly elected handicapper in the person of a club member, William Giller, who officiates on all occasions.

The much talked of race between Don A. Dodge and Gus Zimmerling, for a prize of the value of \$25, to be paid for by the loser, has been decided off.

A Road Race at Milwaukee.

The principal event during the past week in Milwaukee was the road race of the North Side Cycling Club, which has been the talk of that section of the city for months past. The racing board distinguished itself with honor in providing some twenty-seven prizes of real merit. As there were only twenty-five entries everybody felt repaid for his long, dusty ride. The course was from Thiensville to Williamsburg, a suburb of Milwaukee, and covered a distance of eleven and three-fourths miles. About 1,000 people witnessed the finish. The race was won by R. Koros, with a four-minute handicap; time, 45:08. Hugo Miswinkle captured the time medal with two minutes



The Baltimore Track.

handicap; time, 42:45. A. C. Billenbeck, the only scratch man in the race, finished in fourteenth place, riding the course with a deflated tire in 44:48. If he had not had the accident he would no doubt have won the race and the time prize. The race created no end of excitement in that section of the city, and will add many to the ranks of the North Side Cycling Club. It will be hereafter a yearly event.

Leonhardt Won From Scratch.

On the Lake View course the Calumet Cycling Club's five-mile handicap road race was held Sunday morning. A. Leon-

hardt captured first place and time medal, from scratch, in a field of a dozen starters. The lad made good time—14:58. He expects to go for the five-mile American road record Saturday, Sept. 3. The summary follows:

Name.	H'd'c'p.	Time.
A. L. Leonhardt.....	Scratch	14:58
H. C. Jacob.....	0:45	15:44
W. C. Jacob.....	1:15	16:15
W. Linnehall.....	1:15	18:10
G. L. Hermann.....	0:45	16:49
H. Ambros.....	1:15	17:19
W. Witt.....	2:15	18:58
R. A. Hahn.....	2:30	18:47
C. F. Alsop.....	2:30	19:03
C. Curtis.....	2:45	19:18
E. Bonn.....	3:00	20:04

* * *

Zimmerman at Buffalo.

BUFFALO, Aug. 22.—Although both were competitors in the exposition races Saturday, Zimmerman and Taylor did not meet; but the latter made a new record for the mile in competition, doing 2:21 2-5, being three-fifths of a second better than Munger's record. Zimmerman also rode a mile inside Munger's record, doing 2:21 3-5. There were other good men here—Munger, Banker, Hess, Campbell, Hyslop, Dornitge and Wheeler.

People to the number of 15,000 went out to the fair on purpose to see these fast men, but when they got to the track there were no accommodations for them; no seats or grand stand, so they were obliged to scatter all along both sides of the track and make the best of the circumstances. There they stood, four, five and six deep in some places; but what could they see? After a while a large mass of these people, to the number of 5,000, quitted the track in disgust and swarmed across the mile track, where the horse races were being run, preventing all racing at that point for the time being. It was intended that the bicycle races should be a special feature of the day, and that seats of the Zeigler pattern should be erected, and enough of them, to accommodate all, but owing to some mistaken idea there was nothing of the kind done and the races were nothing, in fact, than a side show. Nor were the officials and press in any way better cared for, as both were accommodated on the track, and for this reason also it was impossible to time any of the fast quarters.

All the arrangements for this event, up to the time of going to the track, were perfect, and if the suggestions of the cycling association had been carried out there would have been any amount of enthusiasm and no disappointment. As it was, there was an entire lack of all that fire and electric touch so characteristic of all race meets. How was it possible to become excited when they had been standing for three or four hours? Yes, and longer, for it was 1:30 p. m. when the racing began and 5:45 p. m. when the last race was finished, and then there were two on the programme which were not called. The summaries follow:

One-mile, safety, novice—First heat—G. W. Sugnel, Ramblers B. C., 1; G. F. Englehart, Comrades C. C., 2; W. Naab, Wanderers B. C., 3; time, 2:48 1-2.

Second heat—F. A. Foell, Comrades C. C., 1; C. Hitchcock, Iriquois A. C., 2; F. P. Fetes, Buffalo A. C., 3; time, 2:48 1-5.

Final—Frank P. Fetes, Buffalo A. C., 1; William Naab, Wanderers B. C., 2; C. Hitchcock, Iriquois A. C., 3; time, 2:21 2-5.

One-mile, safety, handicap—First heat—G. F. Taylor, M. A. C., scratch, 1; E. F. Weining, Ramblers C. C., 150 yards, 2; G. A. Banker, E. A. C., 30 yards, 3; time, 2:21 2-5.

Second heat—A. T. Crooks, Buffalo A. C., 70 yards, 1; W. H. Mulliken, Baltimore C. C., 100 yards, 2; T. G. Servis, Rochester A. C., 3; time, 2:23.

Final—E. F. Weining, Ramblers B. C., 1; A. T. Crooks, Buffalo A. C., 2; J. W. Linnerman, P. C. C., 3; time, 2:37 1-5.

Two-mile, tandem—W. F. Buse and mate, Rambler B. C., 1; C. W. Dornitge and W. Penseyers, 2;

Zimmerman and Brinker started but broke down near the quarter pole; time, 4:59.

One-mile, 3:10 class—First heat—H. P. Werner, P. C. C., 1; J. W. Linnerman, P. C. C., 2; N. Mader, Comrades C. C., 3; time, 2:40 1-5.

Second heat—L. A. Callahan, P. C. C., 1; Phil Bernhard, Iriquois A. C., 2; L. Noeller, A. P. C. W., 3; time, 2:41 2-5.

Third heat—W. G. Schack, Ramblers B. C., 1; F. W. Julier, B. A. C., 2; H. J. Wittle, B. A. C., 3; time, 2:50.

Final—L. Noeller, A. P. C. W., 1; Phil Bernhard, Iriquois A. C., 2; W. G. Schack, Ramblers B. C., 3; time, 2:37 1-5.

Half-mile, closed—C. H. Callahan, P. C. C., 1; W. B. Banker, B. A. C., 2; A. T. Brooks, Buffalo A. C., 3; time, 1:11 1-5.

One-mile, flying start—First heat—A. A. Zimmerman, N. Y. A. C., 1; L. D. Munger, Chicago C. C., 2; H. C. Wheeler, M. A. C., 3; time, 2:53 2-5.

Second heat—G. M. Wells, Toronto B. C., 1; W. Hyslop, Toronto B. C., 2; C. W. Dornitge, B. A. C., 3; time, 2:47 3-5.

Final—A. A. Zimmerman, N. Y. A. C., 1; L. D. Munger, Chicago C. C., 2; H. C. Wheeler, M. A. C., 3; time, 2:21 3-5.

One-mile, handicap—A. T. Crooks, B. A. C., 1; W. F. Buse, Ramblers C. C., 2; J. W. Zimmerman, P. C. C., 3; time, 2:24.

Half-mile—G. F. Taylor, M. A. C., 1; G. A. Banker, M. A. C., 2; H. C. Wheeler, M. A. C., 3; time, 1:11 4-5.

Three-mile, lap, race—A. A. Zimmerman, N. Y. A. C., 1; L. D. Munger, Chicago C. C., 2; C. W. Dornitge, B. A. C., 3; time, 8:45.

der the head of the present exposition management.

* * *

Several Rochester, N. Y., Races.

Charles Grashof last Thursday evening won the fifth of a series of Ramblers' road races to Charlotte and return, distance thirteen miles. The limit man started at 6:35 o'clock, and Grashof eight minutes and five seconds later. The time at the finish follows: Grashof, scratch, 7:23:45; Zimmerman, allowed five minutes, 7:23:50; Kelly, allowed two minutes and thirty-two seconds, 7:23:32; Dukelow, allowed one minute and forty seconds, 7:23:54; Van Houten, allowed six minutes and twenty-five seconds, 7:24:20; Hewett, allowed eight minutes and five seconds, 7:31:50. The times of the riders were: Grashof, 40 min. 40 sec.; Zimmerman, 45 min. 43 sec.; Kelly, 43 min. 19 sec.; Hewett, 56 min. 50 sec.

The first of a series of six road races for a high grade wheel took place last Friday evening among the members of the Genesee club. The course was out the Buffalo road six miles and return. Going out a strong wind was in the face

time, 32 3-5 sec. Zimmerman protested the race on the ground of Johnson's starting before the word had been given and the protest was allowed. John-on refused to ride the race over.

The two-mile handicap was won by Sanger from scratch in 5:10 3-5, Hyslop, 160 yards, second, and Herrick, 125 yards, third.

* * *

Berlo Breaks the Two-Mile Record.

SPRINGFIELD, Mass., Aug. 24.—(Special)—This afternoon at Hampden Park, P. J. Berlo broke Taylor's two-mile record of 4:48 4-5, made here last year, doing 4:48 2-5. He was paced by McDuffee, Tyler, Nelson, Connolly and Roberts, and timed by Bryan, McGarrett and Whipple. The half was made in 1:11; mile, 2:21 3-5; mile and a half, 3:36 1-5; two miles, 4:48 2-5. There was a slight breeze but the sky was clear. The pacing was exceedingly bad, else better time might have been made.

A. O. MCGARRETT.

* * *

The Kings County Road Race.

The Kings County Wheelmen held their annual fifteen-mile handicap road race over the Elizabeth-Crawford course, N. J., last Saturday. A mere handful of spectators testified that road racing is in the wane, notwithstanding the popularity of the club that gave the event. The first three men finished as follows: C. M. Murphy (scratch), first, time 44 min. 20 sec.; U. S. Page (2 1-2 min.), second, time 44 min. 29 sec.; F. Hawley (scratch) third, time 46 min. 59 sec. C. M. Murphy rode a good race and rather surprised the rest, who looked upon Hawley as the possible winner.

* * *

Another Baltimore Meet—The Track.

Baltimore intends, on the 21st of September, to outdo in all respects the tournament held on the new track directly after the league meet. Every one who was fortunate enough to be present on that occasion went home with the greatest respect for the Baltimore men both as race promoters and entertainers. In the latter capacity they were previously famous, but the city had lacked racing facilities. The result of their meeting proved, however, that they had used every effort to provide a track fit for record-breaking performances, for on it four tandem records were broken, a fact impossible of accomplishment except on a well-banked and scientifically-constructed track.

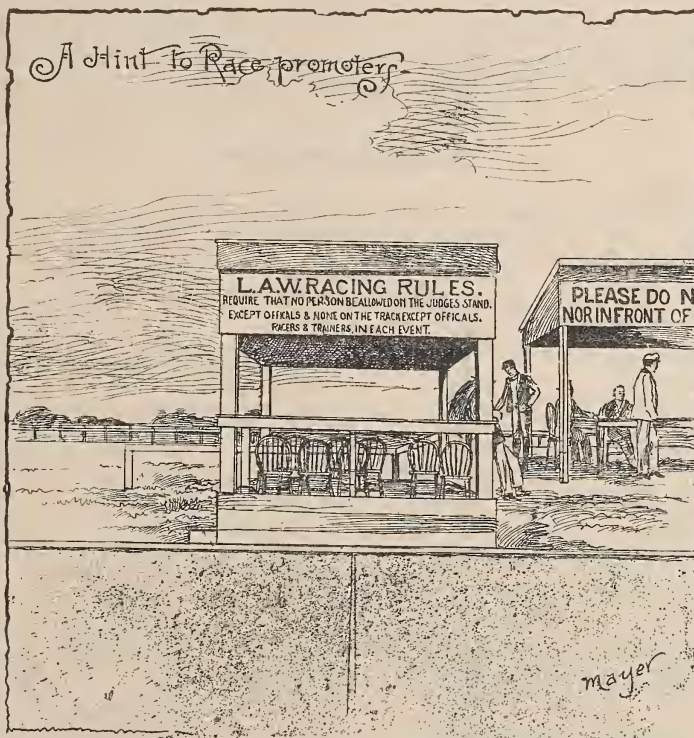
Attracted by the success of the last meet, nearly all of the best eastern men, at least, will be in attendance. The prize list is not yet complete, but the management assures us it will be a fine one and worthy the efforts of the best men.

The Baltimore track is a quarter-mile in circumference, admirably drained and banked and as well kept. No fault whatever could be found with its condition in July. We present a number of views, which will give a fair idea of its appearance.

* * *

The Columbus Tournament.

The Columbus Cycling Club tournament to be held on Labor day will undoubtedly be the largest and most interesting meeting ever held in this part of the country. The efforts of those who have worked so hard to make it so have been crowned with success, and everything is smooth sailing now. The track is in excellent condition and there is no reason why the one-mile record in competition should not be broken. It is banked seven feet at the ends, and the home stretch is wide enough for twenty-five starters. The large number and valuable prizes will unquestionably at-



In scoring, Zimmerman was first every lap, Munger second and Dornitge third.

Two-mile, team, race—Buffalo A. C., Dornitge, 22, Crooks 19, Banker 19. Ramblers—Buse 12, Weining 8, Fuhrman 4.

One-mile, ordinary—W. S. Campbell, M. A. C., 1; F. E. Page, M. C. C., Medina, N. Y., 2; G. Holloway, unattached, 3; time, 2:45 3-5.

Several men were injured in the half-mile race by falling. Just at the quarter pole Munger tried to cut in between a competitor and the fence. He collided with one of the riders and several of them fell. Carl Hess sustained a broken wrist and was otherwise injured. Wells of Toronto was badly bruised. Inasley of the Oneida B. C. was cut about the legs. Palmer and Munger were also hurt.

There was a banquet at the Tift in the evening, but for some reason it was not a success, the attendance of representative men from the different wheel clubs being poor, there being about fifty all told. Stories were told by S. G. Whitaker and Dan Canary, and remarks were made by D. H. Lewis, Jack Wesley and some others. To-night, at the B. A. C., the prizes will be distributed, and that ends the work of the Buffalo Cycling Exposition Association, and if they ever attempt any more work under similar circumstances it will not be un-

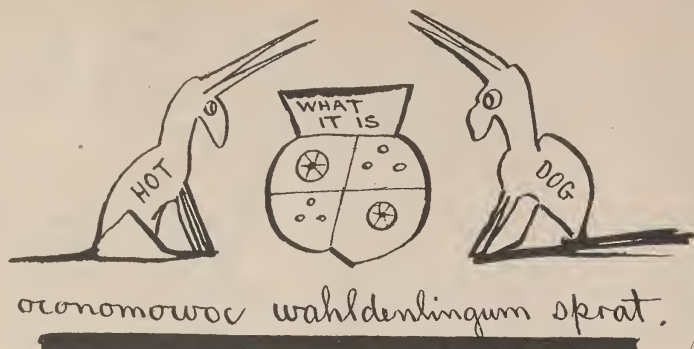
der the riders; still, the time of the scratch man, William Le Messurier, was very fast, he covering the distance in less than thirty-eight minutes. George McTaggart, with five minutes, was first, C. J. Owen second, M. Smith third, Le Messurier fourth, L. Davis, fifth, Charles Penny sixth, G. S. Montgomery seventh and George Montgomery eighth.

Tuesday, Aug. 30, the annual field day of the Crescent Cycle Club will be held on Colonel E. B. Parson's half-mile track in Brighton. The racing events include a half mile, handicap; club championship, luck race; one-mile, handicap; slow race; three-mile, lap race; one-mile, consolation.

* * *

Rain Interfered At Detroit.

DETROIT, Mich., Aug. 24.—(Special).—The rain, which fell heavily, spoiled today's racing, though some events were held; the remainder will be run to-morrow. Reaume won the novice race in 2:48 3-5, and Peterson the Detroit Wheelmen's handicap in 2:37 3-5, from 125 yards. Zimmerman, Munger, Sanger and Johnson, of Cleveland, started in the quarter-mile, and Johnson finished first, Zimmerman second and Sanger third;



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		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	C. C. C. team {	{ Imperial Humber Humber }	2 do		Beating Manhattans and Kings County.
G. K. Barrett					
J. W. Thorne					
C. D. Cutting	Elgin Races	March-Davis	Won every race.		
Roy Keator	Chicago to Waukegan	Reform	Broke Record		
Roy Keator	Springfield, Ill	Reform	Mile Handicap.	2 24, from 70 yds.	Rode RACING TIRES.
L. D. Munger	C. C. C. team {		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 } { meet at Springfield, Mo., } { July 4th. }	Holbein, Swift	1-2 mile cham.		{ Out of 11 events at Mo. } { div. meet, Springfield July } { 4, 9 won on M & W. Tires }
Bert Harding		Imperial	1 do do		
C. R. Kindervatter		Imperial	2 do do		
Fred Nessel	{ Waukesha to Milwaukee, } { Road Race }	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		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'e.
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	7 hr. 6:24 Riding Time	do do
E. C. Carruth	Crookston, Minn.	{ "No name," } { Svensgaard }	1 do	3 hrs.	Rough, soft track, wind blowing a gale; won 3 races
*Austin Banks	{ Capital Club Run, } { Denver to }	Reform	150 miles	22 hours	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		Road			
C. F. Hart		Racers			
Jos. Mino					
Ed. Smith					
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.

tract the fastest men in the country. Already we have entries from some of the fastest—Berlo and Carl Hess, of the Manhattan Athletic Club; Arthur Lumsden and Ballard, of Chicago; Sanger and Wegner of Milwaukee; Christ of Tonawanda, N. Y., and several race teams, besides individuals from many of the minor cities. There will be excursion rates on all roads, and the Columbus boys assure a royal welcome to all the visitors, and wheelmen especially.

* * *

The Penn Wheelmen's Programme.

The third annual tournament of the Penn Wheelmen, Reading, Pa., will be given Thursday, Sept. 27, with the following list of events: Ten-mile road race, handicap; one-mile, novice; half-mile, open; One-mile, 3:10 class; one-mile, championship of Reading; one-mile, handicap; one-mile, 2:40 class; quarter-mile, open; one-mile, ordinary, handicap; one-mile, open; one-mile tandem, handicap; one-mile, championship Penn Wheelmen. Handsome prizes are promised and abundant entertainment for racing men and other visiting wheelmen.

* * *

Some Future Race Meets.

The Bethlehem (Pa.) Y. M. C. A. holds a ten-mile road race to-morrow.

The Fort Smith (Ark.) Wheelmen intend giving a tournament this fall.

The Columbia Athletic Club of Fargo, N. D., gives a mile cycle race in connection with its Labor day programme.

The Buckeye Cyclers of Springfield, O., will hold a race meet at the fair Sept. 16. About one dozen prizes will be offered, one for the championship of Clark County.

Owing to the lateness of the season the road race which was to have been given by Studley & Barclay Sept. 5 has been postponed. It will probably be given in the spring.

The Mobile Athletic Association has decided to hold another series of bicycle races on Sept. 9. There will be three championships, half, one and two miles, and several open and handicap events.

Three bicycle races, one a half-mile, another a quarter-mile and the third a mile, will be an interesting feature of the Labor day picnic at Baldwin Park, Quincy, Ill., Sept. 5. Three gold medals will be given as first prizes.

The Rockville (Conn.) Wheel Club will give a meet at Hyde Park, Mass., Sept. 30. A guarantee fund has been raised of a size sufficient to secure prizes of value and well worth competing for. Various committees have been appointed and are hard at work.

The St. Johns (Mich.) Wheelmen will have a race meet Sept. 8. The prizes offered are very fine, and they have assurances that some of the fastest men in the state will be present. The wheelmen at St. Johns have a quarter-mile track, and it is in excellent condition.

The Keystone Cycle Club of Pittsburg has decided to hold its open road race on Sept. 24, leaving the arrangements in the hands of the same committee that managed the fifteen-mile race. It was also decided to hold a hill-climbing contest after the road race, and special prizes will be provided for the winners.

The fifth annual race meet of the Manhattan Bicycle Club will be held Sept. 5, at which the following races will be contested: One-mile, handicap; two-mile, handicap; five-mile, handicap; and a one-mile, handicap, for novices. Entry fee, fifty cents for each event. Prizes will consist of gold and silver medals, lamps, cyclometers, etc. Due notice will be

given of the time and place of holding the races. Entries close Aug. 29.

* * *
Race Chat.

George K. Barrett is at home sick abed.

Fred Nessel races at Cleveland Aug. 26 and 27, and Columbus Sept. 5.

Jay L. Price, of Springfield, Ill., has announced his intention of giving up racing entirely.

The Kewanee (Ill.) Fair Association has made arrangements for several bicycle races, to be run on Sept. 16 and 17. These will be open to wheelmen of that district only.

The Cumberland Fair and Racing Association, of Nashville, Tenn., has combined with the Capital City club to hold a fall tournament at Cumberland Park Oct. 26 and 27.

Local wheelmen want a century race over the Elgin-Aurora course, and this may be made the annual race of the Century Road Club, in place of the fifty-mile, as last year.

The tie between Johnson and Ulbricht for the second time medal in the Waukesha road race has been decided, the former winning the choice when a coin was tossed at Parkside Sunday.

Peoria offers a \$900 upright piano in the mile open. Zimmerman has carried three pianos away from Peoria and is coming west for this one. The prize list for the one day at Peoria amounts to \$2,494.

The first annual cycle tournament, under the auspices of the Louisville League Wheelmen, will be given at the Auditorium bicycle track Sept. 5. A fine programme of ten events has been arranged.

Next week Saturday both A. Leonhardt, captain of the Calumet Club, and T. S. Morrison of the Lincoln Club, will go for the five-mile road record. A race, both men to be allowed pace makers, would be interesting.

Woolas seems to be in hot water. Stillwell beat him in the McConnell race of the Lake View club, and Woolas says he let him do it. To back up this assertion he offers to ride him a race for any distance, at any time, for any amount.

The Columbia Wheelmen will make the five fastest riders in their road race, Sept. 11, the '93 racing team, giving them a trainer and expenses. The race has an extraordinary entry list of 125 members, second only to the Pullman in the west.

The Crescent Cycle Club, of Birmingham, Conn., holds its first annual tournament at the Derby Driving Park, Sept. 2. Entries close Aug. 26, with A. S. Daggett. A programme of eight events is announced, with \$1,084 in prizes.

W. W. Taxis was in New York Friday last visiting A. B. Rich. To a REFEREE man Taxis said that he would attend to his home meet on Aug. 27. If Zimmerman had not decided to go to Cleveland it is quite probable that Rich, and possibly Taxis, would have gone there.

Rochester, Minn., is to have bicycle races in connection with the county fair. The business men of the city have contributed the prizes. The programme is: Mile, novice; two-mile, handicap; mile, championship of Minnesota; mile, scratch. A. J. Coon has charge of the affair.

The following letter was received from Madison, Wis.: "We would like to correct the report of the twelve-mile Sun Prairie-Madison road race in your last issue. The race was won in 40:20 by George Oakey, one minute handicap. Harry Hall won the time prize, from

—THE GREAT—

Hartford Wheel Club Tournament

SEPT. 5 (Labor Day) and 6

FAST TRACK. **Charter Oak Park** SHORT RACES.

The Prizes Include A GRAND UPRIGHT PIANO, FIVE WHEELS, WATCHES, DIAMONDS, Etc.

ALL THE FAST MEN WILL PARTICIPATE.
Excursion Rates on all Railroads.

For Entry Blanks and Full Particulars apply to
L. P. BROADHURST, Secy.,
P. O. Box 255, HARTFORD, CT.

SPRINGFIELD BICYCLE CLUB TOURNAMENT

AND FALL MEET OF THE MASSACHUSETTS DIV. L. A. W., IN
Hampton Park, Springfield, Mass., U. S. A.

WEDNESDAY **Sept. 14**
THURSDAY, **15.**

OVER \$5,000 IN PRIZES.

"Fastest track in the world."—A. A. ZIMMERMAN.
"So fast that I have difficulty in gauging myself."—W. W. WINDLE.

EXCURSION RATES on all Railroads. For Entry Blanks Address
D. J. CANARY, Chairman Racing Com.

SECOND ANNUAL TOURNAMENT of the ZIG ZAG CYCLING CLUB

—NEW STATE FAIR GROUNDS—
INDIANAPOLIS, IND.,
Sept. 5th and 6th.

LIST	OF	EVENTS	FIRST DAY.	SECOND DAY.	Valuable
			One-mile, Novice	One-mile, Zig-Zag, Handicap.	
			Half-mile, Handicap, open. . .	One-mile, Ordinary, Open. . .	Prize
			One-mile, 2:40 Class.	Half-mile, Open.	
			Quarter-mile, Open.	One-mile, 3:00 Class.	List.
			Two-miles, Ordinary Handicap	One-mile, 2:25 Class.	
			One-mile, Indiana Record . .	Two-miles, Handicap, Open. .	
			Indiana Riders.	Half-mile, Juvenile, under 14.	
			One-mile, Old men over 40 yrs.	One-mile, Handicap, Open. . .	
			One-mile, Open.	Three-miles, Lap.	
			Half-mile, 1:10 Class.		
			Five-miles, Handicap, Open. .		

Valuable Prize List, comprising 10 High-grade Pneumatics, Watches, Diamonds, Medals, etc.
Fastest Mile Track in the West. Address
A. C. NEWBY, Sec'y,
144 E. NEW YORK ST.

THE CRACKS COMING . . .

TO THE Sixth Annual Race Meet, Labor Day, Sept. 5
Syracuse Cycling Club.. KIRKWOOD PARK, SYRACUSE, N. Y.

What the Cracks Say: "Splendid treatment."—W. F. MURPHY. "The boss race city."—GEO. BANKER. "White people."—L. D. MUNGER.
Commencing at 2:30 p. m. Twenty short and exciting races. New York State's fastest riders \$1,500 in valuable prizes. Special handicap event for Syracuse racers. Excursion rates on all railroads. Entries close August 29, with **H. R. SCHELL, 222 East Onondaga St., Syracuse, N. Y.** Entry fees, 50 cents for each event.

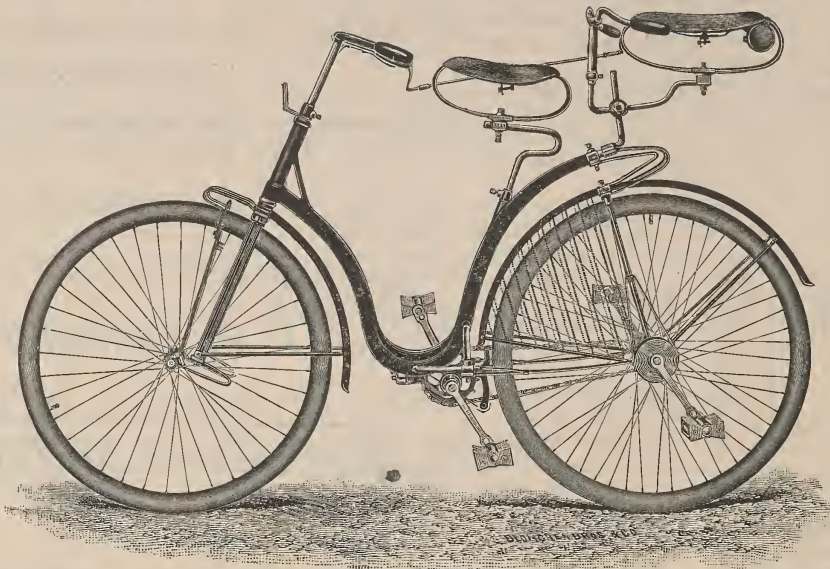


"PERFECT" POCKET OILER.
Best and neatest oil can in the world. Throws only a small quantity of oil at a stroke; no leakage; handsomely nickel-plated. For sale everywhere. Price, 50 cts. each.

"PERFECT" PNEUMATIC PUMP HOLDER.
Best and most convenient device for carrying a pneumatic pump on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling, handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON,
172 9th ave., N. Y.

THE WORTH



CONVERTIBLE TO A PERFECT LIGHT SINGLE BICYCLE IN 30 SECONDS.

From C. A. Coleman, Kearney, Neb.

July 19, 1892.

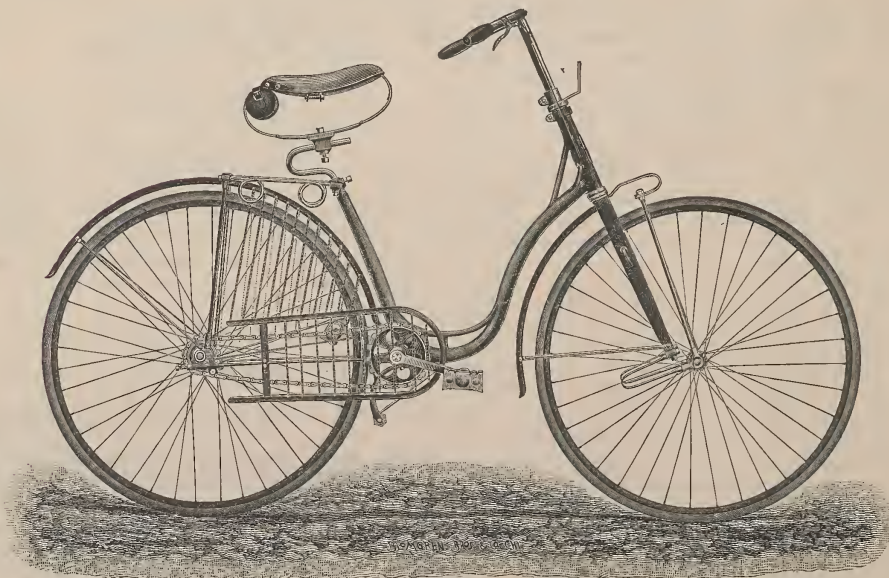
GENTLEMEN:—I have just received a Worth, and have tried it, and I find it one of the easiest riding and finest wheels that I have ever seen. You have the right thing in the right place.

From F. Huffman, President Winona Bicycle Company.

July 25, 1892.

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

“LADY WORTH.”



THE ONLY PERFECT WHEEL FOR LADIES' USE.

CHICAGO BICYCLE COMPANY,

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

scratch, in 40:11. The race last year was won by H. Bodensine, and the time prize by Harry Hall in 44:08. Twelve men beat the last year's time. The road was very dusty and fully three minutes slow.
D. D. WARNER & CO.

Anent the Solid City wheelmen's tournament at Fort Scott, Kas., Oct. 6, Henry E. Harris, secretary, says that if he gets enough entries from Chicago and elsewhere to guarantee an invitation race he will have a five-mile handicap added to the programme, and put up valuable prizes.

The Waverly (Ill.) Wheelmen held a race meet Aug. 31, the programme of which follows, Mile, novice; half-mile, open; half-mile, club; mile, handicap, open; boys' race; two-mile, handicap, open; mile, club, handicap; three-mile, handicap, open; half-mile, ordinary; five-mile, handicap, open.

The final heat of the exposition tournament will be run off at the race meet of the Milwaukee Wheelmen at National Park, Saturday, Sept. 10. The following events will also take place: Mile,

was reached on the return trip at 10:30 p. m. The actual riding time was 10 hrs. and 17 min., while the total time out of eighteen hours was largely caused by a series of accidents to the pneumatics. The road was only fair. This breaks the old record of 20 hrs. total time and 16 hrs. riding time, made in '85 by Hildebrande and Klipstefn on solid tired ordinaries.

There is a scarcity of news here in the racing line, though all the boys are starting in for hard work to get ready for the western circuit. St. Louis will be well represented at Peoria, Jacksonville and Chicago.

The South Side Bicycle Club is now in its new quarters and is ready to receive visitors. The club is having a very decided boom at present, and it certainly deserves it.

The Wayne Counties' Century Run.

RICHMOND, Ind., Aug. 20.—The century run of the Wayne County Wheelmen on Thursday had fifteen starters: O. E. McMeans, F. J. Parish, F. M. Whitesell, B. A. Dickinson, A. E. Morel, E. A.

A NEW BROOKLYN TRACK.

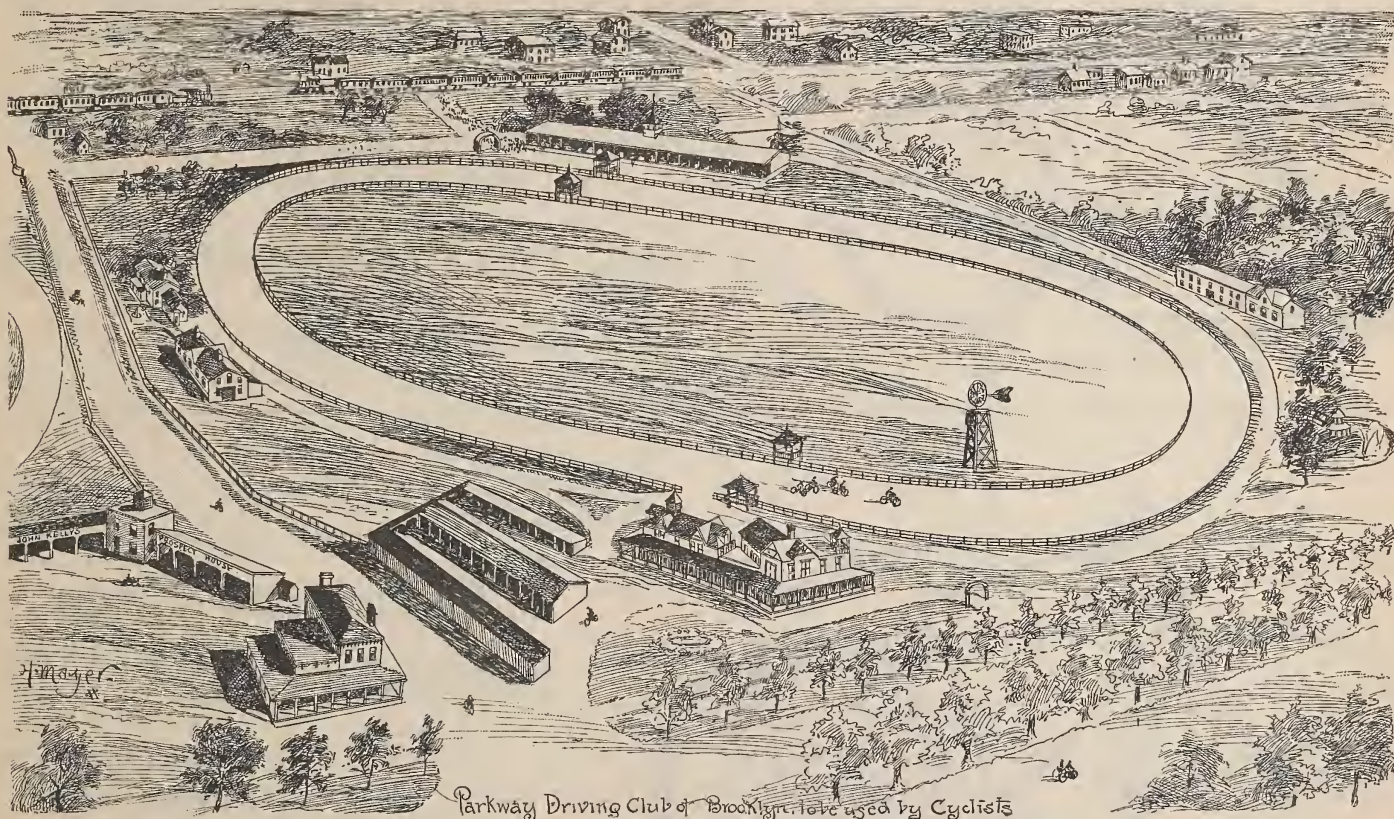
The Grounds and Surroundings to Cost Over \$100,000.

Since the days of the Revolution, when the British officers raced their imported thoroughbreds over the level plains of Hempstead. Long Island has been famous as a producer and a developer of speed, not only in horses, but in men also. The very air seems to be full of speed. Who has not heard of the trotting tracks of ante-bellum days, called the Union course and the Fashion course, and the trotters who reigned supreme there; and its running tracks of to day at Sheephead Bay, Coney Island and Gravesend? Long Island's boxers, walkers and sprinters are famous the world over. Those famous road scorchers, the King's County Wheelmen, the *bon ton* Brooklyns, the sedate Long Islands, the Bedfords, the Ramblers, the Montauks, the Amity, and full thirty more well-known cycle clubs hail from Long Island. Brooklyn, the fourth city in the Union, has nearly ten thousand wheelmen and about five thousand road horse drivers who daily

lore, besides the usual rooms for social and recreative purposes. It is aimed to make the track second to no half-mile track in the country. The board of directors will aim to admit no one to membership in this club who would not be eligible to membership in any social organization in the city. The officers are: Henry T. Boody, president; Edward O'Flynn, vice-president; Benjamin Shreve, treasurer; Van Mater Stillwell, secretary.

TO BE OPENED NEXT MONTH.

The tracks and grounds are almost finished, and the formal opening will be held in September. The point of interest that the REFEREE and all wheelmen have in this matter is that the King's County Wheelmen will not have to go to New York city to find suitable grounds on which to hold their meets, and that it is possible that the King's County Wheelmen will hold a fall meet there. It also places Brooklyn in line for one of the league meets. Nearly three million people live within a radius of ten miles of this track, and as it is so easy of access by foot, wagon, rail or wheel, a cycle



Parkway Driving Club of Brooklyn, here used by Cyclists

for Milwaukee wheelmen only; two-mile, handicap; half-mile, scratch; boys' race; mile, three-minute class; five-mile, handicap; mile, 2:40 class; ten-mile, handicap.

The committee having in charge the bicycle races at the Minnesota state fair announce that a large number of entries will be made in the several events on the card, and that the races will no doubt be hotly contested. The programme contains five races, and will be preceded by a parade of all the wheels gaily decorated, the association having offered prizes for the most artistically decked wheels. Collie Bell, of the St. Paul club, has been chosen master of ceremonies, and all entries should be sent to him.

From St. Louis.

St. LOUIS, Aug. 22.—Carl Ellers and Ed Grath, of the Pastime Athletic Club, succeeded in making the round trip yesterday between St. Louis and Washington, a total distance of 118 miles. The start was made at 4:30 a. m. St. Louis

Jones, W. S. Foster, Howard Powell and John Waldron, of New Castle; Will Scherman, E. K. McCoy, Bob Conley, John Wilson, J. L. Townsend, C. F. Wright. All came through but Wilson, who punctured his tire beyond repair. Jones is only thirteen years old and came through as well as some of the older riders. Kodak pictures were taken of all things of any interest and of each rider, of which souvenirs will be made.

Buffalo Riders Make Centuries.

BUFFALO, Aug. 22.—Yesterday was an ideal day for wheeling and the chief centurions took advantage of it, there being five centuries made yesterday. Frank Klipfel completed his fourteenth 100-mile run in 10 hrs. 5 min. total time. He was accompanied by his brother, F. A. Force, of the Press C. C., made his tenth century, and F. F. Rich, with Harry Timming, also made one over the same course as all the others, the Buffalo-Dunkirk route. Rich and Timmins made their run in 11 hrs. 45 min. total time.
WILLIE DUNN.

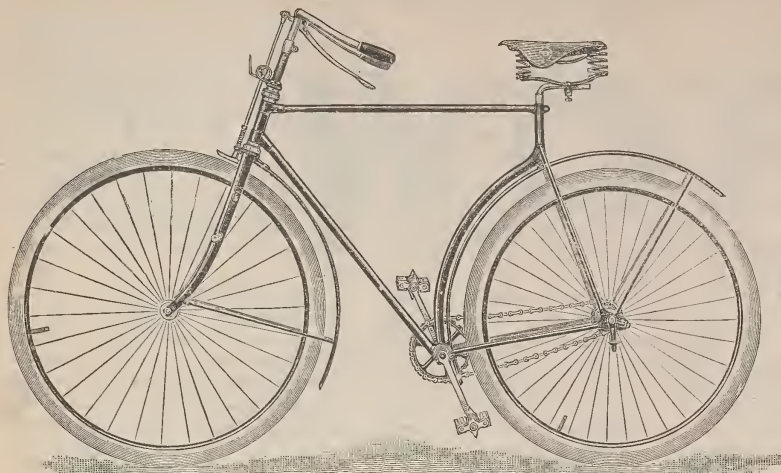
used Bedford avenue, the Eastern boulevard, Prospect Park and the famous five and a half-mile Coney Island boulevard, or, more properly speaking, Ocean parkway, as their outing ground.

THE NEW HOUSE AND GROUNDS.

Midway between Brooklyn and Coney Island, on Ocean parkway, about three miles from gate four of Prospect Park, lies the subject of our illustration, the half-mile track and grounds of the Parkway Driving Club of Brooklyn. The sum of \$100,000 was expended to pay for the land, construct the buildings, lay out the track and generally fit up the premises ready for use and occupation. The membership is limited to 300, initiation fee \$150 and annual dues \$30. The constitution, by-laws and rules of management of the property are similar to the laws adopted and in use by the Driving Club of New York. The club house is designed to provide accommodation for members on race days, and contain club parlors, separate and exclusive accommodation for ladies, a library on horse

meet, with racing cracks as an attraction, would be sure to draw a big crowd, boom cycling in the metropolitan district, prove a blessing financially to the local clubs, and go a long way toward building the new cycle club houses projected. The track has been built under the direction of an engineer who will shortly turn it over to the club complete. Ten inches of coarse sand laid on rocks and broken bricks set, is the foundation; then two feet of loam and sand mixed with a little lime for cementing purposes. The corners are raised six feet on the turns, which are of regulation trotting-track width. It is quite possible that cycle race meets will be given there every Saturday afternoon when not in use by the horsemen, and W. F. Murphy will, it is said, handle the principal part of the management.

The Cazenovia members of the Century Cycling Club, of Syracuse, gave a clam bake to the other members of the club at Listman's Grove on Cazenovia Lake last Thursday.



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.

AND

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.

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.



MODEL NO. 1.



B. & A. ROAD RACER, 20 LBS.

SPECIFICATIONS.

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

Same Model and Specifications as Above.

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

THESE PRICES ARE WITH PNEUMATIC TIRES.

TELEGRAM,
THRIFT,
BIRMINGHAM.

H. P. COOK
MANAGING
DIRECTOR

The New Buckingham & Adams Cycle Company, Limited.

Coventry Works, Birmingham, England.

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

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

Chillington Villa, Peuge Road,

S. Norwood.

MESSRS. BUCKINGHAM & ADAMS, LTD.

Gentlemen:

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

Yours faithfully,

F. J. OSMOND.

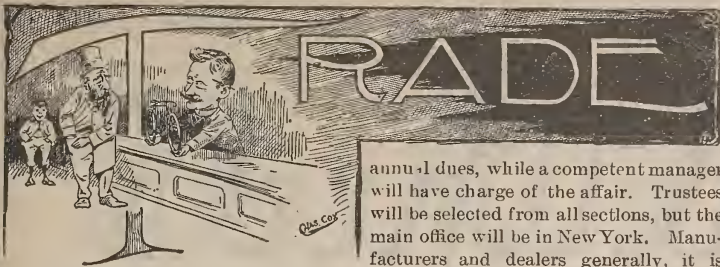
The New Buckingham & Adams Cycle Co., Ltd.

BIRMINGHAM, ENG.

The James Cycle Importing Company

CHICAGO, ILL.

A Few Good Agents Wanted.



The Gendron Quartette—New York.

The Gendron Iron Wheel Company has been fortunate in the selection of employees; and this rule holds good with its New York house, the interests of which are safe in the hands of the three energetic young men, Getz, Quinlan and Schwalbach. Mr. Getz, the cashier, went to New York about three years ago to take charge of the house there. Mr. Quinlan, who is well known on the road, track, and in New York in particular, is a five-year old employee of the Toledo firm, and is a young man pretty well acquainted with men and things, and don't go far wrong in deals with his employers' goods. Alex. Schwalbach is a well-known cycling figure in New York and Brooklyn, and is an old-timer with nothing of the Dutchman in his make up, although the name smacks of the fatherland. Schwalbach was with McKee & Harrington years ago, and urged that firm not to sell the Callemert patents to the Pope Manufacturing Company, which it did for \$300, and lost a fortune. All three of the Gendron hustlers pull together and are doing great work east for the Gendron people. The pictures are faithful ones.

The Dunlop Pneumatic Patents.

From an English paper we learn that: "Sir Edward Clarke, the solicitor-general, sat for the last time yesterday under the present government to hear an appeal against an amendment of this patent, which had been granted by the comptroller. The appeal was made by a combination of no less than eight makers of other pneumatic tires, who were represented by perhaps the strongest array of counsel ever brought together in a case of this nature, and the arguments of the opposing counsel occupied considerable time in hearing. At the conclusion of the arguments the solicitor-general said he would not trouble counsel for the Pneumatic Tire Company to reply, and proceeded to deliver his decision, upholding entirely the amendment granted by the comptroller, adding that if the comptroller had not allowed the amendment he (the solicitor-general) would have been obliged to do so upon an appeal. Costs were awarded to the Pneumatic Tire Company."

Leather Pneumatics.

George Latulip of Syracuse has invented a leather pneumatic bicycle tire. He has for a number of years been employed in the raw hide business, and conceived the idea of making a bicycle tire of this article. The invention consists of the use of raw hides between the inner and outer tubes. The tire will be seamless and be 1-16 of an inch in thickness. A machine equipped with these tires will weigh less than a pound more than if the original tire was used. It is claimed that it cannot be punctured.

A Cycle Dealers' Board of Trade.

A New York law firm, at the head of which is Isaac B. Potter, has sent out the prospectus of a cycle dealers' board of trade, and since that time the proposed by-laws have been printed. It is proposed to issue 250 shares at \$10 each, charge \$50 for initiation fee and \$75 for

annual dues, while a competent manager will have charge of the affair. Trustees will be selected from all sections, but the main office will be in New York. Manufacturers and dealers generally, it is said, are heartily in accord with the proposed board.

Auctioning off Wheels.

At Pomeroy & Son's, 82 Randolph street, a sale of bicycles took place on Wednesday of this week. Rover special '92 pattern, cushion-tired machines sold for from \$42 to \$58; ladies' pneumatic Rovers, '92 pattern, for \$65 to \$85. About a hundred machines were sold at these prices. The Humber-Rover company's agent was there and bid in any machine that he thought was going too cheap. The sale will be continued Saturday of this week.

Peoria Trade.

Fred Patee, who has been on the sick list for some time, is now on duty again. He left Saturday on a trip through the northwest. This will be his last trip this season, and on his return he will spend the remainder of the summer at home with his family.

Kirkwood, Miller & Company have just received word that Basil Riley, the



managing director of Bonnick & Company, Coventry, Eng., will sail for America September 1 with a full line of sample Telephone cycles for 1893. The Telephone has given very good satisfaction, and Kirkwood, Miller & Company will place a large order with Mr. Riley.

H. G. Rouse was in Chicago last week on business. As the season draws to a close before many months, Mr. Rouse is looking around for a line of wheels for 1893. Of course R. H. & Company will handle about the same line of wheels next year as they did this, but their trade is increasing so fast that they can take up another line and handle it very nicely.

Kingman & Company have had a good season on Centaurs and Clippers. The K. O. S. has also been giving good satisfaction. Mr. Simmons, who has been with this house for some time, looks after the bicycle department. A representative of this company is now in England buying wheels for next season's trade.

Luthy & Company are now retailing bicycles. When they first opened their bicycling department they only did a jobbing business, but the large demand for bicycles in Peoria prompted the house to retail them. They have had a very good season and expect to be strictly "in it" next year. LAUREL.

Recent Patents Granted.

The following is a list of recent bicycle

patents, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

450,760, seat attachment for bicycles; Maurice E. Blood, Kalamazoo, Mich., assignor to the Kalamazoo Cycle Company, same place; filed Nov. 2, 1891; serial No. 410,568.

480,838, spring for bicycle saddles; Henry Bergfels, Newark, N. J.; filed April 28, 1892; serial No. 431,075.

480,844, bicycle; George F. Hall, Newark, N. J., assignor to the Schrade & Hall Novelty Manufacturing Company, of West Virginia; filed Dec. 4, 1891; serial No. 413,078.

481,083, bicycle tire; Arthur E. Kupfer and Herman C. Kupfer, Providence, R. I.; filed March 8, 1892; serial No. 430,198.

481,053, velocipede; Robert S. Owens, Washington, D. C.; filed Feb. 3, 1892; serial No. 420,105.

481,070, velocipede; Martha E. Slocum, Meadville, Pa.; filed Feb. 27, 1892; serial No. 423,068.

481,118, velocipede; Michael J. O'Donnell, Chicago, Ill.; assignor of three-fourths to George G. Brandenburg and George R. Walker, same place; filed Dec. 1, 1891; serial No. 413,693.

Foreign Trade Notes.

This year's Stanley show will be held from Nov. 18 to 28.

Manager R. L. Philpot, of the New Howe Company, has been advised by his physicians to take a much needed rest, and has gone to Switzerland.

The Centaur Cycle Company of Coventry is now a limited company with a \$250,000 capital stock. The management remains the same as heretofore.

In May, June and July, the *Cyclist* says, exports to the United States from the Birmingham district (which includes Coventry) amounted in value to \$890,772. Of this no less than \$333,741 (or

considerably over one-third) represented cycles and cycle materials. No other single industry reached \$100,000, the nearest approach being "fancy goods and jewelry" with \$72,382. Regarded comparatively, the figures are truly astounding.

It is rather early at present to talk of next season's patterns, but a word or two may be permitted. We don't expect any radical alteration of fashion in the rear driver from the present long-based open diamond. Back bottom stays will be strengthened, and the Humber pattern bottom bracket will come into more general use, as will Carter's gear case or similar chain protector. Ball socket steering will in many instances be slightly reduced in length, as it causes a too high built frame for many riders at present. We don't look for any great alteration in weight, save in racers, which next season will probably be cut a pound or so on standard patterns, principally by cutting down lugs and other solid parts; and in specially built machines the possibilities of aluminum open up a very speculative field. The only point which will puzzle makers between now and the Stanley show is the very vital one of tires. This question, in makers' opinion, is very far from being settled, and consequently frames only will be built during the dead season in anticipation of next season's trade. The front driver will probably take another twelve months to materialize into a popular

fancy, so that in the interim we may expect a spatter of gears applicable to this type, out of which some further good may be expected.—*Scottish Cyclist*.

Chicago Trade Jottings.

The Spooner-Peterson Company has received a hundred Bell Rock Scorchers lamps, weighing fifteen ounces each.

The Quadrant Cycle Company has another shipment of Scorchers on the way. There is a demand for this popular wheel.

Bliss and Ballard now ride Columbia Relays. Bode rides the new Swift racer, and Merrill is mounted on an *Aeolus* racing wheels.

The Stokes company sold last week a bill of a thousand medium grade wheels to a Chicago firm about to embark in the cycle business.

A. J. Street, while on a business trip for the Taylor Cycle Company, was taken sick with the fever down in Texas, where he now lies.

Herrick of the Stokes Company is doing a rushing business in pneumatic wheels for sulkies. He took one order for twenty pairs of wheels this week.

Morgan & Wright have been able to successfully place their tires on a forty-nine inch Eagle and also on a Star ordinary by splicing the ordinary tires together.

The Coventry Machinists' Company's agents at Amsterdam, Holland, report that the jury at the Scheveningen exhibition have awarded the diploma of honor, the highest award, to the Swift cycles.

The James Cycle Company, 118 Adams street, has received a consignment of South Road racers. They will weigh twenty-two pounds with Morgan & Wright tires. This, we believe, is the lightest regular stock racer for sale.

The C. F. Stokes Manufacturing Company received on Tuesday orders for English suits, two in the same mail, one from Portland, Ore., and one from Portland, Me. The Stokes company is selling more of these suits now than early in the season.

The Elliott Manufacturing Company, 207 South Canal street, manufacturer of the Elliott roller ball bearing safety, turned out its first wheels, after three years of successful trials, last week. These were five in number, weighing thirty-two pounds. The company will enlarge the plant next year and be an active factor in the market.

A New Pneumatic Pump.

E. D. Loane, Jr., one of the staff of A. G. Spalding & Brother, better known as "Pete" among the old-timers, began riding in '81, since which time he has held sundry positions in the trade with satisfaction to his employers. He was with the old firm of Ersenbrandt & Stoffer, of Baltimore, who were subsequently succeeded by the Ersenbrandt Cycle Company; accepted position with the Clark Cycle Company, also of Baltimore, and later with the Maryland Sportsmen's Supply Company, as manager of the cycle department. It was with this concern that he made an intimate acquaintance with the Victor, believing it to have many merits distinctively its own. When the Overman Wheel Company opened its Baltimore branch with C. C. Candy as general manager "Pete" applied for and secured the position of business manager, establishing under many difficulties, the victor in Baltimore. About this time the Overman Wheel Company decided to establish a branch in Washington. Turning the Baltimore business over to Cline Brothers, he then started

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.

ISN'T IT A FACT?—



ISN'T IT A FACT?—

THAT a house that has been in the cycle trade thirteen years; that carries the largest assortment of cycles in America to select from, including the MOST POPULAR AND BEST MAKES in the world; that has unexcelled facilities for handling orders with promptness and dispatch; that carries a line of new and desirable cycles at prices that CANNOT be duplicated in any market; that extends to its patrons every courtesy consistent with good business principles.

THAT such a house can serve its customers much more advantageously than those that carry small stocks, and variety, and have had only limited experience in the business?

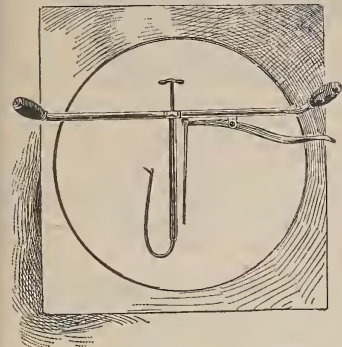
THINK OF THIS WHEN WANTING CYCLES AND WRITE TO US.

We are still selling '91 Cushioned Tire JUNOS at \$55.00, from which price we allow discounts to Dealers and Agents.

52-page Catalogue, Bargain and Second-Hand List FREE.

ROUSE, HAZARD & CO., - 89 G STREET, - PEORIA, ILL.
Manufacturers. Importers. Jobbers. Retailers.

up and hustled to the front in not much over a year the Washington business, and it has developed to-day to its present proportions under the able fostering of C. R. Overman. He resigned from the Overman company and has been for the past two years with Messrs. A. G. Spalding & Brothers, and is well known to the trade throughout the states of New York, New Jersey, Delaware and Pennsylvania, where his efforts have been of a most satisfactory character. Mr. Loane is a man quick to see and embrace an opportunity. His work is done



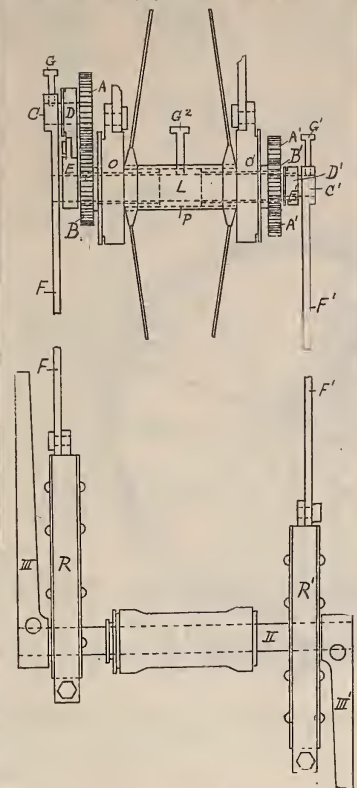
cleverly, and he holds to an idea until its success or failure is established. He is the inventor of several devices in connection with carriages and cycles, among the latest of which is a pump for pneumatics, for which patent application has been filed both in the United States and Canada and several foreign countries. The writer has seen this device, and Mr. Loane has already received communication from two of the leading manufacturers regarding his invention, but has as yet made no definite disposition of the pump, pending future developments. It weighs but three ounces, is not in the way, is simple, strong and durable, readily susceptible of repair, and always with you. It is illustrated exclusively in this issue of the REFEREE.

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 20 give notice in the prescribed form of such opposition.]

No. 13,530. G. Hughes' "Improved epicyclic speed mechanism for velocipedes." August 11, 1892. (Communicated by A. J. P. S. Vader, Paris.)—This invention consists of an epicyclic speed mechanism to be applied to the connecting of the pedal shaft to the driving wheel or rotary axle thereof and by means of which the former may be adjusted to operate the latter with one of three different ratios of speed. The construction employed is as follows: The shaft of the driving wheel is composed of two distinct parts, that is to say, the shaft L, which may be termed the motive shaft, and of the hollow axle (O, P, O 1) made up of separate parts but so fastened and secured together as in effect to form one solid whole. The parts (O and O 1) are each constructed of separate parts in order to form an adjustable ball bearing so that the axle (O, P, O 1) may revolve without friction on the shaft (L) and the latter within the axle (O, P, O 1). Around the bearing just described is a second ball bearing which serves to connect the axle to the frame of the velocipede. The axle (O, P, O 1) carries the driving wheel hubs made as one part with it. The pinions (B, B 1) are fixed on the prolongations of the axle (O, P, O 1) and are therefore at one with the axle. The crank arms (E, E 1) are keyed on the ends of the shaft (L) and have in their ends ball bearings (D, D 1) respectively to receive the shafts (C, C 1) of the pinions (A, A 1) which always are in gear with pinions (B, B 1). The cranks (E, E 1) are preferably fixed on the shaft (L) so that one is at right angles to the other. On the pedal shaft (II, I) are the usual pedal cranks (III, III 1) and also two excentrics (R, R 1) the straps of which are carried on ball bearings and are connected by rods (F, F 1) to the shafts (C, C 1). Set screws (G, G 1) are arranged to connect the rods (F, F 1) with the shafts (C, C 1) respectively. The two sets of pinions can not both act at the same time. The screws (G, G 1) can not therefore both be fixed at the same time. When either of these screws is left loose the respective rod (F, F 1) simply causes the pinion A

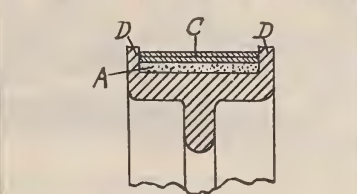
or A 1 to revolve idly on the pinion B or B 1 and consequently remain without any action on the latter. The shaft (II, I) is revolved by the pedals,



and consequently turns the excentrics (R, R 1) and gives a back and forth movement to the rods (F, F 1) which through the cranks (E, E 1) trans-

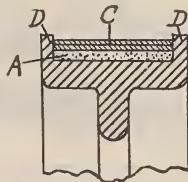
fer the rotary movement of the shaft II, to the shaft L in equal measure. The pinions (A, A 1) follow the circular movement of the cranks (E, E 1) but if either of these pinions is fixed with regard to its rod (F or F 1) as is done by screwing up the coupling screw (G, or G 1) so that the pinion no longer turns idly, its circular displacement while maintained rigid with the top (F or F 1) will cause a rotary movement of the corresponding pinion (B or B 1) on the axle (O, P, O 1) which causes the driving of the wheel. Therefore, by choosing two different ratios for the pinions A and B and for A 1 and B 1, a choice of two speeds is obtained in the relative velocity of transmission between pedal shaft (II) and driving wheel. A third proportion of speed in transmission is obtained by unscrewing both screws (G, G 1) fastening the shaft (L) with the axle (O, P, O 1), for instance, by a set screw (G 2).

No. 15,554. L. Holt's "Improvement in and relating to pneumatic or inflated tires. September 14, 1891.—This invention relates to tires adapted to be inflated with air or gas under pressure, and it consists in placing in any convenient position in the tire a film or pad of any suitable composition which will liquify under excessive heat, the object being to facilitate the repair of the tire after it is punctured. In applying the film or pad to tires of the solid wall tire, such as the Boothroyd, it is preferred to place the said film or pad in the interior of the tire against the exterior part thereof, but it may be placed between the layers of the tire if desired. In tires consisting of a separate jacket and an air tube, either with or without a



separate canvas tube or jacket, the film or pad may be placed either within the air tube, between the air tube and the outer jacket, between the air tube and the canvas tube or jacket, or between the canvas tube or jacket and the outer jacket, the latter being the preferable position. When a tire is punctured and the hole will not automatically close, heat is applied by a hot plate or other device to the part punctured, to liquify the substance forming the film or pad, the pressure within the tire being relieved if the tire has not already become deflated. Immediately the substance forming the film or pad is liquified at the point of the puncture, the heat is removed and the tire at once cooled to solidify the substance, which thus repairs the puncture between the part of the tire containing the air and the outer sheath or tread thereof. When the elastic film or pad is placed between the chamber or tube containing the air and the outer cover or jacket, it may be left loose and not attached to either part and in such cases it is sometimes so placed that it can be moved circumferentially round with respect to either or both the air tube or chamber or the outer jacket, or either the air tube or chamber or the outer jacket or both may be moved with respect to the said film or pad, so that the place of puncture in the various parts may not coincide.

No. 5,605. N. Davis' "Improved driving gear for cycles. March 22, 1892.—The manner in which this invention is carried into effect is as follows:



Instead of the two toothed wheels over which the ordinary chain wheel gears, two wheels are mounted like flanged pulleys, which have rims or flanges (D D) projecting above their edges for the purpose of receiving an India rubber band (A), which fits tightly to the surface of the wheel. One

sail for England for a month's business trip.

The Common Sense people contemplate putting out a Humber pattern safety next season.

H. P. Walden, of the Chicago club, mourns the loss of his Humber road racer, No. 14,746, which he left in front of the Pullman building Aug. 20.

W. J. Persh, formerly traveling salesman for the Bretz & Curtis Manufacturing Company, has joined the forces of the Raleigh company and is now in the south in its interests.

George R. Bidwell, of New York, is a busy man these days, and his trips between his cyclometer factory in Newark, his works in Hartford, and his tire factory, keep the genial Bidwell on the move.

Reed & Curtis, Worcester, Mass., will be heard from next season, as with the completion of their new factory their pedals, screws and other specialties now under way will be pushed with the usual Curtis vigor.

Among the trade people who were elected to membership of the Manhattan Bicycle Club at its last meeting were Paul Angues, Arthur A. Atty and George S. Atwater. The Manhattan is scooping in trade people and all others at a lively rate.

At the South Bend, Ind., races last Saturday the riders of the James captured five first prizes, Rhodes winning three. At Englewood the same day, C. H. Peck won the seven mile road race, also time, 22 min. Peck's mount was a twenty-



NEW SWIFT RACER.

three pound James track racer. Two miles of the road was covered with slag.

McKee & Harrington intend pushing the Lyndhurst next season. Mr. McKee says next year's wheel will weigh a little over thirty pounds and will have several new features. The tubing used in the construction of the Lyndhurst is the Credenda.

Manager Day, of R. L. Coleman & Company, received a letter the other day asking if the Western Wheel Works made a tricycle with an air circulating, refrigerating receptacle, that could be used in delivering butchers' goods to customers.

J. S. Ray, manager of G. & J.'s Broadway store, in his spare moments has constructed a true diamond, thirty-two pound safety, sans springs and other little G. & J. devices, and it looks a very promising mount. Plenty of wheel base and extreme rigidity are two of its features. The Rambler does not seem to take very well to New York or Brooklyn, although Charles Schwabach &

three pound James track racer. Two miles of the road was covered with slag.

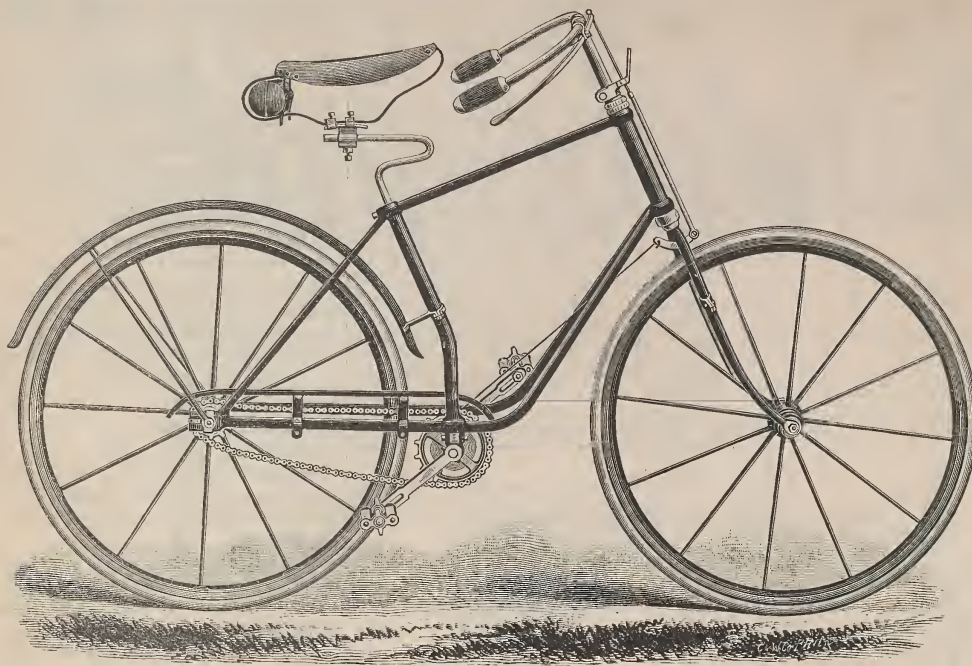
McKee & Harrington intend pushing the Lyndhurst next season. Mr. McKee says next year's wheel will weigh a little over thirty pounds and will have several new features. The tubing used in the construction of the Lyndhurst is the Credenda.

Manager Day, of R. L. Coleman & Company, received a letter the other day asking if the Western Wheel Works made a tricycle with an air circulating, refrigerating receptacle, that could be used in delivering butchers' goods to customers.

J. S. Ray, manager of G. & J.'s Broadway store, in his spare moments has constructed a true diamond, thirty-two pound safety, sans springs and other little G. & J. devices, and it looks a very promising mount. Plenty of wheel base and extreme rigidity are two of its features. The Rambler does not seem to take very well to New York or Brooklyn, although Charles Schwabach &

A New Swift Racer.
The Coventry Machinists' Company has received one of the new swift racers, a machine admired by all. It is built on the lines of the Holbein, but with a wheel base a trifle shorter. It is fitted with Dunlop racing tires and weighs twenty-six pounds. If a lighter roller chain were used the weight would be lessened somewhat. The cranks are seven inches, quite too long for track work. But notwithstanding this objection it is a trim-looking and finely-built wheel, and will be in great demand.

Trade Notes.
George E. Curtis, of the Bretz & Curtis Manufacturing Company, will shortly



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

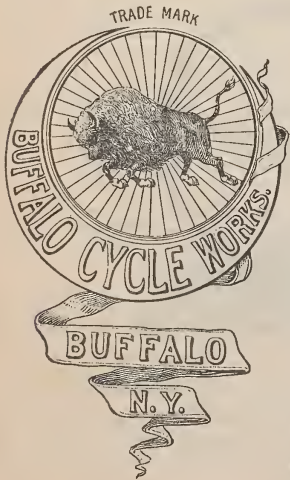
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THE COMMON SENSE
BICYCLE MFG. CO.,
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The Referee.

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.

The Gales Model '92. The Best \$100.00 Wheel

—ON THE MARKET.



1 1/4 in. Cushion - 100.00. 1 3/4 x 2 in. Dunlop Pneumatic - 120.00

GOOD LIVE AND RESPONSIBLE AGENTS WANTED. Catalogue Now Ready.

Schoverling, Daly & Gales,

230 Broadway and 84 Duane Street,

NEW YORK.

*The apparel oft proclaims the man. The bicycle always proclaims its rider. Are you willing to appear in public mounted on a wheel which is a give-away? Do you want to herald the fact that you patronize the auction shop, the pawnbroker, the seventeen-cents-per-month installment racket, etc., etc.? Or do you prefer to have a wheel that shows you to belong to the best class of cyclists? Take your choice, but you had best ride a **SWIFT** and be respected.*

COVENTRY MACHINISTS' COMPANY, LIMITED.

CHICAGO, BOSTON, SAN FRANCISCO.

MEN WE ALL KNOW.

No. 3.—Col. A. A. Pope.

The man who doesn't know who "the colonel" is, knows little about cycling.

I believe I remember once reading—it may have, even, been on the authority of the colonel himself—that the ambition of every American boy was to, some day, ride a Columbia. The colonel is the man who fired the American youth with that very laudable ambition. I can't very well go into details as to his connection with cycling, because I am not drawing salary for producing a history of American cycling, which is about the same thing. So be content and happy with what I am able to offer.

The colonel has been the most liberal patron cycling has ever known in this or any other country. He makes good bicycles, and, people say, big profits, and is as willing to part with a goodly share of them for the good of the cause as any man I ever met. They do say that the colonel owns all the racing men, league officers and cycle journals, and runs the league to suit his own ends. Once upon a time I tried to interview him on the subject and he said: "Well, what if I do run the league? I run it well, don't I?"

I was bound to admit that he did.

The colonel's connection with cycling dated from the inception of the business in this country. He thought, in those days, that he made bicycles as perfect as the selection of good material and the employment of good mechanics could make them. But he didn't. A blacksmith would do as well now, and yet how proud the colonel was as he rode into Hartford on a machine weighing one hundred and fifty pounds or thereabout, and told the Weed company that he wanted more made like it. The company undertook the job, and as a result

the man who gave the order now owns the factory, ground and everything that thereon and therein is.

The colonel has had his finger in a good many pies and has pulled out many profitable plums. Rumor credits him with the ownership, or, at least, the possession of a large portion of the stock, of a number of concerns.

As an entertainer the colonel is one of the huge successes of the season. He has a country place on the shores of Massachusetts, where the doors are never closed, and not a night passes but the hospitable rook covers some visitor.

Col. Pope is "quite some" as a speech-maker, and to the artist, I understand, we are to be indebted for a number of sketches, suggested by extracts from his speeches.

Let all the world say all it can against Colonel Pope, but when the day comes that he relinquishes his interest in cycling, the business will have lost one of the best friends and brainiest men it has ever known.

"Cupid's Chariot" a Success.

"Cupid's Chariot," a new three-act farce comedy, by Henry J. Sayers, was presented at the Grand Opera House, Kansas City, Aug. 16 and 17, to a full house, notwithstanding ninety degrees weather. The performance is an undoubted success, being above the average farce comedies, replete with good songs, dances and funny situations. The bicycle race, on which hinges the plot, if it may be called such, can not fail to excite an audience. Miss Alice Evans, a pretty little soubrette, who dances gracefully and sings perfectly, is leading lady and the heroine of the race. Her "whirlwind dance," a la Louise Fuller, brings down the house. Barber, the well-known trick rider, who undoubt-

edly gives the best stage performance of any of the "champions," was a prime favorite. Powers brothers are old-timers and are a whole show in themselves. Their one wheel act brought several recalls. Charles J. Stine, as Major Domino, is funny, very funny, in his songs and dances. Miss Ada Jewell, the soprano, who was last year with Evans & Hoey, shows a decided improvement over her really excellent work of last season, both in singing and dancing. She fascinates the bicycle boys with those "Madona glances."

The "Ta ra ra boom de-ay" song and dance by Misses Jewell, Evans, Greely and Broughton, "is great, distinctly great." The bicycle race creates much enthusiasm, was run amid great applause, and earned a "curtain call". Stein wears the Lincoln club cross-bars on the front of his duster.

Taken all in all, the play can be considered a "go," and should fill the houses wherever it appears. Properties, dress and company are A 1, and far above the average.

The company works east from here, playing at Detroit Aug. 25, 26 and 27; Hartford, Sept. 5 and 6; Springfield, Sept. 14-15. It will not play in Chicago before February, 1892. ROVER.

Could't Fool the Fair Nellie.

Ike Johnson, who has charge of the riding school of G. G. J., New York, was with Bidwell for several years and says he taught the first two women to ride a safety—Pauline Hall and Nellie Bly, the smart newspaper women reporters of the *World*. Johnson says that while giving Nellie a lesson a male reporter for another paper dropped in and asked him for some pointers for a story on woman cyclers and cycling generally. On returning to his fair pupil, he said:

"A reporter wants some cycle news." "Don't you give a line. I want a story myself for to-morrow's *World*," was the around-the-world-trotter's response. Johnson told the reporter that he was too busy. "Then I will see Mr. Bidwell," said the reporter, in Miss Bly's hearing.

"No you won't, young man," softly murmured Nellie, and to the astonished Johnson she quickly said: "Take me to Mr. Bidwell the shortest cut;" and two minutes later she was seated in Mr. Bidwell's private office rattling off notes for a complete story for the next day's *World*, the male reporter being told that Mr. Bidwell was out. Johnson is colored, and like his race loves music, and between lessons has become a proficient trick rider, and rode on one-wheel playing a banjo for five minutes for the edification of a REFEREE man last week.

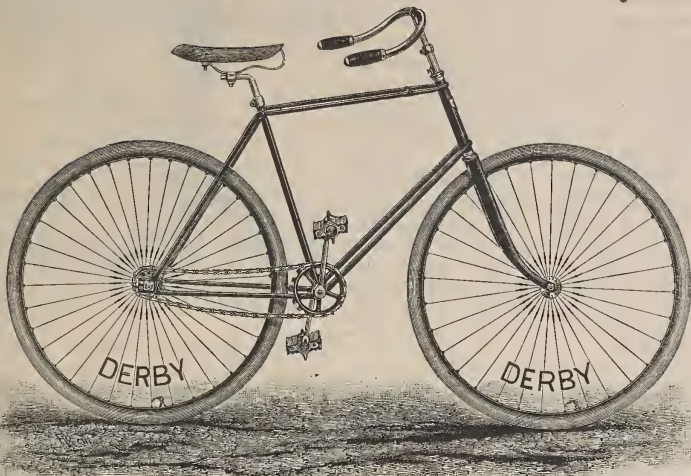
Heavy-Weight Riders.

Erie, Pa., has some pretty good-sized riders, several ranging in weight from 185 to 265 pounds. D. A. Coughlin leads, with 265 at the start, but a few months' riding has reduced his weight thirty-five pounds; Andrew McClintock, 270 pounds; Major Charles M. Cunningham, 225; A gentleman seventy-four years of age, named Slitaisky, purchased a wheel in May and now can be seen almost any fair morning at 4 or 5 o'clock exercising his 180 pounds avoirdupois. Mr. Jonson's assistant taught the latter gentleman, and reports remarkable agility in his pupil for a man of that age.

The Bergen Lady Cyclers are drawing plans for an all-day run of large proportions. Gentlemen are to be invited, and dinner served when the cyclers reach their destination. The society is in a flourishing condition and has a surplus in the treasury.

MY NAME IS
...

DERBY



Morgan & Wright Pneumatic, 37 lbs., \$140.00
Strauss Pneumatic, 35 lbs., 140.00
Dunlop Pneumatic, 38 lbs., 150.00

DETAIL.—Frame, Derby pattern, double throughout, from continuous seamless steel tubing; 9 inch head; Wheel Base, 44 inches; Wheels, 30 inches; Warwick Hollow Rims; Gearing, 57 and 63 inches; Round Cranks, 6 1-2 and 7 inch throw; Humber Chain; Garford Saddle; Drop Forgings throughout. We have the best and most simple Spokes made; they can be replaced by the rider without removing the tire, and are fully explained and illustrated in our catalogue. For beauty and simplicity there is no equal. For service none can be made better.

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161-162-163 S. Canal St.

CHICAGO.

West Side Retail Store, 597 W. Madison Street.

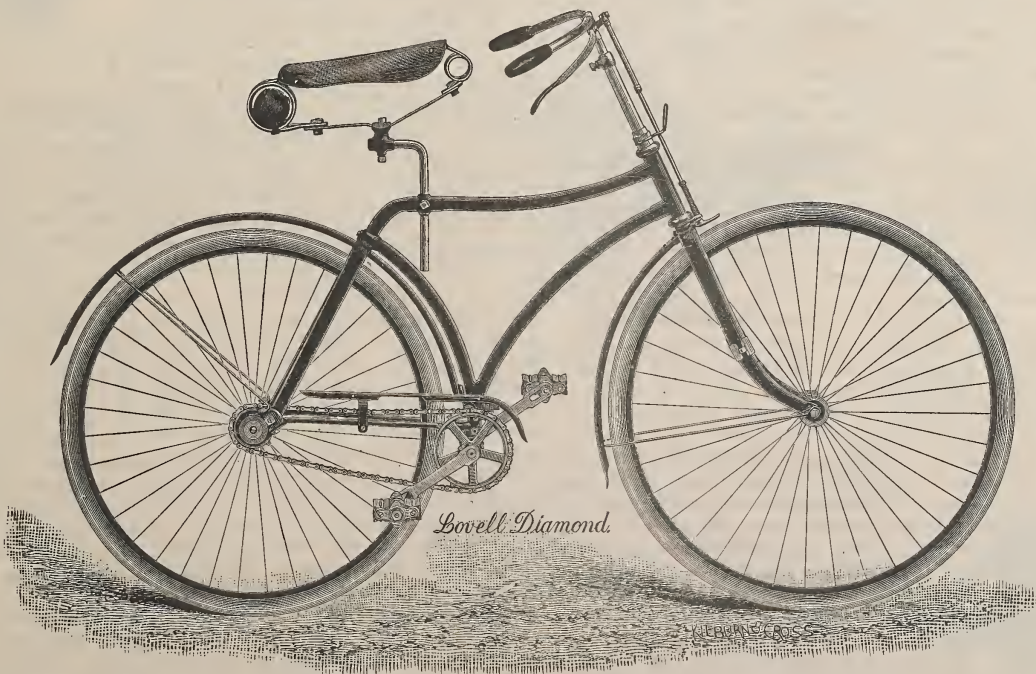
LOVELL DIAMOND CYCLES.

Strictly High Grade.

For Ladies or Gentlemen.

Pneumatic Tires
\$115.00.

Cushion Tires,
\$95.00.



Solid Tires,
\$85.00.

Boys' and
Youths
\$45.00. \$65.00.

Manufactured by John P. Lovell Arms Co., 147 Washington St.,
BOSTON, MASS.

Cycle Catalogue free. Send for one.