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TO ADVERTISERS:

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

"LOOKING BACKWARD."

Has the referee, or have the referee and judges of the race meeting the right to create special rules to cover any point not provided for in the regular racing rules? This point was raised at Parkside on Saturday last, when a number of men were disqualified and one ruled off the track for the day for looking around! The Parkside track is a quarter-mile circuit, and, possibly, looking backward may have been the cause of some accidents. The men were warned that such action would result in disqualification, and the rule was enforced to the letter. Of course the right of the officers was questioned, and, as we believe, with good reason. Should this matter be brought to the attention of the racing board, we believe its decision will be adverse to the passage of rules to suit special occasions. Racing men are to be governed, we believe, by the rules laid down by the board, and by these alone. In this particular instance the officers ruled that looking around came under the head of foul riding. If they had been able to show that any man, by looking around, has interfered with another, or had in any way changed the result, this ruling might hold good, but in many cases no harm whatever resulted. It might be well for the board to decide this question.

FAVORING SCRATCH MEN.

The action of the racing board in condemning the action of a referee of a race meet who allowed the scratch men to compete in the final without riding the heats, is to be commended. This course was unwisely suggested by the fast men at Washington and Baltimore, and ridiculed as it should be. There is no valid reason why such a proposition should be considered for a moment. The scratch man has no more right to win the race than the man on the limit mark. The object of a handicap is to give all men an equal chance. By making one set of men ride twice while others ride but once defeats this object. The men who, as a rule are placed at scratch, have abundant chances in scratch events to win their full share of prizes, without placing the handicaps practically at their mercy into the bargain. The poor scratch man has a pretty easy time of it generally, and we need offer him no further advantages.

ONCE more will the rules relating to championships be amended. The racing board recommends that these events be thrown open to all league members, whether winners of division championships or not. Better throw them open

to all residents of the United States while they are about it. Of one thing we may rest assured—that the championships will never be a success so long as they are to be made part and parcel of the annual meet and awarded to the highest bidder, regardless of whether the dates and track be suitable. No greater farce than the championships of 1892 ever occurred in the league's history.

It remains for the Englishmen, after all, to take the first steps toward the formation of an association for the promotion of international championships. Henry Sturmev is engaged on the task. Whether the American committee appointed some time ago, and consisting of Messrs. Burdette, Ger uld and Raymond, has taken any steps nobody seems to know.

MANY a time and oft, of late, have we been questioned as to the truth or falsity of the rumor that Mr. Spalding had decided to "give cycling a lift." Such a report appeared recently in one or more of the daily papers. We are assured that the scheme outlined is quite imaginary, and that the gentleman named had given no thought to the matter.

R. D. Garden has gone east and will be away a month.

The Chicago Team To Be There.

The Columbia cycling tournament at Columbus, O., Monday and Tuesday promises to be a big affair. Detroit and Chicago will be well represented, as well as Ohio, with racing talent. The Chicago C. C. sends Munger, Lumsden Van Sicklen, Githens, Bliss and Ballard, and some good racing must result. There are twenty-two events on the programme and \$3,000 worth of prizes have been put up. The relay race will be a novelty. This will be run by teams of five, each rider to ride one mile, under the following conditions: An exchange limit of 100 yards will be designated by white flags in front of the grand stand. Number one of all teams will start, riding the first mile, each carrying a courier packet, which is to be transferred to number two of the respective teams within the exchange limit; numbers two, three and four are to repeat the performance of number one, and the team represented by the first number five under the wire, wins the race. The track, a picture of which was shown in the REFEREE recently, is one of the fastest in the country, and with good weather Taylor's mile competition record is apt to go, and the one breaking it will receive a diamond pin worth \$100.

Louisville Getting Ready.

The Louisville people are making a great effort to have as big and successful a meet Sept. 29 and 30 as any on the western circuit. The merchants of the place have donated a handsome lot of prizes, and among the lot is a piano, besides several high grade bicycles. Dr. Tileston is an energetic worker and has done much to make the meet a worthy one. The illustrations shown elsewhere are the result of a few shots on the occasion of the last meeting at Louisville. The track is a sixth-of-a-mile circuit, the greater part of the center being occupied by an artificial lake. In all parts of the ground are cages of animals and birds. That the "direct representation," so often claimed by some of our contemporaries, is not always a sham, is proven by our photograph of "the Bearings staff."

Mr. Quilp, the manager of the place, conducts it more as a hobby than as a speculation, and the wheelmen are indebted to him for much kind attention.

A SUCCESSFUL CLUB.

The Columbia Wheelmen About to Occupy Their New Home.

The Columbia Wheelmen of Chicago are rapidly coming to the front, their members rather excelling along distance road riders. This club was the outcome of too much politics in the *Æolus* Cycling Club, and about twenty-five men withdrew and formed the Columbia Wheelmen some two years ago. From the start the club had a healthy growth. In the old *Æolus* club house they grew and thrived until last spring, when the club's great success drew general attention, with the result that offers to build a club house were quickly accepted. They are now on the verge of entering their new home at 311 West Division street, which has cost \$15,000. The club's membership is nearly 200, and, still better, all are hardy riders. At a recent monthly meeting no less than eighty were in attendance, over sixty of whom rode to the meeting.

WILL JOIN THE A. C. C.

The club is about to make application for membership in the Associated Cycling Clubs, and is desirous of taking a more prominent position locally. On their Sunday runs the Columbia Wheelmen turn out more men than any other club. The members travel well together, and theirs is a strong bond of fellowship which augurs well for the club's future prosperity. It was principally through the splendid performances of the club's racing men that it has sprung into prominence. The racing talent has been developed in the club ranks entirely, and presents many coming champions. The interest taken in racing is in no better way exemplified than by the entry list of 125 for the annual road race, which occurs Sept. 11.

SOME OF THE FAST MEN.

Emil Ulbricht of this club has become probably the best known through his performances on the road early in the spring, and the great number of century runs which he has made. Ulbricht was tied for the second time medal in the Waukesha race, and starts for the Elgin-Aurora century course record next Sunday. Fred Nessel is the club's leading rider. His performance in the Pullman race was a notable one, and his great ride in the Waukesha race is well known, when he cut the record to 48:11, a cut of over five minutes, lowering the colors of most of the western fast men. Nessel road to Milwaukee, lowering Munger's time ten seconds, doing the ninety-six miles in 6:55. He goes for the 100-mile track record in September.

GOOD ON TRACK, TOO.

Nessel rode fourth in many races at Springfield to Lumsden, Barrett and Munger, and showed he was equally good at short distances. L. Tagholm was one of the seven Chicago men who rode inside record time. He lately rode to Lake Geneva and return, 173 miles, in 18:45, accompanied by Paulsen of the same club, who two weeks later rode to Milwaukee and return, the first double century over country roads in Chicago, in 20:05, unaccompanied. President Erickson and Captain Greenburg themselves set the examples and ride many centuries. The club has a hundred strong riders on the road, and next season will be ably represented on the path by a team of five, under charge of a competent trainer.

Another Good Trick Rider.

Sunday morning at 5 a. m. Thomas S. V. Morrison and a party of his north side friends started from Lake View for a century run over the Elgin Aurora circuit, about 120 miles the round trip

from the starting point. On a wager Morrison was to ride the entire distance without handle bars on his machine. That he performed this feat is the testimony of Tom Heywood, W. S. Kaehler, A. G. Seeger, Loyd Chick, James B. Dyer, E. P. Seeger, J. N. Starrer, H. A. Stacey, W. G. O'Donnell and W. W.



Rattray. The entire distance was covered in twelve hours, his actual riding time being ten hours. His mount was an Ariel safety, loaned by D. T. Ganse. The roads were terrible. From Chicago to Elgin they were deep and rutty and it was all the men with handle bars could do to keep on their wheels, yet Morrison hammered out twelve miles an hour. From Elgin to Aurora, against a strong head wind, he covered eight miles of the distance in twenty-eight minutes. From Aurora in the wind was stronger, yet he came home, fresh and ready to ride farther. Up and down hills he even dis-



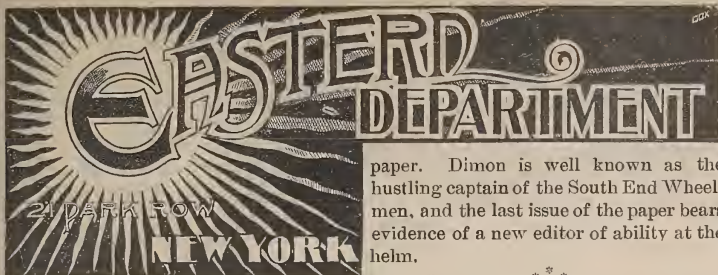
tanced his pace makers, and where the roads were worst he apparently rode easiest. The rider met with no accidents and simply astounded his friends and riders he met on the road by the apparent ease with which he rode. Morrison rides a wheel like a centaur. He rides an *Æolus* racer handle bars off and on the rear wheel only, and mounts into the saddle, standing up with arms folded. He also rides the wheel forward while in reverse position on the pedals, guiding by the seat only.

Nancy Hanks, 2:05 1-4.

Again the trotting record went on Wednesday, when on the kite track at Independence, Ia., Hanks was driven a mile by Budd Doble in 2:05 1-4, two seconds faster than her record made at Washington Park. The quarter was reached in 30 sec., half in 1:01, and three-quarters in 1:34. The running horse, Abe Lincoln was her pace maker. Another good bit of work was done by Flying Jib in the 2:20 pace, three successive heats being won in 2:10, 2:10 and 2:07, respectively. Bicycles will have a hard time to reach these figures.

L. Fewsmith Fails.

The failure of L. Fewsmith of Cleveland is reported, and it is said he will not be able to pay over twenty cents on the dollar. He handled the Warwick, the Eclipse and a line of cheap wheels.



Editors Frank Egan and C. A. Dimon.

NEW YORK, Aug. 29.—This is a world of changes, and if the Rev. John Jasper's declaration that the "sun do move" isn't true, things and events on the earth's surface move for a surety. Only this past week the air was charged with a well defined rumor that a new, well-backed cycling journal was to take the field, and inquiries as to a plant and



Louisville.

staff to conduct the new venture was being made, and is, for aught I know, being made still. But, like a flash of lightning, came the following telegram from Philadelphia: "Frank Egan takes editorial charge of *Sporting Life's* cycling department, and severs his connection with all other papers. Crowther takes business department of *Life*." This came of a visit by Egan to Philadelphia, having been called there by wire, and the surprise hit Egan as much as it did others, I'm told.

PACKED UP HIS GOODS.

Egan confirms the news, and a visit to his cosy flat on Twenty-second street and Eighth avenue last night, found Frank packing all his belongings into barrels and crates preparatory to leaving his dearly beloved Gotham, possibly forever. New York without Frank Egan seemed an impossibility, but much as he will be missed he will enthuse life into the Quakers, and as Frank said in parting, "I'll either make a big success or a horrible failure of my new position; there won't be anything half-way about it. I have severed my connection with all other papers and will not write a line outside of the *Life*." In packing up Egan carefully wrapped up a disfigured looking thing called the amateur rule, which he will hang over the editorial desk in Philadelphia, and expects only one or two more squeaks out of it. In wishing Frank Egan god-speed in his new field, I am sure it echoes the sentiment of those who know the incisive, fearless writer, who, with one or two others, have brought the rest of the cycling papers in line with opposition to the amateur rules as they now exist. Frank Egan may not believe in a deity, or that women are angels, but he does believe that the amateur rules want changing. *Au revoir*, Frank Egan.

DIMON'S NEW JOB.

This reminds me to say that C. A. Dimon, who has labored so faithfully for the REFEREE in Philadelphia, has taken editorial charge of *Cycling* in that city, and proposes to make it a live local

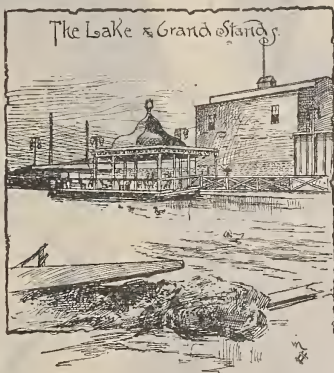
paper. Dimon is well known as the hustling captain of the South End Wheelmen, and the last issue of the paper bears evidence of a new editor of ability at the helm.

They Wanted Zimny.

As expected, A. A. Zimmerman comes in for a general roasting at the hands of the M. A. C. cycling carnival committee. Zimmerman entered, verbally, but, finding his western engagements and possibly his tired condition would prevent him doing justice to himself, he asked the M. A. C. people, through a letter to Chairman Moneypenny, to let him off, and took it that they would do so, as he gave valid reasons for wishing to remain west. The M. A. C., although not in possession of his entry in due form, and in face of Mr. McDermott's letter asking to be excused, kept advertising Zimmerman as a starter and even placed his name on the programme, which was injudicious, for there is no doubt the lack of enthusiasm was caused by the crowd coming to see the great rider, and after seeing his name on the programme looked in vain for the famous Jersey "skeeter."

KNOW HE WOULD DRAW.

The M. A. C. knew that Zimmerman



Louisville.

was the magnet, and let the club say what it likes, it wilfully misled the public by advertising an impossibility. This might be excused with professional showmen, but not in a club of the M. A. C. standing. If the dailies which printed the explanation of the M. A. C. tournament directors and blasted Zimmerman, knew the facts, they would feel that they were entitled to an explanation from the Zimmerman side. The M. A. C. seems to be going into the show business, and an article denouncing such methods of a supposed amateur club, in the *Evening World* last Friday, hits the case. Backing professional pugilists is not in keeping with the idea of what constitutes an amateur club, and this is what the *World* called attention to. The M. A. C. has done much to demoralize amateurism, and while the club has also done much to promote athletic sports, it is fast tending towards professionalism of the worst kind, and the directors should call a halt.

A FEW OPINIONS ABOUT IT.

These are a few remarks of the dailies on Zimmerman's non-appearance, which show the famous rider has been placed before the public in an unjust and unfavorable light:

Zimmerman, the champion, was entered in all the principal events, but failed to put in an appearance, he having gone to Cleveland, where larger prizes were offered. His absence caused considerable disappointment, and the M. A. C.

officials were very sore over it, claiming that Zimmerman had given positive promises to be on hand.—Press.

There was much expressed disappointment at the absence of Arthur Zimmerman, who had given the club's officials his promise to compete, but broke it without apparent compunction. Director Moneypenny has papers in his possession absolving the M. A. C. from any charges of hippodroming or desire to parade Zimmerman without authority. There was a plenty of cycling stars present to make Zimmerman's flunk a matter of small moment.—World.

The Cherry Diamond officials were very indignant at the failure of Zimmerman to appear, and asserted that in view of his definite promises to do so his action was very shabby.—Sun.

The Boy Girl in Cycling.

A writer some time ago alluded to the prevalence of the effeminate side of a good many cyclists in *Cycling*, who are never happy unless they are covered with love tokens and their wheels present a ribbon-bargain-counter appearance. The "sissy" in cycling is not altogether a pleasing object, and not flattering to either sex, and there is nothing more calculated to give one a dose of dyspepsia than to see a "sissy" rider careering along with ribbons a yard long flying from his handle bar. If the admittance of women to clubs causes this there is more need of drawing a line so as to not admit them than to keep "culd" folks out of the league. What woman feels dignified in riding with a simpering youth who vies with her in what is pardonable in woman, or seeing the many soft-brained dudes usurping her privileges of extraordinary personal adornment. Such cattle should be ducked, like an old hen who persists in setting on china eggs. This sounds like one of the ribbon brigade, taken from to-day's personal column of the *Herald*:

"A young man, stranger and bicyclist, on vacation, would like to meet some lady riders living in New Jersey and Philadelphia. Address Y. Y. Z., *Herald*."

Potter the Orator.

I am in receipt of the *Boston Journal*, sent me by somebody interested in good roads, in which there appears an account of the annual meet of the Massachusetts Boot and Shoe Club. The *Journal* devotes nearly a page to the speeches, and



Louisville.

the promoters of the meeting recognized cyclists by inviting two such distinguished men and orators as Colonel Pope and Isaac B. Potter, editor of *Good Roads*. The colonel was away from home in Alaska, looking, possibly, for a summer residence for the riders of "blue rims," but Potter was on hand.

A COMPLIMENT TO COLONEL POPE.

In alluding to the distinguished son of Massachusetts, Albert A. Pope, the chairman said he "hoped to have with us to-day a man who measures time not by days, weeks or years, but by cycles. I refer to Colonel Albert Pope, whom we all love for his fresh enthusiasm and generous help to all that is good. But we have with us a man who knows all about roads, from Alpha to Omega, and

whom I met for the first time to-day, and find to be a right good fellow. I take pleasure in introducing Isaac B. Potter, of New York, editor of *Good Roads*." In an eloquent talk which occupied a column of nonpareil, Potter told those influential men the tale of roads in this country, from when the Mayflower landed off the coast of Massachusetts to this progressive age of the League of American Wheelmen. The Boot and Shoe Club is to be commended for its generous recognition of good roads and cyclists, for it seems entirely unselfish, for the reason that bad roads are hard on shoes, and the use of the cycle certainly saves shoes. Thus Potter scores one for good roads, and at the same time aims a blow at the shoe industry.

A New Jersey Boulevard.

The great drawback to cyclists who wished to ride into the heart and best points of Jersey in the past has been the wretched bed of sand extending from Jersey City to Newark, fourteen miles distant. From Newark the rider can wend his way over good roads into any part of the state. Now hope reigns, and the cyclists will be glad to learn that after more than twenty years of complications arising from tedious legal proceedings and political jobbery over the project, ground was formally broken yesterday afternoon at Bayonne for the Hudson County boulevard. The work of beginning the road was conducted under the auspices of the Hudson County Board of Chosen Freeholders.

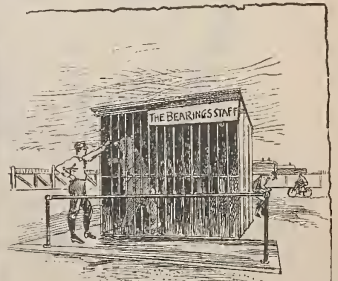
WILL BE A BIG JOB.

The new boulevard is to extend from the Bergen Point shore of the Kill von Kill to the Bergen County line, a distance of fourteen miles. Its width is to be one hundred feet. The legislature passed an act permitting an appropriation of \$1,000,000 by Hudson County for constructing the road, but the cost of the boulevard will far exceed that sum. There are two hundred houses to move in the upper section. Chief Engineer Harrison expects to have the work advanced as far as the Hudson County court house, on Jersey City Heights, by the spring of 1898. Several large bridges are to be built, and in addition to awards for damages to adjoining realty the county authorities expect to be permitted to set off benefits to be derived by contiguous property.

With the boulevard completed the run from Jersey City to Normal and beyond will be a favorite one, and thousands will use it, as many live in New Jersey and are employed in New York, and now they have to patronize the railroads.

FRANK HALL'S PARISIAN SCHEME.

Frank Hall is not altogether unknown in America; in fact, he is well known as a man with large brains and little honesty



Louisville.

in the conduct of tournament schemes, and New York and San Francisco know Frank Hall very well. He gave very successful six-day pedestrian races in

P. J. BERLO:



New York and San Francisco, and report said Frank Hall benefitted most by them and would not care to give others in these places. This may be wrong and "Hall may be all right," and the further fact that he has been conducting great skating rink enterprises in the Olympia, London, Paris and other places with other people's money and has been successful, may go for a good deal.

EVERYBODY TO BE IN IT.

Frank Hall's latest scheme, I learn by a letter, is to give a seven-day night-and-day race in Paris, and all the long distance riders of America, England and France are to compete. It will be a success, no doubt, as the French will surely flock to see the horrible in cycling, and night and day work is horrible, to my personal knowledge. There is something soothing in the information that it is to be given in Frenchland, and which won't injure cycling much, because the French won't understand. Lamb, Wood and Howell curse and swear in English, thus we will be spared the information that Lamb called the referee and spectators naughty names.

Is Burdette a Candidate?

Said a member of the racing board to me Friday: "I have it on the best of authority that Colonel Burdette will not be a candidate for re-election to the L. A. W. presidency, and my authority is —," mentioning a cycling editor who affects to train a little with the Hartford wire-pullers. Calling on a still greater gun in the cycling political world I mentioned the news, and as he winked his other eye he replied: "Won't he, though? You wait and see. When the time comes he will be found like Barkis, but may not seek the office in the acceptance of the term." MORGAN.

Palmer's Talk on Trade.

Harry Palmer prints a very useful and instructive article on "The Cycle Trade" in this month's *Sporting Goods Dealer*, and reads the English and American trade a valuable lesson. He tells of an English firm which sent to this country a traveler who knew nothing of the country's trade, and who closed a deal with the first attractive talker he met, and his firm is now out \$20,000. Palmer speaks of the glamor of the cycle trade, and altogether the three-column article is worthy of the *Tribune's* ex-sporting editor and also worthy of reproduction by any paper.

Berlo's New Racer.

P. J. Berlo showed the REFEREE his latest creation in racers Friday, and this one proves P. J. is a clever mechanic. The new "Berlo Racer" weighs nineteen and a quarter pounds. It has wooden rims, six-inch cranks, saddle fastened on a three-inch post, which is in turn solid on the frame. The wheel is geared to sixty-eight inches, has three and a quarter Bidwell-Thomas tires, and is painted gold, or rather pure gold leaf is used, while the words "Berlo Racer" are in bold black letters across the frame.

Brer Wilcox in Gotham.

Secretary E. C. Wilcox of the Stover company was a welcome visitor to Gotham last week, and the "old uns" and the "young uns" in the trade were glad to see the Phoenix hustler. [In order that the Freeport man went home in good time, Mrs. Wilcox and Wilcox, Jr., accompanied the Freeport youth, and notwithstanding an exciting time in Philadelphia, E. C. looked happy and reported that the family had enjoyed a delightful trip east, Ocean Grove, N. J., having claimed their attention for a few days.

THEY LIKE THE SCHEME.

GOTHAM DEALERS IN FAVOR OF A CYCLE BOARD OF TRADE.

A Majority Believe It Will Solve Many Problems — Some Do Not Think Well Of It, However—Some Of The Opinions.

The proposed "Cycle Dealers' Board of Trade," finds hearty endorsement, judging from the following opinions gathered by the REFEREE the past week. There seems to be a general opinion that the scheme should embrace and control prices, deal with price-cutting and regulate the installment and renting business, if the retailer be allowed to become a member of the board. The originators of the scheme, the law firm of Potter, Baldwin & Miner, in their prospectus and proposed by-laws, are seemingly contradictory on this point, and it seems to be an open question if the proposed scheme refers only to the manufacturer, wholesaler (pure and simple) and the jobber of cycles and sundries, for section or article five in the prospectus says: "Any person in good standing engaged in the manufacture of bicycles or cycling sundries, or dealing in the same, can become a member of this board of trade by purchasing one share of stock," etc. Then article one in the proposed by-laws says: "Any firm or person in the United States, of good standing, doing business as manufacturers of, or wholesale dealers in cycles and cycling goods, shall be eligible to membership." So the by-laws and prospectus do not agree as to the qualifications of a member. One wholesaler in New York thinks that the retailer should not be admitted to membership, and gave his reasons as follows: "The retailer is much more numerous than the wholesaler and could at any time combine and dictate the terms and policy of the proposed board." In answer a retailer said: "That's all nonsense; we could not do anything of the kind, for the manufacturers and wholesalers are so much better off financially and we are dependant to a great extent on them. The retailer wants protection from price-cutting and those who rent and steal wheels. Several abuses could be straightened out."

WHERE THE HEADQUARTERS WILL BE.

A question will arise as to where the headquarters of the board shall be, and it is learned Boston would like to get it, but a wholesaler of Gotham said that New York would earnestly protest against Boston being the place. A circular sent out by Rouse, Hazard & Company to the jobber and wholesaler is causing favorable comment, and its purpose is solely to combine the jobber and wholesaler against the man who orders a lot of wheels early in the season, and when pay-day comes ship them back to the seller. This would not interfere with the board of trade scheme, but the latter could no doubt regulate that matter also. Attached to Rouse, Hazard & Company's circular are the names of a majority of American wholesalers who are in sympathy with the move, for as George R. Bidwell remarked: "We have all suffered more or less by the return of wheels through people over-estimating their capacity of sales, or lack of pushing them." Mr. Bidwell said in response to a query: "Sit down and I'll tell you what I think of the matter. Yes, the dealers' board of trade is a good thing. It is something that has been wanted, and should receive the support of all who wish to see certain abuses corrected, and the trade controlled in a conserva-

tive and wholesome way. I cannot for the life of me understand why jealousy and ill-feelings should exist in the cycle trade. There is room for us all, and by working in a measure together we assist each other, and thereby strengthen, instead of weakening each other. I have signified our firm's willingness to join the proposed board of trade, and if wise counsel prevails in its deliberations and bickering and personal feeling are thrown aside, it will be a royal help to the cycle industry."

THE SCHEME TAKES WELL.

Secretary M. L. Bridgeman of the American Ormonde Company—"Mr. Willis and myself are in hearty sympathy with the movement, and our company did not hesitate to declare itself in line at the start. We believe in it and should like to see the headquarters in New York if possible."

Treasurer Douglass of the Premier Cycle Company—"While President Johnson is not here, I can voice what I know will be his opinion, and that is favorable to the scheme, for our trade has grown to such an extent that the board of trade would be of great assistance to us. Personally, I am in favor of anything that will assist the trade, and the proposed Cycle Dealers' Board of Trade will no doubt do so."

Messrs. P. Angoris and A. A. Atty of the Raleigh Company—"Why, certainly, count us in on the proposed scheme; the Raleigh Company will always favor anything that will keep sharks out of the trade and correct the many abuses which crop out. In England we have what is called the Wholesalers' Board of Trade, which issues monthly a black-list of people who are shaky and have not kept faith with any of the wholesalers, and the scheme is doing much good in weeding objectionable people out of the trade and protecting the members against many possible losses."

George S. Atwater, of the Stover Bicycle Manufacturing Company's Broadway wholesale and retail store—"It is full time something was done. I tried to organize a Washington dealers' association to do away with certain abuses there, but the principal objectors to the scheme kicked because they were afraid those who entered into the agreement would break it to satisfy their own greed. Now this proposed cycle dealers' board of trade is all right, providing stiff penalties (cash-in-advance penalties) are enforced when the board's rules are violated. That is the only basis on which I would, or would advise anybody, to join the association."

THEY ALL WANT IT.

Secretary Vogel of the Gendron Wheel Company, who was in New York on business, was run to earth, and this is what the genial Toledo man said—"There seems to be no valid reason why such an institution should not be a general thing for the cycle business. The furniture trade, the hardware trade, the stationers and the jewelers have their boards of trade, which seem to be working well, and therefore I see no reason why such an important and growing trade as the cycle business should not have its board. I am sure our company will favor it if it is organized on a basis of equity and reliability."

Messrs. Getz, Quinlan and Schwalbach of the Gendron New York force, all echoed their chief's opinion.

T. S. Ray, the quiet, sedate manager of the G. & J. Broadway store, thought the scheme would be acceptable—yea, a blessing to local dealers, in order that the installment and renting business and price-cutting could be regulated. He also thinks stiff penalties for wilfulness or forgetfulness in carrying out the rules should be enforced.

That gay, handsome vegetarian, Sidney Bowman, Zimmerman's friend, who presides at Bowman, Collins & Mult-hall's, Eighth avenue, believes that the retailer is in more need of protection than the wholesalers, and thinks the proposed board of trade "an all-firing good thing," and believes the retail trade should have every thought when the scheme is brought to a head. Price-cutters and those who resort to "ways that are dark and tricks that are vain," in the cycle trade, should be dealt with heavily, and with a stuffed club if need be.

ONE IS AGAINST IT.

L. B. ("Barney") Whymper of Schoveling, Daly & Gales' cycle department, is a young man of decided opinions and expresses them so forcibly that it bodes ill success for an argument—"No, we don't want anything to do with a board of trade; we belong to one now, and get reports from Dunn and Bradstreet, and can get it in quick order when we require one, so you can say, Mr. REFEREE, 'we pass.'"

The elegant, impressive and altogether popular "Pap" Worden was seen in all his oriental splendor at the M. A. C. races, and although busy receiving congratulations on his splendid appearance, said: "Why, yes, the Remington people will undoubtedly favor any move that will control and benefit the cycle trade, and although, as you know, the Remington is too good a wheel to need protection [this with a truthful look toward seventeen reporters], we will willingly enter into an agreement or join a cycle dealers' board of trade in order to assist our less fortunate brothers. Yes, you can count us as one of the allies to the scheme."

Elliott Mason, manager of the Pope Manufacturing Company's New York house, remembers a previous attempt at forming a cycle dealers' association, and sighed when he thought of the end of some. "Do you think that the members will take enough interest in it? And do you think they will agree and stick to the rules and regulations?" These are some of the queries Mason, with half-closed eyes and a far-away look, shot at the interviewer. Elliott Mason is one of the "old uns" of the trade, and has sold Columbias so long, and has seen so many changes, that he has become very conservative; and when Mason talks he generally talks to the point. "Yes, in a way I favor the scheme, providing it is organized properly, and will properly fill the field it is intended for. The trade is powerful enough to support a first-class institution of the kind."

W. L. Duryea, Keating Wheel Company—"Yes, we should have a board of trade to control the cycle business, especially the wholesale, which means the jobber and manufacturer."

A FEW MORE OPINIONS.

Col. Scheffey, of A. M. Scheffey & Company, wholesalers: "I have not looked into the matter much, but if the board of trade is useful in another line it ought to be in the cycle trade. We are doing an extensive wholesale business, and of course consult Dunn or Bradstreet very often in regard to credits."

J. Freidenstein, of the Anglo-American Iron and Metal Company: "We place reliance on inquiries and Dunn and Bradstreet reports to protect us against possible losses, but our dealings are with manufacturers principally. I look upon such schemes as boards of trade as hand-les to some scheme or other, and to provide salaries for people and others uninterested. I don't think the plan will work; and if it does it won't be for long."

J. S. Bretz, of Rockaway Manufacturing Company, Liberty cycles: "We

sent our firm's name as a member the moment it was started. We not only believe in a cycle dealers' board of trade, but we think it a necessity and will work for it."

W. B. Stilwell, of Peck & Snyder's cycle department; "A good thing; can't be organized too soon."

Manager Day, of R. L. Coleman & Company, Barclay street, who is a smart and energetic wholesaler, said; "While our firm has not sent in its name as a proposed member, we think well of it and will undoubtedly join a dealers' board of trade if started properly."

McKee & Harrington could not be seen, but it was learned that McKee is in favor of some such organization to regulate the trade and has so expressed himself.

This, therefore, can be taken as a fair census of New York opinion on the proposed cycle dealers' board of trade, and the result was surprising, as it is overwhelming in favor of such an organization. A member of the law firm which started the scheme, said the replies to inquiries are almost unanimous in favor of an organization.

MEN WE ALL KNOW.

No. 4.—W. M. Brewster.

Chance, and the fact that St. Louis possessed the biggest brewery and a good name for hospitality, took the league meet of 1887 to the city by the "Big Muddy," and then the league became acquainted with a man who has been its treasurer ever since, and has become one of the most famous persons in the cycling world.

"Pop" Brewster first saw the light in Cincinnati, though how long ago is a secret locked firmly in the bosom of the family. No one seems to know except Pop himself, and he won't tell. At a guess we should place him at—well, say thirty-eight. He may be more—he certainly is not less. He has dabbled in railroad matters nearly all his life, and at the time of his introduction to the league and for a long time thereafter, was located at St. Louis. Two years ago he moved to Quincy, Ill., but now he has returned to Missouri, and will make his headquarters in the classic city of St. Joseph. He travels extensively, and knows the country from one end to the other.

"Pop" Brewster is a character rarely met with. I remember, once, writing something about him—the editor would not publish it then so I'll try to ring it in on him now—on this order: "He is a thoroughly well-informed, practical man. Everyone who is favored with his acquaintance is fond of him, and all that his enemies can find against him is that he lives in St. Louis. His stock of stories and fund of honor are inexhaustible."

He is well informed. Ask him who is the author of the latest dime novel; he knows. Ask him at what time of day his ancestors among the Mayflower deckhands first saw America; he knows. Ask him who'll be the next pres—well, he don't know; says he's out of league politics, and I really begin to believe it. For—pardon the digression—he doesn't seem to take the same interest as of old in league matters. A laxity of action seems to have come over him, and the strings which he once held so firmly and pulled with such excellent effect have been dropped, one by one, probably because other and more important interests have demanded his attention. It is to be hoped that the league is not to lose this excellent officer, but appearances favor the opinion that his interest is waning.

One of the most hospitable natures in

the world is Brewster's. Nothing is too good for his friend. As an entertainer I have never seen his superior. "The Bill Nye of cycling," some have called him, and not inaptly, for a quaint style of delivery, ready wit, and superb cheek serve to keep any assembly in which he may be in a constant roar.

Not altogether unmixed with sarcasm, however, are remarks occasionally dropped by the treasurer, and cutting, indeed, have been some few of these let fall, quietly but effectively on the heads of friend and foe alike, for W. M. B. is no particular respecter of persons.

As a writer Brewster is great. With Garden at one end and Brewster at the other a pen and ink war was once waged



which would have driven many men into a lunatic asylum. That was before they met personally. Now, they hug each other and drink out of the same cup—figuratively. Many attempts have been made to induce him to write for the cycling press, and once he did so for a while, but soon withdrew.

Thus we find the opinion of the world to be that Brewster, as an entertainer, is great, as a politician, a huge success and as a friend, most sincere. May the cycling fraternity be blessed by the addition of many men like him.

The Lincoln's Sunday Run.

The Lincoln Club run Sunday was to Milwaukee by boat Saturday evening. Frank Chase had full charge of the trip in the absence of Captain Newman. Owing to the races only a part of the crowd were a wheel. The riders went to Waukesha, those who were not on wheel's going by train and returning over the twenty-mile course in a bus. Peck, Jones and Spooner made a century over Milwaukee's regulation course. Eleven hours were consumed in the trip; eight hours riding time. The Waukesha country roads and hills, taken as a whole, are no better than the Elgin-Aurora century course. The party returned Sunday evening.

The C. R. C. Annual Century.

The annual century run of the Century Road Club occurs this Sunday over the Elgin-Aurora course. The start will be from the corner of Halsted street and Washington boulevard at 4 o'clock, sharp. Registry books will be opened in Hunt's place, where name, club, wheel ridden and time of starting will be taken. Captains will marshal their club men at some given point to avoid confusion and may register the party. All the arrangements en route will be very complete. This promises to be the greatest affair of the kind ever held, and to be so must have the hearty co-operation of every local centurion. Out-of-town riders will congregate at the Gault House on West Madison street Saturday night, that all may be called at the same time.

NEW ENGLISH RECORDS

TWO GREAT PERFORMANCES DURING THE PAST MONTH.

The Hundred-Mile Path and the Land's End to John O'Groat's Records Lowered—Tire Makers Busy—International Races.

LONDON, Aug. 20.—This has been another week of big performances. On Saturday, at Herne Hill, the Surrey B. C. tried the experiment of running a 100-mile path race with pacemakers. Owing, however, to the fact that these aids were only allowed to the leader, and men who were left had to struggle on unaided and as best they could, the event, so far as actual racing was concerned, proved a failure. Man after man, unable to go the pace in the first hour, cracked and then retired, the result being that before half the distance was covered only J. E. L. Bates and J. H. Adams were left on the path. Both were on rear-driving safeties, the former, who has fallen out with his old club-fellow and companion, S. F. Edge, having deserted the M. & C. geared ordinary for a New Howe safety, and Adams, of course, riding a Whitworth. In my last letter I believe I told you to look out for some records for Adams. In this very race he put up a new set of figures from sixty-four miles to the finish, his 160 miles time being 5 hrs. 4 min. 18 3-5 sec. This, although less than a minute faster than Shorland's F. D. record, made in the first hundred miles of the Cuca cup race, is undoubtedly a very fine performance when the conditions under which Adams rode are taken into consideration. Throughout the whole of the race the wind was very strong, and during a great part of it rain fell quite heavily. Bates, although much fatigued by fast work in the first hour, when he was trying to break up S. F. Edge, finished the distance in 5 hrs. 8 min. 55 3-5 sec. Adams last mile was covered in 3 min. 16 2-5 sec. and the last quarter-mile in 47 4-5 sec.

FLETCHER'S BIG RIDE.

On Tuesday the veteran T. R. Marriott of the firm of Marriott & Cooper put in a good performance on the road with F. W. Briggs of the North Road C. C. Mounted on an Olympia tandem tricycle the pair established a record for that class of machine from London to York, doing the distance in 15 hrs. 20 min. On Wednesday R. H. Carlisle reduced the Edinburgh to London record by some hours. The big performance of the week, however, has been that of Lawrence Fletcher, the famous secretary of the equally famous Anfield B. C. Starting on Monday, he succeeded in beating the record between Land's End and John O'Groat's, which T. A. Edge established this summer, by forty-five minutes. His time was five minutes under four days. Fletcher is a man of many parts. For years he has been one of our best road riders. He is a most capable secretary and organizer; he is a forcible orator and also an author of promise. The great house of Cassell & Company has lately published a romance of the Rider Haggard type from his pen. The title is "Into the Unknown," and the first edition—a large one—is already exhausted, and a second is being prepared.

BUSINESS MATTERS.

Last week I told you that the tire makers were more busy than the cycle makers, and this continues to be the case.

Messrs. Gormelly & Jeffrey have every reason to be satisfied with their experi-

ment of opening offices in Coventry. Already the business promises well.

Messrs. Wittens & Bradbury of the Preston Davies Tire Company have been making a business tour through the country, and they also are contemplating opening a depot in Coventry. To my mind the Preston Davies tire is one of the very best and one of the very few of those which will be largely used in the future.

Mr. A. H. Overman is still here and leaves for home about the middle of next month. This week Mr. Jaffray of the REFEREE left us, and the advent of Mr. J. J. Prial is announced. Next week Mr. Oscar A. Pappe of Pittsburg, Pa., departs for Liverpool, after making a long tour on a Reform safety through parts of Europe, Asia and Africa. He intends to visit the World's fair at Chicago and then to start on another long trip, this time visiting the southern hemisphere.

FOR THREE WORLD'S CHAMPIONSHIPS.

There is a prospect of the institution of world's championships at an early date. At the last meeting of the N. C. U. general committee Mr. Henry Sturmer mooted a scheme, and it was left to him to form a sub-committee to consult with the governing associations in other countries. His idea is that there should be three races—one mile, ten miles and fifty miles—each year, and that the first meeting should take place in Chicago in 1893.

Just as I close this letter I learn that at Coventry, this afternoon, E. Oxborrow lowered the professional mile, safety, record to 2 min. 21 3-5 sec. The correctness of the time is vouched for by a number of watch-holders, including E. H. Godbold of *Bicycling News*.

The West Side Track Scheme.

The west side will have a track. Charles H. Stephens has secured an option for a five-year lease of ground at Forest Home station of the Wisconsin Central, and Chicago, St. Paul & Kansas City Railroads. The tract is ten acres in extent and can be leased for five years with an option for another five years.

It is easily accessible by electric road and may be reached over boulevard roads. It is proposed to build a three-lap track of boards, thirty feet wide on the back stretch and forty feet on the home stretch, which is to be 490 feet long. Mr. Stephens is an enthusiastic and level-headed worker in the Illinois club, which organization has subscribed \$1,500 of the necessary \$4,000. All the west side clubs are at work with subscription papers. The west side men have had offers to consider, have entreated, only to have their ardor dampened by failure. Their fast men have grumbled about it and have been unable to spare the time and expense for training at Parkside. That many are speedy has been proved by showings made, on the road mainly, but often on the path. The Illinois club, once a prominent factor in local racing, has now come toward the front again with a number of good men. Had they the chance more could be developed.

Hendee Was Worried.

George M. Hendee (who, according to our solid but slow-going friend, *Bicycling World*, would soon sail for England, accompanied by his bicycle) arrived home from a month's trip abroad last week, and brought back some experience, a few lamps, foot balls and other knick-knacks. Hendee was afraid of the customs people but escaped unharmed. Mrs. Hendee, who is visiting in Paris, will remain in the gay French capital some time. J. C. Spears of Worcester, who makes the Majestic for Hurlbert & Company, accompanied Hendee on the trip.

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But Sanger Didn't Show Up.

MILWAUKEE, Aug. 29.—A great crowd of wheelmen assembled at the Union depot Saturday evening to welcome home from the Chicago Cycling Club's meet their club mate, Walter Sanger. The large throng was not composed entirely of wheelmen, but was augmented by all kinds of people anxious to do honor to the Milwaukee flyer. As the train rolled into the depot the building fairly echoed with the club's familiar cry. It was the intention to give Sanger a demonstration such as he would not soon forget, as a testimonial of their kind feeling toward him as a brother wheelman and their appreciation of his desire to carry to the front the colors of the Milwaukee Wheelmen. An extensive programme had been prepared and all arrangements made, but the boys were doomed to disappointment. Sanger failed to show up. Wallie, like Zimmerman, is of a modest, retiring disposition, and on hearing that a demonstration was on foot stayed over in Chicago until Sunday.

MILWAUKEE MEN DID WELL.

Sanger's work at Chicago was very satisfactory to his many admirers and friends in Milwaukee. His riding the first day of the meet called forth unbounded praise from the large crowd

present, and special recognition and generous treatment from the great Chicago dailies. All the Milwaukee men did well and are worthy of hearty praise. Price made a good showing, also Andrae, Parks and Schimmel.

TRACK SCHEMES ON FOOT.

The various Milwaukee dailies give a great deal of space to the writing up of what they term bicycle news. The dearth of sporting news in general for some time past has led the different sporting editors to vie with each other in the sensational way. Everything appertaining to the sport is dished up. It would seem that their only object is to write against space and swell every little item of interest up to such an extent that it loses all resemblance of the truth. The latest scheme promulgated in the columns of one daily journal is the building in Athletic Park of a bicycle track by the proprietor, H. P. Quinn. It gives the information that the Milwaukee Wheelmen have agreed to have him build a four-lap track, which is guaranteed to be the fastest in the country, at an expenditure of \$3,000 or \$4,000. The truth of the matter is the wheelmen, while fully appreciating the need of a track, are alive to the fact that in order for them to reap the harvest their efforts in the past year deserve, they must build a track themselves and exercise as far as possible absolute control over all racing events. The Milwaukee Wheelmen have quite a little nest-egg laid by for the purpose of building a track, and the money made at their field day sports and the minstrel

show to be given this fall will be devoted to the project.

ON A TRIP ABROAD.

Julius Andrae, the veteran bicycle dealer, departed for Germany last week, leaving New York Tuesday on the steamer Havel. This is Mr. Andrae's first vacation in many years, and the unexpected announcement of his proposed trip caused no little commotion in the establishment. It is just thirty-seven years since he landed in this country, and thirty years ago he laid the foundation of his present large business. He first began the repairing of bicycles in 1879, and commenced selling them in 1885. Mr. Andrae deserves the much needed rest, and will visit the home of his boyhood and spend several months with relatives and friends.

SMALL PARAGRAPHS.

H. A. Coleman, chairman of the entertainment committee of the Milwaukee Wheelmen, accompanied Sanger in his swing around the circle, taking in Sarnia, Detroit and Chicago.

Fred Schroeder and John Jay Baumgartner, of the Milwaukee Wheelmen's racing board, attended the three C.'s meet at Chicago last week for the purpose of securing additions to the entries for the field day races Sept. 10.

Fred Schmitz, ex-state champion, has resigned his position with the Sercombe-Bolte Manufacturing Company, and has engaged in the photograph business.

JACK ROYAL.

Two New Denver Cycle Clubs.

DENVER, Aug. 27:—The Colorado Wheelmen and the Overman Wheel Company Club are the latest additions to Denver's cycling organizations. Both are quite original; and one of them, at least, deserves more than passing mention. The Colorado Wheelmen mem-

bership is at present limited to twenty-five, which limit is now filled. The members are mostly racing men, and have organized with the idea of benefiting one another by working together. Instead of attempting to procure and fit up a white elephant in the guise of a club house, they expect to equip some suitable quarters as a first-class gymnasium, where men that are training or that want to keep in condition can have the same and even more privileges at much less expense than through the agency of an athletic club. The officers are: President, W. W. Hoag; captain, E. R. Pynchon; first lieutenant, W. Goyett; treasurer, R. H. Biegel; secretary, J. S. Van Buskirk; manager, Louis Block. Among the members of the club are, last year's road race time medal winner, this year's time medal winner, the crack century rider and the state champion, as well as several lesser lights in the local racing world. All around it is an organization that will be heard from sooner or later.

THE OTHER CLUB.

The Overman Wheel Company's Club is composed of the thirteen employes of the Denver branch. The uniform of the male members consists of black pants and stockings, white cap and sweater. The company's monogram, when worked in on the white sweater with black material, is very striking.

The Stokes Manufacturing Company is now quartered in its new location at Eighteenth and Stout, next door to the Overman Wheel Company. With these houses here Denver can boast of as handsome cycle stores as one could find.

With the Stokes people, the Overman, and the Kenwood and Rambler agencies all within a block of Eighteenth and Stout streets, this part of town can easily be called a second cycle row. Higgins.

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Hannan and Whitney will have to move to be in fashion.

Labor day, Sept. 5, the Denver Athletic Club gives its fall field sports. Among the events are a half and one-mile, open, and two and five-mile, handicap bicycle races. Most of the local cracks will appear, although few have had time to train, on account of the club delaying the advertising of the event.

SPECTRE.

Dakota's L. A. W. Membership.

MITCHELL, S. D., Aug. 27.—South Dakota in the last few months, from a list which placed her at the foot of the ladder as regards league members, has been jumping upwards at quite a rapid rate. At the beginning of the year her membership list contained but four names; at this writing it includes sixty-four names—quite an increase. This rapid increase has in part been due to the work of W. J. Healey, secretary of the Mitchell Wheelmen, who has spent considerable time and money in an effort to secure a membership sufficient to entitle the state to representation in the national body. The city of Aberdeen sent in eighteen applications, Watertown six or seven, and Mitchell twenty-three. It is the intention of the cyclers in the state to hold quite a meet next year so far as prize list is concerned.

Fred Pattee, the genial representative of Rouse, Hazard & Company, of Peoria, was in town transacting business the past week. He also made a flying visit to the Svendsgaard Company, Fergus Falls, Minn., and Hutchinson & Phillips, of Sioux City, Iowa, as well as a visit to the Nebraska Cycle Company, of Lincoln, in which concern Pattee is interested. While here he took in a sample of the immense roads of this section.

The abundant crops produced in this state this year will be the means of caus-

ing a good demand for wheels this fall and the coming year.

To Try Military Cycling.

St. LOUIS, Aug. 29.—George M. Wilder and O. L. Rule rode to Jefferson Barracks yesterday and completed all arrangements for the Cycling Club's first attempt at military service. Fifteen members of the club will ride to the barracks early Sunday morning, Sept. 18, and after strapping on their carbines, etc., will be given orders by Colonel Young to proceed at once to some designated point and to send two men back from there at all possible speed, to make a full report to him regarding condition of route, together with sketch of country gone through. After sending their two men back to headquarters to report, the main body will start back to the barracks at a moderate pace.

The distance to be traveled will not be over sixty miles and it will not be a race, as the men must keep together. The two men sent to report on the roads are not likely to have any trouble sketching the roads, as there are very few roads in the St. Louis riding district that the Cycling Club boys do not know like a book.

Character on the Wheel.

When it was said of a successful wheelman that his prestige was won by his legs and not by his brains, or words to that effect, a grave error was made. If the originator of the thought had witnessed the struggle for supremacy between the contesting wheelmen on the road between Waukesha and Milwaukee; and if he was possessed of intelligent observation and discrimination, he would not have spoken so carelessly.

That contest (and as well others of like character) was one of brains as well as of brawn.

There was driving power behind the eyes that gleamed over the forewheel as determined and strong as the power that moved the pedals.

Indeed, is it not true that the muscle is brought into activity only through the will power—the brain?

When the contestants who left Waukesha reached the foot of Undertaker's hill the real struggle began. The trained muscle was but the servant of the thinking force.

Look at the principal contestants. Observe, as they begin the ascent, the courage, the cunning, the diplomacy. Strength is to measure strength; endurance to measure endurance; strategy to outwit strategy. Speed will be determined later.

There goes an ambitious rider who thinks only of his present strength; but he is trailing his vitality on the rough road while a more thoughtful competitor drives, carefully, avoiding the dangerous places and marking out a straighter line. Still another racer, more mindful of his vitality than the one now far in advance on the hill, lags further in the rear than other speedy men. And so, throughout the struggling mass, the thinking force will be found with the speedy, successful force.

But finally the last rough place and the last hill are passed, and, like a sunburst after a storm, the rainbow vision of success rises over the level path beyond for those who thought as they rode.

Now catch a gleam of sparkling eyes! See the tensify of muscle, urged into activity by the intensity of purpose!

From hip-joint upward, all emotion. From hip-joint downward, all motion. Mind, heart, soul, muscle—all in harmonious combination—fierce, determined, fearless, even reckless now! The glory of victory is already burning in their hearts. It is a grand race, and one of

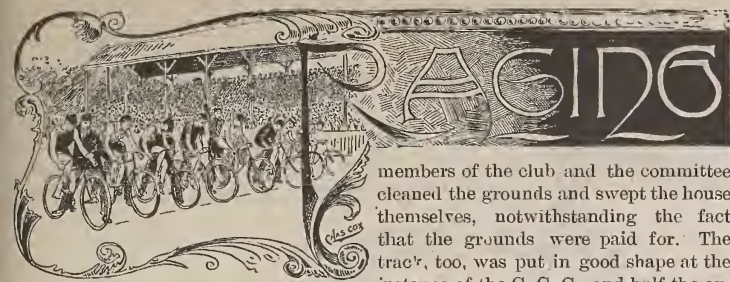
brain more than of brawn. The prestige of success cannot lie in the winner's limbs alone. The guiding power is in his head.

D.

Ulbricht Makes a Record.

Emil Ulbricht established a record for the Elgin-Aurora course, Sunday, riding the 104 miles in 7:13:00 2-5. He was timed by J. M. Erwin and George G. Greenburg, and paced as follows: To Melrose by W. J. McMahon and L. Tagholm; to Addison by John Erickson and L. Tagholm; to Ontarioville by G. Paulsen, and into Elgin by J. Hoeck. He reached Elgin in 2:25, ten minutes behind Cutting's claimed time. The roads were rough and rutty. Wilkinson, of Elgin, took him into Aurora in 1:20, placing him five minutes ahead of Cutting's time. Here he was rubbed down and had his tire fixed. To Naperville, Bartholdi and George Webb took him, and G. Olsen and "Bob" Fisher paced him to Downer's Grove. From here to Riverside he rode on a flat tire with Erickson and W. Christiansen pacing. Erickson and Woolas took him to Oak Park, and M. Nessel and J. Clark to the finish. He looked badly used up. Over 500 people saw the finish of the ride. His time from Aurora was 3:45, against a head wind. About a half-hour in all was lost. This is not better than Cutting's time, but is record, as it was properly checked and timed.

On Sunday the Peoria Bicycle Club will run to Lacon and take dinner at the hotel in that place, and it is safe to say the boys will do ample justice to the viands set before them. Lacon is situated on the east bank of the Illinois river, thirty miles north of Peoria. The road from Peoria to the little city follows the Illinois river, making the same graceful curves and stretches as does that noted stream.



Two Big Days at Parkside.

The two days' meet of the Chicago Cycling Club at Parkside last Friday and Saturday was unquestionably the most successful affair of the kind ever held in the Garden City in point of attendance, good racing and finances. The event was gotten up hurriedly, but carefully, and as a result the Chicago club is in the neighborhood of a thousand dollars the richer, while the people of the city have had a taste of good racing, notwithstanding Zimmerman and other cranks were not present. It is doubtful if more people could have been accommodated on the grounds, for there is a very limited seating capacity in the grand stand and club house. Friday several hundred ladies were admitted free, and it is safe to say every one saw the races Saturday. It was a crowd of high-class people each day, and intense interest was manifested in the races, particularly by the fair sex.

POOR TRANSPORTATION FACILITIES.

Notwithstanding the fact that the Illinois Central people had been requested to put on extra cars each day to carry the estimated large crowds, only the regular trains were run, and as a result the people were compelled to ride on top of cars and on the engine's tender. The trains were behind time, and Saturday the races began an hour late. Many people at Van Buren street were unable to board the train at all, and some returned home in disgust. It seems that when a big cycle event is on, and the Illinois Central is depended upon to carry the crowds, there is always a mishap and the people do not reach their destination at the time figured on. Good railroad facilities would have increased the gate receipts materially. Fortunately for the ticket sellers at the gate, many had purchased their tickets before hand and on the train, and as a result there was little delay at the gate, but it took six and eight to take the tickets at times.

THE CROWD WAS GREAT.

So eager were the people that they went over the fences, and club members collected tickets along the line. A rush was made for the grand stand, particularly on Saturday, and in a few moments every seat was filled, while the verandahs and club house roof, and every available spot around the track were occupied, packed in some places. On Friday at least 2,000 attended, and Saturday there were between 3,500 and 4,000 people on the grounds. Englishmen would laugh at such a "gate," but it beats anything Chicago ever saw—her people are just now becoming interested in cycle races, and another year very successful tournaments may be run. The Parkside grounds will not accommodate more than 4,500 at the most, and a large proportion of that number is compelled to stand. It was an orderly crowd and easily managed. A police sergeant said: "That's the best behaved crowd for its size I ever saw; our services were useless here."

GROUNDS AND TRACK IN GOOD ORDER.

The grounds of the cricket club were in apple-pie order, also the club house, but it was due to the race committee that such was the state of affairs, for the

members of the club and the committee cleaned the grounds and swept the house themselves, notwithstanding the fact that the grounds were paid for. The track, too, was put in good shape at the instance of the C. C. C., and half the expense was borne by the club leasing the grounds. It is a queer way to run things, but the only thing that could be done with the grounds management. It might here be stated that if the cricket club would be liberal to some extent the Parkside grounds would prove a profitable investment, but as things are now run it will be a long time before they will pay expenses.

KEPT THE TRACK CLEARED.

Considering the size of the crowd the track and enclosure were kept well cleared, so that the officials had some chance to work. There was a large delegation of daily newspaper men, and some of those who found flaws in the management were the ones who were most in the way. The regular cycling newsgatherers knew their places and helped to keep order. The Lincoln C. C. band occupied a prominent position in a tent on Friday, but as the members missed the train Saturday the musicians did not put in an appearance on that day, much to the disappointment of the crowd. Starter Conkling and Clerk Anderson kept the riders busy, and every race was started with great promptness.

* * *

Friday's Races.

A very few moments after 3 o'clock the novice race was started with an even baker's dozen of men, seven having been barred because of having won prizes on the road. Allen set the pace to the half, when Dale took it up and opened a wide gap, winning by fifty yards in 3:00 2-5. The first start was marred by a fall, and in the second Clark fell at the first turn.

HALF-MILE, HANDICAP.

Lumsden was on scratch and Davis at thirty-five yards, and the latter had it all his own way in the first heat, winning by twenty-five yards, with Leonhardt a few feet ahead of Lumsden, who did not gain on Davis at all. There was more interest in the second heat, Van Sicken winning from twenty yards, and Helmich, sixty yards, and Rhodes, scratch, being close up. In the third heat Slusser took things easy and won from the eighty-yard mark in 1:05 4-5, while Thorne beat out Johnson for second place with an advantage of twenty yards in handicap. Sanger, in the fourth heat, caught the field from scratch on the last eighth, and had no trouble in getting in first, with Nelson second from eighty yards. Sanger moved down his men beautifully, and the crowd gave him a hearty cheer as he crossed the tape. Smith won the last heat by twenty-five yards, though Bliss made a hard fight to make up sixty-five yards. Githens did not make up the ten yards on Bliss, and was, in fact, unplaced.

TWO-MILE, TEAM.

It seems to be good luck or good riding on the part of the Chicago C. C. team, for the club has not lost a team race this season. Lumsden, Bode and Winship battled for the big club, while Steele, Stilwell and Helmich attended to the Lake View's interests. Points were counted at the end of each mile, the first being finished first by Lumsden, then by Bode, Steele, Helmich, Winship and Stilwell—13 to 8 points for the Chicago

gos. The last mile Lumsden also came in first, with Bode, Stilwell, Steele, Helmich and Winship close up—12 to 9; total, 25 to 17 points.

ONE-MILE, OPEN.

The mile, open, brought out fourteen of the best in the two heats, each of which made a fine race. Referee Sheridan placed a 2:40 time limit on the heats, and both were well inside. Munger, Van Sicken and Bliss kept up a hot pace in the first heat, and Andrae quit after the first lap, Callan on the second and Ballard, thinking the third to be the last lap, spurted, only to be compelled to quit. Munger won well ahead of Van Sicken and Bliss, who nearly made a dead heat, the former winning by an inch; Price fourth.

In the second heat George Thorne fell at about fifty yards, while Johnson and Sanger kept up a merry gait, with Githens close up. On the spurt Sanger went to the front and won from Githens, Johnson and Davis close up and Hunter some yards behind.

THREE-MILE HANDICAP.

This event brought out just thirty starters, all the scratch men starting but Lumsden. It was a big field for a quarter-mile track and the scorers were kept busy, the riders being stretched out away around the track. The scratch men, Rhodes, Munger, Sanger and Githens, soon caught the seventy-five-yard men, Johnson, Van Sicken and Bliss, and a moment later George Thorne was picked up. This bunch kept well together and cut down the field with apparent ease. The spurt was commenced by Munger on the last quarter, Sanger and Githens keeping close up. At the last turn Sanger went up and passed Munger, while Githens closed up the gap, went past Sanger, and won by an open length, George Thorne and Leonhardt being but a few yards back.

HALF-MILE SCRATCH.

Rhodes, Munger, Sanger Ballard, Helmich, Davis, Dever, Hunter and Price started in this event, Helmich making pace for the first quarter. On the turn Hunter ran wild, forcing Davis to the edge and nearly over the bank. Ballard was also forced up and went over, receiving several bad cuts. Sanger and Price improved their opportunity when the others left the pole, and got a good lead, finishing first and second, respectively, with ease, while Munger got third and Rhodes quit altogether.

FIVE-MILE, HANDICAP.

The last event on the card was the five mile handicap, and so large was the field that it was almost impossible to tell how the race stood, except that Tagholm was in the lead, for with five hundred yards the scratch men only made pace for him and he hung on to the last, being still a lap ahead of them at the finish. It was a grand race and all the good men were in it. Repeatedly the back mark men tried to shake off Tagholm, but he held on. There was an immense field and but one accident, Price falling at about three and a half miles. Steele from 400 yards worked like a beaver and caught everybody ahead of him but Tagholm, while Leonhardt lost second place only by a scratch.

THE SUMMARIES.

One-mile, novice—Russell Dale, I. C. C., 1; Leroy Rogers, G. C. W., 2; J. S. Allen, 3; time, 3:00 2-5. Also started, E. Berger, John Schneider, J. Clark, who fell, and C. J. Gilmore.

Half-mile, handicap—First heat—C. W. Davis, C. C. C., 35 yds., 1; A. Leonhardt, Cal. W., 75 yds., 2; time, 1:13 2-5. Also started, A. E. Lumsden, scratch; R. M. Tidd, St. Louis, 50 yds.; H. A. Dever, Rockford, 60 yds.; C. J. Gilmore, 75 yds.; A. W. Swigert, 75 yds.

Second heat—N. H. Van Sicken, C. C. C., 20 yds., 1; A. Helmich, Jr., L. V. C. C., 60 yds., 2; W. A. Rhodes, I. C. C., scratch, 3; time, 1:11 1-5. Also started, E. C. Bode, C. C. C., 35 yds.; F. E.

Hunter, Indianapolis, 50 yds.; M. Nessel, Col. W., 60 yds.; D. Dreier, C. C. C., 70 yds.; J. C. Clark, Col. W., 75 yds.; J. L. Allen, 80 yds.

Third heat—R. W. Slusser, L. C. C., 80 yds., 1; George A. Thorne, C. C. C., 45 yds., 2; J. S. Johnson, Minneapolis, 20 yds., 3; time, 1:05 4-5. Also started, L. D. Munger, C. C. C., scratch; C. W. Price, Milwaukee, 40 yds.; J. F. Stillwell, L. C. C., 55 yds.; C. A. Fox, L. V. C. C., 60 yds.; G. W. Mitchell, 70 yds.

Fourth heat—W. C. Sanger, scratch, 1; M. Nelson, Cal. W., 80 yds., 2; C. E. Parkes, Milwaukee, 60 yds., 3; time, 1:11 1-5. Also started, H. R. Winship, E. C. C., 30 yds.; E. W. Ballard, C. C. C., 40 yds.; J. Schneider, Cal. W., 65 yds.; O. C. Green, C. C. C., 70 yds.; J. E. Lonn, La Porte, Ind., 100 yds.; O. R. Barnett, C. C. W., 90 yds.

Fifth heat—C. P. Smith, I. C. C., 75 yds., 1; J. P. Bliss, C. C. C., 10 yds., 2; F. T. Andrae, Milwaukee, 40 yds., 3; time, 1:13 2-5. Also started, H. A. Githens, C. C. C., scratch; Roy Keator, L. C. C., 55 yds.; F. W. Newland, I. C. C., 60 yds.; E. Berger, 75 yds.

Two-mile team race (points scored at end of each mile)—Chicago Cycling Club, Lumsden, Bode, Winship, 25 points; Lake View Cycling Club, Steele, Stilwell, Helmich, 17 points. Lumsden and Bode finished first and second, respectively, in each mile.

One-mile, open—First heat—L. D. Munger, C. C. C., 1; N. H. Van Sicken, C. C. C., 2; J. P. Bliss, C. C. C., 3; C. W. Price, Milwaukee, 4. Also started, E. W. Ballard, C. C. C.; W. Callan, L. V. C. C.; F. T. Andrae, Milwaukee.

Second heat—W. C. Sanger, Milwaukee, 1; H. A. Githens, C. C. C., 2; J. S. Johnson, Minneapolis, 3; C. W. Davis, C. C. C., 4. Also started, G. A. Thorne, C. C. C.; F. E. Hunter, Indianapolis; W. A. Rhodes, I. C. C.

Three-mile, handicap—H. A. Githens, C. C. C., scratch, 1; W. C. Sanger, Milwaukee, scratch, 2; L. D. Munger, scratch, 3; G. A. Thorne, C. C. C., 175 yds., 4; A. Leonhardt, Cal. W., 350 yds., 5; time, 8:38 3-5. Also started, Johnson, Van Sicken, Bliss (fell), Winship, Nessel, Tidd (fell), Ulbricht, Keator, Stillwell, Peck, Fox, Helmich, Parkes, Newland, Dreier, Callan, Smith, Mitchell, Swigert, Barnett.

Half-mile, open—W. C. Sanger, Milwaukee, 1; C. W. Price, Milwaukee, 2; L. D. Munger, C. C. C., 3; time, 1:18 2-5. Time limit, 1:18, but race allowed. Also started, Ballard, Helmich, Davis, Dever, Hunter.

Two-mile, handicap—L. Tagholm, Col. W., 500 yds., 1; Gus Steele, L. V. C. C., 400 yds., 2; A. Leonhardt, Cal. W., 500 yds., 3; J. Schneider, Cal. W., 475 yds., 4; O. C. Green, C. C. C., 430 yds., 5; time, 14:56. Also started, Munger, Rhodes, Sanger, Githens, Bliss, Johnson, Van Sicken, Andrae, Winship, Thorne, Ballard, Price, Keator, Ulbricht, Stillwell, Nessel, Peck, Smith, Callan, Barnett.

* * *

Saturday's Events.

There was more interest taken in the races on Saturday than on the previous day, and the racing was better, too. Van Sicken fell on the west turn, and Bliss received another tumble, but neither was hurt. Ballard did not ride, owing to the cuts received Friday.

HALF-MILE, HANDICAP, FINAL.

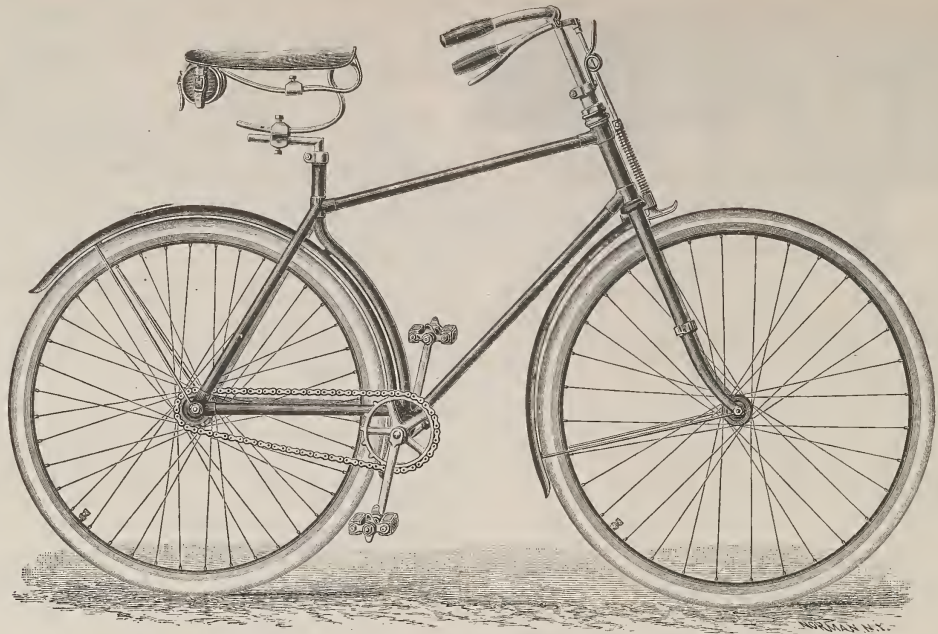
The first event on the programme was the final of the half-mile handicap, and all who qualified started. Davis, from fifteen yards, finished first easily, six yards in front of Van Sicken (20 yards), who was two lengths ahead of Sanger (scratch). Sanger nearly caught Davis at one time, but the speedy Chicago man opened up a gap and won in 1:09 2-5 from his mark.

MILE, THREE-MINUTE CLASS.

This event had thirty-three entries, and was run in two heats. Steele had little trouble in getting first place in the first heat, with Parkes, Green and Oakley close up, the time being 2:47 2-5. In the second heat Dale spurted the last eighth and won easily in 2:52 1-5, with Leonhardt, Barnett and Hrach in the order named. Parkes, Dale and Barnett fell in the final, and Steele crossed the tape first and Leonhardt second. Both men were disqualified, however, the first for looking around and Leonhardt because he cut across the field. Green, who finished third, was given the race, and Oakley was awarded second.

MILE HANDICAP.

There were four heats in the mile handicap, Parks being first in the first heat, with Lumsden second and Andrae third. Van Sicken fell on the west turn. In the second heat Sanger won



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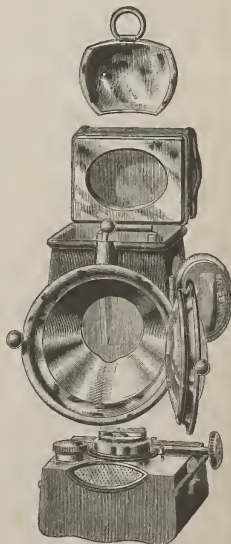
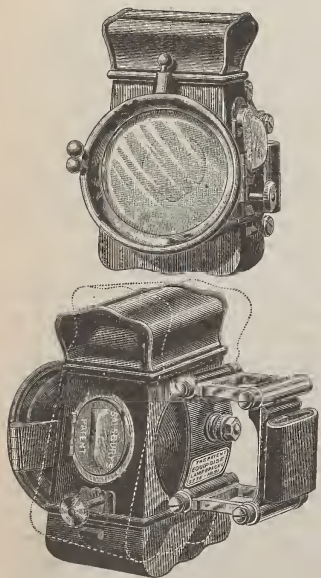
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A FEW CHOICE EVENTS.

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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from scratch amid great cheering, while Leonhardt, from 145 yards, was second, and Rhodes third from forty-five yards. The two following heats were merged into one, three men to ride in the final. Johnson had forty-five yards and won by a half-length, George Thorne being second and Githens third from twenty-five yards. The final fell to Leonhardt with Parkes second and Johnson third.

THE BOYS' RACE.

This was probably the most interesting event of the day, and little twelve-year-old Paul Schimmel and Fred Kurtz went over the tape almost neck and neck, the former an inch or two in the lead. Callan, who never should have been in the race, was beaten out by two much smaller lads, and finished an extremely poor third. Schimmel's time was 2:52. He was advised not to go into the race because the others were so much older and larger, he replied: "What the—do I care," as big as life. He'll make a good one some day.

QUARTER-MILE, SCRATCH.

On the result of this race Milwaukeeans

confident, but they took the defeat gracefully and were among the first to congratulate the victor.

TWO-MILE SCRATCH.

Munger will travel to Springfield at the expense of the *Mail*, having captured the trip-to-Springfield prize in the two-mile scratch race. A time limit of 5:45 was placed on the race by Referee Sheridan, and the winner's time was 5:30 2-5. The men changed pace and Rhodes attempted a run-away game, but soon dropped out altogether. George Thorne got in next to Munger, Bliss third, Davis fourth and Githens fifth—five C. C. C. men in a string.

ONE-MILE ORDINARY.

The three-mile ordinary event was changed to a one-mile to save time. Wing, of Ottawa, was on a pneumatic pony Star, Young on a pneumatic ordinary, and Bamberger on a solid ordinary. Wing romped away on the start and won in 2:56 3-5, while Bamberger beat out Young. All looked around and only this saved the first man from being disqualified.

I. C. C., 2; time, 2:44 1-5. Steele finished with ease, but was disqualified for looking around.

One-mile, handicap—First heat—C. E. Parkes, Milwaukee, 125 yds., 1; A. E. Lumsden, C. C. C., 22 yds., 2; F. T. Andrae, 95 yds., 3; time, 2:33 4-5. Also started Van Sicklen (fell), Tidd, Mitchell, Barnett.

Second heat—W. C. Sanger, Milwaukee, scratch, 1; A. Leonhardt, Cal. W., 145 yds., 2; W. A. Rhodes, I. C. C., 45 yds., 3; time, 2:32 1-5. Also started Dever.

Third heat—J. S. Johnson, Minneapolis, 45 yds., 1; G. A. Thorne, C. C. C., 75 yds., 2; H. A. Githens, C. C. C., 25 yds., 3; time, 2:30 2-5. This was third and fourth combined. Also started Hunter, Nesel, Newland, Munger, Helmich, Gilmore.

Fourth heat—O. C. Green, C. C. C., 150 yds., 1; C. W. Davis, C. C. C., 40 yds., 2; time, 2:31 2-5. Also started Bliss, Price, Steele, Keator, Swigert.

Final heat—A. Leonhardt, 1; C. E. Parkes, 2; J. S. Johnson, 3; time, 2:28 3-5.

One-mile, boys—Paul Schimmel, Milwaukee, 1; Fred Kurtz, 2; W. Callan, 3; time, 2:52.

One-mile, open, final—W. C. Sanger, Milwaukee, 1; J. S. Johnson, Minneapolis, 2; H. A. Githens, C. C. C., 3; time, 2:47. Also started L. D. Munger, Bliss (fell), Price, Davis.

Quarter-mile, scratch—First heat—A. E. Lumsden and W. C. Sanger (tie), 1; R. M. Tidd, St. Louis, 2; time, :36. Also rode Rhodes, Van Sicklen, Price, Dever.

Second heat—L. D. Munger, 1; G. W. Mitchell, 2; time, :37. Also rode Thorne, Helmich, Hunter.

The Philadelphia Races.

Rain for several days previous and threatening weather all day Saturday, had a disastrous effect on the Quakers' meet, but under the circumstances it was a most successful affair, although disappointing to the club, which had expected an attendance of several thousand people. There were some 1,500 present, notwithstanding the gloomy outlook, and shortly after the races were commenced the sun came out bright and warm. The track was wet and soggy and unridable at the pole in some places. Tyler, Relph, Riverside Smith and Hazleton were the principal men from out of town, although there was an abundance of local talent, which showed up in great form.

Tyler won the quarter-mile open in good shape, but met defeat in both the half and mile open events, the only two in which Taxis rode. In the mile, Smith went for and captured the lap prizes, but on the finish Tyler set pace for nearly the whole lap. Taxis took advantage of this, and challenged on the stretch, win-



left quite a little money in Chicago. They thought Sanger would beat Lumsden. In the first heat Lumsden and Sanger ran a dead heat for first place, according to the judges, but spectators say Lumsden won by six or eight inches. There was no cheering on either side then; all waited for the final. Price and Tidd also qualified in this heat, and in the second it was Munger, Andrae, Bliss and Bode in the order named. Andrae was disqualified for looking around, and the rule was made to apply to the remainder of the races. In the final Lumsden, Sanger, Price, Munger and Bliss started. Lumsden took the lead immediately and got well ahead. On the east turn Sanger ran a little wild, while Lumsden took the turn perfectly. The latter kept his lead and Sanger never gained an inch; in fact, he seemed to lose a trifle, and amid the wildest cheers the Chicago man shot over the tape three lengths ahead, while Munger and Bliss brought up the rear. The time, 3:5 2-5 sec., is record for the track for a starting quarter. The loss of this race by Sanger made the Milwaukeeans quite disconsolate. They had expected to see him beat the Chicago man and were con-

FIVE-MILE, INVITATION, HANDICAP.

Great interest was centered in this race, the Walker cup, held by C. T. Kinsley, being the first prize. Sanger, Munger, Lumsden, Andrae and Ballad did not ride, and Githens quit early in the race. Rhodes soon fell back and was pacing Kinsley, for which he was ordered off the track. Van Sicklen's sprocket wheel became loose and he was out, while Johnson and Bliss at 170 yards caught Thorne (300 yards) in two miles. This bunch then kept overhauling the field, and at four miles had all passed. The spurt of the last quarter was a grand one, and Thorne showed his ability by getting in first by two or three lengths, Johnson second, Bliss third, Keator fourth and Steele fifth.

THE SUMMARIES.

Half-mile, handicap, final—C. W. Davis, C. C. C., 15 yds., 1; N. H. Van Sicklen, C. C. C., 20 yds., 2; W. C. Sanger, scratch, 3; time, 1:00 1-2. Also started Bliss, Johnson, Thorne, Tidd, Leonhardt, Helmich, Slusser, Nelson and Smith.

One-mile, three minute class—First heat—Gus Steele, L. V. C. C., 1; C. E. Parkes, Milwaukee, 2; O. C. Green, C. C. C., 3; time, 2:47 2-5.

Second heat—Russell Dale, I. C. C., 1; A. Leonhardt, Cal. W., 2; J. I. Oakley, I. C. C., 3; time, 2:53 2-5.

Final heat—O. C. Green, C. C. C., 1; J. I. Oakley,

Final heat—A. E. Lumsden, C. C. C., 1; W. C. Sanger, Milwaukee, 2; L. D. Munger, C. C. C., 3; time, :35 4-5.

Two-mile, scratch—L. D. Munger, C. C. C., 1; George A. Thorne, C. C. C., 2; J. P. Bliss, C. C. C., 3; time, 5:30 2-5. Also started Githens, Rhodes, Davis, Price.

One-mile, ordinary—Frank Wing, Ottawa, 1; E. D. Bamberger, I. C. C., 2; W. B. Young, C. C. C., 3; time, 2:56.

Five-mile, invitation, handicap—George A. Thorne, C. C. C., 300 yds., 1; J. S. Johnson, Minneapolis, 170 yds., 2; J. P. Bliss, C. C. C., 170 yds., 3; Roy Keator, L. C. C., 400 yds., 4; Gus Steele, L. V. C. C., 400 yds., 5; time, 14:42 2-5. Also started Githens, Rhodes, Kinsley, Leonhardt, Green, Peck.

PRIZES AWARDED SATURDAY.

When the races were over Saturday night the winners and their friends gathered at the C. C. C.'s house, where the prizes were given out. There was a good delegation of Milwaukeeans, who had yelled themselves hoarse when Sanger, Price, Parkes and Schimmel made their excellent showing; also the Illinois and Chicago "push." The club house was decorated with Chinese lanterns. Refreshments were served during the evening, and the visitors departed, while the club's officials stayed, counted cash and congratulated themselves on the success of the meet.

ning handsomely. In the half, Smith crowded both Tyler and Taxis closely on the stretch in the final, and a bad accident was narrowly prevented. Taxis had a slight lead at the time, and Tyler was compelled to slow up or go into the fence. He chose the former, finishing a good second.

One feature of the meet was the speed shown by Howard Wunder, a local man who has been doing good work in practice, and who showed that he was capable of the same speed in a race. First and second prizes were given in each trial heat run, with the exception of the novice. Following is the summary:

One-mile, safety, novice—First heat—John Fretz, Pottstown Wheelmen, 1; George Rocket, Tioga A. A., 2; David Bechtel, Pottstown Wheelmen, 3; time, 3:00 4-5.

Second heat—John B. Kendrick, Jr., Park Avenue Wheelmen, 1; S. Rich, Jr., 2; Charles Miller, Eclipse Wheelmen, 3; time, 3:03 3-5.

Final heat—S. Rich, Jr., 1; John Fretz, 2; Geo. Rocket, 3; time, 3:07 2-5.

Quarter-mile, open—First heat—H. B. Martin, Asbury Park Wheelmen, 1; J. R. Hazleton, Rockaway A. C., 2; H. Gill, Jr., F. A. W., 3; time, :36 2-5.

Second heat—H. C. Tyler, Springfield Bicycle Club, 1; H. T. Wunder, T. A. A., 2; George C. Smith, Riverside Wheelmen, 3; time, :35 1-5.

Final heat—H. C. Tyler, 1; H. T. Wunder, 2; J. R. Hazleton, 3; time, :35.

One-mile, championship of Quaker City Wheelmen—John A. Meade, 1; C. Z. Bahl, 2; W. E. Edge, 3; time, 2:54 2-5.

One-mile, 2:45 class—First heat—H. T. Wunder, T. A. A., 1; A. A. Gracey, P. A. S. C., 2; F. B. Marriott, South End Wheelmen, 3; time, 3:00 4-5.

Second heat—George B. Waters, Centaur Cycling Club, 1; L. Geyler, Century Wheelmen, 2; H. N. Swank, Park Avenue Wheelmen, 3; time, 3:04 2-5.

Final heat—H. T. Wunder, 1; L. Geyler, 2; George B. Waters, 3; F. B. Marriott, 4; time, 3:13 2-5.

One-mile, record—W. W. Taxis, Park Avenue Wheelmen, 1; H. C. Tyler, Springfield Bicycle Club, 2; T. Relph, Springfield Bicycle Club, 3; J. R. Hazleton, R. A. C., 4; time, 2:40.

One-mile, ordinary, handicap—C. Z. Bahl, Q. C. W., 150 yds., 1; John H. Draper, A. C. S. N., scratch, 2; C. L. Lagan, unattached, 40 yds., 3; time, 2:58.

Third-mile, handicap—First heat—B. F. McDaniels, W. A. C., 70 yds., 1; C. M. Bailey, Time Wheelmen, 65 yds., 2; H. H. Reeves, P. A. W., 50 yds., 3; H. B. Martin, Asbury Park Wheelmen, 35 yds., 4; time, :45 4-5.

Second heat—Bert Beggs, W. A. C., 60 yds., 1; John A. Meade, Q. C. W., 25 yds., 2; W. N. Price, W. W., 25 yds., 3; George B. Waters, C. C. C., 40 yds., 4; time, :46 3-5.

Final heat—Bert Beggs, W. A. C., 60 yds., 1; C. M. Bailey, T. W., 65 yds., 2; A. B. Martin, A. P. W., 30 yds., 3; H. L. Reeves, P. A. W., 50 yds., 4; time, :45 2-5.

One-mile, 3:10 class—First heat—John Pretz, Pottstown Wheelmen, 1; Raymond Lawley, Asbury Park Wheelmen, 2; E. E. Helser, Lewistown, 3; time, 3:11.

Second heat—S. Rich, Jr., 1; H. L. Reeves, P. A. W., 2; W. D. Venn, W. W. C., 3; time, 3:08 2-5.

Final heat—S. Rich, Jr., 1; H. Pretz, 2; W. D. Venn, 3; time, 3:16 4-5.

Half-mile, open—W. W. Taxis, 1; H. C. Tyler, S. B. C., 2; George C. Smith, Riverside Wheelmen, 3; time, 1:25 1-5.

One-mile, tandem, handicap—Ely and Artman, Q. C. W., 200 yds., 1; Donnelly and Bilyeu, scratch, 2; time, 2:28 2-5.

One-mile, safety, handicap—S. H. Bilyeu, Park Avenue Wheelmen, 70 yds., 1; J. R. Hazleton, Rockaway Athletic Club, 55 yds., 2; L. Geyler, C. W., 115 yds., 3; C. Z. Bahl, Q. C. W., 175 yds., 4; time, 2:33 2-5.

One-mile, championship of Frankford Bicycle Club—H. Crankshaw, 1; R. S. Arrison, 2; time, 3:31 1-5.

One-mile, Quaker City Wheelmen, handicap—John A. Meade, scratch, 1; James Artman, 50 yds., 2; C. Z. Bahl, 30 yds., 3; C. R. Ely, 130 yds., 4; George T. Hellig, 150 yds., 5; W. E. Edge, 40 yds., 6; time, 2:50 1-5.

* * *

Zimmerman at Cleveland.

Friday and Saturday at Cleveland Zimmerman had everything his own way in each race he started, and rode rings around A. C. Banker, Dorntge, E. C. Johnson and others. Good weather and good crowds prevailed, and if Zimmerman hadn't distanced everybody the racing would have been interesting; but there were some good finishes among those who finished second and worse. A temporary open grand stand fell Saturday and several ladies were badly frightened but not hurt. Zimmerman must have had fun with the Buckeyes. In the three-mile lap race he scored every lap, thirty-seven points, and made ten laps while Banker was covering nine laps. The summaries follow:

FIRST DAY.

One-mile, novice—A. T. Brown, Cleveland, 1; C. C. Van Tine, Findlay, O., 2; time, 3:00.

Quarter-mile, open—E. C. Johnson, C. A. C., Cleveland, 1; W. S. Campbell, M. A. C., New York, 2; time :35 4-5.

Half-mile, 1:20 class—R. O. Baumann, Dayton, O., 1; Fred Nessel, Chicago, 2; time, 1:16.

One-mile, handicap—F. C. Chandler, Cleveland, 1; Joseph Graves, Cleveland, 2; time, 2:27 3-4.

Half-mile, open—A. A. Zimmerman, N. Y. A. C., 1; Freehold, N. J., 1; E. C. Johnson, C. A. C., Cleveland, 2; time, 1:16 4-5.

Two-mile, lap—A. A. Zimmerman, N. Y. A. C., Freehold, N. J., 1; C. W. Dorntge, B. A. C. Buffalo, N. Y., 2; time, 5:20 4-5.

Two-mile, 5:30 class—W. Le Messure, G. B. C., Rochester, N. Y., 1; Robert O. Baumann, Dayton, O., 2; time, 5:36 3-5.

One-mile, open—A. A. Zimmerman, N. Y. A. C., Freehold, N. J., 1; August F. Crooks, B. A. C., Buffalo, N. Y., 2; time, 2:52 2-5.

SECOND DAY.

Half-mile, handicap—Arthur J. Brown, Cleveland, 1; T. B. Rigby, Toledo, 2; B. O. Gamble, Catawba Island, 3; time, 1:08 1-5.

One-mile, handicap, Cuyahoga County championship—Joseph Graves, Cleveland, 1; Robert F.

Goetz, Cleveland, 2; F. B. Bauman, Cleveland 3; time, 2:35.

One-mile, three-minute class—L. C. Johnson, Cleveland, 1; Harry P. Smith, Cleveland, 2; Mattie Martin, Milwaukee, 3; time, 2:48.

Quarter-mile, open—A. A. Zimmerman, Freehold, N. J., 1; E. C. Johnson, Cleveland, 2; C. W. Dorntge, Buffalo, 3; time, :34 2-5.

Two-mile, handicap—W. D. Banker, Buffalo, 1; F. H. Brown, Cleveland, 2; W. Le Messure, Rochester, 3; time, 1:58.

One-mile, 2:30 class—C. W. Dorntge, Buffalo, 1; A. N. French, Columbus, 2; A. T. Crooks, Buffalo, 3; time, 2:42.

Half-mile, open—A. A. Zimmerman, Freehold, N. J., 1; E. C. Johnson, Cleveland, 2; W. D. Banker, Buffalo, 3; time, 1:18 5-8.

One-mile, handicap—L. C. Johnson, Cleveland, 1; A. J. Brown, Cleveland, 2; R. F. Ooets, Cleveland, 3; time, 2:23 2-5.

One-mile, open—A. A. Zimmerman, Freehold, N. J., 1; F. H. Brown, Cleveland, 2; A. C. Banker, New York, 3; time, 2:48 4-5.

Half-mile, handicap—H. P. Smith, Cleveland, 1; Arthur J. Brown, Cleveland, 2; D. P. Jones, Cleveland, 3; time, 1:07 2-5.

Three-mile, lap—A. A. Zimmerman, Freehold, N. J., 1; C. W. Dorntge, Buffalo, 2; W. Le Messure, Rochester, N. Y., 3; time, 8:05 1-5. In this race Zimmerman distanced the entire field, but by previous agreement the prizes were distributed as the men finished.

One-mile, tandem—Joseph Graves and H. A. Lindsley, Cleveland, 1; C. W. Dorntge and A. T. Crooks, Buffalo, 2; H. P. Smith and T. C. Collings, Cleveland, 3; time, 2:31.

* * *

Buffalo Racing News.

BUFFALO, Aug. 29.—Much interest centers about the coming fifty-mile handicap road race, to be held by the Press Cycle Club for its members on labor day. It will be run over the Brocton-Blasdell course, and as it will be a straight-away race, some fast time will likely be made, and some new fast men may be developed.

The Wanderers B. C. will hold its fifteen-mile handicap road race the same day, but in the morning.

Many of our wheelmen will visit Rochester Monday and take in the sports and games to be held there. The boys generally are much interested in the success of our men at Cleveland, and it is hoped they will go on to Columbus and return with the bulk of the prizes.

DEFINITION OF "NOVICE."

Much doubt exists in the minds of many racing men as to the true meaning of the word novice, also as to the proper construction to be placed upon class entries. Many argue that a novice is one who has never won a prize up to the date of the event in any competition, open or closed; others that it means they may win the prizes in simple club races, i. e., their own clubs, and still be eligible for a novice race at an open meet. This latter construction is a fair view of the question. [The decision of the racing board and the executive committee, when appealed to by the management of the Parkside meet, was that any person having won a prize, on road or path, was no longer a novice, and as a result several were not permitted to ride in the novice race.—Ed.]

WANT A NEW TRACK.

There is a great demand for a half-mile track here, to be the exclusive property of the wheelmen. It will never be among the athletic attractions of Buffalo so long as there is the entire want of the right kind of interest and enthusiasm. Twice this summer has a call been extended to all the clubs to meet and complete the organization so well begun for the association of all the wheelmen in Buffalo, and not one man responded, not even the secretary. To form this protective league or association would be one of the first steps towards getting what every interested wheelman wants, a bicycle track; but with the usual fear and narrow-mindedness, all remain at home or somewhere else, thinking "the other fellows will look after it all right enough."

The cycling section of the Eagle pleas-

ure club held its twenty-mile handicap road race Saturday afternoon. The Martin course was used and the event proved interesting to the many spectators. There were five starters, four of whom finished, in the following order: Fred Miller, time, 1:20; J. Madler, 1:21; Martin Miller, 1:18; Louis Waller, 1:10.

WILLIE DUNN.

* * *

The Manhattan Races.

Ten thousand people, a cloudy day, track rather damp, and enthusiasm the same over the Jersey "skeeter's" non-appearance, were the features of Saturday's meet. The crowd was a royal one, and there is no doubt that two-thirds went to see Zimmerman, but saw him not. The racing was positively tame. Windle did not seem to be the Windle of old. He looked half-fit and did not take kindly to the track or his work. His one win aroused a little flurry; but Taylor, modest, gentlemanly George Taylor, was the star, and shone as he never did before; he positively sparkled. Banker rode well and looked happy, and Pete Berlo looked bluer than the rim of the wheel he used at one time; in fact, Berlo's work in the shop on his new racer seemed to have made him slow. The notables were out in force. Referee Raymond looked as if he had personally signed everything before leaving his office; a broad smile illumined "Pop" DeGraff's face; R. B. Money Penny, "director of cycling" for the M. A. C., looked the astute young man he is. President Miller, of Springfield, with Andy McGarrett, was on hand, and all sighed and longed to see Springfield and a real live race meet with everybody up. Jim Sullivan, editor of the *Sporting Times*, is becoming a cycling crank, and took more interest in the proceedings than some of the old hands. Kerrison, of the Boston *Herald*, was there; so was Egan and Crowther of *Sporting Life*, and Frank Prial of the *Wheel*, and there were more newspaper men than seats to go around.

The one-mile open was ridden twice before it was declared a race. The time limit was 2:35, and Wheeler was first in 2:40 1-5, and the event was ordered ridden over. Then Berlo won in 2:37 2-5, which, though not up to the limit, was accepted by the officials, and Berlo was awarded the lot. Special prizes for the quarters were won by Mulliken, Judge and Stedman.

In the two-mile open Taylor won the race and made the last quarter in 33 4-5 seconds, which is the track record. Windle captured the half-mile open by a fine spurt.

The race of the day was the five-mile eastern championship, for which five handsome prizes were given. There were ten starters, and Taylor won, taking the lead on the last lap. Berlo caught him on the beginning of the stretch, but Taylor pulled away and won by two lengths. The summaries follow:

Quarter-mile, open—George F. Taylor, M. A. C., 1; W. W. Windle, M. A. C., 2; P. J. Berlo, M. A. C., 3; time, :35 3-5.

Two-mile, open—George F. Taylor, 1; George A. Banker, 2; P. J. Berlo, 3; time, 5:44 1-5.

One-mile, handicap—first heat—C. S. Thompson, Mercury W. C., 170 yds., 1; H. B. Arnold, M. A. C., 60 yds., 2; O. S. Brandt, M. A. C., 180 yds., 3; time, 2:28 2-5.

Second heat—H. C. Wheeler, M. A. C., 30 yds., 1; W. S. Campbell, M. A. C., 50 yds., 2; E. A. McDuffee, M. A. C., 40 yds., 4; time, 2:27 1-5.

Third heat—P. Grosch, Orange Wheelmen, 115 yds., 1; Durant McClean, K. C. W., 160 yds., 2; H. C. Skinner, K. C. W., 160 yds., 3; time, 2:27 4-5.

Final heat—C. S. Thompson, 1; Durant McClean, 2; H. C. Skinner, 3; time, 2:35 1-5.

Half-mile, handicap—first heat—N. K. Townsend, M. A. C., 100 yds., 1; Harry Hawthorne, Orange A. C., 90 yds., 2; A. C. Watson, Union County Roadsters, 110 yds., 3; time, 1:08 4-5.

Second heat—George W. Hannon, Prospect Wheelmen, 100 yds., 1; Warren A. Clapp, 100 yds., 2; C. M. Murphy, K. C. W., 40 yds., 3; time, 1:09 1-5.

Third heat—C. S. Thompson, 100 yds., 1; O. S. Brandt, 100 yds., 2; George F. Royce, P. A. C., 100 yds., 3; time, 1:09.

Final heat—C. S. Thompson, 1; A. C. Watson, 2; N. K. Townsend, 3; time, 1:08.

Half-mile, open—W. W. Windle, 1; George A. Banker, 2; A. B. Rich, Staten Island A. C., 3; time, 1:18 4-5.

Five-mile, eastern championships—George F. Taylor, 1; P. J. Berlo, 2; A. B. Rich, 3; time, 14:12 3-5.

One mile, 2:25 class—George A. Banker, 1; E. A. McDuffee, 2; Carl Hess, 3; time, 2:45.

One mile, open—P. J. Berlo, 1; H. C. Wheeler, 2; C. E. Steadman, Hartford Wheel Club, 3; time, 2:37 2-5.

* * *

Maywood's Field Day.

The fourth annual field day of the Maywood Athletic and Cycling Club was held at its grounds, First avenue and South Sixth street, Saturday, a large attendance being present to witness the events. The club has recently built a quarter-mile track, upon which the bicycle and running events took place. Briefly summarized the cycling events resulted as follows:

One-mile, boys—W. Hatch, 1; R. Brewer, 2; time, 3:25.

Quarter-mile, scratch—A. A. Coupland, 1; A. C. Vaillancourt, 2; time, :46.

One-mile, handicap—A. A. Coupland, 1; C. J. Schoening, 2; time, 3:08 3-4.

Half-mile, scratch—A. C. Vaillancourt, 1; time, 1:36 1-4.

Two-mile, handicap—C. J. Schoening, scratch, 1; A. R. Parish, 150 yds., 2; time, 5:45.

The ten-mile, handicap, was the crowning event of the day, and the assemblage could hardly wait until this number was called. A year ago Norton Brothers offered a silver cup valued at \$125 to the one who should succeed in winning the time prize two out of three times. William J. Maas carried off the time in 33:18, Parrish winning first prize with a ten-minute handicap in 39:41. This year Maas could not ride, and Aleck Vaillancourt was picked as a sure winner, but he failed to train, and after riding two miles dropped out with a severe side-ache. Then young Corysland showed his heels and came romping in as he pleased in 31:58, with Schoening a close second in 32:27. Hart, with a six minute handicap, managed to cross the line first in 37:58, closely followed by Parrish. The track was in prime condition and the day an ideal one for the sport. There is now a movement on foot to hold a union field day, Oak Park, River Forest and Maywood clubs participating, about October 1.

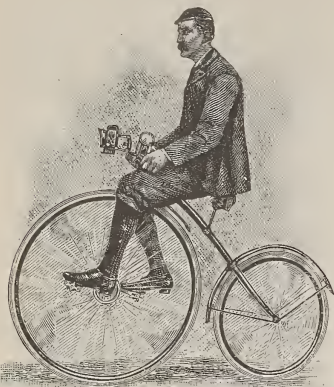
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Century Makers at Buffalo.

BUFFALO, Aug. 29.—Last week the Buffalo Exposition Cycling Association held what was to have been its final meeting, but owing to the unsettled state of its business it is still in existence. A large number of the delegates were present, representing nearly all the clubs. The secretary-treasurer reported that the entry fees of sixty per cent. of the contestants had not been paid, which money should go to Manager Robinson. He was directed to take steps necessary for its collection. This being about the only business of any importance the meeting adjourned subject to the call of the chair.

In reference to the lack of accommodation at the cycle races on the 25th, we have since learned that the temporary seats had been engaged subject to order; but the order was delayed until the morning of the 29th, and it was then too late, as it was proposed to accommodate 15,000 people, and the seats were not put up simply for the want of time.

Large parties of wheelmen took advantage of the ideal weather to make country trips, and the favored runs were well patronized yesterday. Charles Haigh, Boston P. C. C.; A. H. Davis and W. J. Helfer, Utica C. C.; T. E. Youngs, Pittsburgh Wheelmen; M. Hardenburg, Hornellsville; William Nolan, Lockport, and



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ARTHUR D. BLACK, Loekwood Cyeling Club.

E. C. Stanfro, Springville, were some of the visiting wheelmen who were shown the city by many of the local cyclists.

F. A. Foel and Duke Smith, of the Press C. C., attempted a double century yesterday, and if the tire on Smith's wheel had not burst at Harbor creek both would have come through all right; but as it was Foel, alone, finished the 200 miles in 23 hrs. 15 min., making his twelfth century for the season. Klipfel, the "undaunted" of the Ramblers, finished his fifteenth century at 3:15 p. m. It was made over the Buffalo-Dunkirk course, and took him 8 hrs. 45 min. This makes a new record for this course and beats his own time by ten minutes.

Messrs. Reister and Wagoner, also of the Ramblers, made a hundred-mile run over the same course in eleven hours.

WILLIE DUNN.

Races at Norristown, Pa.

Norristown, Pa., wheelmen held their second annual tournament Saturday last, a good crowd attending. There was no fast time made, owing to the track being in a poor condition because of heavy rain falls. The summaries follow:

One-mile, novice—John Haas, Eclipse Club, 1; George Keim, West Chester, 2; time, 3:28.

One-mile, 3:20 class—I. C. Shalkop, Pottstown, 1; H. W. Olf, Wellington, 2; time, 3:09 3-4.

Half-mile—R. Parker Rich, Northwest Wheelmen, 1; F. A. Demorest, Reading, 2; time, 1:25.

One-mile, handicap—R. P. Rich, scratch, 1; J. Cope, Norristown Wheelmen, eighty yards, 2; time, 2:49.

One-mile, championship of Montgomery and Chester Counties—C. J. Craft, Norristown Wheelmen, 1; J. F. Cope, Northwestern Wheelmen, 2; time, 3:30.

Quarter-mile, open—R. P. Rich, Northwestern Wheelmen, 1; F. Demorest, Reading, 2; time, 3:40 1-2.

One-mile, 2:40 class—C. J. Craft, Northwestern Wheelmen, 1; J. F. Cope, Northwestern Wheelmen, 2; time, 3:07.

Half-mile, boys—H. F. Coates, 1; William Thomas, 2; time, 2:35 1-2.

One-mile, open—R. P. Rich, 1; F. A. Demorest, 2; time, 3:06 3-4.

One-mile, club—C. J. Craft, 1; J. F. Cope, 2; time, 3:25.

Waller Will Try Again.

The Oak Leaf Wheelmen, of Stockton, Cal., will give a "record" tournament on Sept. 16. At the close of the races Frank Waller will start for the twenty-four-hour record. A large corps of good pacemakers will be furnished. Waller has kept in good shape ever since his first long ride, and will get in fine condition by the 16th. He feels as confident of making a new record as he did in his previous attempt, and expects to place the figures at about 420 miles. The track on which he will ride is the new half-mile built for the Oak Leaf Wheelmen.

Good Programme at Winona.

The race meet of the Minnesota Division L. A. W. occurs at Winona, Sept. 6, 7 and 8. The following programme of events has been prepared for afternoon

and evening races: Half-mile, novice; mile, handicap; quarter-mile, boys; mile, state championship; mile, three-minute class; quarter-mile, state championship; mile, open; five-mile, open; twenty-five-mile, championship of the northwest; mile, handicap; two-mile, open; five-mile, state championship; mile, open; two-mile, three-minute class; mile, championship of Winona; quarter-mile, flying start, in heats, open; mile, state championship; mile, championship of northwest; two-mile, boys; five-mile, handicap; five-mile, boys; five-mile, open; two-mile, handicap.

Hyslop and Smith Win All at Montreal.

Not over 2,500 people attended the race meet of the Montreal B. C. Saturday, though the weather was all that could be desired. Smith and Hyslop had things their own way, winning five out of the six events between them. There is now great rivalry between the two men, though they are members of the same club, the Toronto B. C. Joseph Yerberry, an Englishman, fell in the mile ordinary event, and was badly but not seriously cut. The events and results were as follows:

Half-mile, open—Hyslop, Toronto B. C., 1; E. J. P. Smith, 2; time, 1:16 4-5.

One-mile, open—William Hyslop, 1; E. J. P. Smith, 2; time, 2:53.

Third-mile dash, in heats—William Hyslop, won two heats; time, 49:50 1-5; Smith, 3.

Three-mile, lap race—E. J. P. Smith, 1; Hyslop, 2; time, 8:44 1-5.

Two-mile, open—G. W. Wells, Wanderers B. C., 1; Smith 2; time, 5:40.

Two-mile, handicap, open—C. J. P. Smith, 1; F. Loran, Montreal, 250 yds., 2; time, 5:24 4-5.

Labor Day at Rochester.

ROCHESTER, Aug. 28.—Hartford and Syracuse, it is conceded, will get the galaxy of racing men for their meetings Labor Day, September 5, still Rochester has a right to expect a few of the cracks to come here and compete in the annual tournament under the auspices of the Ramblers' Bicycle Club. Considerable interest, more especially in this city, is manifested in the approaching races, which promise to out class the international rowing regatta off Ontario beach between Hanlan, O'Connor, Hosmer and Gaudaur, the various ball games, etc. Prizes of tempting value are at stake in the various events, and it is anticipated that they will not be fairly won without a lively struggle between the large fields of participants which are expected.

General Race Notes.

The St. Johns (Mich.) Wheelmen have arranged a neat programme for next Thursday, when eight races, a sixteen-mile road event, and some neat prizes will be given. The races will be as follows: One mile, novice; one mile, open; Two mile handicap, open; one mile, club championship; five mile handicap, open;

—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.

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

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

NAME.	EVENT.	WHEEL.	DISTANCE.	TIME.	REMARKS.
J. B. Woolas	Pullman Road Race	Greyhound	15 miles	53 40	
Bert Harding	De Soto course	Imperial	45 miles	3 hrs. 29 min.	Breaking Record 29 min.
L. D. Munger	Springfield, Ill	Imperial	1-2 mile competit'n	1 05 1-5	World's Record at the time.
L. D. Munger	do	Imperial	1 do do	2 22	" " now.
George K. Barrett	do	Humber	1-4 do do	33	" " equalled.
George K. Barrett	do	Humber	5 do do	13 19	" " equalled.
W. C. Rands	Poorman Race	Monarch	18 do	51 08	Time Prize.
F. E. Spooner	Twenty-four hour ride	March-Davis	375 do	24 hrs.	American Record.
L. D. Munger	Team race in New York	{ Imperial	2 do		Beating Manhattans and Kings County.
G. K. Barrett		{ Humber			
J. W. Thorne		{ Humber			
C. D. Cutting	Elgin Races	March-Davis	Won every race.		
Roy Keator	Chicago to Wanegan	Reform	Broke Record		
Roy Keator	Spring field, Ill	Reform	Mile Handicap.	2 24, from 70 yds.	Rode RACING TIRES.
L. D. Munger	Springfield, Ill		2 miles	5 31 4-5	
G. K. Barrett					
J. W. Thorne					
John Johnson.	Winona, Minn	Freeport Elliptic	1, 2 and 5 miles	2 30½; 5 22; 14 37½	All State Records.
Bert Harding	Forest P'k R'd Race, St. Louis	Imperial		1 hr. 40 seconds	Broke Record 4 min. 8 sec.
J. W. Cox	{ Missouri Division League }	Holbein, Swift	1-2 mile cham.		{ Out of 11 events at Mo.
Bert Harding	{ meet at Springfield, Mo., }	Imperial	1 do do		{ div. meet, Springfield July
C. R. Kindervatter	{ July 4th. }	Imperial	2 do do		{ 4, 9 won on M & W. Tires
Fred Nessel	{ Waukesha to Milwaukee, }	Speedy	16½ miles	48 min. 11 sec.	M. & W. Racing Tires†
Emil Ulbrecht		March-Davis		49 do 22 do	do do do
John Johnson		Elliptic		49 do 22 do	M. & W. Road Tires
G. A. Thorne	Road Race	Humber		49 do 51 do	M. & W. Racing Tires
F. E. Spooner	Elgin-Aurora Course	March-Davis	100 miles		
Emil Ulbrecht	do do do	March-Davis	100 do		
A. D. T. Simmons	do do do	James Racer	100 do		{ M. & W. Racing Tires †
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	17 hr.	do do
E. C. Carruth	Crookston, Minn.	{ "No name." }		16:24 Riding Time	
		{ Svensgaard }	1 do	3 hrs.	Rough, soft track, wind blowing a gale; won 3 races
*Austin Banks	Capital Club Run,	Reform			
Elmer Anderson		Road			
C. F. Hart		Racers			
Jos. Mino	Denver to		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.
Ed. Smith	Colorado Springs				
O. E. Boles					
Walter Banks					
W. C. Rands	Detroit Road Race	{ Monarch and }	25 miles	1 hr. 15 m 59 4-5 s.	
Emil Elbricht	Elgin-Aurora Course	{ King of Scorchers }	100 miles		
Fred Nessel	Chicago-Milwaukee	James	100 miles		
		Sumol	140 miles	6:55	Racing Tires
			{ 2 m. h'd fr'm s'ch }		
			{ 3 m " " " }		
			{ 5 m open }		
W. C. Rands	Alma, Mich.	Monarch	2 mile handicap	5:29 1-2	
H. S. Hull	South Bend, Ind	Smalley Model D.			
A. B. Edmonds	Des Moines, Ia.	"Pacemaker"	{ 1-4, 1-2, 1, and }		{ All Iowa State Championships }
			{ 5 miles. }		{ Racing Tires }
John S. Johnson	Sioux City, Ia.	Elliptic	{ 2 m. h'd p'p scrat'h }	5:06	Won all open events.
			{ 1 mile open }	12:27 2 5	

†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.

quarter-mile dash, open; special race, one mile; half mile dash, open.

Bloomington, Ill., holds a meet Thursday next.

The annual fall meeting of the Maine division will take place at Biddford Monday, Sept. 5.

W. F. Murphy, who has been ill, is out again, and expects to be in shape to do some racing by November.

The Cook County Wheelmen give another ten-mile handicap road race over the Oak Park course the latter part of September.

W. A. Rhodes, who intended making a trial for the hundred-mile record the 29th, has indefinitely postponed his attempt. Lack of condition in the cause.

The Metropolitan Association of Cycling Clubs of New York, will hold a monster race meet in October. It is expected that all of the cracks will be present.

All the eastern and western cracks, including Zimmerman and Windle, will compete in the race meet of the Associated Cycling Clubs of Philadelphia, to be held on the Tioga track at Westmoreland, Sept. 17.

The following is the programme of the race meet to be held at Alameda Cal., on Sept. 5: Half-mile, safety, novice; quarter-mile, safety, scratch; half-mile, safety, handicap; one-mile, safety, handicap, and two-mile, safety, handicap.

The Alabama L. A. W. championships are to be given under the auspices of the Mobile Athletic Association at Mobile, Sept. 9. The prize list is the most important feature and contains the most handsome lot ever offered in the south.

There is \$250 at the Cook County Wheelmen's pretty home with which to cover a like amount from the Minnette Cycling Corps. The latter has made a challenge and it has been accepted. Cutting is ready to ride at any time.

The date of the Oak Leaf Wheelmen race meet to be held at Stockton has been set for Sept. 16, and entry blanks will be out in a few days. The blanks for the meet of the Alameda club on Sept. 5, and of the Garden City for Sept. 9, are already out.

The Toulon Bicycle Club, of Toulon, Ill., will hold its second annual tournament on Friday, Sept. 9. This club held a very successful tournament last season, and is figuring on holding a much more successful one this year. The prize list amounts to \$300.

William S. Campbell, of geared ordinary fame, is confident that the improved high wheel is much faster than the safety, and thinks that it will figure prominently in next year's races.—*Bi. World*. And yet W. S. C. lowered his colors to a solid-tired ordinary at Washington!

The Indianapolis tournament occurs Sept. 5 and 6. The prizes comprise ten wheels, a Caligraph, gold watch, diamond rings, etc., over \$2,000 in value. There are five open and five handicap events. The track is a mile in circumference and eighty feet wide with very fine surface. Several Chicago riders have entered, among them Bliss, Keator, B.illard, Root, Young and others.

The racing board has sanctioned the following race meets: Ariel Cycling Club, Glens Falls, N. Y., Sept. 6, 7, 8 and 9; St. John's Court of Forresters, Hyde Park, Mass., Sept. 5; Chenango County Agricultural Association, Norwich, N. Y., Sept. 20, 21, 22 and 23; Danbury Agricultural Society, Danbury, Conn., Oct. 4; Riverside Wheelmen, Riverside, Cal., Sept. 9; Baltimore Clubs, Baltimore, Md., Sept. 12; Louisville Cy-

cling Club, Louisville, Ky., Sept. 29 and 30; Athletic Club of the Schuylkill Navy, Philadelphia, Penn., Sept. 17.

The Vost Bicycle Company has originated and will execute a novel idea in the way of a track. It will be constructed near the works and will be a quarter of a mile in length, thirty feet wide and built of asphalt. It will be constructed this season and the opening will be accompanied by a tournament.

The Milwaukee Wheelmen's field day, Sept. 10, promises to be one of many surprises. The racing board has on its hustling toga and is leaving no stone unturned to make the event one to be long remembered. First class prizes will be offered, and the track on which Sanger rode a mile in 2:19 1-2 can not be said to be slow. For entry blanks address F. J. Schroeder, chairman, foot of Walnut street.

"Birdie" Munger has gone to the country to recuperate. He complained of feeling tired Saturday at Parkside, yet rode in all contests. Birdie has had nine bad falls on the track this season, none of them his own making. He can show the outlines of scores of cuts and bruises on his body, a fair map of his season's career on the path. He goes to Springfield, and will be on the western circuit.

Great interest is being taken in the coming bicycle meet to be given under the auspices of the Toledo Cycling Club, at the exposition grounds. Many from out of town have already entered, and a successful meet is looked for. The events are as follows: One-mile, novice; quarter-mile, open; five-mile, handicap; half-mile, boys; one-mile, T. C. C. championship; one-mile, open; three-mile, lap; half-mile, open; one-mile, Toledo wheelmen only.

The Iroquois Cycle Club of East Baltimore held very interesting races at Bay Ridge last Thursday. Leo Rosenfeld won the one-mile novice in 2:56 1-2. Eli G. Hecht won the one-mile safety in 2:56. Baumgarten walked away with the quarter open, 43 1-2 sec. Ferdinand Frankel proved the victor in the half-mile handicap, 1:15. Hecht had an easy thing in the half-mile open, 1:23 1-2. The one-mile handicap went to Rosenfeld in 2:56.

The first annual race meet of the Harrisburg (Pa.) Wheel Club will be held at Island Park Monday. The half-mile track is excellent and has a home stretch eighty feet wide. The programme is as follows: One-mile, novice; half-mile, tandem; half-mile, ordinary; quarter-mile; two-mile, handicap; one-mile, H. W. C. championship; one-mile, team; half-mile, open; half-mile, boys; one-mile, handicap; one-mile, three minute class; fifteen-mile road race.

The outlook for the bicycle races in Peoria on Tuesday, September 27 is certainly very encouraging. The actual value in prizes is \$2,490. This is a large list for one day. It will be the fourth annual race meet given by the Peoria boys. In the one-mile safety open the first prize is a Kroeger upright grand piano, rosewood finish, full size, and valued at \$900. Zimmerman is the owner of all the pianos the Peoria bicycle club has offered in prizes, and the probabilities are he will make a strong bid for this one should he come. Five high grade pneumatic tired safeties, three elegant gold medals, two type writers (one Caligraph and one People's), two gold stop watches, together with many other valuable and useful articles, help make up the prize list. The track will be put in record-breaking condition.

Subscribe for the REFEREE.



Peoria Trade.

Kingman & Company expect next season to have one of the largest sundry departments in the west and job sundries on a large scale. They have had a very successful season and will go in on a more extensive scale.

Peoria is well supplied with first-class repair shops, the largest of which is Rouse, Hazard & Company's, which employs nine mechanics. Next on the list is Kirkwood, Miller & Company, with six, Kingman & Company and Luthy & Company employ men enough to do all the repair work necessary. Any repair work on a bicycle is performed here in Peoria, be it ever so difficult a job. R., H. & Co. have an enameling oven, and a first-class nickel plant is located in the central part of the city. Repair jobs from all over the United States find their way to Peoria.

Trade is slowly dropping off. It will pick up again, no doubt, during September, but the backbone of it is broken and the rush part of the season is over. Of course a great many wheels will yet be sold, as the fall is the best season of the year to ride. The Peoria houses have all done a good year's business and are now beginning to cast their eyes about for '98 wheels.

LAUREL.

The Swift Holds Many Records.

Probably no machine on the market to-day has a better record, for all around work and record breaking, than the Swift. Pretty nearly all the long distance records have fallen to riders of the wheel made by the Coventry Machinists' Company. Only recently Holbein, on a thirty-five pound Swift, covered 359 miles on the road in twenty-four hours, a remarkable performance when compared with the 361 miles made on the track, and which stood as record for a year. This record was also made on a Swift, and only one machine was used in the entire ride. The Club tricycle, also made by this company, holds all the three-wheeler records up to twenty-four hours. The Swift holds to its credit the championships of Missouri and Tennessee, and in many road races it has had no trouble in carrying its rider through in the fastest time. Beside this good record, the Scheveningen exposition, the annual national fair of Holland, has just awarded the Swift the first prize and diploma. Surely this is a good record for a popular wheel.

Changes in the Ormonde Company.

The exclusive announcement in last week's REFEREE that Secretary George S. McDonald was to resign his position with the American-Ormonde Company and join the Raleigh company caused some surprise in trade circles. President Willis, in conversation with the REFEREE man, said that the old secretary leaves the firm with best of feeling all around, and M. L. Bridgeman, who has somewhat tired of the road, will be the new secretary, and everything will run as smoothly in the future as in the past. Mr. McDonald will retain his stock in the Ormonde company and also act as a director. Mr. McDonald takes the managerial reigns of the Raleigh company, and Mr. Atty will attend to the secretary's labors. The report that the Ra-

leigh company is to build Raleighs in this country is again revived, but, as manager Bowden said to the REFEREE some weeks ago, they are in no hurry; just looking around, having no definite plan in view.

Rich's Sixteen-Pound Racer.

John D. Gluck of R. Downing & Company, and president of the Union League Wheelmen of Westfield, N. J., is building a sixteen-pound racer for A. B. Rich. Aluminum six-ounce rims are to be part of the light-weight racer, and several new features of Gluck's own idea. Mr. Gluck, before becoming chief secretary for the well-known Downing founding firm, was for seventeen years superintendent of the Ward line of steamers, and to see him handle about thirty clerks in the New York house would give anybody an idea of his executive ability. A regular enthusiast in racing and road riding, he sometimes gets up a sprint that astonishes the boys, and is loud in his praises over the roads around Westfield, and credits Charles R. Peckham with being the principal author of same, \$50,000 of the latter's cash going as an earnest of his practical opinion of good roads. A thirteen-year old boy of Mr. Gluck's rode a mile in 3:17 1-4 last 4th of July.

Featherstone's New Building.

A. Featherstone, corner Sixteenth and Clark streets, has started the foundation for an addition to his already large plant. The additional real estate, buildings and machinery to equip it, will cost about \$100,000, and when finished will make one of the most complete bicycle plants in the world. It is expected to be finished by Nov. 15, when Mr. Featherstone will employ some 1,400 men, 400 on old trade and 1,000 on bicycles and tires. He expects to turn out about 30,000 wheels of the different grades, and already sample wheels are on the fire. Light ladies' machines, light roadsters and a few racers will be made. Mr. Featherstone stated that business has been excellent during this season and the outlook for 1898 is very brilliant.

Away in the Mountains.

Tom Crondal, the advertising man of Howard A. Smith, of Newark, is away in the Catskills, spending his vacation. Crondal is well known through his correspondence with houses all over the country, for he acts in the dual capacity of secretary and advertising man for his firm. W. H. Kirkpatrick, the firm's traveler, will skip to the mountains on Crondal's return—or, rather, to Whitford, R. I. where his relatives are. The latter gentleman astonished his club, the Atlanta Wheelmen, recently, by appearing on a run with a white enameled wheel, and dressed in white sweater, tights, cap and shoes, and was immediately dubbed "the ghost."

Will Build Wheels this Winter

There are some prospects that the H. B. Smith Machine Company, of Smithville, N. J., will get up steam next year and once more turn out wheels as successfully as in the past. What seems to be lacking with the firm is a good, live superintendent who would enthuse the company, which has plenty of capital, machinery and facilities equal to the best. From a talk with Manager Hall, of the New York branch of the company, these facts were gathered, and also that

3-BEAUTIES-3

The James Safety.



"B. & A." 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. Finest Weldless steel tube and steel forgings, adjustable seat pillar and handle bar, 6 1-2 in. adjustable cranks. Adjustable balls to both wheels, crank axle, ball head and pedals.

Same Model and Specifications:

TRACK RACER, Weight 26 Pounds,	- - - - -	\$150 00
ROAD RACER, Weight 30 Pounds,	- - - - -	\$140 00
FULL ROADSTER, Weight 34 Pounds,	- - - - -	\$140 00

These prices are with Pneumatic Tires.

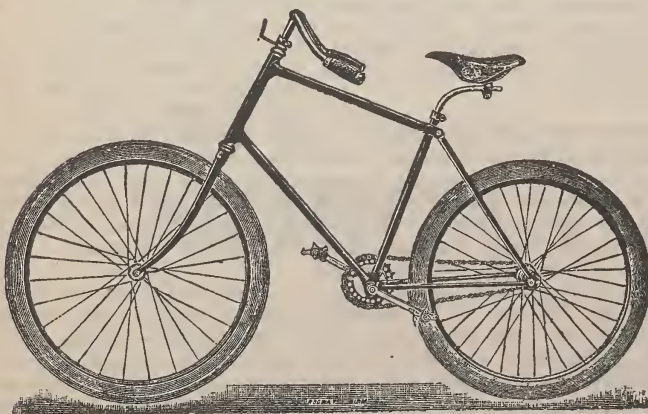
These celebrated machines are made by THE NEW BUCKINGHAM & ADAMS CYCLE COMPANY, Coventry Works, Birmingham, Eng. H. P. Cook, Managing Director, having had great practical experience, is turning out the B. & A. in great shape.

During Easter week (in England) the B. & A. captured the most prizes.

Beat the 100 Miles Record.

Mr. Peter Holliday, of the Ramblers' Club, Blackburn, Eng., beat the 100 miles record from Blackburn to Kendal, by the extraordinary time of 48 minutes, on the B. & A. Road Racer, weighing 30 lbs. This is another convincing proof of the superiority of the B. & A. machine.

South Road Safety.



FRENCH & SONS, Balham, England.

AGENTS WANTED.



"JAMES" SPECIFICATIONS.

DIAMOND Frame, Warwick Hollow Rim, our unequalled Semi-Tangent Direct Spokes, Southard Cranks, Adjustable Handle Bar and Seat Pillar, Perfect Chain Adjustment, Ball Bearings throughout (including head), Lamp Bracket, geared to 64 or to suit purchaser, quality ABSOLUTELY PERFECT, FULL GUARANTEE.

ROAD RACER, Weight 28 Pounds,	- - - - -	\$150 00
FULL ROADSTER, Weight 35 Pounds,	- - - - -	\$150 00
TRACK RACER, Weight 25 Pounds,	- - - - -	\$155 00
TRACK RACER, Weight 23 Pounds,	- - - - -	\$160 00

We Guarantee These Weights.



B. & A. Champion Racer.



"SOUTH ROAD" SPECIFICATIONS.

THIS MACHINE is the grandest ever offered. We guarantee that there is not a single casting throughout. 28 inch wheels, tangent spokes, Warwick hollow rim, round cranks, adjustable handle bar and seat pillar, ball bearing throughout, lamp bracket, geared to 64 or to suit purchaser.

TRACK RACER, Weight 23 Pounds,	- - - - -	\$155 00
ROAD RACER, Weight 29 Pounds,	- - - - -	\$140 00
ROADSTER, Weight 33 Pounds,	- - - - -	\$140 00

Any kind of Pneumatic Tires. We Guarantee Weights.



The Agency for the above has been secured by the

JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.

the firm is still turning out a few wheels of the well-known lever pattern, for both sexes.

The Toledo Trade.

We have reproduced from the mid-summer number of the Toledo *Sunday Journal*—a very excellent publication, by the way—a number of photographs of Toledo trade men and her well-known establishments.

The Toledo Bicycle Company is the successor to the proprietors and plant of The Page Steel Wheel Company, and organized in October, 1891, with N. C. Stevens as business manager. It has been the good fortune of the Toledo Bicycle Company, under Mr. Stevens' management, to, within the short time

odd men employed at the work, and next season this number will be enlarged.

The Gendron Iron Wheel Company has become one of the most widely-known cycle manufacturing concerns in America. It has offices in Chicago, Toledo, New York and St. Louis. The company is at present cutting quite a figure in military cycling. A week or two ago the REFEREE contained a photograph of the Toledo Cadets, O. N. G., with Gendron cycles. The company's principal officers are represented in the sketches herewith.

The Chapman Hardware Company carries on an extensive business. It is managed by Frank H. Chapman.

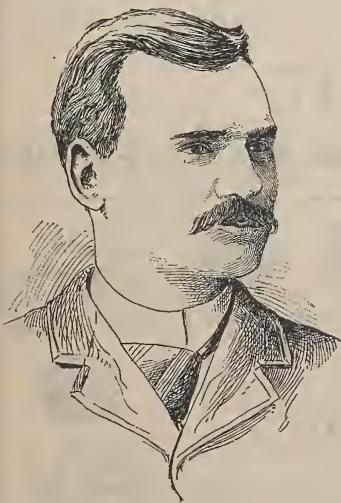


Members of the Gendron Staff.

of its organization, develop into one of the most prosperous industries in the city of Toledo. Only wheels of high grade are manufactured.

The company's present capacity is 3,500 to 4,000 wheels per annum. For next year the Toledo Bicycle Company promises the world great revelations in the speed, strength and lightness of the wheels they will put upon the market.

Mr. Stevens came to Toledo something like four years ago and took charge of the electric lighting business in this



N. C. STEVENS.

city, then in its infancy. This plant he has managed with most signal success, and besides possessing a world of executive ability, is full of mechanics, which will make him a valuable acquisition to the bicycle manufacturing industry of this country. There are at present sixty-

Will Build Common Safeties Now.

The old Broncho and White Flyer works, of Westboro, (over which the spirit of dear old "Jack"—Purvis Bruce—possibly hovers) have emerged from the maze of law suits, injunctions, etc., and Westboro is once more talking about "our bicycle works." There will be some alterations and possible additions to the pretty little works, and any man who gets within gunshot and offers anything cranky in construction will be killed on the spot. The present proprietors and managers believe a good, plain, every-day safety is what the people want, and they will make it.

New Ideas in Pneumatics.

George R. Bidwell states that he will have three ideas in pneumatics next year, and a tire that will be cemented to the rim will be one of them. Bidwell thinks seven months a fair time to experiment with tires, and at the end of that time will let the product of his and his employees' brains loose for trial and discussion. Mr. Bidwell thinks that in cycle making a consultation between the various manufacturers to adopt a certain pattern for the ensuing year would save much time, possible loss, and assist the manufacturers generally. But there can be little hope for the wish at present.

To Increase the Store Space.

Secretary Vogel, of the Gendron Wheel Company, spent just three days in New York last week, with his active managerial New York trio, and made arrangements for a large increase of room for the New York house, although the present capacity is large. The Gendron company is doing a heavy eastern business in other lines as well as cycles, and intends to push the latter next year. Secretary Vogel is one of the prominent

Elks of Toledo, and is allowed away from the herd only a few days at a time.

Selling Many Wheels.

A. M. Scheffey, the swift traveler of the wholesale jobbing house of A. M. Scheffey, returned Wednesday from a trip in Pennsylvania, and took to the road again Thursday. Mr. Scheffey is an educated cycle salesman, and can see about as far in cycle construction and what the market will buy as anybody. This young and sturdy wholesale house is doing a rattling business with its popular Wynnewood and a full line of other western wheels.

Can Braze Aluminum.

The Anglo-American Company says that it has invented a process for brazing aluminum rims without injuring the service in the least. It thinks this is very important, as that was the great drawback with the rims before, as they had to be riveted. J. F. Ives of the New York Belting and Packing Company showed the REFEREE man a complete wheel with aluminum rims, spoked and tired, which only weighed three pounds.

The New Raleigh Factory.

NEW YORK, Sept. 1.—[Special]—The Raleigh company's American factory will be located at Greenwich and Bank streets. The concern will import its machines in rough and finish and assemble them here. George S. McDonald is to be in charge of the new factory.

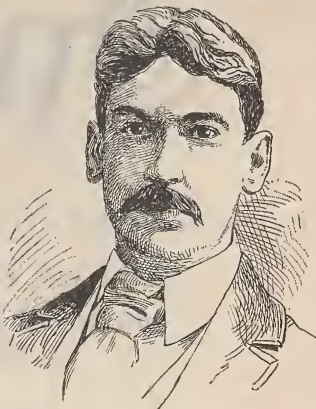
General Trade Notes.

Mr. Foss of Chicago will soon receive a shipment of Lion cycles, a large order being now on the way to this country.

Mr. Chapman, of the Leicester Cycle Company, is expected in America early

lamps had not been taken out of the custom house, and Snell secured them without trouble, as he got wind of the approaching failure in New York.

The Tower Cycle Company is sending a large shipment of wheels to Canada,



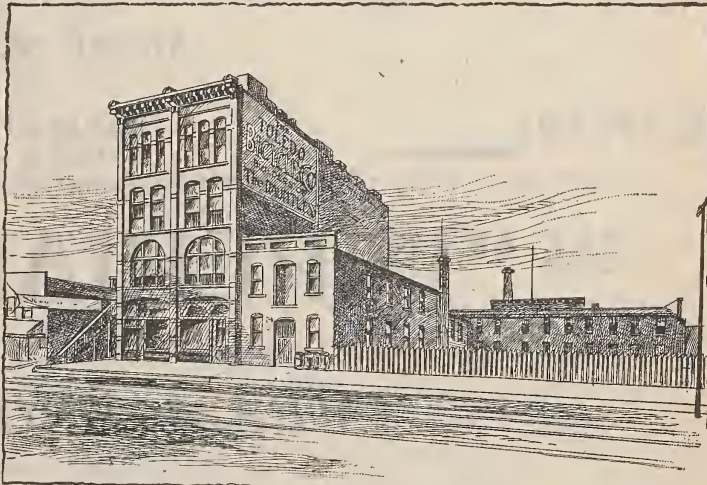
F. H. CHAPMAN.

and compliment the REFEREE on securing it the order through the advertisement in this paper.

J. W. Schoefer, the well-known Brooklyn rider and old dealer, tells the REFEREE that he is well satisfied with his job at Bidwell's, and will continue to travel south for the firm.

The Monarch Cycle Company is at present making designs for a light ladies' safety for 1893. This company also intends building all its Monarchs to weigh under thirty-five pounds.

The ever popular Stephen Golder, journalist and cycle agent, will arrive on the City of New York from Liverpool Thursday, accompanied by Mrs. Golder and baby. Mr. Golder brings a large



in September in the interests of his company.

Goodby & Son, Wolverhampton, are in correspondence with Boston people to take their agency for the United States.

Saturday A. Featherstone took out a permit to erect an addition to his present factory. The proposed building was fully described in the REFEREE some months ago.

The Pyle Cycle Company of Wilmington, Del., gives notice that it has lost a cushion-tired Phoenix, No. 3,111. It was stripped, and the front rim was indented in several places.

Samuel Snell, the well-known Birmingham lamp man, sailed for home in the Majestic last Wednesday. To a REFEREE representative he stated he was more than pleased with the business done on this trip, having sold thousands of lamps. Mr. Snell was fortunate in saving a thousand dollars' worth of lamps from the Sweeting failure. The

shipment of New Howes with him and will at once open agencies.

Mr. Mushing, of the Centaur Company of Coventry, accompanied by Mr. Lucas, of lamp and sundry fame, who visits America for the first time, leaves Liverpool for New York Aug. 31.

By a blunder a picture of E. D. Loane, Jr., of Spalding's New York establishment, and inventor of the pneumatic pump described in our last issue, was included in "the Gendron Quartette."

A cycle house desiring a competent eastern or traveling representative can be placed in communication with a gentleman of wide experience and excellent character by addressing a line to this office.

Samples of the Brooks safety are now in the hands of the New York agents, and the firm name will shortly be announced. A representative of the famous saddle and cycle works will soon be in America.

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,	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.

*BREAKING WORLD'S COMPETITIVE RECORD.

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

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”

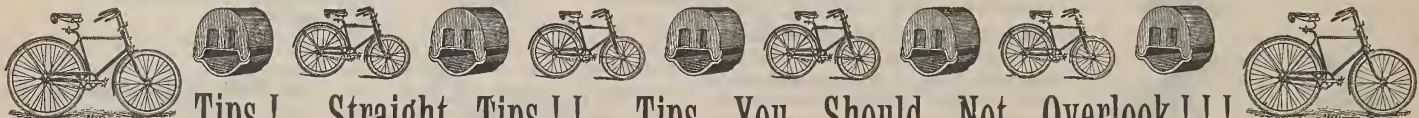
POPULAR? ASK THE FAST RIDERS THAT USE THEM.

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

CATALOGUE FREE.

AMES & FROST COMPANY,

302 Wabash Avenue, Chicago.



Tips! Straight Tips!! Tips You Should Not Overlook!!!

ARE YOU ON TO THEM?

“SYLPH CYCLES RUN EASY.”

SYLPH
SPRING
FRAME
CYCLES

Ride easier and bring more real pleasure and comfort to their riders than any other make.

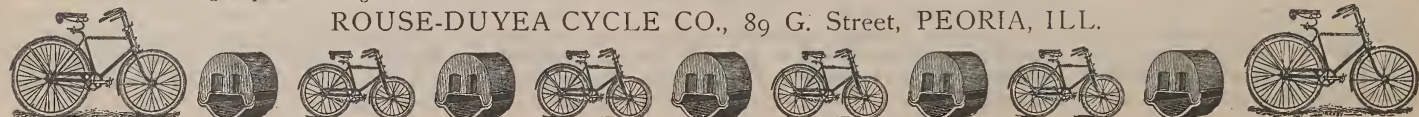
Are made of the Best Material and Workmanship obtainable, and with finely adjusted bearings, therefore wear and stand up equal to or better than others.

Are graceful in outline; finish is unexcelled if equaled, and the mechanical construction is perfect.

Stop the jolts, thus saving the rider's strength and the machine—points of great value to all cyclists.

Other tips regarding Sylph Cycles will be given in this paper from time to time. WATCH FOR THEM, or better write for our catalogue giving full particulars. Agents wanted.

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





Howard A. Smith & Company.

We present herewith a sketch of Howard A. Smith, one of the founders of, possibly, the oldest concern of its kind in America, and of the several leading employes of his establishment. Mr. Smith's career was fully chronicled in our league meet issue. The firm was originally Zacharius & Smith, but for nearly ten years Howard A. Smith & Company has been the title. They have handled sundries in immense quantities, but also do a large business in wheels of all grades.

E. J. Decker has had considerable experience in repairing and building bicycles and is superintendent of the mechanical department. He is also the holder of numerous records on the road and path, a prominent member of the First Regiment, N. J. N. G., the crack regiment of New Jersey, having held the office of lieutenant for some time, and where he aspires to be as successful as he has already been in his chosen vocation.

Wilson K. Kirkpatrick, familiarly known as "Kirk," represents the firm on the road and has always been successful. Mr. Kirkpatrick was born in Newark in 1866. Attending the public schools, he graduated at the age of sixteen, and commenced business in the employ of his father in the capacity of salesman, and subsequently was admitted to the firm. His father retiring, the firm was dissolved, and Mr. Kirkpatrick connected

himself with Smith & Company. He is well known throughout the trade, and is local L. A. W. consul for Newark. He was also charter member and first captain of the Business Men's Cycle League of Newark, N. J., and a member of other cycling clubs of similar reputation.

Miss S. E. Kandle, the secretary and treasurer, is a cousin of Howard A. Smith, and comes from the same sturdy Jersey stock. She was thoroughly drilled for the art of book-keeping, and is well fitted for the position she occupies. She is a graceful rider and a worthy addition to the company.

L. C. Crondal was born in the metropolis in the year 1867, and graduated from the public schools at the age of sixteen. This graduation entitled him to a four-years' free scholarship at Stevens Institute, but he preferred to enter business life. He learned the printer's trade, but several years later, owing to its confinement, left the business to go with a large wholesale toy and sporting goods house in New York, where in a short time he became manager, acting in this capacity until the spring of 1891, when he identified himself with Howard A. Smith & Company, in the same capacity.

Miss L. C. Stilger, who acts in the capacity of stenographer and type-writer, was born in Newark, in which city she has spent the greatest part of her life. She attended the public schools and graduated at the age of fifteen. She entered Coleman Business College, March, '91,

and graduated in the short period of six months, during which time she acquired a thorough business education, including stenography and type-writing.

Trade Notes.

Thos. Saunders, representing William Bown, the Credenda Sealless Tube Company, Lamplugh & Company, the new B. & A., Birmingham, and the Crypto Cycle Company, London, will sail for America this month.

President Stover of the Stover Bicycle Manufacturing Company, Freeport, Ill., accompanied by wife and son, arrived in New York from a pleasant trip abroad last Wednesday and journeyed toward the setting sun the following day.

With the rumored several tubemaking plants being built in this country, it would be well to remind the builders that Samuel Fisher & Sons, Birmingham, Eng., have splendid tube drawing machinery of latest pattern and build.

Collins & Company, of Fort Worth, Texas, have placed an order with Ames & Frost for 500 Imperials for next season's delivery, taking the agency for the entire state. Ames & Frost say that the outlook for next year is particularly bright with them. During the week Secretary Walpole, who was on a century run, took an order from Frazier, of Aurora, for 1,000 pairs of Imperial sulky wheels. The new factory will soon be finished, the first story being now com-

pleted. Samples of their new light wheels will be shown this week.

French & Sons, Balham, Eng., are shipping a good many South Roads to America and are arranging for regular agencies in America next year. French & Sons are in correspondence with an American firm and figuring on a ten thousand wheel contest.

Thomas Saunders cables that he will leave Liverpool on the Umbria Aug. 27 and will reach New York, "wind, weather and tide permitting," Sept. 3. Mr. Saunders will represent Bown and other interests, and is so well known this side that his stay and travels are always pleasant.

Mr. Kirby, managing director of the Roulette Cycle Company, is to shortly leave for America, to look after the company's interests here. It is quite possible that a store or headquarters will be opened in New York. Durant, McLean & Company are the Roulette agents here now.

The McCune Cycle Company, of Everett, Mass., writes the REFEREE that the new factory is getting into shape for the manufacture of wheels, and next year it proposes to be "in it." It seems that the old firm of Jost & McCune has a knack of keeping well up in the profession.

McKee & Harrington say they will use hickory rims on their Lindhurst to a great extent. This will lighten the



THEY SAY

THAT THERE IS A WHEEL OUT NOW THAT IS PERFECT-----IT IS THE

CLEVELAND

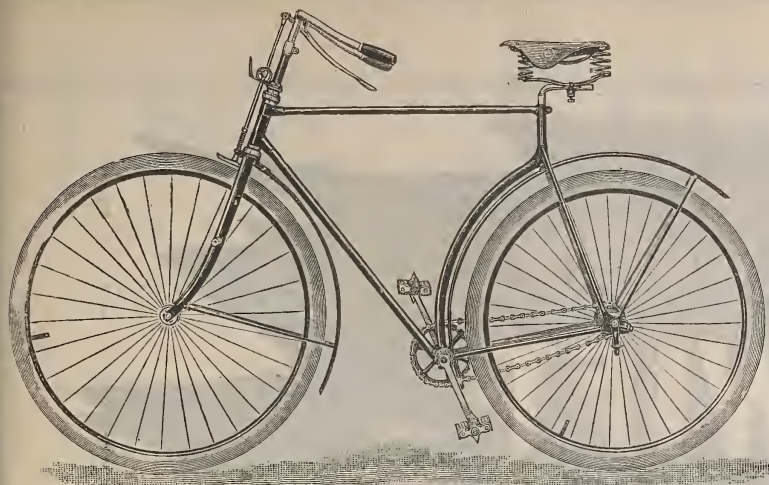


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You will find the CLEVELAND THREAD TIRE the fastest and most resilient made. Like riding on water.

Send for catalogue and list of testimonials. They have a different sound.

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THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—
Lowest Possible Prices.

Send for Copy of List, at once.

TOWNEND BROS., Ltd.,
COVENTRY, ENG.

Get our List at once.

**BEST MATERIAL AND
WORKMANSHIP GUARANTEED.**

machine, and other parts will be lightened so that the Lindhurst will scale thirty pounds. The wheel is a good looker and riders around New York like it.

Rouse, Hazard & Company, Peoria, report a number of sales in Mexico, the last order coming from San Luis Potosi last week. The fame of this firm is becoming known all over the world, as it has also sold some of its machines in South America, England and other countries outside of the United States.

Mr. Truman of Binghampton was in New York Friday showing a wheel and incidentally talking to a large western manufacturer who wants a capable superintendent. Mr. Truman says it is quite possible that he will be in Chicago ere long, as he is expected there by several people.

R. M. Jaffray, business manager of the REFEREE, arrived in New York Wednesday from Liverpool on the racer City of Paris, accompanied by George M. Hendee of Hurlburt & Company and J. C. Spears of the Spears Manufacturing Company, Worcester. The steamer had a rough trip.

L. B. Whympier takes a two weeks' vacation, commencing Monday, and will put in the time touring leisurely over Long Island, riding when and where his fancy dictates. This the Schoverling, Daly & Gales manager thinks is about the right idea, and he may be joined by Sidney Bowman later on.

Pohn P. Gill of Augusta, Ga., who sells Columbias in that pretty southern city, called on the REFEREE's New York office the past week and reported that Augusta is laying Asphalt streets, and a boom for cycling is therefor at hand. The REFEREE man introduced the Georgian to Editor Potter of *Good Roads*, who talked vitrified brick, asphalt and other roads in plenty.

Starley Brothers, J. K. Starley, Humbert & Company, have sent an expert accountant to Toronto, Can., to go over the books of the Stark Cycle Company, which failed some time ago. The Stark company has asked the English firms for a two year's extension of time to pull through, and if the expert finds things as represented by the firm which has faith in its ability to right itself in time, the extension will be granted.

A Relationship Problem.

Two ladies out walking met a gentleman; he raised his hat to one, and the other said: "Do you know that gentleman?" The other lady replied, his mother was my mother's only child. The publishers of the LADIES' PICTORIAL WEEKLY will give an elegant safety bicycle (valued at \$125, or its equivalent in cash) to the first person telling the relationship existing between the gentleman and the lady speaking last. An elegant ladies'

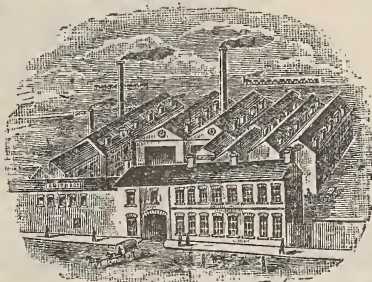


THOS. SMITH & Co.

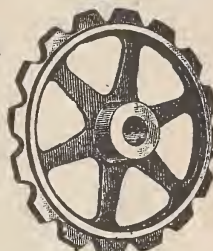
1, Wharf St., ASTON, Birmingham.



Best Material and



Workmanship Guaranteed.



STEEL STAMPINGS.

NEW PRICE LISTS NOW READY.

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Telegrams "Hector."

gold watch (valued at \$75, or its equivalent in cash) will be given for the second correct answer, and fifty other prizes, ranging in value from twenty-five dollars to five dollars each will be given for correct answers in order as received. Everyone answering must enclose U. S. postal note for thirty cents (or fifteen two-cent U. S. stamps) for one month's trial subscription to the handsomest and most popular ladies' weekly publication on this continent, which is published by a reliable firm, who are offering this prize contest simply to introduce their publication into new homes. Contestants should answer promptly, as date of postmark gives precedence. Prizes for the United States will be sent duty free. Address, LADIES' PICTORIAL WEEKLY, "C." TORONTO, CANADA.—18-2

Concession to Naval and Grand Army Veterans.

The Baltimore & Ohio Railroad will grant most liberal concessions in the way of stop-over privileges on the tickets sold for the Reunion of the Naval Veterans at Baltimore, September 15 to 19, and for the Grand Army Encampment at Washington, commencing Sept. 20. Tickets will be sold at the offices of the company and at offices of the principal railroad companies of the west, from September 13 to 20 inclusive, at very low rates, and will be valid for return journey until October 10. Both going and returning tickets will be good to stop off at all stations between Cumberland and Baltimore, a region rendered familiar to all veterans by the constant warfare along the Potomac. The signature of purchaser to tickets will not be required, nor will it be necessary to have them stamped to make them valid for return journey.

For more detailed information as to time of trains, rates and sleeping car accommodations apply to L. S. Asst. Gen. Passenger Agent, The Rookery, Chicago, or O. P. McCarty, Asst. Gen. Passenger Agent, Cincinnati, O.—18-2.

A neat little five-pointed solid silver star, with the club's colors in the centre, has been presented each of the thirty-six Cook County men who completed the club's recent century.

"WE DON'T THINK"

That you will ever have another opportunity to purchase a Safety Bicycle at prices which we are now offering.

About 50 shop worn Safeties. Send for clearance sale list.

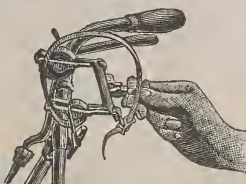
Upon receipt of \$5.00 any Bicycle on this list will be sent C. O. D. with privilege of inspection:

Ormonde, 1 1/2 in. cushion tire, shop worn,	\$ 90
" Clincher Pneumatic " " "	100
" Dunlop Pneumatic " " "	100
Ariel, " " " " "	100
" Protection Strip, " " "	100
" 1 1/2 in. cushion tire " " "	90
Com. Sense, 1 1/2 in. cushion tire " " "	85
Traveller; 1 1/4 in. cushion tire " " "	75

These are all new, and guaranteed for one year.

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QUAKER CITY LUGGAGE CARRIER.

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AN INDISPENSABLE HANDBOOK FOR CYCLISTS,

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

400 Pages. 216 Illustrations.

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

This Information is Collected Nowhere Else.

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THE NATIONAL L. A. W. SOUVENIR MEDAL

made in bronze, gold finished, and the Cottage City medal finished in silver nickel. Both mailed together for 75c.; 50c. singly. A handsome offer and one you should take advantage of. The J. E. POWER MEDAL Co., makers, 15 Cornhill, Boston.



THE COVENTRY MACHINISTS CO.
GENTLEMEN:—
Your Swift cycles of last year (of which we sold over one hundred) gave such excellent satisfaction that we have decided to make an extra push on them the ensuing season, making them our leading wheel. We find that your machines are much lighter and stronger than most of the high-grade wheels now on the market. We have no fault to find with the Swift, and cannot see chance for improvement.
Yours very truly, RANKIN & BRUCE,
Providence, R. I.

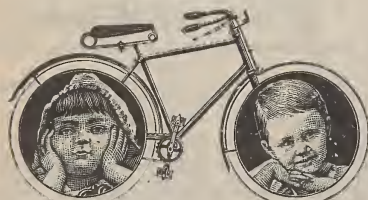
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Bicycle Bargains.

Halliday Temple Scorchers, Pneumatic Tires, new	100.00
Referee Safety, Cushion Tires, \$140.00 grade, fine shape	85.00
Century Columbia, latest pattern, fine shape	135.00
Featherstone Ladies' Safety, \$135.00 grade, Pneumatic Tires, first-class condition	60.00
Columbia Light Roadster Safety, \$135.00 grade, solid tires, good shape	60.00
Columbia Light Roadster Safety, will fit with new rim and new cushion tires, in fine shape	85.00
New Mail Safety, \$100.00 grade, in first-class shape	60.00
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Telephone Safety, \$135.00 grade, cushion tires, perfectly new	90.00
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2,000 Wheels in Stock. Cash or Time. Wholesale and Retail.

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"Make Haste Slowly"

Is an old but good proverb, especially for Bicycle Manufacturers and Jobbers to follow, who are about to place their orders for Saddles for next season.

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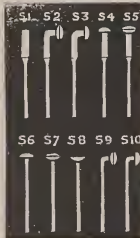
They are just as good, just as practical, and just as sensible as our celebrated Baby Seat. We will show them to you very soon. **WAIT.**

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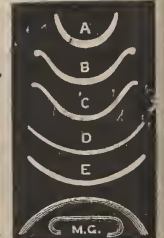
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From C. A. Coleman, Kearney, Neb.

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.

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