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TO ADVERTISERS:

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CHAS. P. ROOT, - - - Associate Editor.
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INSTANCES OF ROAD-HOGISM.

How can road-hogism be checked most effectually? This question has been frequently asked of late, the touring season being now open. Some farmers seem to take delight in bulldozing the wheelmen into giving them a clear road, and often use forcible means.

Shall the wheelmen use forcible means, throw dirt and rocks, thrash the driver, or what?

Shall he carry in his inside pocket tracts, showing cyclists' rights on the road, to distribute among the offenders?

Are there such tracts printed?

These and a thousand other questions may well be asked.

A farmer's daughter, fresh from a central Illinois district, when told of several cases of road-hogism couldn't see it that way. She liked the cyclists and always turned out when passing them, but was certain "she needn't if she didn't want to."

Further conversation revealed an alarming state of ignorance. She informed the writer that the farmers were taught to believe that the cyclists had no right on the road; that they were required to get off and walk around every approaching team, not doing which they were liable for damages.

This, perhaps is explanatory of the recent outrages heaped upon wheelmen in certain parts of Illinois and other states. A few circulars vigorously worded might do these people a world of good—and they might not.

As matters stand, however, the cyclist must enforce his rights by fist, stone or clods of dirt, scaring the horses or holding his own in the rut until Mr. Road Hog changes his mind. There is little doubt that a great deal of road-hogism originates in this way, for drivers are often poorly informed, and not knowing the laws, yield to the "cussedness" too often a portion of their natures. Much road-hogism is pure cussedness, and in such cases a good thrashing administered by the injured party would result beneficially. Once let these fellows know that all wheelmen are not duds, give them an idea that they are able to take care of themselves and good will result. Here are a few instances of ill-treatment of Chicago cyclists upon the public highway:

C. H. Larsen met with so many cases on his trip to Niagara Falls that he purchased a revolver, carrying it openly, and not hesitating to point it at the driver. He cleared his way nicely, only once firing and then over the man's head, afterwards shooting the dog the fellow set upon him. This same gentleman, while out with a party of South

Chicago riders, met an excellent subject who refused to yield half of a poor road. Larsen held the horse while the others thrashed the road hog until he cried enough. They then invited him to call the police.

A. P. Park and F. E. Spooner met many of the class up in Wisconsin, while on a recent century from Milwaukee to Watertown and return. After yielding to several they were thrashed vigorously with a horse-whip by the last one for scaring his horses. He then whipped up and drove off at full speed. The next man met tried to hold the road. The wheelmen stayed him out and held the rut, threatening meanwhile to fight if he didn't yield. He did.

Miss Lucy Porter was with Ed. Porter on a century run to Kenosha. A road hog attempted to run over the lady and her wheel. Mr. Porter thrashed him.

The recent case of Mr. Platt is another instance, the "hog" trying to run over man and wheel, which he was trying to fix.

The clubbing so brutally given Guinea is a matter of history, a policeman being fined \$10 and costs for his brutality.

The case of Sam J. White is also fresh in the public mind, for it is still on, the L. A. W. attorney having recently sworn out the third warrant for George Colbeck's arrest, he having jumped two bonds. The league is prosecuting this case vigorously. Colbeck ran White down at Oakley and Chicago avenues July 16 last, injuring the man and smashing the machine.

A hundred cases of similar import could be recited. These men would look well in a chain gang under soldier guards, breaking stone for the improvement of our public highways.

INVITATION RACES.

Invitation races do not seem to prove very successful either in this country or in England, for those run this year have been nothing better than farces. It is customary for the tournament managers to offer exceptionally good prizes for these events, such as would seem to attract any rider, but even this does not bring out the men whose names are on the programme. In England, were some three dozen of the best men were entered—and they had promised to ride—only a third of the number faced the starter. At Parkside many of the best men did not show themselves in the mile invitation handicap, so it was not surprising that a 300-yard man got across the tape first. It is not because of a lack of interest on the part of the men that they do not compete, at least in this country, but solely because the event is placed as the last on the programme, when the men are tired out and do not feel justified in competing with great odds against them. A five-mile invitation handicap, with good prizes up, would make a grand race if put on the middle of the programme, when the cracks are in condition to do themselves justice. Tournament managers do not, apparently, arrange their programmes as best they might, for frequently several scratch events are brought together, whereas if more time for rest were given better racing would result.

CEMENT vs. BOARD TRACKS.

It is pretty generally believed nowadays that cement tracks are capable of greater speed-producing qualities than those made of clay, dirt, macadam or boards, and there is talk of building some of the proposed American tracks of that material. The Buffalo track in Paris is evidently fast, for nearly twenty-five miles have been made in an hour on it, and Shorland describes it as being "fearfully fast," even if it is five laps to the

mile. This track is well banked, but is so slippery that resin had to be used on the turns, and, as the *Scottish Cyclist* says, while it may be a good record-breaking track it is hardly safe enough for racing with a big field of starters. But if it were a three-lap track it would not only be safe but faster. There is difficulty in getting cement laid properly, and unless so put down it is worse than nothing. Thin-surfaced cement tracks invariably chip up and require too much repair work. The Buffalo track cost some \$15,000. At that rate a three-lap cement track would entail an expense of \$25,000, while a board track could be built for one-fifth that amount, and it would be much safer at all times. But of course speed is the cry of the day, and cement is, apparently, faster. Not necessarily so, however, for a properly-laid and well-banked three-lap board track has not been given a trial. It is quite sure that a board track, built after the plan of skating rink floors, would prove much more safe if not as fast as cement. Weather would have a more disastrous effect on the wooden track than on the cemented surface, however, and thus both have their advantages and disadvantages. A board track being one-fifth as expensive, would be likely to find favor with those contemplating the building of tracks.

By what right do the Manhattan Athletic Club men raise all this fuss about the non-appearance of Zimmerman at their meeting? Is the man, because he happens to be a champion, to become a slave and subject to the orders of a committee of race-promoters? We opine not. Even though he had entered in due form—which he did not—the Manhattan Athletic Club takes upon itself entirely too much when it presumes to dictate to the rider what he shall or shall not do. Its action seems to us to be a piece of extraordinary impertinence. Riders have been too much "under orders," and Zimmerman's assertion of his right to do as he pleases might be followed to advantage by others.

L. D. MUNGER states that last Saturday, at Buffalo, the heat in which Taylor's competitive mile record of 2:21 2-5 was announced, was so timed by one watch, while the other two made it 2:22. The rules were violated and the single time announced "so that Buffalo might have a record." Entertaining, to be sure.—Exchange.

A case of sour grapes. "Birdie" was heart-broken because his 2:22 was snuffed under.—Buffalo Courier.

Munger had a perfect right to complain if the facts were as given above. It is customary to give the slowest, not the fastest, time. If the two watches made the time 2:22 that should have been the time announced, and Munger's record would only have been equaled.

ZIMMERMAN AGAINST TIME.

The Two-mile Record Beaten at Springfield—May Take the Trotting Record.

SPRINGFIELD, Mass., Sept. 7.—(Special telegram).—This morning Zimmerman made a successful attempt to lower the two-mile record held by Berlo. The timers were E. C. Robinson, C. F. Shean and A. O. McGarrett. The weather was clear and the track like glass, but there was a very slight wind. Times, quarters:

Quarter mile . . .	34 2-5	1 1-4 miles . . .	2:53 2-5
Half mile . . .	1:08 1-5	1 1-2 miles . . .	3:34 1-5
Three-quarters . .	1:42	1 3-4 miles . . .	
One mile . . .	2:18	2 miles . . .	4:37 2-5

Zimmerman will probably make an attempt this evening to lower the trotting record, of course with a flying start. MCGARRETT.

The Tiffin, O., police are to be mounted on wheels, the council's committee having reported favorably on the matter.

LIVELY JACKSONVILLE.

Preparations for the Races Next Month—The Track and Grounds.

Jacksonville has always been regarded by men in the trade and other visiting cyclists as one of the liveliest cycling centers in Illinois, and yet, until this season, no attempt has been made to promote a tournament on a big scale. Early this year, however, a few of the ruling spirits in cyclo-dom concluded not to be forever outdone by Peoria, Springfield and other towns in the state, and commenced preparations for a meeting, which, at this writing, seems to need only fine weather to be one of the great western successes of the season.

The dates chosen are October 3 and 4, very nearly the closing event of the season, at which time the weather in that neighborhood is, as a rule, at its best. The committee has been at work for months, the one of most interest to competitors—that on entries—being composed of Arthur D. Black, chairman, Irving Woods and D. C. Catlin. The chairman has been the most active worker. He has attended all the leading meets, and will be found at nearly all between now and the time of the meet.

THE TRACK AND GROUNDS.

The Jacksonville track, which is shown in our illustrations, is a half-mile circuit, seventy feet wide on the finishing stretch. It is well lanked. Inside is a quarter-mile track, of cinders, which is used for training purposes when the large track is in use. The grand stand seats 3,000 people and the "bleachers" another thousand. The grounds are one mile and a quarter from the center of the city, over beautifully shaded, paved streets. They are reached by means of electric cars.

JACKSONVILLE'S INSTITUTIONS.

The city has a population of 15,000, and good hotel accommodations, at rates from \$1.50 per day upwards. The Dunlap is the league hotel. The city has a number of famous institutions. The Illinois College, with 200 students, is the oldest in the state, having been founded in 1829 by Rev. Edward Beecher, a brother of Rev. Henry Ward Beecher.

The Jacksonville Female Academy, a Presbyterian school, was founded in 1833, and has about 150 students. The Illinois Female College, Methodist, has 150 pupils.

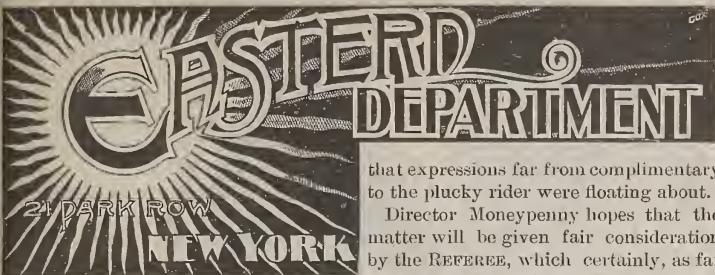
The Jacksonville Deaf and Dumb Institute is the largest in the world, while the insane asylum shelters 1,800 patients, and the blind asylum 600. These are state institutions. Besides all these, there are business colleges, financial and art institutes almost without number.

The colleges, of course, supply many wheelmen, and the rivalry between "town and gown" has always been great.

Around the city are numerous runs of from eight to ten miles.

Jacksonville is 215 miles from Chicago, 90 from St. Louis, 80 from Peoria, 35 from Springfield, and 80 from Quincy. Cheap rates from all points will probably be granted, and Chicago people are likely to be favored with a special over the Santa Fe and Jacksonville South-eastern.

SOONER or later, no doubt, the racing board will see the advisability of adopting an entry blank and making it compulsory on race promoters to use it. Some of the specimens we have seen this season—in fact a majority of them—have been absolutely useless, no particulars of performances or other information being asked for. It is a matter worthy of consideration.



Rough on the Britishers.

Between the efforts of the McKinley bill and President Harrison's twenty days quarantine proclamation the English manufacturer will in very surety be between the devil and the deep blue sea, and some half score of Johnny Bull's cycle trade representatives will spend a good many days gazing at the seemingly mocking girl "Libbie," known as Bartholdi's present to America—Liberty Enlightening the World. The belated Britisher will think all this talk about Yankee fair play and freedom is bosh. We have good cycles and little cholera in America, and the less of the latter the better; but we like to see English cycles here. We can compare them with the American production, which a Coventry manufacturer once told me originated, as a rule, in Coventry, and on that score refused me admission to the factory, being afraid I was after something new in patterns. Still, we love the Humber pattern; so do nearly all the manufacturers, and that is the reason we like to see England send us cycles, so that we can compare them with the American Humber patterns and all other kinds of patterns.

SEVERAL OF THEM WAITING.

There are several of England's representatives down the bay, and some of them may have to run the gauntlet of Dr. Jenkins' fumigating method to stamp out cholera germs, which means a sulphur and steam bath for man and his clothes. Fancy Golder (now over-due three days) being scrubbed at quarantine by the doctor's assistants, while his cargo of New Howes undergoes the same treatment!

Thomas Sanders and many others are said to be on various boats, and they will be liable to look at Liberty island, Coney island, and all the other islands, and wish the Asiatic scourge had confined its efforts to Russia.

The Zimmerman Non-Appearance.

The letters and the special wire to the REFEREE stating positively that Zimmerman would ride at Cleveland instead of at the M. A. C. meet in New York were accepted by all cyclists outside of the M. A. C. committee, it would seem, but there seems to be little doubt that the M. A. C., from their letter published herewith with that of Zimmerman's brother-in-law, Joseph McDermott, had no right to expect the New Jersey rider to be present. They did not comply with the provisions of rule G, clause 4; neither did Zimmerman. Unless a rider's entry is in writing and his entrance money is in hand, no race-promoter has any right to expect and insist on a man's being present, and has no right to advertise him—that is, if any deference is to be paid to the L. A. W. rules, and there is little in racing matters these days.

Zimmerman seems to have done the right thing when he sent his representative to ask the M. A. C. people to let him off, as he could not be pre-ent. But as if the rider was a hireling and not a gentleman amateur, they refuse to let him off and go right on advertising him as a starter. As regards the roasting Mr. McDermott speaks of, I did not see any "roasting" before the meet, but heard

that expressions far from complimentary to the plucky rider were floating about.

Director Moneypenny hopes that the matter will be given fair consideration by the REFEREE, which certainly, as far as I am concerned, it shall have. The title of this paper means fairness, and the most obscure are treated with as much fairness as Zimmerman or the powerful athletic organization Mr. Moneypenny represents. The letters from Director Moneypenny and Mr. McDermott are as follows:

FROM THE MANHATTAN'S DIRECTOR.

NEW YORK, Aug. 29.—Mr. W. J. MORGAN—MY DEAR SIR—In reply to your favor of the 26th inst., asking me about the entry of Mr. A. Zimmerman at our meet, I gladly furnish the following: Upon Mr. Zimmerman's return from Europe a committee representing this club took part in his reception at that time.

Mr. De Graaf, who was one of this race committee, and also one of the movers of a reception to Mr. Zimmerman, was present.

He asked Mr. Zimmerman to compete at our meet, and Mr. Zimmerman promised faithfully to

Your favor of 26th inst. received. I thank you very much for your interest in Arthur.

There is no question that Arthur was invited by Mr. DeGraaf on the day he arrived from England to take part in the M. A. C. races and that he accepted the invitation. Later he found that he would not be able to keep the engagement without a wholesale change of arrangements, and wrote me to call on Mr. DeGraaf and tell him that he (Arthur) would not be able to compete.

On August 15 I called on Mr. DeGraaf and told him the shape that the matter was in and asked him to release Arthur from any obligation to appear. I told Mr. DeGraaf that if it would make any difference to the club financially that I would have Arthur give up all his arrangements rather than that the club should suffer in that way.

Mr. DeGraaf said that so far as he was personally concerned he was agreeable to my wishes, but he preferred to consult with the race committee. On the 16th of August I received a letter from Mr. Moneypenny saying that the committee would not release him. Some other correspondence followed.

On the 17th or 18th articles appeared in the New York papers insinuating that Zimmerman was afraid to meet Windle and had been afraid to meet Osmond, etc., and that was his reason for not appearing. That settled the matter. Our friends (?) do not say things like that. No entry was sent in and no entrance fees paid.

To sum it all up it is just like this:

They invited him. He accepted. He found he couldn't attend and asked to be released. They refused and he insisted, as he had a right to do. They then began to "roast" him in the papers.

If my wishes could be carried out I would have nothing said about it. I do not wish to enter into



The Goodwater Grove Track, Stockton, Cal.

be there. This was all that was considered necessary by the committee, they believing that, as he had given his promise, he could be counted on to be present. He did not make out any entry blank, but his promise was considered sufficient to enter him. Shortly after this Mr. McDermott, who represented Mr. Zimmerman, waited on Mr. DeGraaf and asked him to release Mr. Zimmerman from his promise, offering as an excuse that he had promised the Cleveland people to compete at their meet. Mr. DeGraaf informed him that he would have to refer the matter to the committee, which he did, and after due consideration the committee decided that they could not release Mr. Zimmerman, as they had announced to the public that Mr. Zimmerman would be there. They had also used his name in all the printed matter advertising the meet. In the interview between Mr. McDermott and Mr. DeGraaf Mr. McDermott said that if we insisted on Mr. Zimmerman's appearance at our meet he had no doubt but he would be present. These are the facts in full, and I can show you Mr. McDermott's letter if you desire to see it. As you will note by the foregoing, the committee were justified in every particular in advertising Mr. Zimmerman, and his non-appearance was no fault of the committee's but simply Mr. Zimmerman's failure to keep his promise. Trusting you will give this matter fair consideration I remain

Yours very truly,

R. B. MONEYPENNY,
Director of Cycling.

M'DERMOTT'S LETTER.

FREEHOLD, N. J., Aug. 31—MY DEAR SENATOR—

a controversy with Mr. DeGraaf or any one else. Arthur has been "roasted" so much that it don't interfere with him any more. He keeps on winning races.

I don't think the riders will be a party to any arrangement to do anything unfair.

The only difficulty we had in England was when race meet managers used his name as a card when they knew he would not appear.

Yours truly, JOSEPH M'DERMOTT.

The summing up by Mr. McDermott hits the nail on the head, and the pity of it all was the disappointment of over ten thousand people who wanted to see Zimmerman, and his absence seemingly caused the meeting to fall flat, as it was entirely devoid of that snap seen at other meets. To do justice it must be said Mr. Moneypenny got out considerable advertising before he knew Zimmerman's wishes.

International World's Championship.

The above sounds like Ducker days, doesn't it? Well, the proposer of the above is no other than the mild, conservative, well-posted, practical Henry Sturme, editor of England's greatest cycling journal, *The Cyclist*. Mr. Sturme writes me from Coventry, Aug. 19, and says the N. C. U. is in favor of such

a struggle as the above comprehensive title calls for. The N. C. U. has well placed the matter for England in Mr. Sturme's hands, and he evidently wished to give me some light on the subject by saying "enclosed find slip on same." But no slip was enclosed. From an editorial in *The Cyclist* I gather the following: The scheme is to enter into correspondence (the N. C. U.) with the governing bodies of national associations the coming winter, and arrange an annual world's championship meet, to be run in different countries each year, America being suggested for next year, owing to the World's fair.

TEAMS OF THE BEST MEN

of each country are to be selected to represent their respective countries, and here Sturme pays America a compliment by stating that at the present time we have a better collective team of riders than any other country. In this as in other things Henry Sturme shows good judgment, for there is not a shadow of doubt that America could send the winning four to any race in the world at the present time—Zimmerman, Tyler, Taylor, Windle—the greatest quartette the amateur world has ever seen up to the present time. Mr. Sturme mentions France, Germany, Holland, Belgium, Australia and America as nations, but says "France and Australia are out of the running owing to their adherence to universal professionalism." What of that, Mr. Sturme? Sanction the appearance of the cash men against the creak men.

The distances suggested for competition are anything from a quarter to fifty miles, for speed up to ten miles, and then a pace-making, gruelling fifty for those who like such sport. Profits and losses, Mr. Sturme suggests, should be equally divided by the respective contesting countries, and two official representatives be allowed to travel with each team. By this plan we might possibly welcome Hillier to America, as it seems impossible that he will come unless on racing bent.

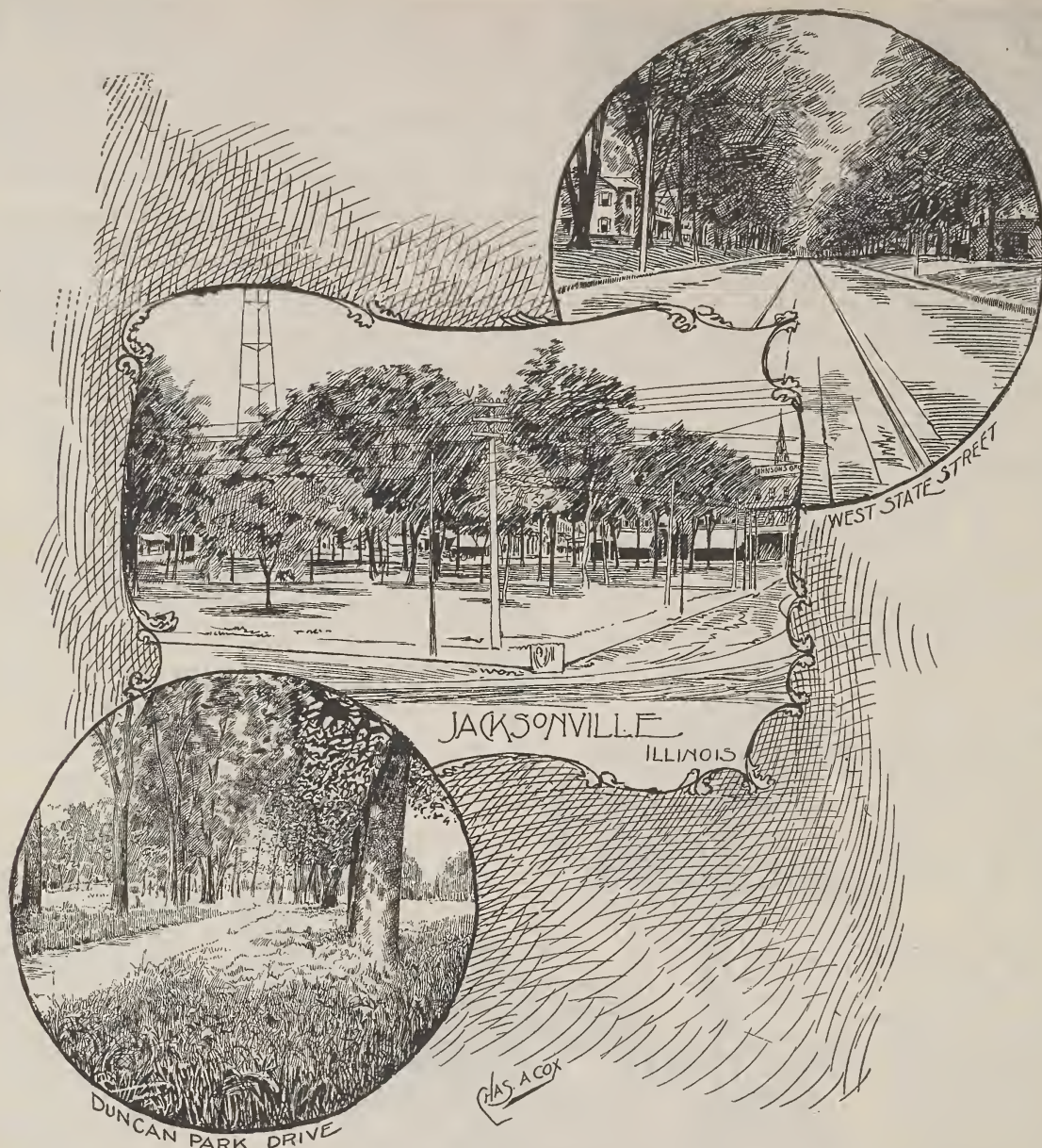
Sturme proposed this scheme years ago, when English riders were unconquerable; and it lacked "go" for that reason, probably.

BUT WHAT A CHANGE, MY MASTERS!

Now this is all very fine and large, Mr. Sturme, but in the meantime what, Oh, what shall we do with the amateur definition? I see you are wrestling with the question in England mightily, and our racing board loses sleep and sits up nights in the repair shop tinkering with it, and the repair, like a pneumatic puncture repair, is not lasting. Therefore it would seem that the veteran cyclist editor must first wrestle a bit more with the makers, amateur question and the amateur definition, and I fancy the proposed international world's championship will easily be arranged. The question is, will the race be for amateurs, makers' amateurs or professionals? Mr. Sturme has labored well and hard for the cause of racing, both amateur and professional, and the professionals never had a better friend. I would like to see his latest, most feasible and altogether important scheme a huge success; but that ghost—the amateur definition—rises before me yet.

The Ride Around the Hub.

The junior editor of *Bicycling World*, James Cartwright, Jr., sends me a circular and letter of invitation to attend "A Wheel Around the Hub," which is a repetition of the historical Sept., 1879, ride around the Hub. That grand pioneer cyclist, Frank W. Weston—"Papa" Weston to old timers—is in charge of the ride, and it is safe to say that, with



the assistance of Fourdrinier, Cartwright, Hodges and others the two days' ride will be an enjoyable time.

Among other things my defeated racing protege says that "the new plant for his paper is now (like Mars was recently) very near to us, and only one more issue will be presented under the old form, which will be a blessing all around.

Mr. Cartwright also informs me that Arthur Zimmerman has been in Boston and secured the services of his old trainer, W. Corcoran, and the pair have gone to Springfield. If ever there was a faithful trainer Corcoran is the man, and Zimmerman will need him from this time forward.

Cartwright draws attention to the fact of "machine cleaners and ambulances" for the two days' ride around the Hub. The latter seem scarcely necessary these days.

Graves a Professional.

So the racing board has suspended and also now declares Graves of Springfield a professional! Here is a case of suffering for other people's sins as well as your own; but what glory or credit will the racing board reap from this one offender's suspension while the ninety-and-nine go scott free? This is a sop to stop the clamor for a rigid enforcement of the amateur definition, and Graves can consider himself a victim of misplaced confidence and a sacrifice to expediency. Being without backing of any kind, he was led as a lamb to the slaughter. The

manufacturer, aye, and the club which plucked the forbidden fruit and asked him to eat, will not be blamed and will continue to enjoy the freedom of the eden of amateurism; but the one led into sin will be kept out of the garden by the L. A. W. racing board's flaming sword, never again to enter its sacred precincts. Do you call this right or wrong, or is it a farce? Rip up the amateur definition; treat all men alike under the law; but the law has been proved to be inoperative, to those who will and can see.

Some Irish Bulls.

That remarkable laster in racing and *Irish Cyclist's* editor, Richard J. Meccredy of Dublin, gets off the following in a recent issue:

The "Irish Athlete" makes a particularly Irish remark in its last issue when it suggests that boys' races should be encouraged, and that "any entry should be refused in which the birth certificate shows that the lad is under, say, eleven, and over sixteen!" Quite right, I. A.; any boy who is so lost to all sense of what is proper as to be under eleven and over sixteen at the same time should certainly not be allowed to compete as a gentleman amateur.

The above reminds me of the Dublin doctor who was severe on the ice supplied to the residents of Meccredy's city, and who gravely declared that the only safe way to use ice was to boil it first.

The Irish Sportsman, I't'd.

Some five years ago when in Dublin I had the pleasure of meeting a splendid

sportsman in the person of the late lamented John L. Dunbar, editor of the above paper. Dunbar was an encyclopedia of Irish sports and was official handicapper to the Irish Athletic Association. Dunbar was then running the *Sportsman* and also the *Irish Athletic and Cycling News*, which was edited by the "Scorcher" (E. J. O'Reilly), now one of *Wheeling's* editors. The two papers were fairly prosperous, judging from what could be seen in the advertising departments, but Dunbar was too much a sportsman and race meet attendant to make a very successful editor, and there were few meetings at which Dunbar and O'Reilly were not present. Dunbar was very popular in Dublin and with the Irishman's privilege he did not agree with his neighbor, R. J. Meccredy, who was then struggling along with his *Irish Cyclist*, and many were the arguments they had over athletics and cycling, and Dunbar's feelings were shared by O'Reilly in many instances. How things change. Now, in the last *Irish Cyclist* there appears as a supplement a prospectus of "the *Irish Sportsman*, I't'd." which offers stock at one pound per share. R. J. Meccredy

FIGURES AS ONE OF THE DIRECTORS;

so does the owner, F. Percy Low, manager of *Wheeling*, who no doubt got hold of the property through the medium of E. J. O'Reilly and Dunbar's widow. The relations between *Wheeling* and the *Irish Cyclist* in the past have been somewhat strained, no doubt through O'Reilly

joining the former staff, but even with Du Cros, Sr., Meccredy and Low as directors on the *Sportsman*, everything should be lovely for a while. In the meanwhile that excellent Dublin paper, *Sport*, will be a thorn in the side of the limited company, but with such sporting people as the Irish two weeklies should pay in Ireland, and it is pleasing to see John L. Dunbar's old paper still in the ring.

More Cycling Paper Changes.

H. Crowther, late cycling editor of *Sporting Life*, dropped into the REFEREE office this morning from Boston, and joyfully announced that he will in future work for the Wheelman Company, publishers of the *Bicycling World*—a paper which though a trifle ancient recently, promises to shortly bloom like a rose in the desert, and oblige its advisers, who of late have been offering much advice as to how the paper should be conducted. Crowther will take Frank Egan's place in the editorial columns and will be a most valuable addition to the staff, as of late Mr. Fourdrinier has had his hands full arranging the new plant and attending to the paper's business details. Mr. Crowther will also attend to the advertising department of the revived and altogether new Boston paper, and will be a useful addition politically in helping to secure the *Bulletin*.

ANOTHER FIVE YEARS CONTRACT

when the present contract expires three years hence. The old brigade feels a

certain amount of respect and veneration for the old paper, and its well-wishers are many—a hundred times more than its defamers. Long may the “ancient and honorable” flourish.

Ah, yes; and report says that the “editor and proprietor” is casting longing glances toward Lake Michigan, and feeling the utter neglect the Windy City has experienced as a cycling newspaper centre, he proposes, so tis said, to send one “Betsy B.” to educate Chicago up to high class solid cycling journalism, devoid of personalities. If rumor is correct and the effort is made, there will be a time of repentance, sure as you are born.

* * *

Coffins as Prizes.

Those jokers the Park Avenue Wheelmen, of Philadelphia, evidently wanted to out-do Springfield's carriage and pair as an advertising medium for a race meet, so they “gravely” announce a coffin as a prize for one of the races at their meet. Possibly they anticipate the burial of the “amateur definition,” and by placing a two-minute time limit on the race the coffin will revert to the club, which in turn will tender it to the racing board for funeral services at the next meeting of the L. A. W. convention. Now that cholera is with us a coffin and graveyard lot might prove of more use than a piano, carriage and team, or a city lot; and the beauty of it is a coffin will keep, and the patterns don't change as often as bicycles. Altogether a coffin makes a nice L. A. W. prize, and don't in any way reflect on the organization, and it cannot, if buried deep enough.

W. J. MORGAN.

The Law of the Road.

EDITOR REFEREE:—What show has a common bicycle rider with a road hog, as you call them? I was run down by a teamster two weeks ago and narrowly escaped with my life. Is there no redress for a woman?

MARION.

Courts have decided this question hundreds of times, but the decision of the New York supreme court, made recently, probably defines the law more clearly than any yet rendered. The case was where a wheelman was run into and injured, both himself and his machine, by a carriage. Suit was brought against the owner and driver of the carriage for damages. On the trial it appeared that the wheelman was going slowly and was on the right hand side of the road. The carriage was being driven rapidly in the opposite direction and did not turn to the right to avoid the wheelman. The court held that the latter was where he had a right to be, that by turning to the right he had taken reasonable precaution to avoid collision with other vehicles and that he was not required by law to turn to the left, even though by so doing he might have avoided a collision. The rule was laid down that bicycles have the same road rights as other vehicles, and that carriages must turn out for them where it is possible or take the consequences.

A Medical Authority on Long Rides.

Regarding long-distance riding, the London *Lancet*, probably the highest medical authority in the world, says: “In some instances such is the tension that the man literally propels himself in what may be called blindness. His legs work automatically, and his course is directed in a manner very little different. A man is not an engine of iron and steel, and that if he treats himself as one he will soon become an engine so disabled that his better self will fall into death before he has reached what in others better trained would be the prime period of vital strength and activity.”

FRONT DRIVEN SAFETY.

BECOMING MORE POPULAR AMONG ENGLISH TRADE MEN.

Something New in Rovers—Patterns for Next Season Already Appearing—A Thirty-Pound Crypto—Sundry Trade Items.

LONDON, Aug. 27.—Several of the leading firms are apparently determined to compete with the makers of durable pneumatic tired safeties at popular prices. Until the demand of the elite of the purchasing public had been satisfied, there was no difficulty in maintaining a brisk trade in Dunlop tired safeties listed at £26. Now, however, this demand has waned, and firms desirous of obtaining the patronage of the large class with limited purses are placing on the market sound, handsome and well-finished mounts, tired with Dunlops or other pneumatics, at a medium price of about £15. These machines are identical with those sold at the higher price early this season, except as regards weight.

NEW POPULAR ROVER.

J. K. Starley & Company have just launched the New Popular Rover, a high-class full roadster, Dunlop tired, fitted with ball bearings throughout, and bearing a close resemblance to the Light Rover, which I very fully described some weeks ago. The new mount is listed at £15 net cash. Although not remarkably light, this pattern is very superior in all its details, and is a mount which any one might feel proud to possess. It is an 1893 pattern but can be supplied to order at the present time.

The Rover people will not touch the front driver for next season. Naturally they are very confident in the type which they have been successful in making fashionable “o'er the whole world's face,” to quote from some clever verses they publish, and, notwithstanding my belief in the magnitude of the impending revolution in type before us, I have little doubt their persistent enterprise will be rewarded.

THE QUADRANT CYCLE COMPANY, LTD.,

have also brought out a novelty within the last week or two. It takes the form of a strong, well finished rear driver, on the familiar lines of the season—long base, diamond frame, long ball socket steering—and is called the Jennet. Fitted with Bates' excellent cushion tires, its price is £13. For rough work and big strong rides, this is a mount to be recommended.

The company are sceptical regarding the front driver, and feel quite satisfied with the steady demand which continues for their various safeties, and their No. 8 Quadrant tricycle, with small wheels, and a neat thumb screw and fly-nut attachment for removing the off-side wheel in a moment, causing a 30 inch doorway to present no difficulties.

This firm also make a very light racing safety which has met with recent success on the road, and their well known tandem is by no means a thing of the past.

ON FRONT-DRIVEN SAFETIES.

Having referred to the rear driver and some of its makers with becoming respect—for I feel it my duty to so treat the dominant type of yesterday—I may be allowed to pass on to the new pattern safety, in which I take an absorbing interest. Once you have convinced yourself a thing is right nothing is more congenial than to watch the disappearance of the mists of prejudice which al-

ways gather thickly round a striking departure.

At the last Stanley show, the Crypto F. D. safety was in its embryonic stage, and like most embryos its form was not remarkable for beauty. Having determined the final design of the full roadster, the introducers of the new type have devoted endless pains to perfecting a light roadster, which may now be obtained in the ordinary course by anyone. A week ago I met a fellow clubman, until recently a religious believer in the chain-driven safety. I found him

IN ECSTASIES OF DELIGHT

over a little 30 inch Crypto front driver, geared to 60 inches, and weighing with saddle and pedals just 30 pounds. I tried it, of course, and so did half a dozen others. My own impression was so favorable that I lost no time in securing the loan of a similar machine for the purpose of an extended trial. My experiences of the mount, which reached me late yesterday evening, I hope to give you in my next letter.

In the meantime let me describe the ‘little ‘un’ to you. It costs no effort to pick up the machine, tuck it under your arm, and run with it. The tires are light roadster Boothroyds, fitted in Surrey Machinists' hollow rims. The hubs are of phosphor bronze, with direct spokes in the machine I have, but my friend's mount had tangent spokes and steel hubs, slightly lighter. The back wheel is 26 inches with a step fitted conveniently low down on the back fork, whilst the saddle and handles are arranged to secure a most comfortable attitude to the rider.

EVEN ON THIS SMALL SIZE

there is no sense of being cramped, whilst the weight falling between the two wheels, much less vibration is experienced over a bumpy road than with an air-tired rear-driver. This advantage obtains in a still greater degree with the geared ordinary, although some lightness has to be sacrificed in the case of the higher mount. About the actual sensations experienced on the road I will speak after a prolonged trial.

Knowing Mr. J. Rickard's special skill in constructing very light cycles, I called this week at his works in Doris street, Kennington, in the hope of seeing something wonderful in the shape of a light F. D. safety which I had heard he was busy upon. I was not disappointed. The builder of the 26-pound

WESTMINSTER LIGHT ROADSTERS

is nothing if not original and up to date. His success has been due not so much to the high quality of his work, his wide knowledge as an engineer and the first-rate machinery he possesses, as to his intimate acquaintance with the leading road riders of the day, and his determination to supply just what is needed at the time the need is felt, instead of eighteen months after.

Beginning with the reliable geared hub and cranks of the Crypto pattern, scaling eight pounds, Mr. Rickard has designed a frame and wheels of his own brand. The rims are hollow, the spokes tangent, the tires Preston Davies', and the complete machine, with its 36 inch front and 22-inch rear wheels, only weighs twenty-seven pounds. Mr. Rickard puts the final weight as possible of reduction to twenty-five pounds.

Both the back and front forks have double hollow crowns. The oval backbone curves elegantly downwards to the back forks, and these latter are also curved. Little rake is allowed, although the saddle is well back. I have been promised a trial of one of these machines, which are sure to prove very fast, and readers of the REFEREE will hear more about it. The workmen at the West-

minster factory are at the present time engaged on overtime in the execution of foreign orders.

ANOTHER GEARED ORDINARY

of which I have been promised an early trial is that of Macbeth, Phillips & Taverner, of Clapham Road. The gear used is simpler than the Crypto pattern and I hope to describe it clearly in my next letter. I have seen the machine, which has a 46-inch front and 21-inch rear wheel, with a very moderate amount of rake.

The Macbeth safeties go in large quantities to Belgium—a country in which cyclists have been increasing in numbers by rapid bounds. For example, in Brussels there were only twenty-eight riders in 1878, thirty in 1885, whilst in 1890 there existed about 358. At the present time Brussels possesses about 7,700 wheelmen.

The Granville cycles have made a big name at home and abroad this year. Many Granville safeties have found their way out to India, and recently Mr. M. Doughty, whilst continuing his extensive premises at Station Road, Camberwell, has opened a spacious storeroom, with a factory and riding school for ladies in the rear, at 132 Clapham Road. Mr. Doughty will include a front driver among his 1893 patterns but the details are at present *in nubibus*.

I hear from a private source that Humber & Company, Ltd., have purchased a very simple, ingenious and effective gear for front driving safeties, enabling the cost of production to be greatly reduced as compared with that of the rear drivers, and that the firm will shortly place the novelty on the market. I will endeavor to procure further details respecting this novelty by the great firm for inclusion in my next letter.

STANLEY.

Whittaker, Oxborrow and Lee.

In overhauling our photographic reminders of by-gone days, it happened that we unearthed a picture of the original Rudge triplet and its crew, which, as being of some little interest, is here presented. The riders are Whittaker, Oxborrow and Lee, three professionals who were famous five years ago, but all of whom have lain on the shelf for some time, until a couple of weeks ago Oxborrow beat some kind of a record in England.

And, by the way, it was very amusing how some of the “cycling authorities” blundered. “Who is this Oxborrow? We never heard of him!” And so on. Oxborrow, nevertheless, was at one time a famous rider. He was formerly an amateur, but became a “pro,” if we recollect rightly, in the early days of the safety.

Whittaker is a character known throughout the cycling world as a record-breaker in olden days. Lately he has devoted his spare time to talking reinstatement, but without effect.

Lee was for three years a really grand rider, and frequently won English professional “championship” events. This trio once startled the cycling world by claiming a mile on the road in 2:13. Some said it was made downhill and some that the course was short. Anyhow the record was never substantiated, and therefore faded from the memories of many. There is no doubt, however, that they accomplished some great performances on this machine.

Another New Club.

The Carondelet (Mo.) Bicycle Club has been organized with the following officers: President, W. F. Street; vice-president, Gus Zeiss; secretary and treasurer, E. Harris. About twenty members signed the roll.

NEW WORLD'S RECORD

EXTRAORDINARY PERFORMANCES OF
A WEEK.*A Quarter at a 1:48 Pace—Zimmerman
Is Unquestionably the Champion—
Some Speedy Western Men
at Columbus.*

At Hartford, Sept. 6th:

Quarter-mile, flying start, competition, Zimmerman, 27 seconds.

Quarter-mile, standing start, competition, G. C. Smith, 31 1-5 seconds.

Half-mile, competition, Zimmerman, 1 min. 1 4-5 sec.

The Hartford track is one mile in circumference. The last quarter is nearly straight and has been, before, the scene of some of the most extraordinary last quarters on record. The times given above, of course, will be submitted to the racing board, the chairman of which was present.

* * *
The Mile In Competition.

At Clifton, N. J., Sept. 3.—Zimmerman, 2 min. 19 sec.

* * *
Other Remarkable Performances.

At Hartford, Sept. 6.—Half-mile, competition, Windle and Tyler, 1 min. 22 5 sec.

At Birmingham, Conn., Sept. 2.—One mile, competition, Zimmerman, 2 min. 19 3 5 sec.*

At Columbus, O., Sept. 4.—One mile, without pacemakers, Berlo, 2 min. 17 1-5 sec.

At Columbus, O., Sept. 3.—One mile, with pacemakers, flying start, J. P. Bliss, 2 min. 13 2-5 sec.

At Indianapolis, Sept. 4.—Quarter-mile, flying start (twice), J. S. Johnson, 28 1-5 sec.

At Indianapolis, Sept. 5.—Quarter-mile, competition, C. W. Davis, 32 1-2 sec.*

At Clifton, N. J., Sept. 4.—Quarter-mile, flying, competition, Zimmerman, 28 3 4 sec.*

At Springfield, Mass., Sept. 7.—Two miles, against time, Zimmerman, 4 min. 37 2 5 sec.

*Records at time accomplished, but since beaten.

* * *
Hartford's Annual Meet.

The Hartford Wheel Club has nearly always been favored with fine weather for its meets, and this year was no exception to the rule. Saturday evening saw several hundred cyclists gathered at Hartford, and the hotels assumed a decidedly cycling appearance. The Hartford clubs paraded, headed by the Pope band, Saturday evening, the streets being lined with people, and the parade proved a good "advance notice" of the meet to follow. Some two hundred were in line and a band concert was afterward given at the club room, a great crowd thronging the street.

Cyclists came into Hartford with every train Sunday, and the local cyclists entertained out-of-town visitors in the morning with a run to Charter Oak Park, where refreshments had been provided, and with a run in the afternoon to Grant's Grove on Vine street, some four hundred wheels being in line. Refreshments were served at the grove also.

The club kept open house all Sunday evening, and a thousand riders from all over wandered in and out the rooms, attended church, and strolled around the hotel.

George Collister, of Cleveland, and Joseph Bressler, of Detroit, found their way into town late in the evening without an escort. Abbot Bassett, "the young secretary" of the L. A. W., accompanied by the racing board executioner, H. E. Raymond, followed suit. Zimmerman, Taylor, Windle, Banker, Campbell, accompanied by backers, trainers, managers and tire men, trooped into the Nutmeg State capitol during the evening.

THE DAY OF THE RACES.

Monday morning opened beautifully fine. During the morning the usual parade took place with about four hundred in line and the usual tinsel of parades. Pope's band headed the procession which was, of course, photographed, and the fall meet of the Connecticut Division was over as far as parades were concerned. At 1:30 a crowd of five thousand, and possibly six, gathered at Charter Oak Park. The early hour of starting was made necessary by the large entry, several trial heats being run before the advertised time, 2:30.

The track was in fair condition, rather dusty, and a stiff wind blew in the riders' faces on the back stretch but favored them coming home. The usual good Hartford management prevailed, and the usual crowd of "prominents" were on hand, some of them being as follows: Colonel Albert A. Pope, fresh from his trip to the north, accompanied by R. D.

Maltby gave exhibitions between the races.

The shrewd Springfield tournament managers held their man, Tyler, aloof from Zimmerman in order to have them meet at Springfield for the first time, but Windle defeating him has rather taken the edge off the uncertainty of that meeting. Zimmerman's three-quarters in the mile handicap, 1:46 1-5, is world's record in competition, but he could only get fifth at the finish. Harding's one hundred yards proved too much, and, in truth, a hundred seems more than plenty for the Hartford Wheel Club.

WILLIAM WAS NOT THERE.

W. Herrick, of Chicago, was down on the programme as grand marshal, but no pink-haired man put in an appearance, so it was supposed he was in quarantine somewhere. The other officials were: Referee, Col. Chas. L. Burdette; judges, Abbot Bassett, H. E. Raymond and F. P. Priol; timers, General Alexander Harbinson, Leander Hall, and J. P. Allen, all horsemen; starter, T. W. Foley (the popular "Tim" of that ilk), while "the best," W. C. Marion, Jr., announced the events and winners, and W. H. Talcott clerked the course, and did it well.

ENTHUSIASM WAS LACKING.

There was a well defined absence of something about the first day, and it was the lack of that old-time burst of applause and excitement over the finishes

A time limit of 5:50 had been put on this race, so the referee ordered it run over, which was done, resulting in the men maintaining their positions, and making the time of 5:31 3-5, which was allowed and declared a race.

Mile, 2:40 class—First heat—J. W. Robertson, 1; N. Harding, 2; J. M. Grant, 3; time, 2:40 1-5.

Second heat—A. W. Porter, Newton, 1; F. R. Fuller, Hartford, 2; A. W. Warren, Hartford, 3; time, 2:31 2-5.

Final—Harding, 1; Stanton, 2; Warren, 3; time, 2:43 2-5.

Mile, handicap—First heat—H. C. Tyler, scratch, 1; A. W. Stacey, 125 yards, 2; C. W. Worcester, 3; time, 2:22 2-5.

Second heat—A. A. Zimmerman, scratch, 1; G. A. Nelson, 75 yards, 2; F. B. Stow, 140 yards, 3; time, 2:21 1-5.

Third heat—W. Harding, 100 yards, 1; C. S. Thompson, 110 yards, 2; W. C. Middlebrook, 140 yards, 3; time, 2:32 2-5.

Final—Harding, 1; C. S. Thompson, 2; W. B. Middlebrook, 3; time, 2:10.

Zimmerman from scratch made a magnificent effort, and paced his own way all through, but could not get nearer than fifth, his time being 2:20 1-5, the fastest of the day, his three-quarter mile being 1:46 1-5, which is competition record.

Half-mile, open—W. W. Windle, 1; H. C. Tyler, 2; George Taylor, 3; time, 1:17 1-5.

A splendid race from the quarter pole home, Windle proving himself almost if not quite the Windle of old. He clearly out-paced Tyler and Taylor, although it was said Tyler was not feeling well, the result of water drinking.

Mile, Hartford Wheel Club, handicap—B. Zalamer, 150 yards, 1; C. Fred Seelye, scratch, 2; W. Harding, 25 yards, 3; time, 2:30 1-5.

The scratch man's time, 2:31 3-5. Goodman framed a nice handicap here, and the finish was close. In fact all the handicaps were cleverly done.

Mile, 2:25 class—George Banker, 1; H. C. Wheeler, 2; A. W. Warren, 3; time, 2:45 2-5.

A very pretty race, Banker winning with his well-known pretty spurt, with a bit to spare. Banker was fairly in it and rode well all day.

Mile, Connecticut riders, handicap—W. Harding, 35 yards, 1; H. B. Arnold, scratch, 2; B. Zalamer, 150 yards, 3; time, 2:27 3-5.

Second heat—C. Ford Seelye, 25 yards, 1; F. R. Fuller, 25 yards, 2; W. Barker, 70 yards, 3; time, 2:26 4-5.

Final—Seelye, 1; Zalamer, 2; Middlebrook, 3; time, 2:25 4-5.

A very pretty race, and the Hartford riders scored heavily in this as in most of the events during the day.

NOTES OF THE FIRST DAY.

A. A. Pope, Jr., was busy around the track looking after the interests of the Columbia, a proceeding which did not escape the notice of his sire who sat in the grand stand.

For the first time in many moons Major Atwell and Whittaker, of Boston, were absent from an important meet, but G. Minturn Warden made up for their naughtiness.

Special prizes for the first three-quarters were given in the mile open, which had the effect of making ten at least of the competitors hustle; Banker got a special prize also offered if the mile was done better than 2:20.

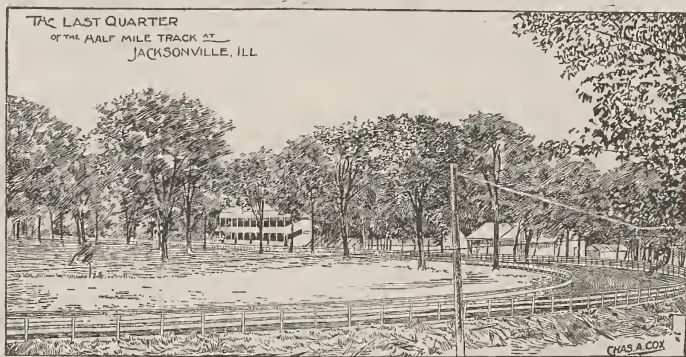
The Pope band rendered a choice selection during the afternoon, and loud calls from a Boston crowd who wanted "May Green" played were not heeded.

The energetic Springfield Bicycle Club had their thousand-dollar team in the parade and out of the track, and simply deluged people with announcements "of the great and only."

* * *
Racing on Tuesday.

The second day's racing at Charter Oak Park was very much more interesting than the first, particularly as records commenced to fall. The afternoon's sport resulted in some of the most extraordinary records ever heard of, as will be seen by the details which follow. The spectators were not quite as numerous as on Monday, but as they realized the grand performances of the men the people grew demonstrative and were liberal with applause.

The half-mile handicap, with Zimmerman, Windle, Tyler and Taylor at scratch, was the most sensational event on record. Starting in the first heat the champion rode the distance in 1 min. 1 4-5 sec., beating record time no less



Garden, of Chicago; Edwin Oliver, H. E. Raymond, Abbot Bassett, Colonel Burdette, George Pope, George H. Day, George Collister, Joseph Bressler, D. J. Post, T. A. Zimmerman, Joseph McDermott, George Warwick, Kirk Corey, A. A. Pope, Jr., D. E. Miller, A. C. D. Louks, D. J. Canary, A. C. McGarrett, George R. Bidwell and many others.

NEWSPAPER MEN IN FORCE.

The "press gang" were Andy McGarrett, Springfield Union; G. K. Turner, Springfield Republican; H. Crowther, Bicycling World; L. J. Berger, Bearings; F. P. Priol, Wheel; Joseph Goodman, Hartford Cyclist; E. C. Wilson, Hartford Post (who also looked after the wants of the Press), and the REFEREE representative.

HOW THE LEADING RIDERS RODE.

The meeting again demonstrated that Zimmerman's colors will not be lowered this year, for he defeated Windle rather easily, and the latter defeated Tyler and Taylor. Little Windle rode gamely and fought the Jersey man well down the straight, but Zimmerman held him easily. The sympathy seemed to be with Windle, as little applause greeted the great New Jersey rider for his effort. Hissing from the stands must have been a novelty to the latter. It was caused by his allowing Banker and Wheeler to get away through the non-pacing desire exhibited by both men. Taylor, in this race, the mile open, loosened a crank in the first quarter, and rode back to the starting point.

which characterized the racing of the past, and the finishes, in truth, did not call for it as there were not inches and feet between the leaders as a rule, but yards. Possibly people are becoming educated in the sport and act more coolly. Anyhow there was something surely missing, and those who remember the roaring applause of old feel the loss of the same.

THE SUMMARY.

Mile, novice—T. W. Broadhead, 1; C. F. Lane, 2; A. M. Sheppard, 3; time, 2:35 1-5.

The Holyoke man rode like an old-timer, and simply romped home, his riding being as much a surprise as was that other Holyoke novice at Worcester—Williamson.

Mile, open—Banker, 1; Wheeler, 2; Zimmerman, 3; Windle, 4.

George Taylor also started in this race, but retired with a loose crank. Zimmerman and Windle allowed the winners to get away, and the New Jersey man did not feel like trying the Springfield last year plan, so he simply paced easily with the Millbury lad trailing behind with teeth set and a "I'll bust my buttons or beat him" look in his face. Banker and Wheeler were a hundred yards away while each of the famous riders, with equal alertness, watched for a chance to surprise the other. Windle, 100 yards from home, jumped from Zimmerman's rear wheel, but the "hero of two continents" caught the water nearly as quickly, and a terrific battle for the coveted position of foremost rider of America ensued. Windle, with praiseworthy gameness, only got to Zimmerman's pedals, and after a hundred yards of magnificent effort he dropped astern, and the greatest rider of the age, with a face full of fight, and every muscle doing full duty, swept across the tape two lengths ahead of the Millbury boy, and demonstrated that he is not only a great sprinter but a general of a high order as well.

Two-mile, 5:00 class—George Banker, 1; H. C. Wheeler, 2; W. S. Campbell, 3; time, 5:40.

NEW YORK, Aug. 31, 1892.

MESSRS. KIRKWOOD, MILLER & CO., PEORIA, ILL.

GENTLEMEN:—What would be the cost of a full nickeled "Kite" machine, with 28 inch wheels, 1 3-4 inch cushion tires, geared to 56?

I have ridden a "Kite" wheel over two hundred miles during the last three days over some of our roughest roads, and I find it equal to, if not superior to any wheel I have ever ridden, not excepting the "Century Columbia" (which is very much thought of here as a road machine), and I think it is destined to have many admirers and riders in this vicinity.

The "Kite" I have been riding belongs to Mr. C. E. Taylor, of the Wagner Palace Car Company, and is an exact counterpart of the description given above, with the exception of the tires, which, on his wheel are 1 1-4 inch. For long distance fast road riding the "Kite" is undoubtedly in the front ranks. An early reply will greatly oblige.

Yours truly, E. A. BARKER.

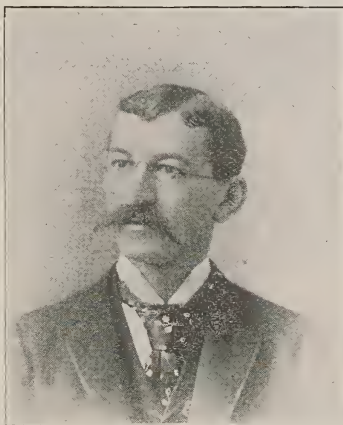
than four seconds. This means that he rode sixty-five yards faster than has ever heretofore been possible, if we except the records said to have been made by Lumsden at Springfield, Ill. This performance seemed to exclude all possibility of a chance of success for the other scratch men, and yet in the third heat Windle won in 1 min. 03 3-5 sec., while Tyler duplicated this in the fourth. The final was a battle of the giants, but again the unconquerable Zim. scored—only one-fifth of a second behind his previous performance.

To again demonstrate his superiority, he came out for the mile invitation, and the question of Zim. vs. Tyler was decided. All four of the cranks were starters, and for a time the pace was easy, over two minutes being occupied in riding to the three-quarter pole. Then commenced such a last quarter as was never before seen. Zimmerman fairly flew, but Windle was not to be easily defeated, and hung out to the finish, easily defeating both Taylor and Tyler. The time of the last quarter was 27 seconds—faster than horse ever trotted—beyond the speed of many passenger trains—a pace of thirty-three and one-third miles an hour! Think of it, ye doubters, and tell us that this man was 'afraid' to meet Fred Osmond!

The standing quarter record also suffered when that event occurred. When Gen. Smith first made a record at this distance many people "pooh-pooped" the idea, and even when he repeated it they were not satisfied. The Riversides, however, swore by their little representative, and were duly rewarded by seeing him run off the distance in 31 1-5 seconds, one and four-fifths seconds inside the previous record—his own, by the way. Taken all round it was the most remarkable day's record-breaking ever known.

Joseph Goodman.

Among the men who are or have been identified with the Hartford tournaments, no other is as well known as



Joseph Goodman. He has been one of the club's most earnest workers from the day its tournaments commenced nearly a dozen years ago. Joe is the proprietor of the *American Cyclist*. He has been for years a familiar figure at the more important tournaments held throughout the country. His knowledge of everything pertaining to the subject of cycle racing is encyclopedic, and he has always been able to give points to any racing board set up by the L. A. W.

To Mr. Goodman belongs the honor of having promoted and managed the first relay race known to the history of cycling. He does not lay claim to the entire originality of the idea, and says he first conceived the notion which inaugurated the relay dispatching epoch from a chance remark made by a prominent Hartford clergyman, who is also an enthusiastic wheelman. In talking

with Mr. Goodman, the reverend gentleman happened to comment unfavorably on long distance road racing as subjecting riders to immense strains and liability to permanent injury, and suggested that if an event could be arranged so that as soon as a rider was well blown his place could be taken by a fresh man, there would be some sense in it, and possibly new and interesting results might be reached.

Mr. Goodwin thought nothing more of the matter for several weeks, when it suddenly struck him that it would be interesting to know how long it would take to send a message from Hartford to New York on the plan suggested by his clerical friend, and pretty soon the Connecticut cycling fraternity was excited over the announcement that on a certain day an attempt would be made to send a message by cycle from the office of the *American Cyclist* in Hartford to the office of the *Sun* in New York, a distance of 126 miles, in precisely eight hours and fourteen minutes. This was a big success. At the large towns along the way the arriving and departing riders were cheered by immense crowds, and the final result was telegraphed all over the country.

And so began the relay dispatching craze, which quickly spread through the cycling world on both sides of the Atlantic.

Mr. Goodman has held several L. A. W. official appointments, and is a member of a number of prominent clubs. He is an energetic, vigorous young man of thirty or thereabouts. His opinions are of the pronounced kind, and he is an untiring worker. He gets up a good clean paper and is making a success of it.

Oakdale, Neb., has a new club, the Stromsburg C. C., with Frank Halden as captain and V. E. Wilson secretary.

ZIMMERMAN IS THE KING.

His Superiority Over Other Riders Amply Demonstrated at Clifton, N. J.

The first annual race meet of the Pas-saic Athletic Club took place on the Clifton (N. J.) race track Saturday afternoon before 5,000 people. The simple announcement in the dailies two or three days before the meet that Zimmerman had telegraphed (or telephoned) in his entry was sufficient to set New York, New Jersey and other cycling states talking.

The special train which left foot of Chambers street on the Erie road at 1:20 carried a tremendous crowd of race cranks, among whom were Elliott Mason, Alex. Schwalbach, A. T. Merriek, Sydney Bowman, George Taylor, R. G. Betts, W. V. Belknap, Zimmerman, Senr., and Joseph McDermott. When the crowded train drew up at Clifton all scampered to the platform preparatory to a march through a beautiful lane of trees where foliage seemed alive with twittering songsters. And here let it be recorded that some other twitterers also occupied the lane with the new (to some yet) game of "thimble rig," or pea game, on which the wise and unwise are given a chance to back their opinions as to which shell covers "the dear little pea." Merriek, with all his Chicago innocence, and B. G. Betts also, some say, invested in a bet, and two tens collapsed; but this is doubtful and unworthy of credence.

FIVE THOUSAND SPECTATORS.

Once at the magnificent grounds, buildings and tracks—which are only a half-mile from the main line, a splendid sight revealed itself. Fully five thousand people were seated in the capacious stand and standing near the fence which guards the track thoroughly. The press stand was occupied by some hard-working and responsible reporters, but

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some "would be's" got there too. Also five women and six children. The representatives of two leading wheel papers, east and west, however, were well cared for and treated with marked attention by the club.

THE KING OF RACERS.

The racing demonstrated that a carriage and pair will be seen in the neighborhood of Asbury Park at races given about the 17th of this month, and the driver up will be Zimmerman, whose father has kindly invited the REFEREE to take a week's driving amid the salt water breezes behind that same team. The fagged look noticeable after his finishes at Asbury was not there yesterday, but a powerful locomotive drive and finish was in its place. There is no doubt that Zimmerman is the king of racers for '92, and will finish his season as such. And what a tremendous strain he has been under from March last until now! There is no other man who would have stood such a season of terrific work.

George Taylor made a splendid effort to upset the Jersey man's endeavor in the two miles, and by doing so allowed the ever-need-be-watched P. J. Berlo to slip in second to Zimmerman. But you might as well try to dam Niagara or pump Lake Michigan dry as to stop that last mad rush of the wonder of this cycling year.

Banker did a clever thing in the mile and half handicap. He was on thirty yards, and waited for Zimmerman and hooked onto the latter's back wheel and pulled through for second place; Berlo, the other scratch man, stopped half-way.

COMBINATION WAS UNSUCCESSFUL.

If there was anything in the report that the M. A. C. had a combination to pocket Zimmerman, he showed them in the two miles that he had learned a few

tricks in England by making a sudden pump five hundred yards from home, never allowed himself to be headed and won in hollow fashion. The cartload of money the gullible reporters of the dailies had been saying the M. A. C. would wager against Zimmerman when Windle and the rest of their team met him was not in evidence; if it had been that staunch old sportsman Zimmerman, Senr. and others had plenty of the "long green" on hand for investment. And it is dollars to doughnuts that there will be none in sight at Springfield. If there is there will be plenty of Zimmerman investors on hand who will give odds to a certainty. There is now only one hope to beat Zimmerman (barring a fluke) and Tyler is the man.

The races, especially the cycling events, were well conducted, and the only drawback was the extreme length of the programme, many athletic events being sandwiched in, so that it was 7 o'clock before the five-mile Passaic County championship was over.

G. Carleton Brown made an acceptable referee, while Director T. Mathews, of the P. A. C. looked after the comfort of visitors.

SUMMARY.

One-mile, novice, scratch—Final heat—A. T. Henrichs, 1; William Hardifer, 2; J. A. Woodward, 3; time, 2:41 2-5.

Three-quarter-mile, handicap—First heat—W. K. Townsend, M. A. C., 130 yds., 1; Henry J. Pote, L. R. B. C., 85 yds., 2; George B. Waters, Centaur C. C., 110 yds., 3; O. S. Brandt, M. A. C., 125 yds., 4; time, 1:47.

Second heat—George Taylor, M. A. C., scratch, 1; A. T. Henrichs, unattached 110 yds., 2; J. W. Judge, Riverside Wheelmen, 95 yds., 3; George W. Coffin, Orange A. C., 80 yds., 4; time, 1:46 2-5.

Final heat—A. T. Henrichs, 1; O. S. Brandt, 2; George W. Coffin, 3; time, 1:44 1-5.

Two-mile, scratch—A. A. Zimmerman, N. Y. A. C., 1; P. J. Berlo, M. A. C., 2; George Taylor, M. A. C., 3. Shriner, K. C. W., led at a slow pace for a mile, with Taylor and Zimmerman whipping in the bunch. A quarter on home Berlo and

Taylor cut loose, but Zimmerman was after them like a flash, and, outpacing them all the way home, won by ten clear yards. An equal distance separated the M. A. C. pair. Time, 5:51, the last quarter being made in 28 3-4 sec.

One-mile, handicap—Paul Grosch, Orange Wheelmen, 115 yds., 1; S. B. Bowman, Elizabeth A. Cyclers, 110 yds., 2; George A. Banker, M. A. C., 20 yds., 3; time, 2:17 2-5. A. A. Zimmerman started from scratch and finished in 2:19, a world's record for competition.

One-mile-and-a-half, handicap—A. A. Zimmerman, N. Y. A. C., scratch, 1; George A. Banker, M. A. C., 30 yds., 2; F. Hawley, Kings County Wheelmen, 200 yds., 3. Zimmerman soon overhauled Banker, who shadowed him to the turn for home. Here both caught the limit division. Up the straight Zimmerman had all the best of the pace and won by twenty yards. Banker finished a length in front of the K. C. W. man. Time, 3:36 3-5.

Five-mile, championship of Passaic county—H. M. Wells, unattached, 1; William Hardifer, Passaic A. C., 2; P. C. Hirdifer, 3; no time taken.

Englishmen Believe It.

Regarding Taylor's mile record of 2:11, *Wheeling* says: "Now that we have more than a mere cable message to go on we are perfectly satisfied that this is a genuine performance, holding, as we always did, that men are as honest, and watches as good, in America as they are in England."

Waverly, Ill., Meet.

The second annual tournament of the Waverly (Ill.) Wheelmen, held last week, was a huge success, the weather, racing and attendance being all that could be desired. As the following results show, outsiders captured the bulk of the prizes:

Mile, novice—Lon Wycoff, 1; Elliott McCalls, 2; E. E. Anderson, 3; time, 2:45.

Half-mile, open—Bert Myers, Peoria, 1; Bert Harding, St. Louis, 2; Roy Keator, Chicago, 3; time, 1:21.

Half-mile, club—George Moffett, 1; F. R. Smedley, 2; time, 1:30.

Mile, handicap—Bert Myers, 1; Roy Keator, 2; Beat Harding, St. Louis, 3; time, 3:37.

Two-mile, handicap—Roy Keator, Chicago, 1; J. A. Leland, Springfield, 2; E. E. Anderson, 3; time, 5:23.

Mile, club, handicap—George Moffett, 1; F. Smedley, 2; time, 2:56.

Three-mile, handicap—Bert Myers, Peoria, 1; Roy Keator, Chicago, 2; J. A. Leland, Springfield, 3; time, 8:25.

Half-mile, ordinary—Irving Woods, Jacksonville, 1; A. D. Black, Jacksonville, 2; J. H. Ritchie, 3; time, 1:35.

Five-mile, handicap—Bert Myers, Peoria, 1; Lon Wycoff, 2; Bert Harding, St. Louis, 3; time, 14:00.

More Foreign Records.

Ede, the "little wonder," or "pocket Hercules," rode 22 miles 732 yards in the hour, and made 25 miles in 1 hr., 7 min., 16 1-5 sec.

The Edinburg to London record now stands to the credit of R. H. Carlisle, doing the distance in 32 hrs. 55 min. The previous best was made by T. A. Edge in 38 hrs. 44 min.

Lewis Stroud now holds the hour tri-cycle record, doing 34 kilometres, 716 metres, 66 centimetres and beating Dr. Turner's record by nearly a half-mile.

Louis Masi, a former Chicagoan, again won the 110-mile race around Lake Geneva in Switzerland.

A Victory for the Cyclist.

The suit which was brought by the California division against the driver of the wagon who ran into cyclist John Zimmer recently has resulted in a victory for the division. The driver pleaded guilty to the charge of assault and battery, and was dismissed with a nominal fine, while the civil action brought against his employer has been compromised, he paying all damages. The officers of the division felt that in winning this case they have established their rights, and will in any future case push the matter to the end and try and mete out to those who would trample on the rights of the cyclists the full measure of the law.

BERLO VS. THE WEST.

THE BOSTON MAN IS DEFEATED AT COLUMBUS.

Lumsden Shows His Old Form—A Fast Mile by Bliss—Davis Makes a Record—Races at Various Other Points.

COLUMBUS, O., Sept. 5.—Six thousand five hundred people went out to see the first day's races of the Columbian cycling tournament. The steady down-pour of rain on Sunday and Monday morning did not prevent good races. The sun came out at noon and the track, though rather heavy, was in record-breaking condition. The Chicago boys say it is the finest track they have run across yet, and Berlo thinks it is all right.

TWO REMARKABLE RIDES.

Sunday afternoon Berlo rode a mile without pacemakers in 2:17 1-5, and Bliss, with a flying start and pacemakers, rode a mile in 2:13 2-5 Saturday evening.

In the half-mile, open, Sanger ran away from the crowd and won by twenty-five yards. Lumsden looked a sure second, but Berlo beat him to the tape by inches. A. L. Baker won the two-mile handicap for Columbus Wheelmen from scratch easily. Wm. Rhodes, Chicago, had a very easy time in the one-mile, ordinary, open, winning by twenty yards.

In the mile, open, all the fast men came out, and again Sanger showed his superiority, though Lumsden gave him a hard chase and was but a few inches behind when they crossed the tape. Berlo was several yards in the rear, followed by Dorntge and Cleveland Brown.

In the 1:25 class Bliss, the American Ede, from Chicago, took first with great ease from Wegner and W. F. Sanger, of Milwaukee. The one-mile handicap was quite lively and the men all came down the stretch in a bunch. The scratch men did not start, so it lay in the hands of some of the young bloods to win. Con. Baker, Columbus, won by an elegant spurt from Bliss, who was a little tire.

The juvenile half-mile race was run in remarkably good time, considering the age of the boys, who were all under fourteen. It was won by Joe Bauers, Cincinnati, in 1:22 2 5.

A TIE BETWEEN LUMSDEN AND BERLO.

In the three-mile lap race Lumsden out ran Berlo the first lap, Rhodes third and Van Sicklen fourth. In the next lap Lumsden slipped a pedal and Berlo took first with Rhodes second. Lumsden won the third lap by fully fifteen yards, Berlo leading Rhodes by a yard. This resulted in a tie between Lumsden and Berlo, and one lap will be run to-morrow to decide the race.

In the 2:40 class there was considerable kicking on Bliss on account of his (probably) having a record better than 2:40. Bliss won from A. S. Baker but the race is protested.

The scratch men staid out of the five-mile handicap in order to save themselves for to-morrow. The limit man, W. C. Dunn, of Finlay, was soon cut down, and the field for about four miles rode in a bunch. They began to pull away on the home stretch, and for the third time Bliss came under the wire first. A. S. Baker pulled out of the crowd and came in second.

It was announced later that Sanger, in the half-mile, open, was ruled out of that race on account of Wegner stepping over the line in pushing him off. This gives first to Berlo and Lumsden second.

Papa Sanger was decidedly angry, but Referee B. V. H. Schultz held to his decision. In this race six of the boys were spilled and Thomas D. Morrison, of the Lincoln Cycling Club, Chicago, received a very bad cut on the calf of his leg from the pedal of A. C. Banker, who also tumbled. Morrison had ten stitches put in his leg and was sent home at midnight.

SUMMARY:

One-mile, novice—thirteen starters—W. C. Dunn, Finlay, 1; William A. Fell, Columbus Cycling Club, 2; Fred Elliott, M. C. W., Zanesville, 3; time, 2:56 1-5.

Half-mile, open—fourteen starters—W. C. Sanger, M. W., Milwaukee, 1; P. J. Berlo, M. A. C., Boston, 2; A. E. Lumsden, C. C. C., Chicago, 3. Sanger disqualified. Time, 1:09 2-5.

Two-mile, handicap, Columbus Wheelmen—ten starters—A. L. Baker, scratch, 1; William A. Fell, 40 yds., 2; E. C. Smith, 70 yds., 3; Con Baker, 20 yds., 4; S. T. Wilson, 70 yds., 5; Charles Bell, 70 yds., 6; time, 5:37.

One-mile, ordinary, open—four starters—W. A. Rhodes, I. C. C., Chicago, 1; L. C. Johnson, Cleveland A. C., 2; Walter Keenan, Dayton B. C., 3; O. W. Nisewonger, Oran, O., 4; time, 2:58 3-5.

One-mile, open—five starters—W. C. Sanger, Milwaukee, 1; A. E. Lumsden, Chicago, 2; P. J. Berlo, Boston, 3; C. W. Dorntge, Buffalo, 4; F. H. Brown, Cleveland, 5; time, 2:33 2-5.

Half-mile, 1:15 class—fourteen starters—J. P. Bliss, Chicago C. C., 1; W. E. Wegner, Milwaukee, 2; A. I. Brown, L. C. C., Cleveland, 3; W. F. Sanger, Milwaukee, 4; C. W. Casper, Springfield, O., 5; A. Schmidt, Buffalo, 6; time, 1:13 4-5.

The half-mile open brought out six starters. Sanger cut the pace until he was run down by Lumsden on the home stretch. The latter finished first easily, while Berlo and Sanger had it out to the tape, the former taking second by six inches.

In the two-mile handicap the scratch men staid out. Van Sicklen who had 75 yards, led at the mile, and the field came around into the home stretch in a bunch. Bliss again showed the boys his heels and came in a winner by three yards, A. S. Baker, Columbus, second.

Following this Roy Keator rode a half-mile unicycle for record in 1:48, and then gave an exhibition in fancy riding.

O. W. Nisewonger, of "No. 46" fame, won the two-mile, ordinary, handicap. Rhodes, the scratch man, gave up the chase at the first mile.

The piano race, one-mile open, brought out Lumsden, Berlo, Sanger and Dorntge. Again Sanger made the pace, but was outridden on the stretch by Lumsden. Here Berlo, who had been riding third, with a terrible burst of speed passed both and won by three lengths.

Fred Nessel, with a splendid spurt, won the 2:50 class by several lengths.



One-mile, handicap—thirty-three starters—Con Baker, Columbus C. C., 150 yds., 1; J. P. Bliss, Chicago C. C., 75 yds., 2; E. C. Johnson, Cleveland A. C., 50 yds., 3; time, 2:25 3-5.

Half-mile, juvenile—seventeen starters—Joseph Bauers, Cincinnati, 1; F. J. Colgan, Columbus, 2; Earl S. Grant, 3; A. Grium, 4.

Two-mile, lap race—five starters—Lumsden and Berlo tie for first; W. A. Rhodes, 3; N. H. Van Sicklen, 4; C. W. Dorntge, 5; no time.

One-mile, 2:40 class—fifteen starters—J. P. Bliss, Chicago C. C., 1; A. L. Baker, Columbus C. C., 2; Fred Nessel, Columbia Wheelmen, Chicago, 3; L. C. Johnson, Cleveland A. C., 4; F. H. Brown, L. C. C., Cleveland, 5; A. I. Brown, Cleveland, 6; time, 2:38 4-5. Bliss protested; result not yet known.

Five-mile, handicap—eighteen starters—J. P. Bliss, Chicago C. C., 300 yds., 1; A. L. Baker, Columbus C. C., 300 yds., 2; Fred Nessel, Columbia Wheelmen, Chicag., 200 yds., 3; Con Baker, Columbus C. C., 400 yds., 4; W. D. Banker, Buffalo A. C., 200 yds., 5; Austin T. Crooks, Buffalo A. C., 150 yds., 6; time 14:23 2-5.

BLISS DISQUALIFIED

COLUMBUS, Sept. 7.—(Special telegram)—Bliss has been ruled out of the 1:25 and 2:40 class races, which occurred Monday.

Lumsden Scores Well.

The weather was all that could be expected Tuesday. The day was perfect and scarcely any wind. The attendance was almost equal to that of the first day, probably 6,000 people.

In the six minute class race Roy Keator, who had just arrived, took first.

time, 5:31 2 5.

Half-mile, open—six starters—A. E. Lumsden, 1; P. J. Berlo, 2; W. C. Sanger, 3; Arthur N. French, 4; W. A. Rhodes, 5; C. W. Dorntge, 6; time, 1:06 1-4.

One-mile, championship, Columbus Century Club—Charles Bell, 1; Ed. C. Smith, 2; Ed. T. Arras, 3; time, 2:42 4-5.

Two-mile, handicap—eighteen starters—J. P. Bliss, 150 yards, 1; A. L. Baker, 150 yards, 2; W. D. Banker, 90 yards, 3; W. E. Wegner, 125 yards, 4; E. C. Johnson, 100 yards, 5; Fred Nessel, 150 yards, 6; time, 5:55 3-5.

Two-mile, ordinary, handicap—O. W. Nisewonger, 200 yards, 1; Walter Keenan, 175 yards, 2; L. C. Johnson, 150 yards, 3; time, 5:32.

One-mile, open, piano race—four starters—P. J. Berlo, 1; A. E. Lumsden, 2; C. Dorntge, 3; W. C. Sanger, 4; time, 2:23 3-5.

One-mile, 2:50 class—ten starters—Fred Nessel, 1; C. W. Casper, 2; W. C. Wegner, 3; Bert Bridgen, 4; T. E. Collings, 5; W. M. Gayol, 6; time, 2:36 2-5.

One-mile, handicap—thirty starters—P. J. Berlo, scratch, 1; W. A. Rhodes, 50 yards, 2; A. T. Crooks, 50 yards, 3; Con Baker, 150 yards, 4; W. C. Sanger, scratch, 5; time, 2:19 2-5.

One-mile, championship of Columbus—A. L. Baker, 1; Con Baker, 2; E. H. Swerley, 3; James Judd, 4; Charles Bell, 5; time, 3:44.

Five-mile, relay race—Chicago Cycling Club, 1; Columbus Cycling Club, 2. No time.

One-mile, consolation—Harry P. Smith, 1; F. H. Brown, 2; Bert Bridgen, 3; A. Schmidt, 4; W. M. Gayol, 5; time, 2:38 3-5.

Referee, B. V. H. Schultz, Zanesville, Ohio; starter, George W. Smith, Columbus; Judges, F. B. Everett, Columbus; Carl Bauman, Dayton; Parker Reed, Chillicothe, Ohio; K. D. Wood, Columbus; H. A. Nunemacher, Columbus; Joseph Josephi, Cleveland; Harry Irwin, Columbus; scorers, Core T. Erb, Frant S. Fisher and Ben Talbot; announcer, John R. Flotson, Dayton, O.

* * *

Good Racing at Indianapolis.

The Chicago Cycling Club and the Zigzag Cycling Club of Indianapolis have good reason to feel elated, the former because one of its members, C. W. Davis, broke the quarter-mile competition record, and the Hoosier club because the performance was done on its new track, or, rather on the track of the state board of agriculture. July 4 last year W. C. Thorne rode a standing quarter at Rockford in 33 sec., flat, and twice this has been tied.

Davis did not get a good start, yet covered the distance in 32 1-2 sec., and five watches verified the time, four being exactly the same. There is no doubt about the distance, either, for the quarter was carefully measured, and Davis, being on the outside, really rode considerably over the distance.

Johnson, also of the Chicago club, is entitled to the half-mile competition record, providing that of Lumsden—1:03 3-5—does not stand. From scratch in the half-mile handicap he rode in 1:05 1-2, the best previous record being 1:05 4-5.

It is a fact that Johnson did not win the race, but he was not three inches behind Roll, and rode from scratch.

GOOD ATTENDANCE.

The massive grand stand at Indianapolis driving park was fully half filled, while its capacity is 10,000 people. There were hundreds of people in carriages along the track and on the exhibition halls and barns many found good places to see the races. The Monon route carried out four or five train loads, and every one was packed.

Those who owned wheels rode out, and some went by the electric road and walked the mile or more where there was no track.

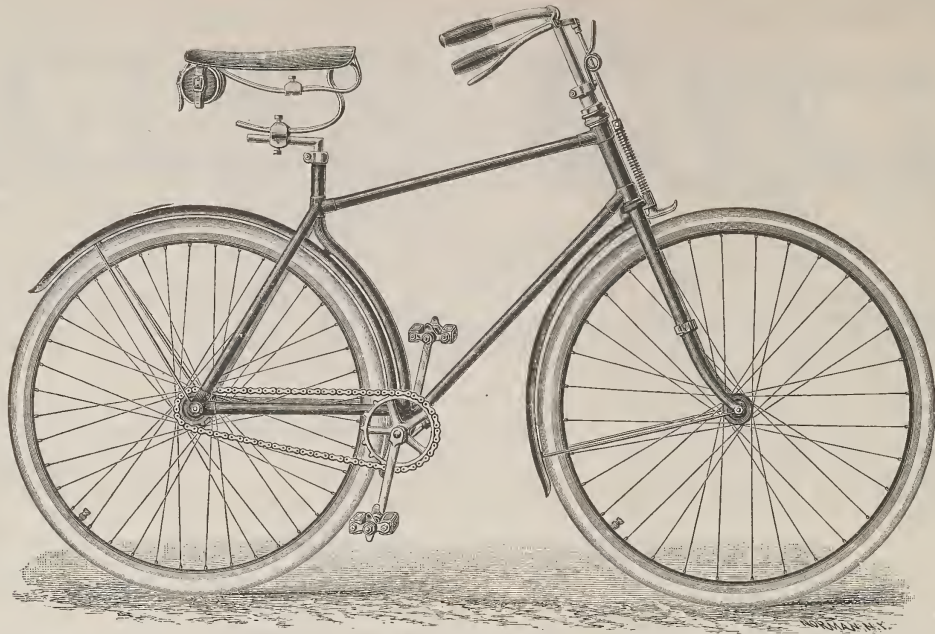
It must be said the layout of the park is excellent, and when finished there will be nothing nicer in the country. The track, a mile oval, was in good shape, though a little water would have kept down the dust, which was plentiful.

The races were run without a hitch, there were no false starts and no occasion for protests.

THE NOVICE RACE.

This event went to a dark horse,

SUMMARY.
Two-mile, 6:00 class—12 starters—Roy Keator, 1; Con Baker, 2; A. L. Brown, 3; Fred Nessel, 4;



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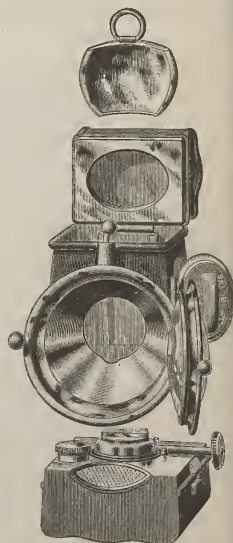
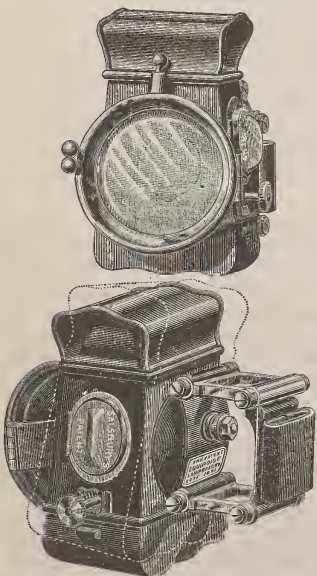
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though No. 46 was named as the winner before the race started. M. C. Cain was the last away, but managed to cross the tape a length ahead of Dynes, while McNeeley was a wheel length to the bad.

HALF-MILE, HANDICAP.

This was anybody's race at the start, but Roll, at thirty-five yards, kept up a hot pace and won, while Johnson, from scratch, got in a close second, and Mattie Martin, with eighty yards, was third. Davis was fourth, and might have won, but for the fact that he got in a bad position and could not get out in time. Root, at fifty yards, should have won the race, but did not make any showing whatever, and others who had good chances were hopelessly left. The time was 1:05 1-2, and as Johnson was but six inches back of the winner he has inside the world's competition record.

MILE, 2:40 CLASS.

This was an awful loaf to the three-quarter pole, when Young let out, closely followed by Minor, Root and Myers, the latter two being the last at this point. Myers crept up and got in first, while Root and Minor fought it out for second, the latter winning by three inches, Young fourth.

QUARTER-MILE, OPEN.

Davis distinguished himself in this event, not only by winning from the poorest position, but by making a mark

of 32 1-2 sec. for the competition record. Johnson and Davis were on the outside, in line with the quarter pole and the judges' stand, and consequently rode several yards over the quarter. The former had a bad start and Johnson got a lead of ten yards on the jump. Davis, however, soon crawled up, and hung on to Johnson until within a hundred yards of the tape, when he went up and won, but only by inches, while Marmon was a very close third. When the announcer gave the time as 32 1-2 sec., and stated that it was a world's record, the crowd went wild, while Davis, unassuming as he is, took things as cool as if it were an everyday occurrence.

TWO-MILE ORDINARY, HANDICAP.

Will Lon of La Porte was on scratch, while Curtiss and Herman had 400 yards, La Rue, with 200 yards, caught his men at a mile and a half and romped away from them, winning easily, while Stout, 300 yards, was second, twenty-five yards back, and Fisher had trouble in getting third.

MILE, INDIANA RECORD.

This race, containing as it did all the Indiana talent, was the most interesting start to the spectators, for each man had his friends, and lots of them, too. Referee Patee placed a time limit of 2:40 on the race, and as there were special prizes for the quarters it was made interesting throughout and was three and a third seconds inside the limit. Roll got the

first quarter in 37 1-2 sec., while Rough took the half in 1:18 and the three-quarters in 2:01 e-4. It was anybody's race down the stretch, but near the tape Marmon let out, passed Minor and won by six seconds, while Hunter was third

OLD MEN'S RACE.

This was a novelty and interesting, and what was the best of all the oldest of the three starters won, fifty yards separating the first and second men and 100 yards second and third. The winner, J. C. Patterson of Greenfield, is fifty years old, very gray and bald, but he got around in 3:27 and never turned a hair. He is the marshal of Greenfield and the wheelmen's friend. Sole, who was second, is forty years old, and Money also forty.

ONE-MILE, OPEN.

A time limit of 2:35 was set for this event, and to help things out Young agreed to take the men to the quarter. This he did in 35 sec., and then quit, as he said he should do. Nickel took the pace to the three-quarter pole, and from there it was everybody alone. Myers and Johnson led down the stretch, but Davis went up when fifty yards from the tape, and won by a foot, while Johnson was a wheel's length ahead of Myers: Marmon, fourth. The time was 2:33 1-2.

HALE-MILE, 1:10 CLASS.

Davis, Johnson, Myers, Young, Cameron and Hunter started in this race, and the finish was Davis, Johnson, Myers,

Hunter, Young and Cameron. The time was 1:18, and the referee said "no race," because it was not within the time limit, but when it was found that Starter Keck had forgotten to announce to the competitors that there was a time limit, the race had to be allowed.

FIVE-MILE, HANDICAP.

Johnson was alone on scratch, because others at this mark did not come out. Hunter and Myers had 200 yards; Rough and Zirkle, 300; Root, 550; Dynes and Hynes, 600; Miller, 750; Martin, 700; Carl, 750; Stout and McCain, 800. At two and a half miles Root had the lead, but the back mark men, having the benefit of pacing turn about, overtook him in the beginning of the last mile, Johnson having quit when it was seen he had no show. At the finish Rough got the lead, with Minor second, Myers third and Root fourth, and a good sized blanket would have covered the four as they crossed the tape in that order. The time was 13:34 1-4 from the 300-yard mark

THE SUMMARIES.

One-mile, novice—W. W. McCain, 1; E. L. Dynes, 2; H. S. McNeeley, 3; time, 2:52.

Half-mile, handicap—E. P. Roll, Indianapolis, 35 yds., 1; J. S. Johnson, Chicago C. C., scratch, 2; M. Martin, Milwaukee, 3; time, 1:05 2-5.

One-mile, 2:40 class—Bert Myers, Peoria B. C., 1; E. Minor, Ziggag C. C., 2; C. P. Root, Chicago C. C., 3; time, 3:01 2-5.

Quarter mile, open C. W. Davis, Chicago C. C., 1; J. S. Johnson, Chicago C. C., 2; W. C. Marmon, Ziggag C. C., 3; time, 3:32 1-2.

Two-mile ordinary, handicap—Charles La Rue,

400 yards, 1; H. M. Stout, 300 yards, 2; Carl Fisher, 150 yards, 3; time, 5:50 1-4.

One-mile, Indiana record—W. C. Marmon, Zigzag C. C., 1; E. C. Minor, Zigzag C. C., 2; E. Hunter, Zigzag C. C., 3; time, 2:26 1-2. First quarter, Hynes 37 1-2; half, Roll, 1:18; three-quarters, Rough, 2:01 1-4.

Old men's race, one-mile—J. C. Patterson, 50 years, 1; J. W. Manly, 40 years, 2; W. G. Sale, 40 years, 3; time, 3:27.

One-mile, open—C. W. Davis, Chicago C. C., 1; J. S. Johnson, Chicago C. C., 2; Bert Myers, Peoria B. C., 3; time, 2:33 3-5.

Half-mile, 1:10 class—C. W. Davis, Chicago C. C., 1; J. S. Johnson, Chicago C. C., 2; Bert Myers, Peoria B. C., 3; time, 1:18.

Five-mile, handicap—F. F. Rough, South Bend, 300 yards, 1; E. V. Minor, Zigzag C. C., 300 yards, 2; Bert Myers, Peoria B. C., 3; C. P. Root, Chicago C. C., 4; time, 13:34 1-2.

* * *

The Second Day.

The crowd was not so large as on the preceding day, but the weather was all that could be expected.

In the half-mile open eight started. They all got off well, but coming into the straight first, C. P. Root kicked off a pedal and fell heavily, cutting and bruising his legs. W. C. Marmon won, Bert Myers second. In the 2:25 class seven men faced the starter. With a time limit of 2:35 set on the race, nobody would make pace, and the time was 2:59 1-2, so it was declared no race.

In the second trial, made immediately after the two-mile handicap, the referee raised the limit to 2:40. The winner turned up in Marmon, 2:49 1-2, but this was allowed to stand.

The handicap was the prettiest race of the day. About twenty started. The race ended in another victory for Lowe, who had the limit, 250 yards. The back mark men rode grandly and passed man after man, although unable to catch the winner. Lonn, of La Porte, was a good second, and F. F. Rough, of South Bend, third, from the 75-yard mark. Rough's time for the full mile would be equal to 2:28.

The three-mile lap race brought out Minor, Marmon and Myers, and as there were three prizes they were all assured of a prize. The race resulted in a tie between Myers and Minor. In the run off Myers won.

SUMMARY.

One mile, handicap, Zig-Zag club—Otis R. Lowe, 250 yds, 1; Carl Cameron, 125 yds., 2; W. W. McCain, 250 yds., 3; time, 2:21 1-2.

One mile, ordinary—W. Lonn, La Porte, 1; O. R. Lowe, 2; Carl Fisher, 3; time, 2:58 1-2.

Half-mile, open—W. C. Marmon, 1; Bert Myers, Peoria, 2; F. E. Hunter, 3; time, 1:10 1-2.

One mile, 3:00 class—Carl Cameron, 1; Frank Miller, 2; W. Lonn, 3; time, 2:41 3-4.

One mile, 2:25 class—W. C. Marmon, 1; Bert Myers, 2; Phil Nickel, 3; time, 2:49 1-2.

Two-mile, handicap—Frank Miller, 400 yds., 1; Mattie Martin, 350 yds., 2; H. M. Stone, 450 yds., 3; time, 5:07.

Half-mile, boys—W. E. Atherton, 1; Rockford Shaw, 2; Fred Linn, 3; time, 1:33 1-4.

One mile, open, handicap—O. R. Lowe, 250 yds., 1; W. Lonn, 125 yds., 2; F. F. Rough, 75 yds., 3; time, 2:20 1-2.

Three-mile, lap—Bert Myers, 1; E. V. Minor, 2; W. C. Marmon, 3; time, 9:23.

* * *

Philadelphia's Attractions.

Following the big Springfield tournament, Philadelphia will lay claim to the whole of the talent for her two meets on Sept. 17 and 24, and has every prospect of seeing on those two dates the biggest aggregation of racing men that has yet visited this city. For the meet of the Associated Cycling Clubs on the 17th entries have been promised from almost every one, from Windle, who has never yet ridden in the Quaker City and will therefore be the star attraction right straight down the line. A large number of entries have already been received, including the whole Chicago team and others are coming in daily.

The meet is being thoroughly—in fact, extravagantly—advertised, both locally and generally; the prize list is a hand-

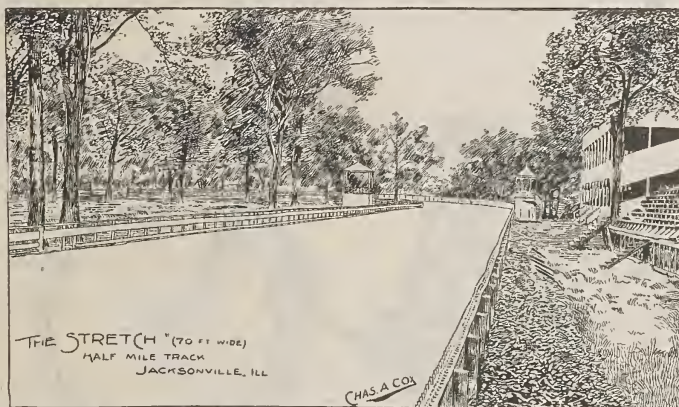
some one, and everything points to a successful affair in point of attendance and good racing. Special railroad accommodations will be furnished to bring the entire party through from Springfield without change of cars.

THE PARK AVENUE TOURNAMENT.

On the following Saturday the Park Avenue Wheelmen hold forth, and to those who recall this club's brilliant success of last season which was really the first occasion that any number of the real cracks had appeared here together it is unnecessary to make any lengthy announcement. For this year's meet a prize list valued at \$4,500 is offered, including nearly everything from a horse and carriage to a coffin, with any number of bicycles, diamonds and other articles of value. The Park Avenue Wheelmen have built up a big reputation as hustlers and have been working enthusiastically for months on the meet which they promise shall be the event of the season.

Racing men who want to fill in the time between these two star affairs will have plenty of chance to do so. The York Cycle Club holds a meet on Tuesday, Sept. 20, and a trip can be readily made to that place, thence direct to the Baltimore on Wednesday, the 21st, and then up to Reading, Pa., on Thursday and back to Philadelphia on the 24th. Good prizes will be the rule at each place.

PAUL BERWYN



A Lake View C. C. Race.

Last Saturday the Lake View Cycling Club held the third and last of a series of five-mile handicap road races, resulting as follows: John Ames, 2:00; F. Holland, 1:00; N. L. Spiesberger, 1:30.

* * *

Windle Twice Defeated.

The Crescent Cycle Club, of Birmingham, Conn., gave its first annual meet last Friday, and was fortunate in having beautiful weather and the attendance of the three great cracks, Zimmerman, Tyler and Windle. The attendance was good. The meeting demonstrated one important fact, and that was that the New Jersey man, A. A. Z., will not be troubled much in the race for first place. Although Tyler was wisely held in reserve by the Springfield club for their meeting, Windle went boldly to the slaughter, and no doubt was satisfied with the result. Zimmerman, in the mile, made a competition record of 2:19 2-5, but whether the track was of correct measurement is not known.

Tyler also bowled Windle over, which demonstrates one of two things, that either the men are going much faster this season or that something has interfered with Windle's training. The truth is that Windle is not riding like he did last year, and also that Zimmerman, Tyler and Taylor are yards faster than they were in '91. Summary:

Mile, handicap, local—Seymour, 75 yards, 1; Sheltou, 1; time, 2:39.

Half-mile, open—George Smith, 40 yards, 1; Tyler, 2; time, 1:05 2-5.

One mile, 2:35 class—C. M. Murphy, 1; H. C. Wheeler, 2; time, 2:34.

One-mile, open, Zimmerman, 1; W. W. Windle, 2; W. S. Campbell, 3; time, 2:54.

One mile, three-minute class—C. Middlebrook, 1; Barker, 2; time, 2:43.

One-mile, handicap, open—Warren, 140 yards, 1; A. A. Zimmerman, scratch, 2; Zimmerman's time, 2:19 3-4.

Quarter-mile, open—Tyler, 1; Windle, 2; time, 34 4-5.

* * *

Peoria and the Western Circuit.

Nearly all the fast men have either entered or expressed a determination of being present at the Peoria races on the 27th, and as the prize list has never been excelled either by any single day's meet given in this country or by any one day's prizes ever offered at Peoria, the entire success of the affair is now assured beyond all question. Ten races will be run for prizes aggregating \$2,494 actual value, besides the usual special prizes. The prize list consists of Rudge and King of Scorchers racers, weighing twenty-one pounds or less, a Century Columbia, a \$125 split second gold stop watch, a Caligraph, a Sylph pneumatic safety, and a long list of elegant articles of utility and ornament, such as bronze statuary, a \$120 music box, a magnificent silver bronze lamp supported by a statue of Cupid forty-two inches high, opera glasses, banjos, another typewriter, another gold stop watch, etc., from three to five prizes being offered for each race. The principal event, and one in which great interest is being taken, is the one-mile

All the points comprising the circuit are reached by the Mackay system, which has agreed to give half rates not only to those attending the respective tournaments, but also to racing men and their trainers, and those who care to make all or any part of the circuit.

* * *

Edinburgh-to-London Record Beaten.

On Tuesday, Aug. 16, R. H. Carlisle, of the Anfield B. C., Liverpool, started from the postoffice, Edinboro, at 2:05 p. m., with the object of beating T. A. Edge's record of 38 hrs. 44 min.

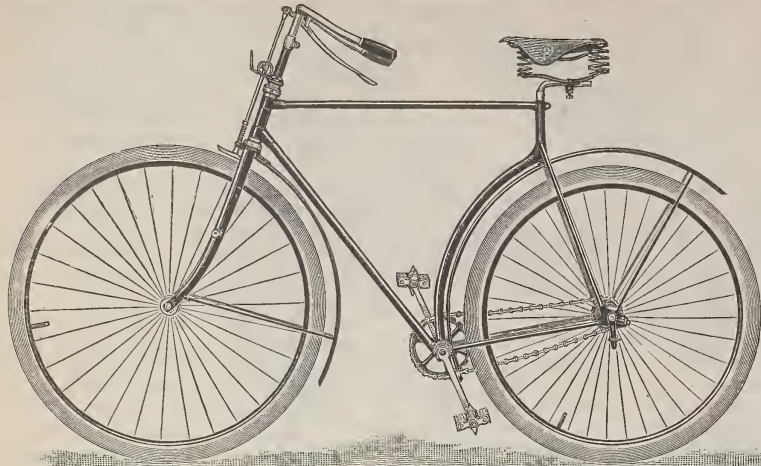
Mr. McCormack started the record-breaker before a large concourse of people. He was paced to Dunbar by Mr. Younge, of the Waverly Roads Club, at which place rain commenced to fall. He was then taken in hand by W. Duncan as far as Berwick, which he reached at 5:40. Rain still continued and the roads by this time were saturated as also was the rider. At Alnwick A. N. Deacon was in waiting with food. Time of arrival, 7:45. Newcastle was reached at 10:55. Between Newcastle and Darlington the riders lost their way. Darlington was reached at 4 a. m. on Wednesday, the rain coming down in torrents. Mr. Carlisle was again wet through and in spite of repeated protests from those assembled would persist in going forward, his remark being: "I am inside the time and the weather will eventually clear." A difficulty was here found. No clothes being obtainable, as a last resource Mr. Harrison, of Stockton, who was here to pace him, took off his trousers, same were cut short at the knee and Mr. Carlisle again manfully went forth on his weary grind to beat the record. Bow Bridge was reached at 7:15. Here the roads were much better, rain ceased and the wind became favorable which made matters more agreeable. Carlisle from this point rapidly made up lost time, reaching Doncaster at 10:30 a. m. Grantham, a distance of fifty-two miles, was reached at 2:35 p. m. The time from Eaton Soton to Hitchin was 1 hr. 5 min., distance twenty miles. H. D. Wall, P. Nix, P. C. Wilson and many other cyclists of renown were waiting for him. The postoffice, London was reached exactly as the clock struck eleven, the journey occupying 32 hrs. 55 min. H. T. Arnott, of the Roads' Record Association, took the time, and Mr. Carlisle left for his hotel after many congratulations from all present.

The machine used was a Peregrine, made by the Leicester Cycle Company, fitted with Boothroyd tires. It weighed complete, with heavy saddle and gear case, thirty-four and a half pounds. The machine and tires never once needed attention.

* * *

Excellent, if True.

The Lexington Wheel Club is justly indignant over the shabby treatment it received at the hands of the executive committee of the fair association. The club was practically invited to get up a parade to help boom the fair. After its members had gone to considerable expense and trouble to arrange an interesting procession, the executive committee issued an order that no wheels should be allowed on the grounds. There are still some people who refuse to recognize that the bicycle is a practical vehicle and has come to stay. The Lexington wheelmen might quote with good effect a little conversation that occurred on the Carthage fair grounds. In 1890 Mr. Mogul, the manager of that fair, as a special favor permitted nags before empty benches. On bicycle day ten thousand people thronged the grand stands, and the enthusiasm was unprecedented. When the races were over Mr. Mogul, with hat in hand and humility in



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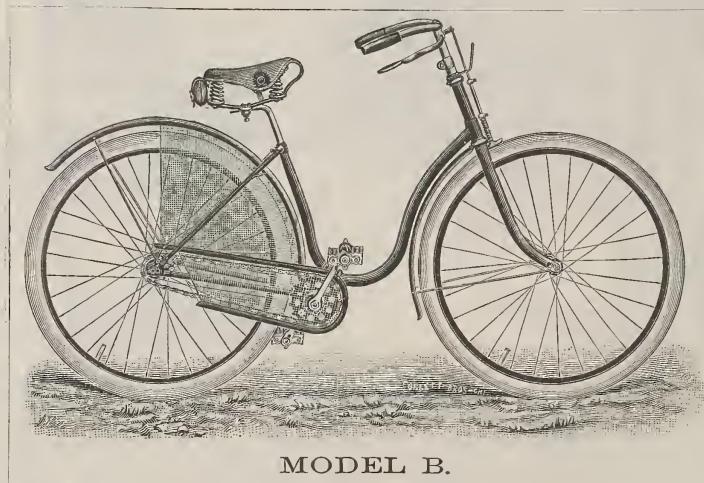
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WEIGHT, - - 41 LBS.



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===== thoroughly every state, territory and large city in the United States. Within three weeks we have shipped goods to Mexico,
===== Brazil and England; Hence, **PRICES AND GOODS MUST BE RIGHT.**

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{ Highest Grade English make, stands up well, wears well, and gives satisfaction to both riders and dealers this season, as they have always done in the past.

THE SYLPH. . .

{ Spring Frame Safeties (highest grade) still lead for ease and comfort on the road—especially the rough ones—on the hills, both up and down, everywhere.

THE OVERLAND.

{ As a medium-priced, high-grade Safety, selling at \$100 for 14-inch Cushion Tires, \$105 for 14-inch Cushion Tires, \$120 for 14-inch Morgan & Wright or Protection Strip Pneumatic Tires; and \$135 for Bidwell Pneumatic, grows more and more popular every day.

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voice, requested an audience with Mr. Hanauer, the bicycle race promoter. "My dear Mr. Hanauer," he said, "your races are wonderful. I am authorized to offer \$500 for prizes if you will get up another bicycle day this week." The point is clear enough for the most biased fair manager to see.—*Louisville Times*.

Milwaukee Race News.

Charlie Price is still confined to his house from the injuries received at Parkside when Githens rode over here. Charlie has not made any roar over his misfortune, but he is sore to think his accident policy expired a few days before the race!

Henry P. Andrae has sent his resignation as official handicapper Wisconsin division L. A. W. to Mr. Thorne, of the racing board. Henry says he fully appreciates the truth of the saying, "uneasy rests the head that wears a crown." He wants to be with the boys.

The charms of matrimony are playing sad havoc in the ranks of our racing men. Rumor has it that one of our local luminaries, F. C. Prachthausen, will shortly bid adieu to the path and ride a tandem.

Harry Crocker is supposed to be another victim. This accounts for his discarding the wheel and his activity in real estate.

In justice to the Milwaukee racing men who are members of the L. A. W., Mr. Thorne, of the racing board should suspend Messrs. Shimmel, Wedzinski, Jansen, Zander, Bowen, Tyler and Parks, all of whom participated in the bicycle races of the Electrical Works at National Park last Sunday. The races were not sanctioned and the wheelmen were warned not to compete.

Sanger expects to start for Springfield, Mass., about the 10th. The great diamond meet will prove a big attraction, and he will be accompanied by several friends. From there he will continue his journey to Philadelphia and Baltimore. It has been suggested that Sanger and Zimmerman double up and have a go at the tandem record at Springfield.

JACK ROYAL.

The Harrisburg Meet.

HARRISBURG, Sept. 5.—The first annual meet was held this afternoon. Inexperience was, of course, excusable, but the committee refused to listen to suggestions offered by Referee Bunnell and the few others present. Fully 3,500 people were in attendance. Following is the summary:

One mile, novice—E. Youse, 1; W. Walsh, 2; time, 2:52.
Half-mile, tandem, handicap—Donely and Draper, scratch, 1; E. L. and M. D. Fry, 30 yards, 2; time, 1:30.
Quarter-mile, safety, open—J. H. Draper, 1; S. H. Bilyeu, 2; J. C. Donelly, 3; time, 1:4.
Two-mile, safety, handicap—Draper, scratch, 1; Bilyeu, scratch, 2; Donelly, 60 yards, 3; time, 5:43 1-5.
One mile, club championship—Frank Lienbach, 1; time, 2:51.
One mile, team—Park Avenue Wheelmen, 1; Reading B. C., 2; York C. C., 3; time, 2:49.
Half-mile, open—Bilyeu, 1; E. M. Newell, 2; time, 1:17.
One mile, handicap—Donelly, 35 yds., 1; W. T. Bilyeu, 70 yds., 2; W. B. Riegle, 75 yds., 3; time, 2:30.
One mile, 3:00 class—E. Youse, 1; D. Fornwaldt, 2; time, 2:40.
One mile, Harrisburg riders—D. Fornwaldt, 1; time, 2:55.
Fifteen-mile road race—C. Huck, 2 min., 1; time, 51 minutes. Fornwaldt, Harrisburg, scratch, made the best time.

PAUL BERWYN.

Windle Defeats Tyler.

The first tournament of the Rockville (Conn.) Wheel Club was held Saturday and was patronized by over a thousand people. Rockville is a town of 4,000, fourteen miles from Hartford, and the local club was fortunate in securing the

attendance of such cracks as Windle and Tyler. The former proved too much for Tyler in the half-mile, which evened things up, Tyler having defeated Windle at Birmingham the day previous.

SUMMARY.

One-mile, novice, F. G. Whitmore, Jr., 1; H. R. Sedgwick, 2; John Andrews, 3; time, 2:50.
Half-mile, open, scratch—W. W. Windle, 1; H. C. Tyler, 2; Thomas Relph, 3; time, 1:12 3-4.
One-mile, handicap, Hartford and Tolland counties—F. N. Herman, 20 yards, 1; H. B. Arnold, scratch, 2; F. R. Fuller, 3; time, 2:26 3-4.
Two-mile, open, scratch—W. W. Windle, 1; Thomas Relph, 2; E. A. McDuffee, 3; time, 5:39.
One-mile, club championship—Fred J. Snow 1; H. C. Kite, 2; William Buchanan, 3; time, 2:24 1-2.
One-mile, open, handicap—James Wilson, Jr., B. S. B. C., 160 yards, 1; H. C. Tyler, S. B. C. scratch, 2; H. B. Arnold, M. A. C., 50 yards, 3; time, 2:21.
One-mile, tandem—Herman Fuller, C. C. C., 1; Harding and Seeley, 2; time, 2:41 1-4.
Two-mile, local, handicap—Fred J. Snow, scratch, 1; H. C. Kite, R. W. C., 2; C. A. Loomis, 30 yards, 3; time, 5:50.
One-mile, open—H. C. Tyler, S. B. C., 1; F. N. Herman, M. A. C., 2; F. R. Fuller, 3; time, 2:34.

* * *

Waller's Second Attempt.

Waller, the California rider, will start Sept. 16 in an attempt to again raise the 24-hour record, on the Goodwater Grove half-mile track, at Stockton, Cal. A picture of the track is shown in this issue.

* * *

Poor Sport at Louisville.

The racing at Louisville Monday was poor and attendance small. Jefferies was far too fast for the other riders. Results of open events:

Ten-mile road race—W. V. Hobson, 1; Wilson, 2; Anderson, 3; time, 33:10 1-5.
Two-mile, handicap—J. E. Robinson, 190 yards, 1; Thomas Anderson, 100 yards, 2; C. Mann, 190 yards, 3; time, 6:13 1-5.
Half-mile, open—Jefferies, 1; Rubey, 2; Robinson, 3; time, 1:27 4-5.
One-mile, open—Jefferies, 1; Wilson, 2; Rubey, 3; time, 3:07 1-5.

* * *

Postponement at Buffalo.

The road races which were to have been run at Buffalo on Monday were postponed on account of rain.

* * *

Sport at Syracuse.

W. W. Taxis of Philadelphia ran up to Syracuse Monday and there won the mile ordinary, handicap, and the half-mile safety, besides a couple of seconds. The events were of no particular interest.

* * *

Hillier's Racing Budget.

HERNE HILL, LONDON, Aug. 27.—I will join issue at once with friend Morgan. Since 1887 many changes have been made and steady efforts have been kept up by N. C. U. and A. A. A. against the "bookies," and I repeat that at no decent cycle race meeting which I have attended this year has the "loud shouting bookie" been audible, nor do our amateurs find it necessary to "have a bit on" to give them an interest in the race. Mr. Morgan is very unfortunate in his example. The failure of the A. P. to maintain its position was due mainly to the unwelcome presence of the bookie, who, accustomed to attend the horse races at that place, turned his attention occasionally to the cycling track. Twice this year at meetings promoted by athletic (not cycling) bodies, the bookie has been apparent at Herne Hill, and in each instance information was laid before the union and the A. A. A., and the determination of those bodies to stop betting will, in the end, prove successful.

DEFENDS ENGLISH AMATEURS.

I notice that an English cycling paper, tired of fouling its own nest, once again amplifies its text, "The True Amateur Does Not Exist." The editor of "The Hoodlum's Gazette" is, of course, very badly placed for knowing anything

A GRAND PRIZE

BIBLE COMPETITION.

Two Thousand Dollars in Prizes Will be Equitably Distributed.

READ OUR PLAN.

For several years past competitions of an instructive order have been offered by reputable business houses and manufacturers in England with the object of increasing their sales and interesting their customers in their respective goods. These contests, on account of the unquestioned fairness displayed in conducting them, have interested the best people of Great Britain. Believing that competitions offered by a manufacturing concern such as ours, and conducted in the same honorable manner, would excite universal interest among the intelligent people of the United States and Canada, our Company has decided to offer a Prize Competition in which our first effort will be to make it strictly fair and impartial. The intention is to satisfy every one entering this competition that they have been duly credited with the position which their efforts have earned for them. We are sure that this class of a prize contest will receive the approval of parents and all those having the instruction of the young at heart. The prizes to be awarded in this competition will consist entirely of articles of sufficient value to be appreciated by every person receiving one as a fair reward for the efforts put forth by them. Our intention is to divide the amount to be given away in prizes, varying in value from eight dollars to one hundred dollars each, and we enter into an honorable agreement with those entering this competition to distribute fairly Two THOUSAND DOLLARS in prizes.

AWARD OF PRIZES.—Ten of the leading ministers of our city will be invited to attend and assist in the award of prizes.

PRIZE BIBLE COMPETITION.

We will pay ONE HUNDRED DOLLARS in cash to the first person who correctly answers the following questions: Where in the Bible do the following three words first appear: 1. RAIN; 2. BREAD; 3. MILK. The second person answering correctly will receive SEVENTY-FIVE DOLLARS in cash. The third person sending correct answer will receive FIFTY DOLLARS in cash. The next ten will each receive an elegant COIN SILVER (hunting-case) WATCH. The next ten will each receive an elegant SILK DRESS pattern (sixteen yards in any color). The next ten will each receive a first-class pair of OPERA GLASSES.

MIDDLE PRIZES.—Every answer when received will be numbered and entered on a special book, with the name and address of the competitor. The thirty-three persons sending the thirty-three correct answers which are the MIDDLE ONES received will receive duplicates of prizes awarded for the first thirty-three correct answers.

LAST PRIZES.—The thirty-three persons sending the thirty-three correct answers which are received last will receive duplicates of the prizes that are awarded for the first and middle thirty-three correct answers, the last correct answer receiving the One Hundred Dollars, the next to the last the Seventy-five Dollars, and so on until the thirty-three prizes for the last thirty-three correct answers have been awarded.

SPECIAL PRIZES.—A prize consisting of an elegant Lady's or Gentleman's Watch will be given to the person sending the first correct answer which is the first received from their State or Province.

CONDITIONS.

Answers must be accompanied with fifteen United States two-cent postage stamps for one package of PEARLFOAM, which is the latest scientific discovery for cleaning and preserving the teeth. Our object is to introduce and attract attention to PEARLFOAM, which is the only preparation whose manufacturers are willing to offer a reward of Five Hundred Dollars to any dentist who can show that it contains anything injurious to the teeth. A mouthful of pearly white teeth is the sure result of its constant use. It is recommended by the leaders of the dental profession everywhere; ask your dentist what he thinks of it. PEARLFOAM is sent by mail, post paid, and free of customs duty. Be sure and send your answers to-day. You may receive a valuable prize for your trouble. Address—

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SPRINGFIELD BICYCLE CLUB

TOURNAMENT

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The work performed on the MORGAN & WRIGHT Pneumatic Tire proves that it has adequate durability and speed.

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 03	Time Prize.
F. E. Spooner	Twenty-four hour ride	March-Davis	375 do	24 hrs.	American Record.
L. D. Munger	Team race in New York	{ Imperial Humber Humber }	2 do		Beating Manhattans and Kings County.
G. K. Barrett					
J. W. Thorne					
C. D. Cutting	Elgin Races	March-Davis	Won every race.		
Roy Keator	Chicago to Waukegan	Reform	Broke Record		
Roy Keator	Springfield, Ill	Reform	1 mile Handicap.	2 24, from 70 yds.	Rode RACING TIRES.
L. D. Munger	Springfield, Ill		2 miles	5 31 4-5	
G. K. Barrett					
J. W. Thorne					
John Johnson.	Winona, Minn	Freeport Elliptic	1, 2 and 5 miles	2 36½; 5 22; 14 37½	All State Records.
Bert Harding	Forest Pk R'd Race, St. Louis	Imperial		1 hr. 40 seconds	Broke Record 4 min. 8 sec.
J. W. Cox	{ Missouri Division League meet at Springfield, Mo., July 4th.	Holbein, Swift	1-2 mile cham.		{ Out of 11 events at Mo. div. meet, Springfield July 4, 3 won on M & W. Tires
Bert Harding		Imperial	1 do do		
C. R. Kindervatter		Imperial	2 do do		
Fred Nessel	{ Waukesha to Milwaukee, Road Race	Speedy	16½ miles	48 min. 11 sec.	M. & W. Racing Tires†
Emil Ulbrecht		March-Davis		49 do 22 do	
John Johnson		Elliptic		49 do 22 do	
G. A. Thorne		Humber		49 do 51 do	M. & W. Road Tires M. & W. Racing Tires
F. E. Spooner	Elgin-Aurora Course	March-Davis	100 miles		{ M. & W. Racing Tires ‡
Emil Ulbrecht	do do do	March-Davis	100 do		
A. D. T. Simmons	do do do	James Racer	100 do		
J. B. Woolas	Minnette Club Race	Greyhound, '92	10 do	30 35	Heavy Roads, 1st p. & t'e.
J. Reitzner	Waukesha Road Race	James, 23 lb racer	16 1-2 miles	2d Place	Racing Tires.
T. W. Smith	Elgin-Aurora	James Racer	100 miles		do do
R. Dale	do do	B. & A. Racer	100 do		do do
C. D. Cutting	do do	March-Davis	100 do	7 hr. 6:24 Riding Time	do do
E. C. Carruth	Crookston, Minn.	{ "No name." Svensgaard	1 do	3 hrs.	Rough, soft track, wind blowing a gale; won 3 races
*Austin Banks	{ Capital Club Run, Denver to Colorado Springs	Reform			This trip attempted several times before but never accomplished, as wheels always broke down. Not a wheel or tire broke on this trip.
Elmer Anderson		Road	150 miles	22 hours	
C. F. Hart		Racers			
Jos. Mino	Detroit Road Race	{ Monarch and King of Scorchers	25 miles	1 hr. 15 m. 59 4-5 s.	Racing Tires
Ed. Smith		James	100 miles		
O. E. Boles		Sunol	100 miles	6:55	
Walter Banks	Elgin-Aurora Course		{ 2 m. h'd fr'm s'ch 3 m " " " " 5 m open		
W. C. Rands	Chicago-Milwaukee	Monarch	2 mile handicap	5:29 1-2	
Alma, Mich.					
H. S. Hull	South Bend, Ind.	Smalley Model D.			
Des Moines, Ia.		"Pacemaker"	{ 1-4, 1-2, 1, and 5 miles.		{ All Iowa State Championships Racing Tires
Sioux City, Ia.		Elliptic	{ 2 m. h'd p'scrat'h 1 mile open	{ 5:06 3:27 2-5	Won all open events.

†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.

about "the true amateur," and his opinion on the subject is worth absolutely nil. There are at the present moment more *bona fide* amateurs on the path in cycling than there has been any time this last ten years, and the class is slowly and surely extending. Some of our best men have never been in any way identified with the trade, whilst others so situated could show a clean claim as amateurs if called upon to do so. These are, of course, men who are utterly crooked and men who have gradually drifted into a false position; there are such men in every sport and in every class of society, but your readers may rest assured that here in England amateurism is as strong as ever it was despite the "big gooseberry" tirades of an outside journalist gravelled for lack of matter. He may be excused for his errors for he does not move in a circle likely to improve his opinion of the amateurs.

Things are quieting down here with the approach of the autumn. Men are getting tired and going out of training, and the tracks are becoming deserted. The Paris track has been visited by some of our men, one of whom, Leitch, had an awful cropper on a hard cement surface.

CONGRATULATIONS TO ZIM.

We were all glad to see how well Zimmerman rode on his return, and we hope that when he has done sufficient he will retire for the season before he runs himself stale. It is also satisfactory to us to note how far he was in front of Taylor in the scratch mile, and we think that unless he goes stale he will do 2:08 or thereabouts before he gives up.

The proposition which has been mooted to bar from amateur races all persons connected with the trade has been followed by a proposal to return to the original gentleman amateur definition, with an addition, barring all persons employed in and about cycle businesses. The matter bids fair to be the burning question of the coming winter, and there are not wanting those who hope for such a radical reform. If it came about there is even a possibility that the advocates of cash prizes might pluck up sufficient courage to practice what they preach and thus convey over the border all the wrong 'uns with whom they at least pretend to be acquainted, and amateur sport would be all the better for the purging.

C. Koppelow and H. Schulte, on a tandem safety, made a flying quarter record of 3:1 3-5 on Thursday, August 25, at Herne Hill, and Arthur Withers, the Karl von P—h of the Berlin party, rode a grand race from sixty yards in a novice half-mile, and finished third, two feet off the actual winner, in 1:12 3-5. The performance created not a little enthusiasm.

OSMOND WILL TRY TO DO 2:10.

Osmond is said to be training hard and going for 2:10. He and Adams are staying at a quiet village near Birmingham, under the charge of Choppy Warburton, an old runner, but what the result will be time alone can tell.

The old Surrey B. C. ran an invitation 100-miles race at Herne Hill, but for some mysterious reason altered the system of pacing adopted in the Cuca Cocoa race and practically spoilt the contest as a race. Adams got home well inside the safety record, J. F. Walsh's 5:19:37 3-5, and also beat F. W. Shorland's geared ordinary record of 5:05:03 2-5, the performance being all the more meritorious by reason of the wind and rain. The pacing system required three pacers to ride, with the leader, but when a man was left he was not allowed a pacer. The

result was that at fifty miles but two men were left on the track.

The twenty-four hours race for the Cuca Cocoa cup in 1893 is fixed for July 21 and 22. Cannot America send us a distance man to tackle Shorland? Either Waller or Spooner would have a look in, and we will promise them every attention and the best of pacing.

I note from time to time that American cycling is urged to throw over amateurism, and that a number of good men object. I venture to think that they are wrong to do so. Let amateurism be thrown over—which means let all the people who are not amateurs professionalize themselves. Encourage and aid them to do so, give them dollars and the day after they have competed for them form an *amateur* association and start amateurism afresh. The winnowing process will be complete. I have been offering for years to give \$50 to a cash prize, provided only the anti-amateur amateurs will ride for it—but they won't. G. LACY HILLIER.

Some Future Race Meets.

A meet will be given to-day at Ishpeming, Mich.

Toulon, Ill., holds its second annual tournament to-day at 2 o'clock.

It is expected that Windle, Taylor, Berlo, McDuffee and other cracks will compete in the Boston tournament to-morrow.

At Somerville, N. J., Next Wednesday, the Somerset County Agricultural Society gives a number of races, for which a fine lot of prizes will be offered.

The Crescent Wheelmen, of Cincinnati, will hold a meet Oct. 1 at Chester Park and entries may be made to W. W. Schueler, 17 West Pearl street, Cincinnati.

The management of the Toledo Cycling Club's tournament, to be held to-morrow, offers some very nice prizes, including five wheels, medals, watches and sundries. The programme is as follows: One-mile, novice; quarter-mile, open; five-mile, handicap; half-mile, for boys, one-mile, T. C. C. championship; one-mile, open; three-mile, lap; half-mile, open; one-mile, Toledo wheelmen only.

The Maryland B. C.'s tournament, Sept. 21, at Baltimore, will catch all the eastern and western men on their way back to the western circuit races. A good programme has been arranged as follows: One-mile, novice; quarter-mile, 34 class; quarter-mile, open; half-mile, open; one mile, 2:25 class; quarter-mile, handicap; half-mile, handicap; one-mile, handicap; one-mile, lap race, open; one-mile tandem, open.

Arrangements for the tournament of the Poughkeepsie (N. Y.) Bicycle Club next week Saturday are about completed. There will be ten events as follows: One-mile, novice; one-mile, handicap, open; quarter-mile dash, open; two-mile, team, open to clubs in Dutchess and adjoining counties; one-mile, three-minute class; one-mile, championship Dutchess county; one-mile, open; half-mile race for boys under sixteen; two-mile, handicap, open; one-mile, handicap for members of the Poughkeepsie Bicycle Club.

The York (Pa.) C. C. promises a good tournament Sept. 20, as a fine prize list has been made up and a good programme laid out. All the cracks will be there. A. S. Bunnell will be the referee and Dimon and Crowther, of Philadelphia, and Mitchell, of Baltimore, will be the judges. A fifteen-mile road race will be run upon the Gettysburg pike, the first and last mile being made on the track. This race will be for the championship of York, Lancaster, Dauphin and Berks counties.

Race Notes.

Races occurred at Manchester, Conn., Thursday.

Races at the fair, Rochester, Minn., 14th and 15th.

Taxis covets a mile ordinary record, and will try to secure it at Springfield.

Munger spent the past week at Mount Clemens. He left there Thursday much refreshed.

At New London, Conn., fair, Sept. 1; W. A. Holt, Jr., beat J. E. Piper in a mile race in 3:25.

The races of the Ashland Cycling Club which were to be run Saturday afternoon were postponed until next Saturday.

On the 1st H. R. Coffin, 75 yards, won a mile handicap at Windsor Locks, Conn., E. Sumner, 225 yards, second; time, 3:03.

J. P. Bliss rode a relay Columbia for his fast mile in 2:13 2-5, C. W. Davis riding a Humber in his world's record, standing start.

Johnsoe, of Minneapolis, rode two trial quarter-miles at Indianapolis, Eck and C. W. Davis holding the watches, in 28 1-5 seconds each.

Johnson, of Minneapolis, passed through Chicago Tuesday en route from Indianapolis to Winona, Minn. After competing there he goes to Springfield.

A race from La Fayette, Ind., to Crawfordsville and back, 64 miles, on the 1st was won by Frank Gangwer, J. W. Scott second, an hour behind. Time of winner, 4 hrs. 1 min. 30 sec.

At Utica, N. Y., Aug. 30: One-mile, 3:30 class—Thorn 1, Rose 2, Wheelhouse, 3; time, 3:18. Half-mile, handicap—Wildhack, 125 yards, 1; Wells, 2; Fox, 3; time, 1:10 2-5. Mile, handicap—Wildhack, 1; Crosby, 2; Divine, 3; time, 2:47.

At the Champaign (Ill.) fair Wednesday a one-mile open race was won by Parker. Nicolet second and Riley third; time, 3:06 1-4. The two-mile county championship was captured by Booker, McLean second and Nicolet third; time, 6:26. Bert Myers won a mile race and Keator made a half-mile on a unicycle in 1:57 1-2.

The road race to be given under the auspices of the Rover's Wheel Club, of New Haven, Conn., on Tuesday, Sept. 27, promises to prove very interesting. The race is to be over the East Haven course. The start will be from the watering-trough at Four Corners and the contestants will run to East Haven centre and return, five miles.

At Parkside, 17th, Arthur Stackpole will take a benefit. Races—Quarter, half and mile, scratch, one and two-mile, handicaps, one-mile, lap. Fee, twenty-five cents per event. Entries close Sept. 10. The races have been duly sanctioned and we hope to see them well supported. In the absence of some of the flying brigade, entries from the less speedy should be numerous.

A. J. Storey, of the California division racing board has compiled a schedule of California track records as follows:

Safety—Quarter-mile, 38 2-5, half-mile, 1:15, three-quarters, 1:55 2-5, mile, 2:36 2-5. W. F. Foster, A. B. and A. C., July 4, 1892; two miles, 5:45 2-5, George Osen, G. C. W., July 4, 1891; five miles, 14:18 4-5, Grant Bell, A. A. C., May 30, 1892.

Ordinary—Quarter-mile, 37 3-5, F. R. Crook, B. C. W., May 16, 1885; half-mile, 1:18 1-5, L. S. Upson, C. C. W., July 4, 1892; mile, 2:43 1-2, F. D. Elwell, B. C. W., July 4, 1888; two miles, 6:00, A. T. Ireland, A. S., July 4, 1894; three miles, 9:05 1-4, B. C. Lund, A. A. C., May 30, 1892; five miles, 15:49, W. G. Davis, A. S. F. B. C., July 4, 1887; ten miles, 32:00 2-5, C. E. Adecock, B. C. W., July 4, 1887.

The Lansing (Mich.) Bicycle Club will give its second annual race meet Sept. 16, in connection with the state fair. The programme consists of ten events,

as follows: One-mile, novice; two-mile, handicap; one-mile, L. B. championship; half-mile, open; two-mile, state fair championship; quarter-mile, open; five-mile, handicap; one-mile, 2:40 class; one-mile, handicap; one-mile, 3:00 class. A special medal will be given to the rider making the best time during the meet.

The Annual Century.

Miss Hattie Bickers, of 4710 State street, Chicago, carried away the honors the annual run of the Century Road



Club held Sunday over the Elgin-Aurora course. Miss Bickers started on the long ride at 4:15 and finished at 3:45, taking but eleven hours and a half for the trip. At Ontarioville she stopped fifteen minutes, did not stop at Elgin, stopped twenty minutes at St. Charles, and fifteen at a watering trough. At Aurora the lady spent fifty minutes, including time for a light lunch. Eleven miles farther on, at Naperville, she made her last stop, this time of twenty minutes, and then started for home at a gait that rapidly left behind many of the gentlemen riders. Miss Bickers is but nineteen years old. She rides a Worth safety less the rear springs, using a 58-inch gear. She surmounted every hill and even rode down the terrible S hill near Downer's Grove.

The Cook County Wheelmen, under whose colors she rode, will present her with a handsome trophy.

Four other ladies finished a century, the Misses Haggerty and Porter riding over the course, though caught in the rain at the finish. Misses McConnell and Peterson took the train and finished on the city boulevards.

At the corner of Halsted street and Washington boulevard in the early morning hours a busy scene was witnessed. Hundreds of wheelmen came tearing up in the darkness, registered and were away on the wings of the wind. The roads were dusty, but good traveling, nevertheless.

Breakfast was taken at Elgin and dinner at Aurora. At 1:27 o'clock Edward Furner, of the Cook County Wheelmen, Arnold Wescott, and F. Ed. Spooner crossed the line neck and neck. Spooner had made the trip in 8:29, Furner in 8:57, and Wescott in 9:22. C. R. Deeley, of the Lake View club was fourth.

Just 166 men were registered, although many more finished. Among the late ones was Chief Centurion Herrick, covered with mud.

The C. B. & Q. trains brought in a hundred of the riders, who could not ride the sticky roads.

Taken all together, the second annual century run was a rousing success.

A new athletic club has been organized at Cincinnati.

3-BEAUTIES-3

The James Safety.



"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." 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.

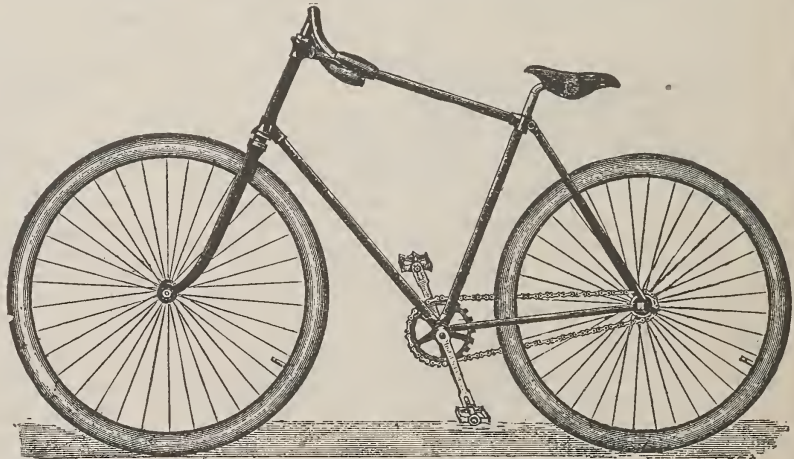
These celebrated machines are made by THE NEW BUCKINGHAM & ADAMS CYCLE COMPANY, Coventry Works, Birmingham, Eng. H. P. Cook, Managing Director, having had great practical experience, is turning out the B. & A. in great shape.

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

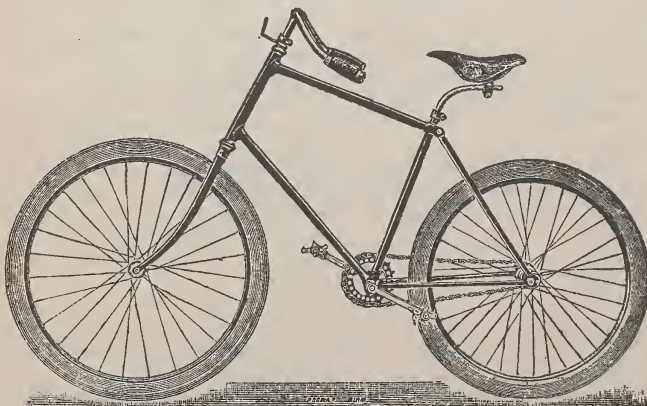
Beat the 100 Miles Record.

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.

B. & A. Champion Racer.



South Road Safety.



FRENCH & SONS, Balham, England.

"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.



AGENTS WANTED.

The Agency for the above has been secured by the

JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.

NEWS FROM ENGLAND.

THE PRESENT RACING SEASON IS ABOUT PLAYED OUT.

Trade Men Coming to America—The Grand Old Man of Cycling—Liverpool to London Record—Notes of All Sorts.

LONDON, Aug. 27.—We have had on the whole a rather quiet week. There have been one or two records made but otherwise things have been very slack. On Thursday, at the Herne Hill track, J. Waso and Charlie Newland set out, as they had done once before this season, to make an attempt on the 100-mile tandem safety record; but, as on the previous occasion, they were unable to complete their task, owing to the fact that the track was required for the evening handicaps of the London County Club. Last time they tried they were able to go only forty-one miles until they were compelled to desist, but this time they reached fifty miles before stopping. From forty-two miles to fifty they made new records, the half hundred being accomplished in 2 hrs. 28 min. 33 sec. Later in the evening Von Koppelow and Schulte, of the Bath Road Club, knocked out the tandem starting quarter record of 32 3-5 sec. made by Bradbury and Zimmermann the day before the latter sailed for home. They reduced the figures to 31 3-5 sec.

LIVERPOOL-TO-LONDON RECORD.

On the same day C. Lucas, of Liverpool, beat the record between that city and London, which was made by T. A. Edge early this season, by just an hour and a half. With a fine northwesterly wind behind him he rode the 197 miles in 12 hrs. 4 min. The first part of the journey he rode very strongly indeed, and between Litchfield and Coventry, where he was paced by E. Caborrow, he did twenty-one miles in the hour, and this over by no means the most level of roads. Hitherto Lucas's rides have always been regarded with some amount of doubt, owing partly to the fact that he has ridden without pacemakers. This time he was paced all the way and several of the men who aided him are of the opinion that he is a really good man and can do an even better performance. Lucas rode a model D Rudge racer, weighing twenty-one pounds, which stood the journey wonderfully well. This reminds me that in mentioning Lawrence Fletcher's great ride from Land's End to John O'Groats last week I omitted to say that he rode a New Howe safety fitted with Dunlop tires.

GOLDER ON THE WAY.

This in turn reminds me that the boat that brings this dispatch also carries S. Golder with samples of New Howe machines with which I expect he will do big business in the States. The New Howe is a rare boom here just now, and late as it is in the season Manager Philpot has as many orders as he wants. In this he is singular. Quite a number of factories are only working thirty hours a week, and on all sides I hear of men who have occupied what have been considered good, safe positions wanting new situations. Some of them are really first-class men whose houses have done big business but are now trying to cut down expenses by reducing the salary list. Others are agents who have been unable to stand the cutting which has gone on this season, and would prefer to take a situation with a sure salary to remaining another year in business for themselves.

THE G. O. M. OF CYCLING.

Last week, having a few days to spare,

I went for a short tour, and part of my route lay along the Great North Road. At Hitchen, the starting place of many famous races and record rides, I met Major Knox Holmes—the famous octogenarian—who for the second year is spending his summer holidays in the midst of the road racing men, in all of whose doings he takes a lively interest. Considering that he is eighty-five years of age he is a really wonderful old man and can compare favorably with many men twenty years his junior. The day before I met him "the major," as he is called by young and old alike, had attempted to ride 100 miles on his tricycle. He had arranged a time-table and a number of pacemakers just as if he had been going for a record. The pacemakers also acted as tugs and with a tow rope fixed to his machine aided him a good deal. Still the gallant old gentleman pedalled every bit of his first fifty miles, which occupied only three and three-quarters hours.

After turning the wind was adverse and the tow rope broke, the result being that he dropped away to something like four miles an hour, and after some seventy or more miles decided to give up the task. Spite of his exertions "the major" was next day as jolly as ever, and when I left him he was walking off quite gaily to spend an afternoon in watching a cricket match. He is a great believer in all sorts of sports, and he is just as keen a business man as he is a sportsman—a fact of which his fellow directors of Humber & Company, Ltd. and other concerns in which he is interested are often made fully aware.

Mr. Percy Stevens, of the Coventry Cycle Manufacturing Company, will probably arrive in the States in the middle of next month. According to present arrangements he leaves England on a business trip by the Bothnia on Sept. 6.

Served Them Right.

The police arrested several young men and two women in Brooklyn last week for violating Section 7, Article 3, of the city of Brooklyn's ordinance, which makes it a misdemeanor to ride a bicycle between sunset and sunrise without illuminating power, which should light up a portion of the world before him or her. Riding on the sidewalk also comes under the ban. The "legitimate" cyclists of Brooklyn say, "serves 'em right," and uphold the officials. No commotion except righteous indignation is expressed by the clubs, which will assist the law in this direction. A big run on lamps is expected.

What Was the Trick?

Sanger, the expert bicyclist, carried Milwaukee's name to the front yesterday in Chicago, where he lost only one of the races in which he entered, and that by a slight lapse on his part, and an admissible trick on the part of his opponent.—Milwaukee Wisconsin.

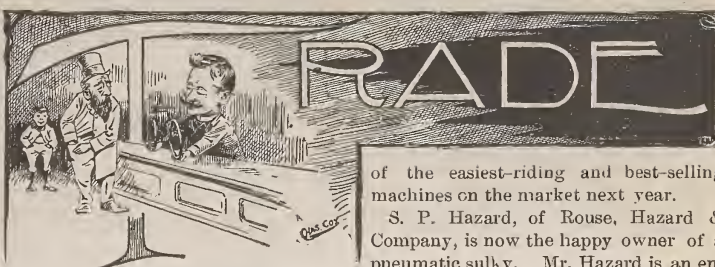
We haven't heard of any trick played on Sanger. Lumsden, aided by the inside position, beat him fairly and squarely, and Mr. Sanger, Sr., said so.

Will Build a Track.

The managers of the Hamilton (Ohio) Fair are so well pleased with bicycle races as a drawing card that they are talking of building a quarter-mile bicycle track inside of the horse track. Horse and bicycle races could be run alternately without injuring the bicycle track.

Lenz Snow-Bound.

Frank G. Lenz, *Outing's* around-the-world cycling scribe, was last heard from Aug. 29 at Yellowstone Park, where he was tied up on account of snow. He has been over poor roads. for the most part very sandy and hilly.



Perry Richards.

The Empire Cycle Works, of Wolverhampton, are owned by Perry Richards & Company. There are few firms in the cycle trade who devote more care and attention to the construction of cycles than they. Mr. Richards is one of the best mechanics and has had much practical experience in the trade and as a



rider. Last year business out-grew the old quarters and it was necessary to remove to premises which would allow more scope. They are now located in a spacious and neat factory in Cleveland street, Wolverhampton. Mr. Richards is a popular man in the trade, and through him the Empire has found a ready sale on the continent as well as at home.

Peoria Trade Items.

Mr. Kirkwood, senior member of Kirkwood, Miller & Company, is in Peoria on a brief visit. Mr. Kirkwood spends most of his time at Cedar Rapids, looking after the firm's branch house at that place. Although being well up in years, he is an expert rider, and about the first thing he does when he arrives in Peoria is to mount his wheel and take in the sights. He will return to Cedar Rapids in a few days.

Kingman & Company are the only firm in the city who have a geared ordinary in stock. They have very kindly allowed a large number of wheelmen to try the machine. It is a nice, easy-riding wheel, but we hardly think it will entirely take the place of the rear-driving safety.

H. R. Steensen of Minneapolis has entered the employ of Kirkwood, Miller & Company. Mr. Steensen has been a wheelman for a number of years. He will be in the repair shop for a couple of months and then go west with a sample line of Telephone wheels.

AN 1893 PATTERN.

The Rouse-Duryea Cycle Company are experimenting with a new diamond frame wheel for 1893. Through the kindness of Mr. Rouse your correspondent was permitted to try the new model, and we are pleased to say it is one of the easiest-riding wheels we ever mounted. The frame is made entirely of steel tubing with lap brazed joints. It has twenty-eight inch wheels, tangent spokes and is fitted with Morgan & Wright's semi-racing tires. From the appearance of the model of the Sylph it will be one

of the easiest-riding and best-selling machines on the market next year.

S. P. Hazard, of Rouse, Hazard & Company, is now the happy owner of a pneumatic sulky. Mr. Hazard is an enthusiastic horseman and has been around this country long enough to know a good thing when he sees it. He was the first man in central Illinois to build a sulky of this style. He took the wheels out of a pneumatic-tired bicycle, and in this manner had his pneumatic-tired sulky built in a few days. Peoria is the foremost city in America in bicycles or anything that looks like one, and Mr. Hazard is one of our citizens.

F. H. Henning, of Kirkwood, Miller & Company's bicycle department, leaves for New York on the 14th to meet Mr. Basil Riley, who is coming over with a sample line of Telephone wheels for 1893. The Telephone has given satisfaction this year, and K., M. & Co. will handle them on a much larger scale next year. Mr. Riley will only remain in this country a short time, as Messrs. Bonnick & Company, who manufacture the Telephones, will make a large display of their wheels at the Stanley show, and, of course, like any good Englishman, Mr. Riley will want to be on hand.

Fred Patec's last trip to the northwest finished his traveling for this season. He will not go out again until the latter part of October, when he will go on the road with sample machines for 1893.

A Question for Historians.

A REFEREE reader at Hillabara, O., takes the managers of the Raleigh Cycle Company to task over their "historical" advertisement in this journal as follows:

DEAR SIR.—I notice your advertisement in the REFEREE, in which you state that Sir Walter Raleigh came to America over three hundred years ago. Now Sir Walter Raleigh never put his foot on American soil; he never "came" to America and consequently did not discover it or a part of it. He sent several fleets but did not come himself. The writer believes your wheels to be good, but your historical assertions are bad. However, the writer will be greatly mortified if the above are not facts.

Since seeing the above Paul Angois, who wrote the advertisement, has drawn heavily on the libraries of New York for encyclopedias and histories of our country, and said that if he is mistaken then English teaching is at fault, for English teachers swear that Raleigh it was who discovered America, and also tobacco and potatoes at the same time.

The Raleigh's New York Factory.

The new Raleigh factory on Greenwich and Bank streets, New York, will occupy the entire loft of a large building covering nearly half a block of ground. The machines will be imported in the rough and finished here. George S. McDonald will have Harry Hall and A. A. Atty as assistants, and the wholesale office will be there, while the Broadway store will retail exclusively. The Zucker & Leavitt Chemical Company, whose advertisement is seen in the REFEREE, took a contract to have the plating and polishing plant in the Raleigh factory in running order in ten days.

Changes in the Sercombe-Bolte Company.

Through the negotiations of P. H. Sercombe during the past week, \$50,000 worth of the Sercombe-Bolte Manufacturing Company's stock was transferred from eastern holders to Milwaukee capitalists. The newly elected president of the company is Casper M. Sanger, who, besides being one of Milwaukee's most



We Don't—

Claim to have the very best wheel on earth—
that's a chestnut. We aim to be original; but
we do say, that, if you will ride a **Cleveland**
No. 4, geared to 63 inches, you will smile.
Rides like 53.

The Thread Tire is like the girl you love—
different from others. No others on our
wheels.

wealthy and enterprising citizens, is the father of one of the greatest riders of the day. Mr. Sanger has taken to everything connected with the bicycle in a very kindly manner, and already his pleasant, genial manners and cordiality are known to many prominent wheelmen.

F. H. Bolte was re-elected vice-president and superintendent. P. H. Sercombe, as heretofore, will be the secretary and manager.

The entire negotiations for the placing of the \$50,000 worth of stock were carried on and consummated by Mr. Sercombe, who is also the originator of the company.

Walter Sanger will represent the company on the road, covering the entire territory between New York and San Francisco, and if riding fast will secure orders for bicycles, he will unquestionably outstrip all other salesmen in this line.

The bicycle establishment of P. H. Sercombe is the loser of a Telegram safety, No. 418. A person representing himself to be Andrew Brown, 444 Park street, asked to try one of their machines for a few minutes on the street. He was allowed to take the wheel and has not been heard of since. The original Mr. Brown disclaims all knowledge of the affair.

The Roth-Kasten Cycle Company is also mourning the loss of a bicycle which was lost in much the same way.

The New Victor Racer.

If appearance goes for anything the new Victor racer, which was received by A. G. Spalding & Bros. last week, ought to bear out its name on the path as well as in point of sales. It is certainly a handsome wheel and weighs but twenty-four pounds, all on. It is a diamond pattern, similar in shape to the Humber, but smaller all around. The wheels are twenty-eight inches, front and rear, and have tangent spokes, while light Victor pneumatics are the tires, apparently very resistant. It is geared to sixty-six and a half inches, and a peculiar feature is that one crank and the crank axle are of one piece of metal. There should be a demand for this wheel, for it is certainly right up to date.

The Tower, No. 5 Diamond.

As neat a wheel as has been shown this season is the Tower, No. 5 diamond, which is made in three styles and weights—full roadster, forty-two pounds; semi-racer, thirty-six pounds, and racer, thirty pounds. It has a dust-proof ball head, thirty and twenty-eight inch wheels and direct spokes. The Carter gear case is fitted to these wheels.

The Marriott Racer.

We show this week a cut of the Marriott path racer, No. 15, and, as will be seen, it is a very handsome machine, being specially designed for the track and having all the essential points—rigidity, strength and lightness. One feature is that the crank bracket is somewhat higher than on most machines. It has twenty-eight inch wheels, laced spokes, ball head and Marriott's patent chain adjustment. All in all it is a most desirable machine and is receiving much favor abroad.

New Bicycle Factories in the South.

Houston, Tex., and Birmingham, Ala., are to have bicycle factories, the first in the south. At the former place H. D. Spore & Company have recently turned out their first wheel, known as "Texas No. 1," a diamond frame pattern machine weighing thirty-three pounds. This wheel was built in their shop, and

with the limited facilities at hand they succeeded in making a wheel which, in its first race, the Houston Bicycle Club championship, one mile, took first place, being ridden by George W. Sims. Arrangements are being made by this firm to manufacture a line of high grade wheels for the season of 1893, and a stock company will be organized, made

the ungainly thing fly over the road. It is clumsy and top-heavy, and for this reason does not turn corners readily, but on the straight road it seems to steer quite as well as a safety. M. Belanger has a great deal of confidence in the speed of his contrivance, and will shift the gearing up a notch or two and soon try for a mile. The machine he is

even enamel and line with the club colors when wanted. President Willis showed us some splendid samples of the firm's work last week.

Zimmerman, Berlo, Banker and many other eastern cracks are now using Bidwell pneumatics exclusively. Willis B. Troy, the race representative of the Bidwell Company, attends all the meets and is



THE MARRIOTT RACER.

chinery purchased, and all necessary details attended to, and when another racing season rolls around the fast men of Texas will have an opportunity to race on wheels built in Houston.

The Arrow is a new wheel being turned out at Birmingham, Ala. It is a neat machine, and already the maker has all the orders he can conveniently handle.

Recent Patents Granted.

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

481,569, bicycle; Frank Jewett, New Haven, Conn.; filed Nov. 2, 1891; serial No. 410,608.
431,608, cyclometer; Frank C. Weston, Bangor, Me.; filed April 15, 1891; serial No. 388,993.
481,681, pneumatic tire; Joseph Wellstein and Morgan E. Maxfield, Milwaukee, Wis.; filed April 11, 1892; serial No. 422,574.
481,744, bicycle; Lucas J. Phelps, Passaic, N. J.; filed Oct. 3, 1891; serial No. 407,645.
481,751, bicycle-supporting frame; Richard A. Engler, Columbus, O.; filed April 2, 1892.
481,762, valve for pneumatic tires; John F. Ives and Frank B. Colman, New York City; filed May 4, 1892; serial No. 431,842.
481,883, unicycle; Abraham Yost and Fernando Yost, New York city; filed Sept. 4, 1891; serial No. 404,709.
481,890, carrier attachment for bicycles; Maurice E. Blood, Kalamazoo, Mich.; assignor to the Kalamazoo Cycle Company, same place; filed Oct. 26, 1891; serial No. 409,889.

Did It on a New Howe.

The most remarkable safety record ride of the season is that of Lawrence Fletcher, of the Anfield B. C., Liverpool, who, on a New Howe safety, fitted with Dunlop pneumatic tires, succeeded in beating the Land's End to John O'Groat's record. He left Land's End on Sunday at midnight, and finished at John O'Groat's house on Thursday night at 11 p. m. He therefore rode the distance of 851 miles in three days, twenty-three hours. This performance eclipses the splendid ride of T. A. Edge over the same ground last June. On Wednesday and Thursday exceedingly rough weather and head winds were experienced, but notwithstanding these disadvantages Mr. Fletcher has reduced all previous records in grand fashion.

Belanger's Unicycle.

M. Belanger's unicycle was given a trial on the road at West Springfield, Mass., recently. The trial was very successfully made by M. D. Stebbins, who

now using was put together by a carpenter, and with the racing machine the Ames company is building, to weigh forty pounds, he expects to beat 1:45 for the mile!

Hired and Not Returned.

On August 24 a Wynnewood N. Y. B. & P. Co's. pneumatic tires; frame diamond pattern, double frame at bottom and single at top; thirty-inch wheels; stripped, with exception of brake on front wheel; No. 38015. Man was about 5 ft. 11 in., medium build, dark complexion, mustache, dark coat and vest, blue-gray pants, light straw hat, familiar manner.

Something New.

The Chicago Flusher Company, 16 North Canal street, is turning out a

quite a success in converting men to the idea that the Bidwell-Thomas is the tire.

All the leading Chicago cycle stores closed a half holiday Monday, Labor's holiday.

Harry Leeming disagreed with his partner Stokes, and last Monday the partnership dissolved.

F. N. White of the George R. Bidwell Cycle Company, New York, was in Chicago during the week.

The western championship of the Amateur Athletic Union, run at Detroit Aug. 29, was won by W. C. Rand, on a Monarch Copperplate.

The treasury department has informed a correspondent that under recent decisions of the board of general appraisers bicycles are not considered to be entitled



THE TOWER, NO. 5.

bicycle cleaner the utility of which is evident at a glance. The inventor claims to be able to clean the dirtiest machine in a very few minutes. We have tried one and can say it works very satisfactorily. No device like it has ever been on the market before. It is certainly invaluable to every cycle store and repair shop, as well as individuals who wish to keep their machines neat and clean. We refer our readers to the illustration showing same in operation, used in their advertisement in this issue.

Trade Tottings.

The American-Ormonde Company has commenced enameling wheels in all colors for the trade and clubs, and will

to free entry as personal or household effects, but are held to be properly dutiable when imported.

The fifty miles road championship of Scotland, decided on Saturday, August 20, was won by Mr. W. Duncan of Edinburgh, riding a New Howe.

The New York Belting and Packing Company has assumed control of two other rubber companies. The combination will have a capital of \$5,000,000.

Mrs. Elliott, mother of the popular family of trick riders, called on Hoyle last week and left an order for a wheel for the youngest girl. Mr. Hoyle reports the repairing trade as first class. He has lately been buying quantities of

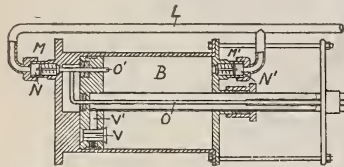
drop forgings and parts, and is now in a position to supply repair shops with these articles.

New English Inventions.

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

All persons interested in opposing the grant of a patent on any one of the undementioned applications, may at any time within two months from July 27, 1891, give notice in the prescribed form of such opposition.

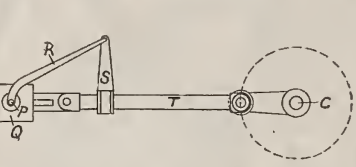
No. 10,819. E. Edward's "Improvement in velocipedes." Oct. 17, 1891. (Communicated by O. Dalisch, Germany.)—This invention has for its objects to remove the difficulties experienced by velocipedists in riding up hill, or on bad roads, or against the wind, etc., by assisting the muscular power by substituting when required a mechanical power such as compressed air, liquid car-



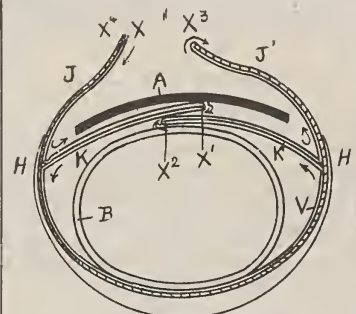
bonic acid, etc. On a suitable part of the velocipede is arranged a reservoir containing compressed air, liquid carbonic acid, and connected by a pipe (L) with a cylinder (B) provided with a piston and rod, in such manner that (as in a steam engine) the compressed air is admitted alternately in front and behind the piston, and by means of the piston rod, connecting rod and crank, the crank shaft (C) and chain wheels of the machine are turned, the forward movement of the latter being thus assisted or effected. Between the reservoir and the cylinder (B) in the supply pipe is arranged a valve which can be opened by the velocipedist at will to admit the compressed air to the cylinder. Between the reservoir and the cylinder (B) may also be arranged a pressure-reducing valve of the ordinary kind, to reduce the pressure of the driving fluid, and a heating chamber may also be arranged to expand the air or gas, and thus obtain as much power as possible. The opened supply pipe (L) admits the compressed air or other driving fluid into two valve boxes (M and M') which are arranged at each end of the cylinder (B) and contain valves (N and N') which are closed against the outer ends of the cylinder (B) by spiral springs. The piston and piston rod are made hollow, and in them is placed a rod (O) which is pivoted at its front end to a cross piece (P) sliding in a slot in the outer end of the piston rod and having its projecting ends fixed to a sleeve (Q) to which is pivoted a lever (R), the outer end of which is pivoted to the outer end of a lever (S) fitting upon a suitable part of the connecting rod (T) and projecting from the latter at about right angles, and capable of turning upon it so that it can be turned either up or down. In an opening through the piston is fitted a double valve (V) which is alternately moved in one or the other direction and allows the air in front of each side of the piston to pass alternately through the hollow piston and piston rod and escape. In the piston shown in the figure the pin (O) of the rod (O) opens the valve (N) through which the compressed air enters behind the piston. A moment before the valve (V) on this side is closed by striking against the cover of the cylinder, and the air in front of the piston can escape through the bore (V') and the hollow and slotted piston rod. The compressed air moves the piston forward and the pin (O) of the rod (O) will keep over the valve (N) for a short time by a differential movement of the rod (O) in the piston rod, so that a sufficient quantity of compressed air can enter to drive the piston. When the piston reaches the front cover of the cylinder, the valve (V) will be closed on this side and the valve (N') opened by the rod (O), and the compressed air enters in front of the piston and the air behind the piston exhausts. This operation is repeated as long as the valve in the supply pipe (L) is open. By turning the projecting levers (R and S) upon the connecting rod round through 180 deg, it is possible to give the machine a reverse action. If this is done while the velocipede is being driven, the admission valves (N or N') are successively opened prematurely and a back pressure is caused in front of the piston before the crank comes to its dead point, tending to stop the piston.

No. 8,988. McDougall & Carroll's "Improvement in pneumatic tires for bicycles, tricycles and road carriages." May 12, 1892.—The object of this invention is to protect the air tube, which in ordinary forms of pneumatic tires is formed separately from the outer covering, from injury or destruction caused by friction on the edges of the rim of the wheel, or from the ends of the spoke projecting more or less beyond the surface of said rim. In this invention a piece of canvas or other suitable material is folded so as to form a cover (V) as represented in section in the figure. The invention may be readily understood by ref-

erence to the figure if commencing at the edge of the fabric at the point X, the line is followed in the direction of the arrows to the point X 1, when the material is doubled back and passes round to the point X 2, where it is again doubled back and carried forward to the end X 3. At this point the fabric may either be doubled back round the outside and terminate at X 4, or a separate piece of suitable material may commence, so as to terminate at that point (X). The two pieces of canvas aforesaid are coated with rubber and vulcanized or solutioned together, and if preferred the folds of the inner canvas may be stitched at H and H 1. The cover which is thus formed is attached to the rim (A) of the wheel by means of flaps (J J') which are either cemented to said rim or to one another, or to rim or one another, or secured by hooks, buttons or the like, or by clenching one surface of one of said flaps against the other, when the air tube may be inflated in the ordinary manner. By these means the flaps (K and K') will not be detached and separated at H and H 1 by the action of the edges of the rim (A), and if

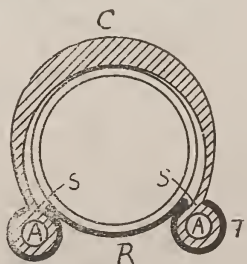


from any cause it is required to obtain access to the air tube (B) the cover (V) may be readily opened at any part or entirely detached without mechanical appliances being required, and may be as readily replaced. As an additional means of protection from injury caused by friction or the protruding ends of the spokes, there may be inserted between the flaps (K and K') and the rim (A) of the wheel either cork, leather, India rubber or other suitable substances. The inventors disclaim the use of flaps that may be attached to the inside of the cover (V) for lining



the rim of a tire either internally or externally, or the use of additional material placed between said flaps and the rim, or the means whereby the cover (V) may be attached to the rim of a wheel, but what they do claim is: "In a covering that is employed for placing on or over an air tube so as to form a pneumatic tire for the wheels of bicycles, tricycles and road carriages, the manner of forming flaps such as K and K' by folding or doubling the fabric so that said flaps and the inner of the two layers of fabrics forming the covering (V) may be made from one piece of material in the manner and for the purpose substantially as herein before described."

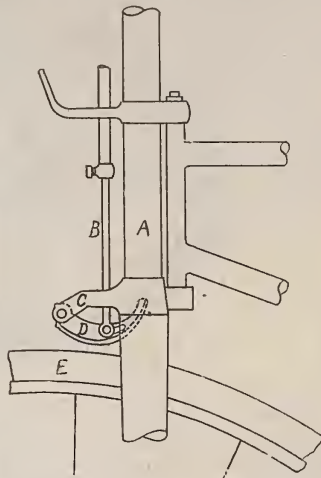
No. 14,688. S. B. Robertson's "Improvement in wheels for velocipedes and other vehicles." Aug. 31, 1891.—This invention relates to the means of securing on the rim of a wheel for a velocipede or other vehicle a cover for the air tube employed in pneumatic tires. The rim (R) is rolled of sheet steel or other suitable metal, having its sides turned inward so as to form tubes (T) with a



comparatively narrow opening or slit (S) extending the whole length of the rim. The cover (V) is made with a narrow air channel (A) near each edge, extending its whole length. In putting on the cover C over the air tube B, before inflating B, the edges of the cover are squeezed through the slits in the tube (T) and the channels (A) inflated; this swells them out as shown. After this the air tube B is inflated. The swelling out of the tubular parts (A) of the cover by making these parts wider than the slits prevents them from being drawn out of the tubes, but they can be withdrawn if necessary by deflating the tubular

parts (A). A solid tire might be fixed in the same way, and the rim might be built up instead of being made from one piece.

No. 16,208. W. Brooks' "Improvement in cycle brakes." Sept. 24, 1891. The object of this invention is to provide a brake having what may be termed an eccentric action, and so arranged that upon a slight application of the brake by the rider it will have a tendency to act automatically and thus reduce the amount of manipulative force usually applied by the rider. The hand lever and plunger are similar to those at present in use. The eccentric brake shoe (D) is situated at the lower end of the plunger (B). Just above the wheel and extending forward from the steering post (A) is carried an arm (C) formed at its front end into a jaw, having a joint upon which is carried the shoe, the upper part of the shoe lying in the jaw and extending rearwards. Between



the joint and the steering post the plunger is connected to the upper side of the shoe by a suitable joint. The centre about which the eccentric moves and the point of connection thereto of the plunger are so arranged in relation to the point of contact of the shoe with the wheel that immediately the shoe touches the tire (E) the forward motion of the wheel has the tendency to pull the shoe forward and downward, thereby automatically applying a portion of, if not all, the brake power necessary. The more nearly vertical is the point of brake contact with the wheel to that of the brake centre of motion, so is the automatic tendency increased. A spring is employed to draw off the brake when not required. By the use of another spring the brake power may be prevented from exceeding a certain maximum. The brake may be applied to the rear wheel or wheels by means of suitable connections being made therefrom to the manipulating lever, or it may be applied to both front and rear wheels.

No. 11,252. J. Dame's "Improvements in wheels suitable for velocipedes, perambulators, and the like." June 15, 1892. This invention relates to wheels suitable for velocipedes, perambulators and the like. According thereto the outer rim, which is provided with an elastic tire, is not rigidly connected with the spokes, but through the medium of springs arranged between the said outer rim and an inner rim, with which the spokes are connected in any well known manner. Wheels, according to this invention, are designed to supercede wheels with pneumatic and other elastic tires as heretofore constructed. The inner rim (A) is connected by spokes (B) with the nave (C) in any suitable way. The outer rim (D) is provided on each side with a flange (E) between which is arranged a rubber tire (F) which is cemented in the groove formed by the said flanges on the rim (D). The connection of the inner rim (A) with the outer rim (D) is effected by means of compression springs (G), which are fixed to the rims by means of screw bolts (H) and nuts (I), the said springs being sufficiently strong to transmit the rotary motion of the inner rim to the outer rim (D), and sufficiently elastic to completely take up the jolts caused whilst riding over uneven roads, without transmitting such shocks to the spokes and nave. The two claims are for: 1. The herein above described improvements in wheels for velocipedes, perambulators and the like, in which an inner rim (A) is elastically connected with an outer rim (D) by means of compression springs (G). 2. In wheels of the kind referred to in claim 1, the arrangement of said flanges (E) on the outer rim (D) for holding the rubber tire (F), which is cemented in the groove formed thereby substantially as described.

Notes.

J. J. Ross returned last week from an extensive trip through Michigan in the interest of the Ames & Frost Company. He leaves this week for a trip to the south.

The Pope Manufacturing Company is experimenting with two geared ordinaries at Hartford, and one has already been tested, to the liking, it is said, of Superintendent Day.

The Standard Bicycle Manufacturing Company of Indianapolis, which has been shut down for a month putting in new machinery and improving the plant, resumed operations this week.

The Western Spring Bicycle and Lock Company, with headquarters at Osawatimie and Kansas City, Mo., filed its charter last week in the office of the secretary of state. The capital stock is \$100,000, and the directors G. D. Weston, Aylmer Weston, H. H. Coombs, Alice J. Weston and T. F. Dunaway, all of Osawatimie, Kas.

McKee & Harrington scored at the big meeting at Clifton last Saturday. Paul Grosch, on a thirty-pound Lyndhurst, won the mile handicap easily, and another rider secured a place with the Lyndhurst. In honor of the event the manager for M. & H. opened several bottles, and asked all to look out for the Lyndhurst in the future.

Cycle dealers pay \$2.50 freight on every wheel to the Pacific coast, and \$12 to \$15 when expressed. By the latter way they wait a month or more for their goods. Traveling men cannot sell goods under sixty days' time. It costs the same to Salt Lake City as to the coast. The dealers on the coast add \$5 to the cost of the wheel.

Albert Williamson, of Quincy, Ill., recently won three straight races on a Haliday-Temple scorcher. The scorcher also took second in each event.

The Halladay Temple Scorchers cycles, manufactured by the Manon Cycle Company, are noted for beautiful finish. These wheels are thoroughly represented in all parts of the country.

H. J. Winn, formerly president of the Speedy Bicycle Manufacturing Company, has again entered the bicycle-making business. He has organized the Illinois Bicycle Company and will make the Flyer, a thirty-two pound roadster, to sell at \$150. The new factory will be at 655-659 Carroll avenue, and will be in full operation in a few days.

The Fulton Machine Works have built a racing wheel which weighs just one ounce under nineteen pounds, with three and one-quarter pound tires. With two and a half pound racing tires now being fitted, the wheel will weigh under eighteen pounds. The spokes are twenty gauge piano wire, cranks hollow, and twenty gauge tubing is used.

Ames & Frost offer \$50 reward for information leading to the conviction of the thief who appropriated, on Aug. 23, an Imperial Scorchers, No. 4083, fitted with a Garford saddle and cork handles. The same firm offer, for the owner, \$25 reward for the return of Imperial model A. No. 4915, or No. 4937, stolen from Bay City, Mich. A like sum is offered for the conviction of the thief.

The Ariel Cycle Manufacturing Company, which has been experimenting with geared ordinaries, has finished a sample machine, which has been tried by several old riders and pronounced the best they have tried. This company has not placed any upon the market as yet, but will have them ready for next season's trade. They will be made with 40, 42 or 44-inch front wheel and 20 and 22-inch rear, geared as the rider requests.



We Don't—

Claim to have the very best wheel on earth—
that's a chestnut. We aim to be original; but
we do say, that, if you will ride a **Cleveland**
No. 4, geared to 63 inches, you will smile.
Rides like 53.

The Thread Tire is like the girl you love—
different from others. No others on our
wheels.