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TO ADVERTISERS:

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

GOOD OLD SPRINGFIELD.

Always the greatest race promoter. Always the scene of the best records. Always the doner of best prizes.

Always the scene of the largest

Always the possessor of the finest

Always the scene of the most profuse hospitality.

All of these things, and many more, is good old Springfield.

A model town, made up of kindly people with an immensely developed bump of local pride. Possessing many enterprising papers which enter into the spirit of every local event and make it a success. Possessing also scores of tradesmen ready and willing to contribute liberally to the success of any enterprise. Such, when we first visited it in 1882 was Springfield, and when, in 1891 after the people had been given a long rest from cycle racing, and when the club men were even fearful that the old love had dwindled away, we found it the same enthusiastic, sport-loving town as when the British rulers first visited us to do battle with our few American rid-

One can never realize the whole-hearted manner in which the Springfielders enter into their annual tournament until he has been there and seen it for himself. Where on earth are all those people going at 11 o'clock in the morning? Why, to the races. Sure enough. Take a walk to Hampden Park races on either day of the tournament, and three hours before the advertised time, hundreds are struggling for admission. And from that time until late in the afternoon a steady crowd strings across the field and into the capacious grand stand.

ers at historic Hampden Park.

How many will that tremendous double-decked stand hold? We have no idea, but so many that any three race meetings might be proud to fill it be. tween them. But it isn't nearly sufficient. A supplementary stand holding half as many more, goes up beside it, and both present a complete sea of faces. Then there are hundreds, thousands perhaps, around the fences-a sight to warm the heart of the coldest and to make the racing man fly as he never dreamed of flying before.

Then as the band plays some inspiring air and some favorite comes flying down the home stretch, a winner, that crowd of from eighteen to twenty-five thousand people rises en masse and gives such a thunder of applause as might be heard in Boston.

ish cracks, will ever forget the scene.

Hendee was Springfield's idol; he was largely instrumental in making the meetings of old the successes they were. for the local pride of the people, thou sands of whom would never have gone for any other reason, drew them to the races, and once there they were pleased and went again.

Every one talked of Hendee. Corbett in New Orleans wasn't half the hero Hendee was in Springfield. The boys wore Hendee hats and ties, the girls Hendee gloves, shoes and other things, and the old ladies and old gentlemen talked excitedly of what a fine boy Hendee was and what a great city Springfield had become. Why, Springfield's bicycle races have done more to make a name for the city than anything else that ever occurred there.

Let it be by no means supposed, how ever, that the citizens are thus proud without just cause, or that Springfield bicycle races became so popular without effort. To be sure, the city has the advantage of the most centrally located track of which we have knowledge, but it was by persistent and expensive advertising that success was achieved. Springfield has always aimed to do something which no one ever did before. Springfield originated international racing between amateurs; the piano idea originated there, as did the carriage and pair-and, by the way, we have noticed no followers of the latter! Come, gentlemen: pianos are played out. Give us horses and carriages and diamonds, Ducker, the greatest boomer cycling ever knew, was the first manager of these famous meets, and his advertising matter flooded the country.

The most sensational events known to cycling have occurred at Springfield. Or ginally a mile track was used, but

later a half-mile was constructed and has been used ever since.

The first lowering of records was done by Frank Moore, a Birmingham man, an ex-champion of England. who in '82, proved too much for our amateurs Then came Prince, Keen, Howell and James, all professionals, and Vesey, Robinson, Hendee, Weber, Frazier, Harry Corey, Rowe, Sellers and Furnival. Possibly some others, whom we do not at the moment recall. The feats of the later record-makers, Taylor, Hendee, Zimmerman, Smith, Tyler-all are still fresh in our memories.

Riders from all parts of the world have been attracted to Springfield. England has sent us a dozen at least. Australia sent Langdown, San Francisco sent Fred Russ Cook; Oregon sent Merrill; Kentucky sent Jenkins; France sent Terront and Dubois. All these many others have competed at historic Springfield. It is for these reasons that all wheelmen, on the eve of the greatest meet of the year, look forward with absorbing interest to this great event and anticipate such racing as is never seen elsewhere. On Wednesday and Thursday of this week all the best men of America met for the first and only time this year. How they fared will be recorded on another page.

At this writing there seems good rea son for believing that the Springfield meet of '92 will be the greatest in history.

IMPROVEMENTS IN WHEELS.

As is the case with many improve ments, the American manufacturers will be a year behind those of England in the manufacture, on a large scale, of the geared ordinary. Many makers are not even thoroughly posted yet as to the new comer, but evidence has been forth-No man who ever saw Hendee, in his coming to show that in 1893 many of prime, race against and defeat the Engcoming to show that in 1893 many of

be blamed, perhaps, for not taking up in a hurry every new idea from the other side. In the first place, they benefit by waiting, in that they determine definitely, by means of John Bull's experiments, whether or not the invention possesses merit. In the second place, they have nearly always on hand large quan tities of material suited on'y to the machine at present in course of construction, much of which would become useless, or at least be greatly reduced in value by a change in patterns. To prepare for such changes, too, requires a large outlay for new machinery, while much of that in use may become almost idle. In a word, a change of pattern means far more to the maker than the average rider thinks possible.

It is nevertheless a fact that every important change made has, in the long run, been immensely beneficial to the maker. No saue man can doubt for a moment that the introduction of the safety is primarily responsible for the unprecedented popularity of the sport to-day, or that the makers have benefitted thereby. Thus it is sometimes, but not always, folly to attempt to hold in check those improvements which are bound, on their merits, sooner or later. to force themselves into prominence. The wide-awake maker loses no time in adopting everything which he can satisfy himself is an improvement on old methods.

It would make interesting reading if some one could and would explain to us why all the great improvements, the introduction of ball bearings, the safety type of wheel, the pneumatic tire, and finally, the geared ordinary, have come from across the water. It can not beor at least Americans will never so admit-that British mechanics are superior in skill and brain power to those of this country. The patent office is crowded with inventions of one kind and another, some of them the most nonsensical on which a man could spend his time and money, and some posses-ing great merit, but none such as have caused the great revolutions of the past five years in wheel building. Who can explain?

THE TROTTER STILL LEADS.

Some riders are under the false impression that when Zimmerman made a inile in 2m. 64-5s. he eclipsed the best trotting record. He beat Nancy Hanks' time on an oval track. On a kite-shaped track, which should possess as great advantages to a bicycle rider as to a trotting horse, Nancy has done 2:05 1-4. Still, there is no reason whatever to fear that any trotter on the face of the earth can defeat Zimmerman, Windle, Tyler or Taylor-possibly others might be addedat any distance, however great or small. No horse has ever shown a quarter in twenty-seven seconds or within twenty There can be no doubt of vards of i'. the ability of any of the men named to 'hang on" to Nancy for three-quarters, or of their ability to out-do the fourfooted female in the final spurt. We can hardly picture a better drawing event than a race between Zimmerman and the A rumor was afloat recently trotter. that Chicago would guarantee \$20,000 to the owner of the horse for such a race. Of course that was nonsense. Chicago hasn't raised enough pluck to procure a track yet! But if such an event were among the possibilities, surely all the trotting and cycling world would want to be there to see.

BIG WORDS THESE, MY MASTERS.

"I do want and will see the championships of the League of American Wheelmen thrown open to the world." Thus, if there be any reliance whatever to be The makers of this country can hardly placed on the utterances of the press,

saith Colorel Burdette. Indeed, colonel! These, s me people may imagine, are somewhat lofty words. It may be true, as rumor has it, that the racing board moves in whatever way the strings are pulled by the president, and that on that fact the colonel relies when he tells us that he "will see" the championships thrown open; but that gives him no right in the matter.

But regardless of all that, we opine that such an action would be injurious to the sport and pos-ibly even ruinous to the international association which it is now proposed to form. We wrote at length on this subject some time since, and should be sorry to see so important a step taken before it has had very caresul consideration. Let the American championships be for Americans-all Americans, not league members onlyand let us have an annual international meeting for the decision of world's championships.

EXTRAORDINARY, IF TRUE.

If our Milwaukee correspondent has been correctly informed, the Columbus Wheelmen are displeased over the action of the referee of their late race meet. who disqualified Sanger in .one race, because, contrary to rule, his starter stepped over the line in pushing him off, More than this, they have advised Sanger to serve an injunct on on them to prevent the award of the prizes to the second man.

If the Columbus Wheelmen have been guilty of such action, they have committed a grave offense. It is to be presumed that in selecting a referre they were careful to take one familiar with the rules and on whose integrity they could rely. If Sanger's starter touched the ground in front of the tape-and we have not seen this denied—the referee had no alternative. The rules provide for such cases, and he had nothing to do but enforce them. His decision in the matter is final. If matters stand as they appear to, Sanger will do well to ignore the advice tendered and the Columbus Wheelmen to at once forward an apology to the insulted referee.

NEEDS A TRAINING SCHOOL.

"The races at the Auditorium were hardly up to the mark. The management, what little there was, was poor. So says a Louisville paper. Poor management seems to be the rule at Louisville, primarily because the promoters select reliable men for officials. We have known a man to be appointed starter who imagined that all that was necessary in a time handicap was to drop a handkerchief for the first man. We have seen a judge who thought it just as easy to judge six feet away from the tape as directly on it. The beautiful southern city is not overloaded with experienced men, but all it has should be pressed into service at the coming "electric" tournament.

It may be well to advise that young man who threatens to disregard the racing board's suspension and race whereever he can creep in, that such action on his part renders him liable to prosecution for having obtained or attempted to obtain a valuable article under false pretenses. Go slow, young man.

How is this, Mr. Rouse? We have been informed that in building the additional rail to make up the shortage be tween the three feet and eighteen-in measurements, the entire distance added to the first half? case, the last half must have beer and some Peoria records may r touching.



Cycling vs. Pugilism

Thanks to Zimmerman and Windle, the people have been given something to about beside the late prize fight which had such a firm hold on a portion of America the greater part of the week. The query every other man fired at you last Wednesday, was: "Who will win, Sully or Corbett?" Thursday it was tor-Sully or Corbett: ture, and indeed, Friday. Talk about three perms of fighting take hold a hundred per cent quicker, and last longer.

On my arrival in a little town called Middlesex, Conn., Thursday night, I found that the only thing the town was interested in was a twenty-four foot ring in New Orleans, and the chances of two men who had contracted to disable each I sought the solitude of a quiet other. little hotel whose sign bore, under the proprietor's (George Schoffee) name those famous words, "As we journey through life let us live," etc., and for a truth, contrary to most New England country town hotels, life was worth living at Schoffee's.

But the admirer of prize fighting was there too, offering all kinds of extravagant odds on the slugger from Beantown, and a three to one shot was tempting enough to make two people invest a a little-just a little-but enough to pay their hotel bill, and to accommodate the offerer.

Next morning the first greeting was: "Well, Corbett won." On arrival at the depot the station agent was ready with, "A great fight; Corbett won." ductor of the train, and all the passengers seemed infected with pugilism, for a fat and jolly Catholic priest turned to me and remarked: "That man Corbett is a grand athlete and boxer," and possibly remembering his college days, the good man felt of his biceps.

On arriving at my first stopping place, East Hampton, the baggagemen tried to outbid each other for a copy of the New York Herald I was carrying. I left it to them and it was a sight to see the pair sit on a bundle of sacks and greeuily devour the details of the match. could run into each other for all they cared; they were more interested in an account of a fight.

But the same day, in Birmingham, Conn., I was basely swindled by an eight-year old American youth who was selling a "patent inside" paper, and yelling "All about Sullivan's suicide!" bit, and soon discovered that the enterprising infected one had magnified a ru mor into reality and was doing a land office business. On calling the lad to account later, he said:

"I didn't say he was killed; I said 'All about Sullivan's snieide.' And it's here, too," proudly announced his kid-"Corbett is a giant," went on the youngster.

"Why, Sullivan was the heaviest man was he not?" I asked.

"Oh, yes; John L. weighed two hundred and twelve, Corbett one hundred and eighty-seven, but you bet Corbett is a giant or he could not have licked John L," said the follower of Queensbury, and he talked as knowingly of the men's abilities as the renowned "Parson" Davies would.

Business men would sooner talk over the details of that fight than they would about business, and many a man was seen pouring over the rounds in detail. Therefore it is well that the country has turned its face from the twenty-four foot ring to cycling, and Zimmerman and Windle are to be thanked, for the subject is a heathen one much as we admire a man viho can whip a brute, made thus by success, and who supposed himself proof against man and rum. daily papers have therefore nearly drop ped wondering whether John L, will be a common bum in six months and Corbett a histrionic star and millionaire at the end of a year.

How Zim's Records Were Made.

Now the papers condole with Nancy Hanks and glorify Zimmerman and his pace, and with the usual license and facility of the daily, a new title of "Jersey Lightning" has been given Zim, and his middle name, Augustus, has been alter-

pulled away from his pacemakers and finished Time-2m, 84-5

He thus established a one-mile flying start

record.

Willie Windle, the plucky little Millbury rider, then came on the track. He announced that he would attempt to break Zimmerman's half-mile record of Im. 14-5s., made at Hartford Tuesday. With H. B. Arnold as pacemaker for the first quarter and H. C. Tyler for the second, the little rider granted. rider started.

The spectators and judges realized as Windle passed the quarter post in 30 2-5s, that something was going to be accomplished. When the exholder of the world's record crossed the tape in the time of 1m. 1-5s. the crowd fairly went wild. This places the half-mile record where it will

stay for a while.

Taylor, who holds the world's stand-George F ing start mile record, next tackled Zim's record of a few moments before. With A. E. Lumsden, of Chicago; J. P. Bliss, of Chicago; W. S. Camp bell, M. A. C., and N. H. Van Sicklen as pacemak ers, he went away. After a pretty mile ride he crossed the tape in 2m, 81-5s., three-fifths of a second better than Zimmerman's record.

The New Jersey rider did not allow it to stand long, however.

Zimmerman appeared on the track fresh and

smiling, after a good rub down at the hands of his trainer. Banker and Hess carried him a half-mile trainer. Banker and Hess carried him a half-mile in 1m. 3 1-5s , and Nelson and Taxis paced him the second half, each making a quarter.

The timers hardly believed their watches as they figured the time at 2m. 6 4-5s.—one-fifth of a second lower than Nancy Hanks' regulation track record. The crowd present went wild as the result was announced, and had not the champion ridden directly to the dressing rooms, he would have been carried around the park on the shoul-

The Sercombe & Bolte Pneumatic Sulkey,

ed to Alexander It will be noted that Windle is not feeling very badly over being beaten ly "Alexander," and his mile proves that the fair haired Millbury lad is still in the hunt, and must be watched to a certainty by his competitor, although it is not likely that Zimmerman will be beaten this year from scratch in competition. That last hundred-yard drive of his is too strong for the best, and his strength is immense to a certainty. The Boston Herald, speaking of the record breaking, said:

Nancy Hanks shed tears as she crunched her A special despatch from Hampoats this noon. den Park told her that Arthur Alexander—other-wise known as Jersey Lightning—Zimmerman had ridden a mile on a bicycle at a faster clip than she drew Budd Doble around the regulation track at

Hamline, Minn., on Wednesday last.

This was an ideal day for records. The sun shone clear and warm upon the track, and hardly a breath of wind was stirring. At 11:40 Zimmer-man mounted his wheel and rode around the track. He stopped about 300 yards back of the tape and waited until W. W. Taxis had mounted his safety and George A Bart safety and George A. Banker and Carl Hess their tandem.

All being ready, the four fiyers started toward the tape at a moderate speed, which increased rapidly as they advanced. They crossed the tape whirlwind, and were off after Nancy's

ders of his admirers.

The time made at the several quarters was as

Zimmerman's first mile — First quarter, 32s.; half-mile. 1m. 4 4-5s.; thr. e-quarters, 1m. 37s; one mile 2m. 8 4-5s. Windle's half-mile—First quarter. 30 2-5s; second quarter, 1m. 1-5s.

Taylor's mile—First quarter, 29 4-5s.; second quarter, 1m. 2 3-5s.; three-quarters, 1m. 34 3 5s.; one mile. 2m. 8 1-5s.

Taylor's mile—First quarter, 29 4-5s; second quarter, im. 2 3-5s; three-quarters, im. 34 35s; one mile, 2m. 8 1-5s; three-quarters, im. 34 35s; second quarter im. 3 1-5s; third quarter, im. 3s; one mile, 2m. 6 4-5s; third quarter, im. 3s; one mile, 2m. 6 4-5s;

The officials of the trials were:

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Zimmerman s first mile A. E. Lumsden referee; F. C. Graves, F. J. Whatmough, A. K. Miler, judges; A. O. McGarrett, C. E. Whipple, N. H. Van Sicklen, timers; D. J. Canary, starter. Windle's half mile—N. H. Van Sicklen, referee; W. J. McGarrett, F. J. Whatmough, A. K. Miller, judges; J. A. Bryan, A. O. McGarrett, C. H. Tobey, timers; D. J. Canary, starter.

Taylor's mile and Zimmerman's second mile—H. R. Winship, referee; W. J. McGarrett, F. J. Whatmough, A. K. Miller, judges; A. O. McGarrett, J. A. Bryan, C. H. Tocey, timers; D. J. Canary, starter.

The Versatile Announcer.

W. C. Marion, Jr., of Hartford is a versatile young man, as good a toastmaster, it is said, as he is an announcer, as expert in refereeing a fight as Professor Duffy or Parson Davies, and as a stage manager simply spotless. In these several positions Marion was seen to advantage recently at Hartford, and in all of them he was accorded the distinguished patronage of league royalty. Of course half, but after Taxis had dropped out and G. M.
Wells had taken his place the champion began to
hurry things. At the three-quarter post he

will acknowledge that fact. As a toastmaster he is said to be equal to Kennedy Child, and from personal observation the writer can vouch for him as a stage manager and p. r. referee.

His stage managerial ability was demonstrated at Hartford when "Cupid's Chariot" came to fill its car with tournament dollars, but Cupid was not very successful. Everybody seemed afraid of both Cupid and the chariot, for the crowd of supes Marion addressed in the county fair scene on the stage numbered nearly as many as the people in the house. Marion was telling the natives (while standing on a stool in front of the tent which concealed the bearded woman and snake charmer) that after all the outside fakes were exhausted a bicycle race would take place back in the woods somewhere, and Dan Canary and Asa Windle were among the stage natives. The race took place in the presence of the president, secretary and chairman of the racing board of the L. A. W., and Arthur A. Zimmerman, George A. Taylor and George Banker competed again-t trick-rider Barber's wife, who won and who is a professional! Now as gate money was charged, and of course the winner (a professional) participated in same, how is the "amachoor" standing of the above gentlemen affected? Raymond and Bassett informed your correspondent that sanction had been obtained and the race run under L. A. W. rules. Of course the men who competed against the woman pro are pros themselves, but as the house was small the purses must have been smaller.

But joking aside, does anybody think that "Cupid's Chariot" is going to popularize or elevate cycling in the minds of the ignorant or the masses? The race follows an exhibition of fraud at a county fair, or pienic of some sort, and savors of the worst type of circus swindle. No wonder the Hartford cyclists fought shy of such a show. It will end like all such schemes to work a few dollars out of cyclists' pockets. There is much to commend in the show outside the race scene, and the trick riding of Barber and the Power Brothers would and should attract alone.

A Successful Woman Agent.

"Who runs this place?" was my inquiry to a good-looking, smiling fat boy in Middletown the other night, on entering a Columbia agency.

"Miss Minnie Brackway," he replied. "What, a girl run a cycle agency?" I queried.

"Yes, and she runs it well, too," he answered.

Miss Brockway had gone out driving with friends and was expected back soon, so after taking note of the goodly stock I sat down and wondered how a woman came to get an agency, whether she was beautiful, etc. After examining several pictures, among them the REFEREE'S Christmas sketches of Osmond and Windle, and later ones of Zimmerman and Taylor, I had formed an opinion that Miss Brockway was an admirer of racing and altogether a progressive, live young woman. Nor was I disappointed. soon came in, and hastily removing her bonnet asked several questions rapidly. attenced to her customers, rented a wheel to a woman for a week and sold a timid-looking young man a Western Wheel Works machine. Then she spied yours truly.

After complimenting the young woman on her good selection of cycling literature (she reads the REFEREE religiously) I timidly enquired into her history in a cycling way. Taking a seat, Miss Brockway said:

"It was not from choice I became an

agent. A year ago my brother, who had which he contributes, it will be easily been agent here for many years, died, and as the business was prospering and my family depended on it somewhat, I The other tradespeople wondered if I would succeed. found it extremely hard at first, and it worried me, but soon things seemed to grow brighter. I became much interested, and this season has been the largest of any we have ever had. I have sold over a hundred wheels-Columbias, New Mails and Western Wheel Works. I have been so busy that I have had no time to learn to ride, but intend doing so this winter Next spring I intend to open a riding school and repair shop. One is much needed here,"

of anywhere between twenty and twentyeight years, and seemingly of a sunny disposition.

From other sources I learned that she is a writer of ability and a regular correspondent of the New York World, and furnishes a special article for the woman's page of that paper every Sunday. Only recently she proposed to the local club that they get up a road race.
The club did not enthuse. Miss Brockway did. She solicited the prizes and managed alone the most successful race evagiven locally, which drew as big a crowd as the circus generally draws. Miss Brockway attended to all the details of the race, even giving the word and then presented the prizes. She had been to Hartford and had taken a leaf out of Joe Goodman's management book, and now she proposes to give a day's track races, "just like Hartford," and there is no doubt it will be a record for the locality.

Pneumatic Sulkies all the Rage.

The old style sulkies must go, and they are going fast, too, judging from the number of "new-fangled things" seen around the trotting tracks these days Even the repairers are busy in some places converting sulky wheels, and there is great bustle all around among the horsemen to get them. And no wonder, when that noted authority, Mr. Robert Bonner, owner of Sunol and Maud S., says that they are five seconds faster than the old sulky.

A reporter visited Bonner and told him of Arthur A. Zimmerman's wonderful feat. After reading the dispatch Mr. Bonner said: "Well, it is simply wonderful. There is no telling were it will end, either with horses or men. Since July 20, this year, when the first pneumatic sulky was used in a race, there has simply been a revolution in trotting records. One strange thing about the new wheels with these ball bearings is that the horses are not tired a bit after a fast heat, and can repeat again and again. They seem to push the horse along; there is no vibration, and they are from three to five seconds faster, at least, than the old wheel.

"When Maud S. made her mile at Cleveland, in 1885, in 2:08 3-4, she used a sulky with a fifty-six inch wheel. This is still considered the fastest mile made by a trotter, as it was made on a regulation track with an old fashioned sulky."

There seems to be little doubt in the minds of many horsemen and carriage makers I have talked with recently that the pneumatic tire will be brought into general use on light vehicles.

The Editor of "Bicycling News."

The cares of the editorial chair sit very lightly indeed upon the brow of that fine enthusiast-E. H. Godbold-the editor of Bicycling News. What with the Midland Daily Telegraph, The Cyclist and the B. N., to say nothing of the various other journals at home and abroad to furnishing them in fine style.

understood that he has very little time indeed to idle away, and yet he finds opportunities occasionally to put in some real good work on the road (for he is an ardent cyclist); has a turn at pacing if anything of the kind comes his way; does a bit of sketching at odd times, and talks delightfully of the pictures of the year and the big guns in the world of art. In the winter he has been known to dig his head down in the "scrum." for the Coventry team, and still does his gymnasium practice with all the ardor of a new beginner. One day finds him in London, the next in a quiet spot on the south coast; and later still at a quiet spot near the Fens, where rumor says he is Miss Brockway is a decided brunette often inclined to linger. He is well dinner set, has been notified of their cycling world, and can take one back to famous events farther than some would Not a thing of importance goes on in the sporting world without his knowledge, and he can recall any of the famous athletes or cricketers of the immediate past just as easily as he can quote from the work of the latest fashionable author. His admiration for the paintings of E. Blair Leighton amounts almost to a passion, as an exquisitely choice engraving of one of this artist's best pictures which occupies pride of place in his cosy room amply testifies. "Lay thy sweet hand in mine and trust in me" is the subject of this gem, and it did one good to hear this busy young editor speak of the delicious green of the moss, the sweetest of pinks and the softest of grays. He has had some experience of "running a rag," and knows a good deal of the career of the defunct Magazine of Sport, a bright, well-written journal, which stopped all too soon, and undoubtedly deserved a better fate. As a handicapper he has achieved considerable distinction, and knows form as well as most people. What he has done for the B. N. must be known to every one, and that he is destined to make a yet bigger mark in the journalistic world the present writer thoroughly believes. Photography he would dearly love to go in for; but time does not at present permit. By some means or other he contrives to keep in touch with most of the leading cycling and athletic clubs in London and the Midlands, and his sturdy outspokenness at meetings of the N. C. U. is well known. Possessed of a sly humor, he can vet hit hard in debate, and he has been known to say some of the best things in the way of repartee one can imagine. As controller of the destinies (to a large extent) of the Bicycling News, he is evidently the right man in the right place.-Sport and Play.

What Wheelmen May Do.

England's medical authority. Lancet, was astonished when Shorland made his 413 miles in twenty-four hours, "The writer and, continuing, said: knows a cyclist, a member of the medical profession, who declares that if he could be protected from the impeding influence of the wind, and could be put on a line of railway properly laid for the purpose, he could, if placed behind an engine tearing away at the rate of 25 miles an hour keep up with the engine for one hour at least. At one of the meetings of the Society of Cyclists, Dr. B. W. Richardson, who presided, declares that he saw in them the first true efforts leading to the practical accomplishment of aerial flight.'

Secured New Quarters.

The Wolverine Bicycle Club of Grand Rapids, Mich., has secured rooms at No. 76 South Ionia street, and is fitting and

MILWAUKEE RACING ITEMS.

Peculiar Action by Columbus Wheelmen-Sanger Doesn't Go to Springfield.

MILWAUKEE, Sept. 13. - Sanger has been notified by the chairman of the prize committee to serve an injunction on the Columbus Wheelmen to prevent them from giving the prize to Berlo, who was awarded the first place in the one-mile open race by the referee, on account of the person who pushed Sanger off stepping over the tape. The Columbia Wheelmen say Sanger won the race fairly, and they want to see him receive the prize-which is an elegant eight-piece silver dinner set, valued at

shipment.

Now that it has come to be regarded on all sides that cycling is the coming sport, the League of American Wheelmen should be more liberal in their rulings regarding racing than heretofore. It has been the rule of the league, and for that matter is at the present time, to allow only amateur American riders to compete in championship races, but it is understood that next year a new plan will be adopted, and that it will throw open to the world the league championships. This will be in line with a liberal and progressive policy, which will not only receive the hearty endorsement of wheelmen all over the world, but will add strength, numbers and additional luster to the already great fame of this princely American institution. [We can not endorse our correspondent's views but are glad to give both sides of every story.-ED.]

Sanger, who intended to attend the great diamond meet at Springfield, has concluded to remain at home, as it would be impossible for him to return in time for the Milwaukee Wheelmen's races Sept. 17.

The racing board of the Milwaukee Wheelmen, in selecting Sept. 10 as the date for their first day's sports, failed to consult the weather prophet, and in consequence of rain were compelled to postpone the event until Sept. 17. The board has decided to re-open the entry list, which at the present time numbers in the sixties. The prize list will also be added to and made as attractive as possille. Many of Chicago's fast riders have entered and others will no doubt avail themselves of this opportunity. There will be eight events and a onemile invitation race. The Milwaukee Wheelmen will make an extraordinary effort to give visiting racing men a good time.

The State Fair Association has just completed at its new grounds one of the finest regulation mile tracks in the country. As it will be used more or less by the Milwaukee Wheelmen until such time as they can possess a track of their own, a brief description of it will give racing men an idea of what they can expect when attending a race meet in the Cream City. It is constructed on a new principle, the originator of which is J. J. Boyd, of Milwaukee, who has given the race track problem years of study. The track is constructed on what is termed a gradual curve, which it is believed will make it one of the fastest. It approaches the eliptical or regulation pattern in the general plan, but is built on such lines as to entirely avoid the abrupt transitions from straight stretch to circular turns, and from turn to stretch again. which has proven so annoying in the old style of track. The stretches pass smoothly into turns, in which the curvature is at first barely perceptible, but gradually increases in sharpness for 400 feet, then follows a true circular

course of similar length to the middle of the turn and vanishes into the stretches. The pole line is very nearly a perfect level, and the turns at their sharpest parts are much easier than those of the regulation track, and are thrown up for high speed. The track, it is claimed, is the finest ever built, and is expected to be very fast. Who knows but at some future time some of the world's records may be smashed on this track in the bicycle line, and new names made famous?

The resignation of H. P. Andrae, L. A. W. official handicapper, recently made, has not yet been accepted by the racing board. He will handicap the Milwaukee Wheelmen's race meet September 17.

Asbury Park Wheelmen.
The Asbury Park Wheelmen is one of the most flourishing organizations in New Jersey. At the regular monthly meeting last week two of the town's representative business men were elected to membership, and ten applications were received. The club now numbers eighty members, including Arthur A. Zimmerman, the modest Manasquan boy, who has electrified the bicycling world by his marvelous work on the To say that the club is proud of "Zimmie" is expressing it too mildly; they worship him, and when he finishes his racing season and returns home he will be given a reception that would shake down the walls of Jericho.

Papa Zimmerman is proud of his boy. When the latter returned from Europe, after he had met and conquered the Britishers, his fellow natives at Manasquan accorded him a grand reception. A brass band was engaged, and with a big transparency in the front ranks a parade made up of the best people of the place, marched through the streets of the historic town.

The A. P. W. sent two of its fastest riders to Springfield this week-Harry B. Martin and Ray Pauley. The club was also represented by thirty of its members, who went there in a private car. The trip cost each member fifteen dollars.

Fred C. Atkins is an enthusiastic cyclist, and to him is due much of the credit of engineering so successfully the A. P. W. meet on August 5 and 6. At the last meeting of the club a committee was appointed to select for him some suitable souvenir.

"Could Asbury Park take care of the national meet of the L. A. W. in 1894?" This was a communication addressed to the Asbury Park Wheelmen this week by G. Carleton Brown, vice-president of the league. Bicyclists in this section are enthusiastic on the subject, and steps have been taken toward the consummation of the proposition. Asbury Park is one of the leading summer resorts in America. Beside its natural advantages, it has one of the best athletic grounds in the east, with a third-mile track and a grand stand that will accommodate 4,000 persons; and speaking of the track reminds the writer that it is to be improved this fall by raising the bankings on the turns eighteen inches. It was the general opinion of the fast men who competed in the August races that such a course would improve the track wonderfully.

The A. P. W. will celebrate its second anniversary on Sept. 24 by giving a sup-

The necessity of educating the farmers the subject of good roads has met the the endorsement of the A. P. W. with the endorsement of the A. A. At its recent meeting it was resolved to provide 100 farmers in Monmouth County with a year's subscription to Good Roads, the monthly magazine published by the L. A. W. Captain Zacharias was authorized to draw on the club's treasury for \$100 to defray the expenses.

W. E. BEDELL.

SPRINGFIELD'S TOURNEY.

Again the Scene of Grand Racing and the Reduction of Many Records.

Zimmerman Twice Beaten, But Still the King.-Wins the Mile Record Race Easily.—Tyler Rides a Mile in 2m. 08 4-5s.—Windle Performs Well.— Thousands of Spectators.

PRINGFIELD, Mass., Sept. 13.— | haved young man. "Birdie" should Springfield! You have all heard of it. Thousands crowd the hotels and streets here to-night.

Where did the crowd come from? They came from every state in the union. California, Florida, Michigan, Illinois, Colorado, Texas and many other far-off points sent their cycling enthusiasts to swell the throng, and they came to see the great tournament of the year, founded by Ducker & Company and now carried on so ably by President Miller and his band of hard workers, who are fully as enterprising as the club was years ago.

The train from Boston, which carried one of the Referee specials, carried many men and their wheels, and the dark clouds which hevered over Springfield on our arrival filled some with forebodings of a rainy tournament, but President Miller, ever hopeful, stated that he had made special arrangements with Uncle Jerry Rusk for a two days' supply of real Indian summer weather, and he was cheerful on that account.

After vainly trying to engage the front parlor at the Cooley for some friends, a visit was paid to the track. Here everything was bustle, and more racing men hovered and moved around the track than have ever trod the old Hampden Park before. Fancy 750 entries! that was the number; and the host of trainers, backers and managers were alert, and used liniment on the limbs of their charges regardless of expense. The writer was greeted by racing men of high and low degree. The "champion of champions," Zimmerman, and George Taylor, looked fit and ready to do battle for Raleigh and blue rims. Windle was off color. So was Tyler; but the hero of two continents was fairly among the records, scoring his mile in competition in 2:16 2-5, another world's record. It would be a dull day if Zimmerman did not get among the records. Taylor did 2:17 a few minutes later from scratch, which shows that he is moving to some tune also. Berlo was all broken up and could not do anything, and the Chicago men were not much better. Van Sick len stated that he was not feeling well, but he felt well enough to ride a remarkable race in the two-mile handicap which he won in good style.

Lumsden rode poorly and Munger worse, so there cannot be much expected from the "great and glorious" on this trip.

Munger forgot himself after his heat and struck the inoffensive Carl Hess a hard blow in the face while the latter was on his wheel, "for getting in his way or crowding him," as he expressed it. A magistrate who was on the ground wanted Hess to swear out a warrant for Munger's arrest, but the latter immediately apologized and peace reigned. Munger caused many comments not complimentary to himself. He is not a complimentary to himself. He is not a very careful rider as his falls testify, and everybody knows Hess to be a well-be| Murphy. 2; Andrews, 3; time, 2:17 2-5.

have a guardian when away from home.

The crowd at the park numbered about 2,000, and the trial heats, as announced, took from 1:30 to nearly 7 o'clock to get through, being finished in semi-darkness. All the old-timers seemed to be on hand, and the old track was never in better condition for fast time, although the atmosphere was damp and chilly. The hotels are crowded to the doors to-night. What will they be to-morrow when the mob arrives? Some of them will have to camp out to a certainty, and the grand stand is likely to furnish accommodations for some sleepers before the races are over.

Overman's band is playing in front of the Springfield Bicycle Club house tonight, and ten thousand people are present on the circus ground opposite. All is bustle in the club house, and the various officials are doing heavy work.

One of the mile heats in a handicap was won in 2:13, which speaks volumes for what can be expected before the tournament is over.

It is estimated that ten thousand strangers will be here by 10 o'clock tomorrow, and the first day's attendance bids to be a record one. Among the visitors is noticed A. G. and John Spalding, the Overmans of Boston and Washington, J. B. McCune, Colonel Pope, Albert Pope, Jr., George Hendee, Fred Patee, Harry Rouse, George Collister, C. A. Dimon and other big; guns too numerous to mention.

From the look of the trials to-day the scratch men will have little luck in the handicaps, and it looks as if Zimmerman and Taylor will finish in that order in the great race for the gee-gees.

Five men went down in the second heat of the novice race, C. E. A. Kelley breaking his collar bone and Porter, of New York, getting cut up badly.

RESULTS OF THE DAY'S RACING.

One mile novice-First heat-E'well, 1; Hartford, 2; Bagg, 3; time, 2:58 1-5. Second heat—Dyer, 1; Willis, 2; Staunton, 3;

One mile, 2:30 class-First heat-E. A. Nelson, 1; Campbell, 2; Inslee, 3; time, 2:47 1-5. Second heat—Williamson, 1; Relph, 2; Murphy, 3; time, 2:33 2-5.

One mile, 2:50 class—First heat—Olmstead, 1: Hartford, 2; Moore, 3; time, 3:03 1-5. Second heat—Bagg, 1; Thompson, 2; Stacy, 3;

time, 2:48 4-5. Third heat-Nelson, 1; Andrews, 2; Wettergreen, 3; time, 2:46

Two miles, 5:46. dcss—First heat—Wunder, 1; Robertson, 2; Brandt, 3; time, 5:202-5. Second heat—Stacy, 1; Robson, 2; Mordt, 3; time, 6:052-5.

Half mile, open-First heat-Zimmerman. Taylor, 2; Wheeler, 3; Lumsden, 4; Hess, 5; time, 1:10.

Second heat-Tyler, 1; Taxis, 2; Rhodes, 3;

Banker, 4; Windle, 5; time, 1:11 4-5.

Halfmile, 1:25 class—First heat—Thompson, 1;
Elwell, 2; Olmstead, 3; time, 1:11 4-5. Second heat-Wunder, 1; H. B. Martin, 2; C. F.

Martin, 3; time, 1:10 2-5. Third heat-Snyder, 1; Whitten, 2; Stacy, 3;

time, 2:56 1-5.

Half mile, open-First heat-Tyler, 1; Taylor, 2; Banker, 3; time, 1:14 3-5.

Second heat-Zimmerman, 1; Taxis, 2; Lums-

Third heat—Windle, 1; Rhodes, 2; Campbell, 3; time, 1:10 4-5. One mile, 2:25 class-First heat-Wheeler, 1;

Taxis, 2; Arnold, 3; time, 3-05 3-5. Second heat—Rhodes, 1; Murphy, 2; Banker, 3; time, 3:01 3.5.

One mile, world s record—First heat—Tyler, 1; Windle, 2; Bliss, 3; Lumsden, 4; time, 2:54. Second heat—Smith, 1; Rhodes, 2; Taylor, 3;

Dorntge, 4; time, 3:15 1-5

Dornige, 4; time, 3:15 i-5.

Third heat—Zimmerman, 1; Taxis, 2; Wheeler,
3; Hess, 4; time, 2:55 2-5.

Half mile. 1:15 class—First heat—Williamson,
1; Dornige, 2; Warren, 3; time, 1:10 3-5.

Second heat—Broadhead, 1; Inslee, 2; Murphy,

3; time, 1:10 2-5,

Half mile, 1:30 class—First heat—Wunder, 1; Robertson, 2; Robson, 3. Second heat—Cronin, 1; Clapp, 2; Bahl, 3.

Third heat—Murphy, 1; Keltie, 2; Warren, 3. Half-mile, handicap—First heat—Pole, 65 yds

1; Dyer, 75 yds., 2; Draper, 45 yds., 3; Zim erman, scratch, 4; time, 1:043-5. Second heat—Tyler, scratch, 1; Staunton, 75 yds., 2; Sims. 65 yds., 3; Bliss, 20 yds., 4; time,

Third heat—C. F. Martin, 65 yds, 1; Taylor, scratch, 2; Warren, 50 yds., 3; time, 1:06 2-5.
Fourth heat—Campbell, 30 yds, 1; Williamson, 35 yds., 2; Murphy, 30 yards, 3; time, 1:06 1-5.
Fifth heat—Wells, 25 yds, 1; Arnold, 30 yds., 2;

Nelson, 40 yds., 3; Van Sicklen, 35 yds., 4; time, 1:03 1-5.

Two-mile, handicap—First heat—Zimmerman, scratch, 1; Munger, 50 yds., 2; McDuffee, 75 yds., 3; time, 4.51. Second heat—Nelson, 150 yds., 1; Relph, 135

yds., 2; Hartford, 300 yds., 3; time, 4:44.

yds, 2; Hartford, 309 yds, 3; time, 4:44.
Third heat—Van Sicklen, 35 yds, 1; Williamson,
110 yds, 2; Porter, 100 yds, 3; time, 4:39.
One-mile, handicap—First heat—Herman, 80
yds, 1; Robertson, 110 yds, 2; Thompson, 85 yds, 3; Zimmerman, scratch, 4; time, 2:16 2-5.
Second heat—Grant, 110 yds., 1; Bliss, 40 yds.,

2; Taylor, scratch, 3; Lumsden, scratch, 4; time,

Third heat—Bernhard, 115 yards, 1; Fuller, 90 yds., 2; Williamson, 65 yds., 3; Arnold, 65 yds., 4; time, 2:15 1-5.

Fourth heat—Nelson, 85 yds., 1; Robinson, 120 Merrill, 140 yds., 3; Whitney, 100 yds., 4; time,

Rain Causes a Postponement.

SPRINGFIELD, Mass., Sept. 14.—(Special telegram) - Despite President Miller's arrangement with the weather bureau, rain fell very heavily last night and most of to-day. Racing was therefore out of the question, and the club was reluctantly compelled to announce a postponement until to-morrow.

My prediction of vesterday has been amply fulfilled. Every train brings a heavy load, and to-day there are prob-

ably more riders here than ever before.

A telegram was received here to-day stating that Washington Park, Chicago, had been secured for races in October. On the strength of this, I understand Zimmerman has promised to go west.

Chicago men are well pleased with their work yesterday, and expect to win several prizes.

Zimmerman at Last Defeated.

SPRINGFIELD, Mass., Sept. 15.—(Special telegram).—The weather to-day fully makes amends for yesterday's disappointment. It is glorious. The track is in grand condition, and there are nearly ten thousand people on the grounds, An even larger crowd is expected to-morrow, when the world's record race will be

A parade occurred this morning, headed by the Overman band and the Springfield B. C. Then followed Geo. A. Perkins of Boston and D. E. Miller, president of the Springfield club, and after them Colonel Burdette and many representatives of "royalty."

Racing commenced at 2:30 under the following officials: H. E. Raymond, referee; Dr. G. Carleton Brown, Fred Patee, Alonzo D. Peck and Springfield's old favorite, George Hendee, judges; the Whipp'e brothers, O. N. and C. E., both Merdt, 2; A. W. Stacey, 3. A procession until the

Second heat-Wunder, 1; Warren, 2; Robson, 3; old and faithful officers, W. II. Jordan and W. C. Marsh, timers.

ZIMMERMAN BEATEN BY TWO MEN.

The novice race created but little excitement, but in the next event, the mile invitation, Zimmerman was defeated by both Tyler and Windle. Tyler is a member of the club here, and it had been announced that at this meet he would make the effort of his life to defeat all comer:. In this event he was successful, but the greatest dissatisfaction prevailed.

Many believed that Zimmerman had been prevailed upon to allow the local man to win, a suspicion not deserving the least credence.

Zimmerman needs rest. He has done enough work for a horse, and the effects were visible to-day when he was twice defeated. To people who have watched him before it was easily seen. Heretofore his last rushes, often on the outside of the track and on the rough portions, have been unparalleled. To-day they Taylor beat him in the were lacking. mile handicap, an t Lumsden ran within a yard of him in the half.

WINDLE TO THE FRONT.

Windle rode well in the ha'f-mile handicap, winning the final in 1 min. 5 2-5 sec. In this event Lumsden, 10 yards, and Munger, 20 yards, were passsed, apparently with ease. The former rode well in the half-mile open, however, for although unable to beat Zimmerman, he finished ahead of Tyler.

In the mile hanhicap Taylor, from scratch, beat Zimmerman and the competition record at the same time. Although he did 2 min. 1525 sec., however, he could get no better than fourth. Zimmerman attributed his defeat to the fact that he was unable to get through, while Taylor was more fortunate.

SUMMARY:

One-mile, novice—T. A. Dyer, 1; F. Hubbard, 2; W. O. Staunton, 3. A procession to the last quarwhen Dyer spurted suddenly and won by yards, five between second and third men. Time,

varus, are between second and third men. Time, 2:381-5.

One-mile, invitation—Tyler, 1; Windle, 2; Zimmerman, 3. Great interest was taken in this event. G. W. Wells, of Toronro, made pace to the quarter, and then Munger took a turn, leading until the three-quarter pole was reached. At this point Tyler was alongside him, followed closely by Zimmerman and Windle. By this time the remainder of the field, consisting of Wells, Berlo, Taylor and Taxis, were out of it. At the last quarter Tyler made his effort and secured a lead which the others could not overcome. Windle also left Zimmerman a yard or two and their po-sitions were not changed to the finish. Tyler won by a yard amid the utmost enthusiasm. Windle the same distance ahead of the champion. Time

One-mile, 2:30 class - W. S. Campbell, 1; C. Dorntge, 2; F. N. Herman, 3. Ten started. Williamson made pace for the first lap. Campbell came to the front at the last quarter and won by two feet. Time, 2:30 1-5.

two feet. Time, 2:30 1-5.
One-mile, 2:50 class—C. S. Thompson, 1; A. W.
Olmstead, 2; C. T. Nelson, 3. There were nine
starters at the outset. Blake'y went to the front
and stayed there until after passing the quarter.
Olmstead took the lead at the three-quarter pole,
but was easily passed by Thompson in the stretch.
The latter won easily. Time, 2:31 3-5.
Half-mile, handicap—First heat—A. R. S. Willamson, 35 yds., 1; C. W. Dorntge, 30 yds, 2; P. J.
McDuffee, 70 yds., 3; W. S. Campbell, 30 yds, 4:

McDuffee, 70 yds., 3; W. S. Campbell, 30 yds. 4; time, 1:06 4-5.

time, 1:96 4-5.

Second heat—A. E. Lumsden, 10 yds., 1; L. D.

Munger, 20 yds, 2; A. W. Warren, 50 yds, 3; C. T.

Nelson, 75 yds., 4; time; 1:99.

Third heat—A. H. Davie, 70 yds., 1; W. O. Stauuton, 70 yds., 2; G. M. Wells, 20 yds., 3; C. F. Seeley,

Fiual heat—W. W. Windle, scratch, 1; E. A. elson, 25 yds., 2; R. S. Williamson, 35 yds., 3.

Windle worked his way through his field magnificently, caught and passed the men up to twenty-five yards in the first 200 yards and defied all their efforts to hang on. Fifty yards from the finish he was in front and of course won easily, Nelson beating Williamson by a foot. Time,

last quarter, when Robson let out and won easily,

Half-mile, open—Zimmerman, 1; Lumsden, 2; yler, 3. Chicago rejoiced over this event, for Lumsden beat everyone but Zimmerman. George Banker cut out the work for half the distance, and then Zimmerman rushed by, winning by a Time, 1:09.

Half-mile, 1:25 class -A. H. Davie, 1; H. T. Wun-der, 2; H. B. Martin, 3. This at first seemed a good race, but eventually Davie won by ten yards. Time, 1:12 3-5.

One-mile, handicap-H. B. Arnold, 85 yds., 1; E A. Nelson, 85 yds., 2; J. P. Bliss, 40 yds., 3; eorge A. Taylor, scratch, 4. Taylor, Zimmerman and Lumsden started from scratch. It was a magnificent race all the way. The eastern pair paced alternately, Zimmerman to the quarter, Taylor to the half. Then the latter remained in front, afternately, Zimmerman to the quarter, Taylor to the half. Then the latter remained in front, reaching the three-quarters in 1:41 1-5. He could not catch the leaders, however. Arnold won handlly by a yard, less than five yards covering 'Zimmerman finished sixth. Taylor's mile, which, with the three-quarters, is competition record, was 2:15 2-5.

Will Race at Chicago.

SPRINGFIELD, Mass., Sept. 15.—(Special telegram.)-The Chicago delegation has secured promises from a number of eastern racing men to attend the Chicago races in October. Among those who have promised are Zimmerman. Ty'er and Taxis. Zimmerman is much perturbed over the supposition that he allowed the other fast men to beat him. He will rest awhile after this week.

Zimmerman Regains His Laurels.

SPRINGFIELD, Mass., Sept. 16 .- (Special telegram.)-On this, the closing day of the diamond tournament, the weather is simply magnificent for the spectators. Your correspondent has never seen an attendance to compare with that at this moment gathered at Hampden Park. club official, who has seen nearly all the big crowdshere, estimates the attendance at fifteen thousand.

The track is simply superb.

Zimmerman certainly looks off-color, and his friends cannot disguise their disappointment. The champion stated to a Referee representative, however, that he is by no means dispondent, and will make every effort possible to uphold his position this afternoon.

A photograph exhibited in the press stand shows clearly that Bliss was second in yesterday's one mile handicap.

Governor Russell and staff, accompan ied by President Miller, have just entered the judges' stand, and met with an enthusiastic reception.

A rather strong wind is blowing and will interfere with the riders, somewhat, on the finish.

Full details of the racing will be found in the following

SUMMARY.

One mile, 2:40 class—E. A. Nelson, 1; C. M. Murphy. 2; Wunder, 8. This was a grand race all through. At the outset Murphy made the pace, and for the first half was not headed. At three-quarters Nelson took up the running and won by a length. Time, 2:34 3-5.

Half mile, open—Zimmerman, 1; Taylor, sumsden, 3. The starters were Windle, Zimmer Lumsden, 3. man, Taylor, Taxis, Lumsden, Rhodes and Camp bell. At the outset Taxis took the lead, but was only permitted to retain it for a hundred yards. Then Zimmerman rushed to the front, and was never headed. The champion won by five yards, proving, or at least seeming so to do, that the reports so industriously circulated as to his condi tion were untrue. Lunsden was a good third. Windle finished in fifth place, a dozen yards behind the winner. Time, 1:12 1:5. Last quarter,

One mile, 2:25 class—C. W. Dorntge, 1; H. C. Wheeler, 2; G. W. Wells, 3. Banker went away in front at a fair pace, closely followed by Bliss. At the half Hess took a turn at pacing. Nearing the last quarter Banker, Bliss and Rhodes went down in a heap Two hundred yards from home down in a heap. Two hundred yards from Milliken, the Baltimore man, was leading, splendid effort by the Buffalo man landed him a vinner. The Toronto man, Wells, was a good hird. Time, 2:38 4-5. The race was declared off.

of starters. Bliss started from scratch, and caught the big bunch ahead of him at the quarter, but to get through was impossible. Nelson made a splendid effort in the straight and won a Bliss started from scratch, and

good race by two yards. Time, 1:07 3-5.

Two miles, 5:30 class—McDuffee, 1; W. S. Campbell, 2. A field of moderate performers Campbell, 2. appeared, and J. C. Wettergreen led them at an easy pace to the quarter. Then the Boston boy, McDuffee, and Campbell rode side by side in the lead to the half. Mordt then took up the pacing, followed, at the end of a mile, by Broadhead. At three-quarters of the journey Wettergreen spurted furiously, passing both McDuffee and Campbell. They collared him again one hundred yards from the finish. The finish between Wunder, McDuffee and Campbell was a corker, the Boston man winning by a foot, and Campbell less than a yard belying coordinates. and Campbell less than a yard behind second man, Time, 5m, 53 1-5s.

THE WORLD'S RECORD RACE.

One mile, world's record race—Zimmerman, 1: Windle, 2; Taxis. 3; Taylor, 4; Tyler, 5. Naturally enough, the greatest excitement prevailed when the men walked to the mark for what was expected to be the most memorable event of the season. And it was a field calculated to create excitement in the least excitable of men. All those who possessed the slightest chance of succes turned out, and the field was probably the most representative of America's riders that could possibly have been gathered. Windle and Tyler. the Massachusetts representatives, were called to the judges' stand and extended the best wishes o Governor Russell, while the New Jersey man's adherants made Rome—or rather Springfield—how with an enthusiastic demonstration in behalf of of their favorite. And richly they all deserved it. The people are now thoroughly satisfied that the racing is absolutely fair and square and that every man engaged in this event was there to win, if all the energy he could put into use could accomplish that object. As the men stood at the mark, the magnificent prize for the event, a carriage and pair of horses, valued at \$1,000, was driven on to the track. The noisy crowd did not stop cheering and calling the names of favorites even when the men were all ready.

At the pistol-shot, George Smith, the Riverside

champion, jumped away with the lead, and, with his lightning spurt, which carried him so well through in his recent quarter-mile record race, opened up a gap of twenty-five yards in the first quarter. Keeping up his pace, he passed the half-mile post fifteen yards in the lead, by this performance securing two diamonds offered to the leader at each quarter. Then Her took up the game, and, leaving the field, passe Smith, who was fast tiring, soon after the half. Zimmerman and Windle were close behind him, however, each intent on the final result, and paying no heed whatever to the gew-gaws offered for intermediate distances. The Millbury man went up to Hess, but dropped back again. Hess and Dorntge were the leaders at the quarter pole, and here, of course, the great struggle began. Tyler, who had been riding quietly, and preserving all his strength, went to the front, followed closely by Taylor. At this time Windle and Zimmerman were on the pole and remained there until fairly in the straight. Then the great Jersey rider went through the gap ahead of him into the lead Windle, right after him, challenged resolutely for the premier position, and gained slightly, reaching his rivals pedals. But he was unequal to the task, for Zimmerman, with that marvelous spuri which has made him the greatest rider of the world, soon placed the result beyond doubt. Fifty yards from home it was all over, and Zimmerman won by five yards, Windle second, Taxis third, Taylor fourth and Tyler fifth. A strong breeze was blowing down the straight as the mer finished. Time, 2:31 3 5

It is useless to attempt to describe the scene of excitement which followed the race. The winner excitement which followed the race. The winner was enthusiastically, wildly cheered, and was congratulated by the governor and by every one who could get near him. Through it all he maintained the same modest extension which tained the same modest exterior which has made

Hal mile, 1:15 class-R. S Williamson, 1; A. W Warner, 2; C. M. Murphy, 8. Eight men turned out. There was a fight for position all through. Williamson assumed command three hundred vards from the finish, and after a ratiling race

yards from the mish, and after a rating race beat Warren by a yard. Time, 1:13 2-5. Two miles, handicap—J. P. Bliss, 70 yds., 1; McDuffee, 70 yds., 2; R. S. Williamson, 110 yds., 3. Bliss soon caught the limit men, and, riding with excellent judgment, came away a furlong from home and beat McDuffee about two yards. 4:54 1-5.

Half mile, 1:50 class-C. M. Murphy, 1; A. W. Warren, 2; Wunder, 3. The riders were bunched from the start until well into the stretch. Here Murphy's experience told and enabled him to beat Warner by a yard. Wunder was ten yards

beat warner by a yard. Wunder was ten yards away. Time, 1:09 1:5.

One mile, 2:25 class—This, the second attempt, ended in another fizzle. A time limit of 2:35 was imposed, and this time was not approached. The riders loafed in in 2:37, 2-5. Race declared off

made a number of successful onslaughts on the records

THE MILE RECORD BEATEN.

Tyler tried the mile, standing start He was poorly paced, the Murphy brothers and Banker going the first half on a triplet, Taxis the third quarter, and Nelson the last. There was a tremendous shout when the announcer stated that the Springfield lad had covered the distance in 2m. 8 4-5s. His quarters were First, 35s.; second, 1m. 5s.; third, 1m. 35 4-5. Of course, all Springfield is jubilant over the performance.

The Murphy brothers and A. C. Banker rode the triplet a half-mile in 1m. 1s., and Herman and Fuller covered a mile on a tandem in the record time of 2m.

Races at Washington Park. The prospects of a couple of days' sport at Washington Park are excellent. The Chicago C. C. has about completed arrangements for the track, and Zimmerman, Taxis, Tyler and others have promised to attend. The list of events will be completed and sent to Philadelphia, where they will be announced

Monday.

The Washington Park people have undertaken to put the track in the best possible condition.

October 21 and 22 are the dates,

Since writing, the following programme has been arranged:

First day—One mile, novice; one-mile, 2:25 class; half-mile, handicap; threemile, invitation, handicap; quarter-mile, open; two-mile, open.

Second day-One-mile, 2:40 class; two-mile, 5:00 class; one-mile, handicap; two-mile, handicap; half-mile, open; onemile, dedication; half-mile, handicap, final. Entries close a week ahead, with C. P. Root, this office.

Thinks the League Can't Stop Him!

* *

Ludwell Cox of Abingdon, Ill., has been declared a professional by the racing board. This fact was published in the Bulletin some time since, but the racing board is anxious to circulate the affair very thoroughly in this section, so that the party may be prevented from competing in ama'eur races, and that he may be taught a lesson which he will not soon forget. The board is particularly anxious in this particular case, as Mr Cox has taken the pains to write a letter to the board "cussing" it up hill and down He also takes particular pains to knife the league, and claims that it cannot stop his racing; that he does not belong to the league, never has and don't want to, and will do all he can to harm it. This being the case, it is thought best for the good of the cause of organized sport to make his suppression as severe us possible. Race meet promoters will please take notice.

Coming Events in Ohio.

The Springfield, Ohio, wheelmen will hold a race meet at the Clark County feir grounds Sept. 20. The track is a half mile and fast. The Cadet band has been engaged for the event. Below are given a few of the best prizes offered: Model B Victor pneumatic, silver cup, gold medal, \$50; gold medal, \$30; bronze figure, bicycle suit, op ra glasses, gold headed cane, gold watch. Besides these there will be many more valuable prizes to be used for seconds, thirds and fourths. Programmes and entry blanks are ready for distribution to any one desiring them.

Paris, on Tuesday and Wednesday, he covered the wonderful distance of 421 miles, 437 yards. This is the second time Stephane has accomplished this feat. In July he rode 392 miles, 892 yards on the same track-the famous Buffalo. Then Shorland, in a race at Herne Hill, did 413 miles, 1,615 yards, which stood until Wednesday.

Columbians on the Road.

To the Columbia Wheelmen, Chicago, belongs the honor of holding the great-est club road race on record. The club's membership is 153, all but twenty of whom are riders. There were 113 entries. Owing to the fact that a change of arrangements was necessary, but



H. L. NELSON.

sixty men started. It had originally been intended to hold the r ce on Sunday morning, but the park autho ities refused a permit. Sixty-three prizes valued at \$1000 were offered.

At the starting point a huge tent provided shelter for the contestants, while rope for over a block held the crowd

The start was at 4:16, a slight rain falling throughout the race, making the newly laid boulevard very heavy travel-Yet Fred Nessel, of Waukesha fame, and Emil Ulbrecht rode the ten miles in 30:21, finishing six inches ahead of Ulbrecht. L. Tagholm, the other scratch man, made 30:30; J. A. Erickson, 30:50; J. S. Olsen, 31:10, and W. J. McMahon, 31:45. The latter rode nine miles on a broken saddle, and will be allowed to ride the first five in another contest, for a place on the team of 1893. H. L. Nelson, the winner of Saturday's contest, is but eighteen years of age, has ridden but a year, and works for A. C. McClurg & Company.

	SUMMARY.	
Ple	. Name. Handep.	Time.
1	H. L. Nelson3:30	: 3:00
2	W. Balnbridge1:30	31:02
8	S. C. Clark2:30	82:30
4	O. Smith3:00	33:02
5	A. Prince2:45	\$2:49
6	Alf Norman3:45	33:51
7	H, Maclagan1:00	31:20
8	O, E, Olsen1:00	31:22
9	G. S. Olsen	31:10
10	O. F. Erickson4:15	34:89
11	W. J. Doyle1:30	81:50
12	Fred Nesselscratch	30;21
13	Emil Ulbrechtscratch	30:21
14	A. H. March1;00	81;25
15	E. J. Consoer3:00	33:29
16	L. Tagholmseratch	30:30
17	J. A. Erickson	30:55
	* * *	

Zimmerman in New York.

Arthur Zimmerman had a "soft snap" in the two mile championship, given with other athletic events last Saturday at Manhattan Field, New York, before about 2,000 people. Only Banker, of the Half mile, handicap—E. A. Nelson, 40 yds, 1;
A. W., Warner; 59 yds., 2; W. C. Stanton, 75 yds.,
S. The plucky little Chicago rider, Bliss, came out for this event. There was an immense field but the men were not yet satisfied, and but the men were not yet satisfied and but the men were not yet satisfied. fast division, opposed him, and Zim.

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Kirkwood, Miller & Company,

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PEORIA, ILL.

<u>|</u>

The New York A. C. scored fifty-eight points in the meeting to the Manhattan Athletic Club's fifty-one; the worst blow to the later being the defeat of their mile champion, Conneff, and the walk-flansburg, 1; Haigh, 2; Campbell, 3; time, 2:55. over for Zimmerman against their cyclists.

biennial race meet of the St. Johns (Mich.) Wheelmen was favored with the usual fine weather and was a success in every particular. Below is a summary of the day's racing:

Sixteen-mile road race—twenty starters—First prize was won by Charles Parker, Goshen, Ind.; time prize by R. Loomis, Lansing, scratch, in 51:30. One-mile, novice—six starters—R. Loomis, Lan-

sing, 1; H. E. Beecher, Detroit, 2; time, 2:45.
One-mile, open – First heat—W. B. Hurlburt,
Detroit, 1; F. F. Rough, South Bend, 2; time,

Second heat—E. L. Reichle, Saginaw, 1; M. W. Thompson, Jackson, 2; time, 2:58. Final heat—F. F. Rough, 1; E. L. Reichle, 2;

Two-mile, handicap—eleven starters—C. H. Weld, Marshall, 175 yds., 1; Charles Parker, 220

yds., 2; time, 5:25.

One-mile, club championship—four starters—A.

Smith, 1; J. Davies, 2; time, 3:07 1-2.

Five-mile, handicap—twelve starters—F. F. Rough, 250 yds., 1; C. H. Weld. 450 yds., 2; time,

Quarter-mile dash—seven starters—E. L. Reichle, 1; M. W. Thompson, 2; time :381-5. Special race for farmers only, one mile-five

starters—E. H. Wesbrook, Marine City, 1; S. D. Trove, Penamo, 2; time, 3:02.
Half-mile dash—seven starters—F. F. Rough, 1;

M. W. Thompson, 2; time, 1:18 2-5.

ROBERT G. STEEL.

Good Sport at Kalamazoo.

Kalamazoo's tournament last Saturday and some good sport was seen, though no remarkable times were made. results were as follows:

Mile, handicap—Caselton, Battle Creek, Haigh, 2; Jones, Battle Creek, 3; time, 3:00.

Vyne, 3.
Mile, handicap, boys-Stimpson, 1; Murphy, 2;

Three-mile, handicap—Casterlin, 1; Bradford, 2; Jones, Battle Creek, 3; time, 10:50. Half-mile, scratch—Casterlin, 1; Flansburg, 2; Jones, Battle Creek, 3; time, 1:22 3-4.

Races at St Johns, Mich.

St. Johns, Mich, Sept. 12.—The third

Races at St Johns, Mich, Mich, Sept. 12.—The third

Races at St Johns, Mich, Mich,

Five mile, handicap—Jones, Battle Creek, 1; quarter-mile track is being built. Henshaw, 2; Bradford, 3; time, 17:25.

Open Events at Elgin, Ill.

These events, open to all amateurs, occur at Elgin, Ill., Oct. 1: Half, onemile and two-mile scratch, half, mile, two and five-mile handicaps. There are also two events for Elgin riders. Entries close Sept. 22 with H. H. Everett. Elgin, or at Spalding's.

* * What They think of Us.

Chicago delegation come ramping from the making of mythical records on the kite shaped tracks of the western wilds."

Another West Side Failure.

The west side track scheme has gone it. The committee to whom the matter up. was referred reports that their offers to the people who own the ground selected were absolutely refused.

* A Canadian Programme.

At the Wanderers' Bicycle Club meet, to be held on Sept. 24, at Rosedale track, Toronto, the following events occur: One-mile safety, handicap; quarter-mile, was a well attended and successful affair and some good sport, was seen, though class: one-mile, open; three-mile, handicap, club only; half-mile, handicap; of the Davenport Fair and Exposition. two-mile team race, open to Canadian William Schmidt captured the mile

Half-mile, seratch-Bradford, 1; Hawcroft, 2; Nash, Hyslop, Smith, Carman and Palmer barred; five-mile, handicap. For further information apply to the secretary, 136 King street East, Toronto, Ont.

Race Notes.

There will be races at Freeport, Ill., on Friday of this week,

At Island Park, Fairfield, Me., a new

The Illinois club has about seventy entries for its ten-mile handicap road race Saturday.

A survey of the ten-mile course from Humboldt to Douglas Park, Chicago, and return, shows it to be one-sixteenth of a mile too long. Ulbrecht's record of 28:42 1-5 over this course, was American record until Harry Hall lowered it onefifth of a second,

Morrison, of the Lincoln club, is still in a hospital at Columbus, O., owing to Tois is from a Springfield paper: "The his fall in the races, when ten or more stitches were taken in his leg.

It is reported that W. C. Jones (2:20 1-5) once record holder, is coming to the front again. He has got to go fourteen seconds faster than he ever did to be in

The Milwaukee Wheelmen's races at National Park, which were to have occurred Saturday last, were postponed until to-morrow because of rain. A number of Chicago men have entered.

To-day the wheelmen of Grand Rapids. Mich., will give a club race on the North Park track, if it can be secured, otherwise on the highway. open to all Grand Rapids wheelmen.

Several interesting events took place last Friday at Davenport, Ia., the occasion being the third annual tournament clubs only; three men to a side-Wells, county championship medal in 2:55. West Michigan fair.

2:59 1-2; also the 3:30 class in 3:02. half-mile, open, fell to F. H. Clifford of Muscatine in 1:24; also the quarter in 38 C. C. Schmidt, 110 yards, was first in the three-mile handicap, and C. T. Roychaus won the boys' race.

There will be plenty of sport for Chiagoans Saturday. The Illinois and cagoans Saturday. Lake View Cycling Clubs hold ten-mile handicaps; the Minnette Cycling Corps, Ravenswood Cycling Club and Madison Road Club five-mile handicaps, and Stackpole's tournament occurs at Park-

At the Trenton (N. J.) Driving Park, Sept. 5, three bicycle races were run in connection with the horse races. The results follow:

One-mile, handicap—H. I. Wunder, 15 yards, 1; J. A. Mead, 15 yards, 2; time, 2;31 1-2. Half-mile, handicap—P. Dunielberger, 60 yards, 1; W. S. Rich, Jr., 50 yards, 2; time, 1:09 1-2. Two-mile, handicap—H. I. Wunder, 50 yards, 1; A. H. Rogers, scratch, 2; time, 5:29 1-2.

The programme for the Racine Wheelmen's races, to take place at the exposition grounds on Sept. 24, are being issued. There are seventy-two entries and the affair promises to be a success. There will be a one-mile novice for members of the Racine Wheelmen; onemile, handicap; half-mile, handicap; quarter-mile, handicap; the fourteenmile road race and a one-mile race for boys under sixteen years.

At a meeting of the Grand Rapids (Mich.) Bicycle Club it was decided not to hold a race meeting this year, but a committee consisting of Richmond, F. H. Escott and P. S. Hunt was appointed to arrange for a grand meeting next summer. F. M. Lee, P. S. Hunt and W. B. Folger were appointed a committee to arrange for a few races for local riders, and H. W. Stebbins, F. N. Hyman and P. S. Hunt were appointed a committee to arrange for the bicycle races at the

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CHARLES P. SISLEY.

The genial-looking face of Mr. Sisley, of Cycling, is presented. Mr. Sisley is the editor of England's youngest cycling journal, but, despite its age, the paper has, by energetic management, attained



probably the largest circulation of any of the English cycling papers. A writer of considerable merit is Mr. Sisley, somewhat given to a practice we cannot commend-that of tooting his own horn-but the maker, nevertheless, of an interesting

The News from Milwaukee.

MILWAUKEE, Sept. 14.—It is not an unusual sight in Milwaukee to see wheelmen riding through our principal thoroughfares at a rate of speed that would seem to rival an express train, much to the discomfit of pedestrians and the inconveniece of all those using the streets. Milwaukee has been remarkably free from oppressive legislation as re-

made to understand that they must stop man they will wend their way back to their pernicious habit. It would be well the club house, the total distance being the mountains on wheels. when a wheelman sees one of these eye. sores on the street to call him down, or the whole faternity may have to pay tribute to his foolish ways.

A. Cressy Morrison, ex-president of the Milwaukee Wheelmen, is making a tour of the large eastern cities, and will be in Springfield, Mass., during the great diamond meet.

F. S. Hart, who is also doing the east, has this famous racing mecca on the list, and will show up in time for the sport.

Cyrus Williams and Elmer Gray of the Milwaukee Wheelmen, who are at present engaged in touring through France on their wheels, are more than delighted with their trip. The boys will be abroad for about two months, the entire trip covering four months.

P. H. Sercombe, accompanied by his wife, leaves to-day for a short vacation. They will visit Indianapolis, Dayton and other eastern cities, and endeavor to about completed for an extended trip to have a general good time. Few men in England, but is holding off on account the bicycle business have worked harder or accomplished more during the present season than Mr. Sercombe.

Company will make a special racing wheel for 1893, to weigh from twentyfour to twenty-six pounds. This machine is intended to be great in every particular and a world's record smasher. It will be made to order only.

JACK ROYAL.

"Laurel's" Peoria Chat.

Peoria, Sept. 12.—The Peoria Bicycle has always a nice run planned for Sungards the privileges of wheelmen, and leave the club house at 8 o'clock and ride | gold watch.

the rattle-headed scorchers should be to Wyoming. After refreshing the inner thirty-five miles.

The second annual century of the Peoria Bicycle Club will be held October time just at present, and all on account 9, leaving the caub house at 4 a.m. The exact route has not yet been decided on, but it is safe to say that a good one will be selected. The first century run of the P. B. C. was on Oct. 11, 1891. There were thirty-one started, and twenty of them finished. Each club member who made this century was presented with a fine pen knife as a souvenir.

The Toulon Bicycle Club held a very successful tournament on the 9th. In the five-mile lap race Bert Myers was defeated by H. R. Steensen, of this city. This is the first time that Myers was ever beaten by a wheelman of Peoria. Bert won the quarter-mile and the mile open. The boys all got back Saturday morning, and speak very highly of the Toulon Bicycle Club.

H. G. Rouse had his arrangements about completed for an extended trip to of the cholera scare. The going over part, Harry says, is all right, but when you start back and have to spend twenty The Sercombe-Bitle Manufacturing days in quarantine it is not so nice.

LAUREL.

The La Crosse (Wis.) Bicycle Club has just been organized with officers as follows: President, Dr. D. S. McArthur; vice-president, E. D. Loomis; secretary and treasurer, F. D. Hopkins; captain, Allan McCord; first lieutenant, Bert Burroughs; second lieutenant, John Hoban.

At Greenville, Mich., Sept. 7, the one-Club has had some very successful runs mile heat race was won by A. E. Lovethis summer. Capt. O. C. Mandeville joy, of Big Rapids, H. A. Cossitt second, C. Johnson third. The prizes were \$100 club is organized as a social affair. day. On September 18 the boys will bicycle, \$75 gold watch, and \$50 ladies'

General Notes.

Two Cleveland clergymen are doing

The "banquet" table at Siegel, Cooper & Co.'s looks rather deserted at noon of most of the racing men being out of town, while the few "stayers" who gather around its festive board chew (?) things over among themselves.

A great book is the new road book of the Illinoie division, and a great demand for it has already been created. The touring season is at its height. An arrangement for joining the league: A member pays \$1, a non member \$2. Buy one and study the roads of the state.

The Easthampton Cycle Club elected these officers at its annual meeting last week: President, Charles J. Keene; vicepresident, Philip Mayher; secretary, H. W. Rust; treasurer, A. A. Goodenough; trustees, C. J. Keene, H. L. Dibble, Charles Keutcher; captain, W. H. Ferry.

Now that the racing men have left town to take in the eastern and western circuits, all will anxiously await the first results, and their trip throughout will be watched by Chicago people with a great deal of interest. The REFEREE will be represented at all meets where they compete, and through its columns its readers will be furnished correct and detailed accounts.

Articles of incorporation have been filed in the office of the secretary of state of Iowa of the Des Moines Cycling Club, the incorporators being Alvah Green, John A. Garver, Fred C. Haywood, Fred M. Stapp, Fred C. McCartney, Jr., George R. Harbach, Charles Reinig, J. Crawford, Clinton Clark and W. C. Harbach. capital stock is \$1,500, divided into 150 shares of \$10 each.

TO HOLD TWO SHOWS.

ENGLISH MAKERS DECIDE TO HOLD AN EXHIBITION OF THEIR OWN.

The Stanley Show to Be Held at the Agricultural Hall, While the Makers Are Trying to Secure Crystal Palace for February.

[From our own correspondent.]

COVENTRY, Eng., Sept. 3.-Just after closing my last week's letter I learned that at a meeting held on the previous day in Coventry the members of the Cycle Manufacturers' Protective Association had decided to hold a cycle trade's exhibition in London at the end of Janpary on early in February, 1893. The place was not definitely decided upon, but I have it on the best authority that negotiations are in progress with the managers of several buildings, one of which is the Crystal Palace.

At the same meeting a resolution was carried confirming the resolution arrived at a few months ago not to exhibit at any show held during 1892. As may be imagined, the meeting was not altogether a unanimous one. Some of the makers are still as much opposed as ever to shows of any kind, but others, although anxious to adhere to their bond and not exhibit during 1892, are undoubtedly anxious to obtain some means of bringing their goods before the public, and regard a show early in 1893 as the best method of doing so. In the end the men of this way of thinking were found to be in a majority and it is now anticipated that the others will throw in their lot with them.

There is little doubt that many of the firms who have held aloof from shows during the two past seasons have had reason to regret it. Their business may not have decreased, but they have allowed younger and smaller firms to profit by their absence and obtain a footing among the public.

TO-DAY THE ANNOUNCEMENTS ARE OUT

Concerning the Stanley Show which, as I have already told you, is to be held in November. The Agricultural Hall at Islington, a fine, convenient building less than a couple of miles from the very heart of London, is the chosen place, and the show is to open on November 18 and close on the 26th.

Space for exhibits must be applied for before the end of September. The Stanley people are quite confident that the public will look upon their exhibition and regard it as the cycling show. The manufacturers on the other hand are confident that the agents will only visit their exhibition. I fancy that a good many people in the trade and out of it will go to both, and the maker or dealer who desires to catch the favoring gale will do the same. Last year it was urged that by holding the show in November time was allowed for makers to book their orders and work away quietly at completing them before the opened, instead of having to rush them as they used to do when it was held in January or February. As a matter of fact, now that there are so many more makers,

THERE IS VERY LITTLE RUSH

At any time, and when the show takes place in November it allows time for a complete change of patterns before the riding season really opens. This is what happened this year, and many large stocks suffered graatly in value.

Last Saturday rain quite spoilt all racance of the public at Paddington to view tered."

the races held by the Catford C. C., who were running a so-called "international" match against a team from Holland, Owing to various causes the Catfords were only able to put a very indifferent team into the field, and the result was that the Hollanders won easily. Of course, the ordinary newspaper reporter accepted the event at the valuation which the Catford put on it, and people who know nothing of these things have since been wailing over the defeat of 'England" by the Dutch.

the finest performances done on the road this season. On that day H. Arnold and S. D. Bigbie mounted a newly made Hadley tandem tricycle fitted Michelin tires, and starting with a good breeze behind them, did fifty miles on the road in the marvellous time of 2 hrs. 19 min. F. T. Bidlake was timekeeper and the usual North Road course was followed, so there can be no doubt about the correctness of the performance.

NOTES AND COMMENTS.

While talking to a horse driver the other day conversation drifted into cycling channels Said he, "You wheelmen are getting to be a dreadful misance on the road; I must have met Said he three or four hundred cyclists last Sunday, said yes, we were out and in a whole day's riding we only met about a hundred carriages. Now, if there are more cycles than carriages, which has the best claim to the road? Who will in time be the nuisance, by taking up room enough for half a dozen cyclists? Echo answers, who?—Bicycling

Not a bad bit of reasoning for the On Monday was accomplished one of superannuated organ, is it? I was out with a party in the country the other day and we met a man driving a very nice team. He had several ladies in his carry-all and seemed to be putting on considerable style. When we came in sight he motioned wildly for us to get out of the world, but beyond giving him his half of the road no attention was paid to him, as the pace had developed into considerable of a scorch and everybody was in a hurry. The gentleman in On Wednesday Mr. E. Mushing, of the the wagon sawed on his horses (which. Centaur Cycle Company, Coventry, left by the way, were not nearly so scared as

that they are not tolerated by law-abiding people, or is it perhaps because they are just now going through the unpopular stage of cycling, where prejudice has got its foul grip upon them-that grip that even eastern riders have not entirely shaken off. From personal acquaintance with a large number of coast riders I should think that the latter was the case, for a more whole souled and gentlemanly set of men than San Francisco and Oakland riders (not to mention the splendid fellows in Sacramento and San Jose) I have never met, and I cannot believe that they have been so very, very rude as to ring a noisy bell or to scare the raw-boned nags of any of the editors above mentioned. I think I see traces in the clippings of a very, very small human emotion, one that ought always to be sat upon, merely spite.

It is noticed that the man who howls the loudest about bicycles on the sidewalks is the one who keeps the street in front of his premises in a mud-dy condition with his lawn hose. He is one of a large class of people who ignorantly believe that wheelmen have no rights which anybody is bound to respect. The sidewalk cyclist and the man with the hose are both nuisances which ought to be suppressed.-Findlay (O.) Republican.

Behold, a philosopher, an analysist, a man of brain. And on the daily press, too. The reporter who wrote the above squib ought to have a bigger salary than he is getting, because he is a student, an observer of human nature. I have often noticed that the boor who finds occasion to complain of service, cockery, napkins or drinkables at the public hotel table, is ninety-nine times out of the hundred the man who had poor service, poor grub and mighty little of them at home; wise the man who is always in trouble with his neighbors is the man with whom no neighbor could possibly get along. The road hog who complains of bicyclists is the man who, if he were driving a dray, would run every other vehicle into the ditch. There seems to be an inherent hogishness in the human family, which combined with prejudice makes what is known as the "conservative man" a heap more unpleasant than the out and out crank. To be sure the crank sometimes goes too far and is nearly always a bore, but the other is always a bore and does not go far enough.

For ten long years I rode an ordinary bicycle, and for six years of that time I was on the machine almost constantly. I owe to it my health and what little worldly wealth I have, and when the safety came in I fought it tooth and nail; and now I fear that, like Samson, it was the jaw-bone of an ass that I used as a weapon, for without doubt the safety is the king of road vehicles. Nevertheless, although I was a good ordinary rider and had the reputation of being one of the road riders and hill climbers of my time, I have never been able to master the safety. That is to say I cannot handle it with any comfort to myself or companion riders. But I have imported a geared ordinary. It is a Crypto, geared to sixty inches, and once more I am in it. To say that the machine is satisfactory is not half expressing it. It is the G. O. O. improved. All the steadiness and comfort are there. It runs easy and is light and noiseless, and I for one feel as though I had met an old friend.

* *

LA COTE MAL TAILE.

The Galveston, Tex., wheelmen have organized a club with the following officers: President, Dr. A. A. Dyer; vicepresident, E. Dulitz; secretary and treasurer, W. C. Skinner; captain, Morris Noble; executive committee, F. Thompson, A. Templeton and George H.



Liverpool for the States. He takes with the driver) and between "Whoas" anhim something very special in the form intends to combine pleasure with business, and to be present at some of the

The Bloomfield (N. J.) cyclers have reorganized with the following officers: President, Howard B. Davis; vice-president, W. S. Phraner; treasurer, William B. Dodd; recording secretary, E. Walter Morris; corresponding secretary, Harry Lake; trustees, F. J. Hall, J. H. Tryon, Harry Thomas; road committee, C. T. Coggeshall, F. M. Cossitt, J. M. Unangst. The club has hired Spragg's Pavilion, on Greenwood avenue, as headquarters.

Here's a good one from the Guardian, of Patterson, N. J.: "A young man on a bicycle, coasting down Bogota hill toward the West Shore railroad, ran into the locomotive of an express train. The pneumatic tire caused his wheel to bound back, and the only damage was to ing and there was a very paltry attend- the machine, which had one wheel shat- coast bicycle riders? Can it be possible

athematezed bicycles in general and ours of a racing King of Scorchers safety. He in particular, and threatened dire vengeance by "having the law on us.." were out several hours and met possibly ten teams. There were twenty in our pary and we met at least twenty other cyclists. Like the Bicycling World, would ask who has the better right to the road?

> * * THE BICYCLIST ON THE COAST.

From the Sacramento Bee.

The Clicago News Record is den uncing a po-liceman because he clubbed a bicyclist. In Sac-ramento the citizens would garland the officer with roses

From the Oakland Times, And in Oakland they would nominate him for

From the Los Angeles Times.

And in Los Angeles they would not only nomnate the cuss, but would get right in and elect him by a unanimous vote.

What is the matter with the Pacific that California cyclists are so depraved Walker.



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

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

Double Convex Lens.

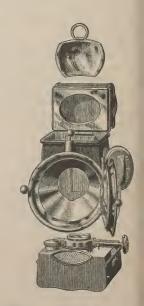
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306-308-310 West 59th Street, NEW YORK

Western Agents, TAYLOR CYCLE CO., 270-272 Wabash Avenue, CHICAGO.

Fast tires do NOT make fast riders FASTER???

LET US SEE.

Quarter Mile, - - - - - 27 seconds.
Half Mile, - - - - - - - - 1m. 1 4-5s.
Mile in Competition, 2m. 19s.

ALL WORLD'S RECORDS.

Made by A. A. ZIMMERMAN.

EH?

And look at the races won at Hartford on this Tire.

FIRST DAY.

One Mile Open,

1st, 2d and 3d

I wo	Mile Open,		-	-	-	-	ist and	1 20
One	Mile 2:25 Class,	, -		-	-	-	1st and	2 d
			SECOND	DAY.		0		
Half	Mile Handicap,			-	-	-	- 1 m.	. 2S.
		A. A	. ZIMM	ERM	AN.			
One	Mile Invitation,	for Cracks,	-	-		-		
		A. A	. ZIMM	ERM.	AN.			
Two	Miles World's	Record, at S _I	oringsield, S	Sept. 7,	-	-	4m. 37	2-5S.
		A. A	. ZIMM	ERM.	AN.			
One	Mile (Beating 1	Nancy Hanks	' Trotting	Record),	-	-	2m. 6.	4-5s.
		A. A.	. ZIMM	ERM	AN.			

This settles the question of the superiority of the

BIDWELL (THOMAS) PNEUMATIC TIRE.

Some of the riders using this tire: ZIMMERMAN, BERLO, TAXIS, BANKER, WHEELER, HESS.

GEO. R. BIDWELL CYCLE CO.,

306, 308 and 310 West 59th Street, NEW YORK.

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

NEW ENGLAND TRADE.

PREPARATIONS GOING ON FOR THE WORLD'S FAIR YEAR.

Hartford Cycle Company's New Building-Pope's Rubber and Tube Factory Eagle Works Cleaning Up-Sundry Men Busy.

The Hartford Cycle Company's new building is a "hummer," four stories high and 360x45 feet. The building is of brick and was called the Board of Trade building before the Hartford Cycle Company occupied it. At present they use the basement and second floor only. A large clearance already graded alongside, it is said, is to be used for the construc tion of a factory for Sterling Elliott's Hickory bicycles

May Have An Athletic Ground.

The new rubber factory and tube works of the Pope Manufacturing Company are nearing completion. The tube works and cottages now being built are in a beautiful location, surrounded by trees and near the railroad. It is rumored that Colonel Pope thinks of building a first class athletic ground with a record-breaking track at the same place, having plenty of ground for the purpose.

The Eagle Flying High.

The Eagle Bicycle Company, of Torrington, shut down last week in order to overhaul boilers and machinery, and will be in running order this week again. Business has been very satisfactory and the Eagle safety stood the work well. Walsh, treasurer, and L. B. Gaylor, superintendent, state that next season's Eagle will weigh about thirty pounds, and they have already a model of same on exhibition, which has been thoroughly tested over all kinds of roads. This company shipped all they could turn out the past season. Among a lot at present at the railroad depot is a fifty-inch ordinary Eagle with pneumatic tires.

To Make the Windle Cycle.

H. B. Arnold, the well-known racing man made a few wheels in New Britain the past summer, and will possibly increase his output next season. Arnold is pretty well off financially, and owns the building he is in and the property ad His grandfather may also put joining. money into the cycle trade with him, and the wheel will be called the Windle. in honor of the famous rider of that name, who is a bosom companion of Arnold's.

Big Firms Making Tools and Parts.

The Hartford Screw Works people state that they supply more parts and screws to manufacturers than any similar concern in America.

Pratt & Whitney, the Hartford tool makers, are making a specialty of tools for cycle manufacturers.

Billings & Spencer, Hartford, of wrench fame, are dipping heavily into the drop forgings and parts trade.

Will Not Make Bicycles.

The New Britain (Conn.) Hardware Company state that the report that they are going to manufacture bicycles is unfounded. They will continue to make parts for the present.

Offers Facilities to Makers.

Wilcox & Howe, of Birmingham, Conn., are engaged in the manufacture of steel forgings for bicycles, and also do a general steel business. Mr. Howe can sale of the winter conditioner.

offer a manufacturer good inducements to occupy a part of his large Plenty of power and room can be had, and also parts for cycle making. R. L. Flynn, a member of the Cresent Cycle Club, of Birmingham, is one of the Wilcox & Howe office force, and is a crack amateur photographer, who with C. E. Horner, of the same club, took some good pictures of the recent meet there.

Sundry Articles and Items.

Pomeroy Brothers, of New Haven, who have advertised so long in the REFEREE, think their oiler can not be beaten, and extensive orders have kept them very busy since last March. They are now coming in for next year. Brothers are also making a number of washers, screws, etc.

The New Haven Metal Turning Company, who recently placed an oiler on the market, has made a deal with Whittier & Godding of Providence, whereby that lusty young firm became the owners. Frank E. Morgan, secretary of the Metal Turning Company, is interested in other patents appertaining to bicycles.

Reichert, the metal and club pin man-

The Providence Trade.

Belcher & Loomis, hardware dealers, who carry a large line of cycles and sundries, have had a most successful season and are still selling wheels, having disposed of ten last week. They have made a good deal with the New York Belting & Packing Company for tires, and are wholesaling them. They also carry a large line of saddles, bells, etc. Manager of Cycling Department C. E. Monroe stated that several good orders came from the west, which he traced to the REEEREE advertisement. Mr. Monroc takes the road January 1, and will visit all the important New England

RANKIN & BRUCE

are fairly busy and have now one of the bicycle parts, such as brass nipples, nuts, most complete repair shops in the country, power being supplied by an electric motor. Some six men are at work con verting wheels and repairing, and have several sulkies on hand which they are converting for the horsemen. Mr. Rankin said that the past season has not been a flattering one, and he was not afraid to mention it, but believes another year will make up for the depression. Mr. Monroe (a brother of C. E.) travels ufacturer, of 16 Crown street, New for Rankin & Bruce, and is the inventor Haven, is doing a nice business with his of the lubricant "anti-squeak."

The Quinton Company's New Roadster.

specialties, and is supplying some wholesalers with badges, pins, etc.

A. M. Stillman, of Hartford, is having a great run on his upright oil can holder. which can be fastened to any part of the frame of a wheel, and the little article is quite ornamental and very useful. Cushman & Dennison oiler goes with the holder, which is opened by a spring which pushes out the oiler when released.

The Torrington Swedging Company is making a large proportion of the spokes used in this country.

The Barnes Tool Company, Haven, is turning out a neat and strong bicycle wrench, vest pocket size. The Godding started on a western trip Satwrench is of the best steel, extremely tough, and warranted free from weakness and imperfections.

The Corbin Cabinet Lock Company, of New Britain, will place an aluminium lock on the market, of neat design and extreme lightness. The firm is one of the largest lock makers in America, and occupies two large buildings.

East Hampton, Conn., is the center and headquarters of bell making in America, no less than five manufacturers being in the little town of 2,000 people. Four out of the five make bicycle bells, but have not pushed them very much as yet.

H. J. Curtis, the Hartford dealer, will improve his home trainer somewhat for next winter's trade, and expects a good

WHITTEN & GODDING

are both "at home," and it is pleasing to note that this firm can show on its books the heaviest business of any seasou it has ever had, being phenomenal. The sale of parts, sundries and the general line of wheels has been "record." The firm has secured the sole agency of the Saladee saddle. Mr. Godding fitted one to a wheel for the writer to try, and it is simply all they claim for it. A neater and simpler saddle is seldom seen. It will soon be illustrated and described in the REFEREE. oiler referred to in New Haven notes is also a recent acquisition of this firm. Mr. urday.

CAMPBELL & COMPANY

are a pretty well known and enterprising firm. Seeing a large crowd looking at their window, the writer expected to find a man explaining the workings of a machine that had a hundred multiplying gears, and which would go a mile in a minute-providing it was on an express train. The cause of the cro ad, however, was a couple of bulletins announcing that Zimmerman and Windle had broken records, and a pneumatic sulky in the window, which seemed to fascinate the crowd. Campbell & Company are building the Phantom to order-a strong, extremely light wheel. Their repair shop is a splendid one. Thomas Lahey, the superintendent of same, increases in popularity rapidly, and is the designer of held from September 15th to 19th. the superintendent of same, increases in

the Phantom, which does him credit. TILLINGHAST TIRE COMPANY,

George C. Vose (Councilman George C. Vose) of Tillinghast tire fame, invited your correspondent into his office and talked tire from Alpha to Omega, and talked it well, for the councilman knows his business-both how to award the city contracts, drive his pneumatic sulky behind his 2:40 roadster, and dealing in jewelry. The local paper printed pictures of the councilman, his horse and pneumatic sulky recently. The city father was photographed in City Hall Square in full view of his constituents. I won't attempt to tell all he told me or I might be suspected of owning some stock in the Tillinghast Company, and of inflating the stock a little. Boiled down, the tire talk was this: The Tillinghast will be greater than ever next year. Samples of two or three distinct tires will be ready next week. The new works of the company are up and nearly all the machinery placed in position. In the center of the tread the company will not use the same sort of material as last year, but eight thicknesses of muslin, rubber coated all through. Tests have satisfied them that it is knife and nail proof. The Tillinghast people say that they have not had a bursted tire since last April, and don't expect to have one in the future. A new valve will be one of the features of the next season's tire, Two Boston riders recently rode to Chicago and return on Lovell Diamond wheels and Tillinghast pneumatics without a mishap.

Safety Stolen.

Stolen on Aug. 26, from Van Buren street and Western avenue, Chicago, a combination Clipper, No. 2,114, Morgan & Wright pneumatic tires. Return to Ganse Cycle Company and receive a reward.

THE BOY-CYCLE.

(F. T. Merrill in Portland, Ore., Review.)

An' for 'ave yer bin to? An' phat is it, Terrence? A boy-cycle is it! An' phat is it for?

To roide on ashtraddle! Go lang wid yer Terrence, Yer'd break ivery bone in yer back on thar floor. Now don't ver be thryin' yer thricks wid ver

mother;
An' phy wan't ye home to yer supper before?
An' ne wid ther baby, an' only yer brother
To draw all thur wather an' wait on their shtore.

An' fare did ver buy it? Be truthful now, Ter-

Phat! from that Merrill in that Boy-Cycle Hall? An' only twinty dollars yer paid 'em, Terrence? Sure it's chaper he's selling thim things in Sure it's che thur fa'l.

An' phat is that thing hanging there in thur

middle?
A lanthern! faix, hang it up over thur door Twill loight up thur notice as foine as a fiddle; "Here's Mrs. O'Flaherty's Grocery Shtore."

Yer han's are that filthy, an' black beyont men shun;
An' how did it come as your breeches waz tore?

The boy-cycle did it, thur divil's invention; I'll not have yer roidin' thur thing any more,

Get down from there, Terrence! Come back you

young villin!
Och, mother av Moses! An' ain' there no law,
To punish a poor widdy's son, as ain't willin'
To shtop widt his muther, an' wait on thur
shtore?

ON TO WASHINGTON.

LOW RATES VIA THE VETERANS' ROUTE.

Round trip tickets to Washington, via the Baltimore & Ohio Railroad, the "Veterans' Route" to the G. A. R. Encampment, will be on sale at all principal ticket offices in America from Septemer 18th to 20th inclusive, at extremely The signature of the purchaser of tickets will not be required, nor will they have to be stamped at Washington. They will be good for return journey until October 10th, and will be good to stop off at all stations between Cumberland and Washington a region familiar to every veteran, because of the warfare along the Potomac. They

THE GREAT NORTH ROAD.

It is the Chief Racing Ground of All England.

LONDON, Sept. 3.—American cyclists who continually read that such and such a race has been run or this or that record the proprietor of the Ivel Hotel and has been broken on the Great North Road, will have little idea of what is meant by the phrase. Strictly speaking, the road runs from London to York, but the part of it which is generally used for races and record-breaking is only a small portion, some fifty miles long, and a considerable piece of the course frequently adopted lies in a great measure on branches of the road as well as on the road itself.

events is just outside Hitchin, a picturesque market town in Hertfordshire. with wide, well-paved streets, a venerable old church and a large, open market-place which on Saturdays assumes an air of great stir and bustle. Hitchin, situated thirty-four miles from London,

length the market-town of Biggleswade is reached. The chief industry of the place is carriage building, but to cyclists it is known as

THE HEADQUARTERS OF DAN ALBONE,

founder of the Ivel Cycle Company, L't'd. The hotel occupies a convenient position at the far end of the town, and is close to the little river from which it takes its name. Originally it was a small inn, but a few years ago, when the cycling fever broke out, its convenient situation in the midst of good roads, and the personal popularity of Albone, its host, who was then a frequent competitor at race meetings and a great favorite wherever The starting place for most of the big he went, caused it to be so well patronized that the accommodation it provided was not nearly sufficient, so the old place was pulled down and the present edifice built on its site.

Since then it has been the temporary stopping place of many. After every long distance race it is simply crowded, day, and some of the men, S. F. Edge, Kate's Cabin-a name of which the ori-

Monday during the summer or at the time of any big road race cyclists may be seen continually passing in or out. At the rear is a large shed where machines are stored, and a few men regularly keep machines there and come down from London each week end to make that their starting place for their journeys a-wheel. It is not everybody who is allowed the privilege of the club, for a club it is although

THE SUBSCRIPTION IS NOT LONG.

To be a member one must also be a shareholder, and in the allotment of shares members of the North Road C. C. have preference. In addition to these are a few of the best riders of the quieter sort, and the remaining members consist of men who take an interest in the sport and whose company is desired.

A few hundred yards away runs the are freely indulged in. swim is quite one of the events of the

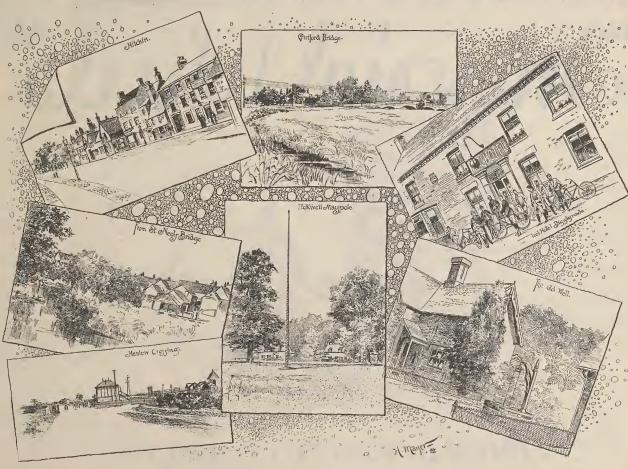
an-hour gait in a most unconcerned way. The surface of the road, which has up to here been of crushed flint, now becomes mixed with gravel.

A few miles on Cambridgeshire is entered. Sawtry is passed, and then, after negotiating a series of well-wooded and easy slopes, the rider comes to Stilton, famous for its cheeses and as a stoppingplace in the old coaching days. The large, rambling old inns with wide spaces in front of them and immense stables at their sides, still remain as relics of past glories.

Scarcely is the town left behind than a stiff rise is encountered. At the top

THE NORMAN CROSS INN.

In front of which a road forks off to the right towards Peterboro. The recordbreaker as a rule keeps on along the river Ouse, where boating and bathing Great North Road for another five miles are freely indulged in. The morning until he reaches a cross road, where for until he reaches a cross road, where for many years stood a hut locally known as



miles out of Hitchin consists of a series preparing of easy gradients up and down, and it is not until Henlow Crossing is reached that the famous flats begin which

GIVE THE ROAD ITS NAME

for speed. At Henlow is a railway starails cross one another at right angles, and it is just at this point, which lies in Bedfordshire, that the start for the big twenty-four hours' race held by the North Road Club takes place.

For a few miles the scenery is not very interesting. Huge market gardens, Socon. whose product consists of vegetables wherewith to supply the great city of London, stretch away on either side, and

which leaves the main artery at Welwyn, Holbein, H. H. Spencer, T. A. Edge and out of it. nine miles south, and rejoins it about others have made it their training quarthe same distance north. The first few ters and stayed there for weeks at a time

FOR THEIR ONSLAUGHTS ON RECORDS.

At the side of the hotel is the entrance to the Ivel works, which continue yearly to increase and take up more space. Leaving these hospitable quarters, the tion, and close beside it the road and the rider has another series of flats to cross. A slight variation comes when Girtford Bridge is reached and the river Ouse is crossed on its way to Bedford, which is some fifteen miles away on the left. Then over more flats the road, now the Great North Road proper, leads to Eaton

Here, opposite to the White House Inn, is situated the Cyclis's' Country Club. It is a neat little cottage containit is a positive relief to the eye when the ing some half-dozen or more quietly little rise to a bridge which here spans a furnished rooms, and on ordinary days road, still level, leads through a succes- from any other of the many buildings of fast times are always made, and men and must be written of on another occasion of small villages or hamlets, until at the same size. But from Saturday to hang along at a more than twenty miles- sion.

A little further down the river is St. Neots, a most delightful little town, to which the men frequently go for fruit, tobacco and other necessaries, and still further on is the county town of Huntingdon, where the river is both broader and deeper.

The road from Eaton Socon leads, after a series of slight slopes, along through Buckden, where stands the George and Dragon Inn, until this year the headquarters of the road racing men. Almost opposite to it is a delightful old palace, once the property of the bishops of Lincoln. Past this the road goes along a series of short flats to Alconbury Hill-one of the few hills of any importance on the whole route. A rather short, sharp rise is followed by a few hundred yards of level, and then comes

A LONG, GRADUAL DESCENT,

is not on the North Road, but on a loop and during the past few seasons M. A. for instance, are as good in the water as gin is indistinct. Here, unless he is going on to York, or for a straight-away run before the wind, he leaves the main road and makes over a lumpy but fairly level road for Peterboro, whose cathedral spire stands in bold relief against the sky. If he be going for the fifty-mile record he finds his finishing point just under a railroad bridge before entering the town; if he be going for the hundredmile he goes a little further to a lamppost and makes that his turning point. Or, if the wind be behind him, or if he be going on a twelve or twenty-four hours' grind he makes his way through Peterboro, and after perhaps a short stay for food and a change of pacemakers the Saracen's Head, where Mine Host Dell is ever ready to give him a welcome and a word of encouragement, he speeds on across the fen country through Lincolnshire to Bourne, or through Cambridgeshire to Wisbeach. But these are small stream is at last sighted. Then the there is nothing to denote that it differs nearly a mile in length, down which miles away from the Great North Road

E. H. GODBOLD.



HIGHEST GRADE MACHINES

Lowest Possible Prices.

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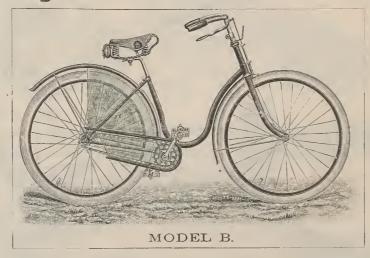
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OUR MEDIUM GRADE WHEELS, MODELS C. AND D. ARE NOT SUR-PASSED BY ANY IN MATERIAL and WORK-MANSHIP. CUSHION and PNEUMATIC TIRES

Our line consists of wheels for all, from \$40.00 upwards. Send for Catalogue containing details of construction.

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

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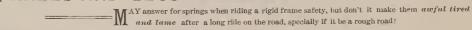


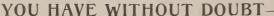




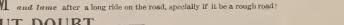




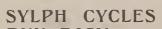




YOUR KNEES AND LEGS-

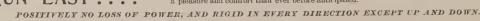






NOTICED how wheelmen straighten their legs out and raise themselves in their saddle when riding curbs and other rough places. They do this to avoid the shock, caused by the obstruction.





So their riders say—and wheelmen don't have to use their knees and legs for springs, either, to save themselves from the bumps and jolts, for the frame of the SYLPH is provided with springs in the right place, which relieves the rider of all the shocks and makes cycling more of a pleasure and comfort than ever before anticipated.



Catalogue FREE. Agents Wanted in unoccupied territory. ROUSE-DUYEA CYCLE CO., 89 G. Street, PEORIA, ILL.

























WARWICK CYCLE COMPANY CHANGES

Mr. Chamberlain Gives Way to a New President—Capital Stock Increased.

Another large transaction that means much for Springfield's future was consummated yesterday, when Charles D. Rood assumed the management of the enlarged Warwick Manufacturing Company. At the same time the capital



GEORGE D. CHAMBERLAIN.

stock of the company was increased from \$150,000 to \$200,000, the new issue being all taken at once. Mr. Rood was elected a director of the company, also its presi dent and treasurer, and entered upon his duties immediately. No other changes were made, Joel H. Hendrick continuing as vice-president and general superintendent. The directors stand as heretofore—Edward S. Brewer, George A. Russel, Nathan D. Hill, A. B. Wallace, Joel H. Hendrick and Herbert Myrick, with Mr. Rood in place of Mr. Chamber-

The change will be a surprise to the public, but was not unexpected by either the old or the new management. George D. Chamberlain, the retiring president and secretary, has for some time felt the need of relief from the engrossing cares and responsibilities of the Warwick company's rapidly growing business.

Much credit is due Mr. Chamberlain

for his work in bringing the company to its present prosperous condition. He has labored early and late for the success of the concern, and has fully earned the rest which he will soon enjoy. Mr. Chamberlain will remain with the company for several weeks and perhaps for several months, as his knowledge of the business will be of great value to the new management.

Mr. Rood, who assumes the management of the company, is one of the best known business men in the city. As president and treasurer for many years of the Hampden Watch Company made a wide reputation as a skillful manager, and he is generally recognized as a man of exceptional business ability.

With increased capital and under the new management the business of the Warwick company will be largely increased. The company's new plant is equipped for the employment of 1,000 men and an annual production of 10,000 wheels, and it will soon be run to its full capacity.

Mr. Rood, who was born in Ludlow. has had a long and successful career. He was for a time assistant paymaster and clerk at the Indian Orchard Mills, after which he went into the employment of Warren & Spradone, New York jewelers. After a year's experience in their store he went on the road, and afterward became a partner in the firm, which did a business of about \$1,000,000 a year.

In 1877 Mr. Rood became one of the organizers of the Hampden Watch Company. of which he became director. treasurer and general manager. In 1884 Mr. Rood became president of the concern, without relinquishing his other offices. When the concern was transferred to Canton, O., Mr. Rood severed his connection with the company.-Springfield Union.

Recollections of Hartford.

Rain fell after the first day's racing and improved the track.

It was in splendid condition for fast work, and a strong wind favored the riders down the finishing straight. The wind retarded the riders at the half, and on the top corner a little, but its benefit was very observable coming home, so Zimmerman informed the REFEREE representative, who wished him to try the half with premakers, believing that there is little doubt he could have come pretty close to the even minute if paced properly. Zimmerman expressed the opinion that he could have done it, but he was evidently satisfied with 1:01 4-5 for the half, which many think will stand for a time as world's record. His quarter in twenty seconds was done in his preliminary heat, being, of course, the last and a flying one.

George C. Smith, the little New Yorker, upset the quarter figures of thirtythree seconds by Arnold on the same track, and his beating Tyler was a surprise. He rode a game race, and thirtyone and a half seconds from standing start was a surprise to all.

There was a snap about the second day's sport which was lacking the first day, and barring a lot of people standing on the track at the finish the management was capital.

Zimmerman sends another piano and bicycle to his warehouse, and will place a few more diamonds in the treasure box. A feature of the afternoon was the waltzing of Abbot, Bassett and the chairman of the racing board, who cavorted in the middle of the track to the band's strains of "Ta-ra-ra-da-boom-da-

MEN WE ALL KNOW.

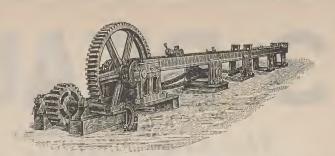
No. 5 .- C. W. Fourdrinier.



Editor of Bieyeling World, official organ of the League of American Wheel-

Cycle Races Draw the Crowds.

We notice that bicycle races at the county fairs throughout the state, attract more attention and create more enthusiasm than the horse races do. Whereever tried they have proved the successful feature of the fair, and draw large crowds. They would be a drawing card at our fair. - Charleston (Ill.) Plaindealer.



Machinery of most Modern practice for SEAMLESS COLD-DRAWN STEEL TUBE-MAKING.

And Copper Tube-Making

SUGAR CANE MILLS-TRIPLE EFFECTS. Vacuum Pans, Centrifugals, Engines, Boilers, Etc.

GALVANIZING PLANT, CORRUGATING MACHINERY.

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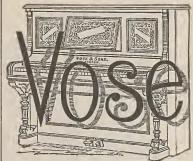
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-OF THE WESTERN CIRCUIT-

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\$2,657 Actual Prizes.

A Vose Piano, Suburban Lot, Pneumatic Wheels, Diamonds, Furniture, Clothing Bric - a - Brac.

WE RACE at NIGHT by Electric Light

On The Auditorium Track.

THURSDAY and FRIDAY, Sept. 29 and 30.

A Special Car to Bring Racing Men and Visitors From Peoria.

W. W. WATTS, - Chairman Race Committee,

Send your Entries at once.

548 West Jefferson, LOUISVILLE, KY.

Will You

= Be There?

Jacksonville, October 3 and 4.

For Illustrated Pamphlet, Entry Blanks, Etc., Address

ARTHUR D. BLACK, Lockwood Cycling Club.

THE MOST NEWSY CYCLING JOURNAL IN EUROPE.

For really pleasing cycle reading, bright, chatty and light, commend me to the Irism Cyclism. Although it necessarily devotes much of its space to Hibernian affairs, it always contains matter of general interest, while its little stories and anecdotes are well seasoned with Attic sait. Mr. Mecredy would certainly satisfy Carlyle's requirement in "able editing," the whole paper is stamped with his pleasant imprint.—The People, London.

dwith his pleasant imprint.—The People, London.

The ablest edited and most newsy cycle journal in Europe.—Sporting Times, New York.

One of the smartest and liveliest of cycling papers.—National Press.

Mr. Mecredy's admirable cycling journal has pushed its way by sheer merit and enterprise into the very front rank of sporting papers.—Freeman's Journal.

Hull Dally News.

Matter which from beginning to end is thoroughly interesting, not only to Irish riders but also to English wheelmen.—Liverpool Athletic and Dramatic News.

The most interesting of wheel papers.—Cricket and Football Field.

A credit to the country.—Belfast Morning News.

An admirable miscellany of everything interesting to cyclists.—Weekly Irish Times.

Specimen Copy, post free, from MECREDY & KYLE, 49 Middle Abbey St.. Dublin.
Subscriptions, Post Free, Six Months, 5s 6d; One Year, 10s.

3-BEAUTIES-3

The James Safety.



"B. & A." SPECIFICATIONS

WHEELS-29 in. front, 28 is. 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, 61-2 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

Beat the 100 Miles Record.

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

South Road Safety.



FRENCH & SONS, Balham, England.



"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 GUAR-ANTEE.

ROAD I	RACER,	Weight 28	Pot	ınds,	-	-	-		-	-	-	\$150	00	
FULL R	OADSTE	R, Weight	35	Pounds	,	-	-	-	-	-	-	\$150	00	
TRACK	RACER,	Weight 25	Pou	nds,	-	-	-	-	-	-	-	\$155	00	
TRACK	RACER,	Weight 23	Pot	nds,	-	-	-	-	-	-	-	\$160	00	

We Guarantee These Weights.



B. & A. Champion Racer.





"SOUTH ROAD" SPECIFICATIONS.

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

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

Any kind of Pneumatic Tires. We Guarantee Weights.



AGENTS WANTED.

The Agency for the above has been secured by the JAMES CYCLE CO., 113 Adams Street, CHICAGO, ILL.



Eclipse Bicycle Company's Removal.

As has been briefly noted in these columns previously the Eclipse Bicycle Company has removed to Beaver Falls, For months a flattering offer has been before the managers, but until a short time since the offer was not accepted. The following details have been sent us:

"The work and progress of this concern in building bicycles has been almost phenomenal from the start. For years the managers had been engaged in the manufacture of various machines which required very close work and the best of skilled labor. When they concluded to give up their entire plant at Indianapolis to the making of bicycles, the experience of years in working of steel and building fine machinery was a great help in their new line. The first bicycle put on the market by the Eclipse people was made largely of steel rods, secured by aluminum bronze clamps and bolts, and was entirely different in construction from anything ever made. It was predicted by many that the cycle would be a failure and bring disaster to the makers. The contrary was the result. The 'old reliable Eclipse' was a seller almost from the start, and to this day these machines are in use in all parts of the country, and are doing good service.

"During the season just closing, the Eclipse people were compelled to work an all-night force in order to get out the large number of machines sold, and not only that, but were obliged to work a number of men in a building away from their factory, as they lacked room. They had about decided to put up a large factory in Indianapolis, but a number of prominent business men of Beaver Falls offered to the Eclipse managers large factory buildings in the latter city, which were formerly occupied by the Cutlery company of that place, and which are among the finest in the country, as can be seen by the cut published in this issue. This is said to be an exact picture of the plant, and is in no way exaggerated in size or style. In fact, a number of smaller buildings belonging to the plant, such as the blacksmith shop, stables, storage house, etc., are not shown.

"The buildings are fitted throughout with piping for steam heat, natural gas, artificial gas, and the Neracher sprinkler With the buildings are a number of steam and drop hammers, large and small power presses, shafting, lathes, drill presses, etc., and the machinery of the entire plant driven by water wheels. There are three of these wheels, the smallest having a capacity of 150 horse power. The size of the buildings is as follows: Front of main building 110 feet, length of wings 200 feet each, and all having a width of 43 feet. In addition to these main buildings are the twostory buildings, which have a depth of 310 feet, and width of 35 feet, giving in all a floor surface of nearly 100,000 feet, giving them the fifth largest bicycle plant in the United States. Already the machinery at Indianapolis is being moved to Beaver Falls, and by the middle of October the Eclipse people expect

them, to be of a new design and as fine as can be made.

"The removal will make no change in the old management. Mr. Fulton will go to Beaver Falls to look after the manufacture of the wheels, and be on the road seeking trade as of yore, while Mr. Whittier will remain at Indianapolis, and have charge of the office work and finances of the company, as hereto-

Buffalo Trade Notes.

L. C. Pixley, of R. L. Coleman & Company, was here one day last week.

The Vincent Wheel Company is working on a new saddle which will shortly be ready for sale.

Ned. Oliver, representing the Garford Company, of Elyria, O., has been with us for a few days.

The trade here feels that next year about ninety-five per cent of all the old riders will be mounted upon pneumatic tired wheels.

H. C. Martin & Company have had a

is a wonder to me that no large factory has thought of making a ball bearing wheel for high class buggies. The principle has been in use for many years, notably on the roller skate, and there is no reason why they would not prove a success. A wheel of that kind would do away with the everlasting greasing, and hot boxes and heated axles would be a thing of the past.

"Of course, the new wheel would be very expensive, and could only be put upon the very high class makes; but I am of the opinion that there would be trade enough in them to make it pay. People who invariably purchase a cheap grade of vehicles would be tempted to put more money into them if they were obliged to do so to get such a great improvement. There is little doubt that some time in the future the present style of patent wheel will be relegated to the very cheapest class of buggies."

Tired of the Prize System.

BUFFALO, Sept. 11 .- Many of the dealers are sending up a great prayer for deliverance from the begging fiend whose club is going to have a road, relay or track race, or who appears in the interest of some meet which will greatly benefit the dealer, etc., etc., and calls to ask the dealer what he is going to do for fine trade right along and are, at pres-ent, satisfied to take it easy for a little to take anything from a cycle lock up to

Their well-known salesman, a cycle. They all declare with one voice

while. Clark Radcliff, is fast becoming a devotee to the little black cap, which he wears continually, as he is afraid of showing his bald head,

Doesn't Stop at Tires.

Many carriage makers believe that the pneumatic tire is only one of the improvements, first applied to bicycles, which will eventually be used in the construction of carriages.

"I hardly think that we will ever arrive at the use of the pneumatic tire in carriage work," said one. "The best that has been arrived at so far in that line would hardly have the durability that would be desired to use on a buggy. You see the weight that would be carried would be so great, and the roads are so indifferent, that they would hardly last the day through, and they would be forever collapsing, so I think it is safe to predict that unless there are some radical changes, or some way of placing armor over the rubber, the pneumatic tire will never come into use in our line

"In regard to the ball bearings, that is entirely another matter. A wheel could be made with them that would almost entirely do away with that unpleasant rattling, and, by placing a cushion of to be at work on their wheels for 1893, which are said by those who have seen could be made practically noiseless. It Y.; filed Feb. 10, 1892; serial No. 420,994.

that they have been bled about enough, and are going to organize for the speccial purpose of putting down this much abused system.

Recent Patents Granted.

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

481,197, pueumatic tire; Charles H. Roth, Cincinnati, Ohio; filed Nov. 12, 1891, serial No. 411,869.
481,235, bicycle lock; Edwin W. Macauley, Rochester, N. Y., filed Dec. 5, 1891.
481,329, pneumatic tire; Adolphuy F. Wyman, New Bedford, Mass.; filed June 3, 1892; serial No.

481,340, rim and tire for wheels; Charles E. W. Woodward, Chicopee, Mass., assignor to the Over-man Wheel Company, same place; filed Feb. 16,

man wheel company, same place, the left; serial No. 381,701.
481,300, bicycle lock; Frederick Egge, Bridgeport, Conn., assignor of two-thirds to Charles E. Smith and Oliver C. Smith, same place; filed June 18, 1892; serial No. 437,184.
481,435, tire for cycles; Thomas H. Stone and

Harvington Corser, Birmingham, England; filed 2, 1892; serial No. 420,119. Patented in e Jan. 15, 1892; in Germany January 15, 1892, and in Belgium Jan. 18, 1892.

481,466, bicycle; wheel; Frederick Ashley, Brook-rn, N. Y; filed Oct. 38, 1891; serial No. 410,347. 481,476, bicycle; William S. Cranmer, Sonoma, Cal.; filed Feb. 12, 1892; serial No. 421,304.

481,536, bicycle; Alexander Winton, Cleveland, Ohio; filed Nov. 27, 1891; serial No. 413,215. 481,538, bicycle saddle; Arthur L. Garford, Ely-

482,090, fork for velocipedes; Cyrus Kehr, Lake

side, Ill.; filed Jan. II, 1892; serial No. 417,749. 482,100, unicycle; John Rawle, Chicago, Ill. filed Aug. 30, 1891; scrial No. 404,333.

482,182, pneumatic tire; Charles M. Lungren, Bayonne, N. J.; filed Sept. 16, 1891; serial No. 405,

482,271, attachment for velocipedes; George Openshaw and Charles A. Carr, Bury, England; filed Oct. 10, 1891; serial No. 408,398.

Charles Openshaw and Charles A. Carr of Bury, Eng., have just been granted a patent for a queer but useless, we fear, device. It is a suspender-like affair, passing over a man's shoulders and attached to the frame of the wheel by a According to the specifications 'the object of the invention is to afford a means whereby the rider of a bicycle shall be able to exert a greater amount of power on the treadles of a machine than heretofore, and thereby obtain a considerable increase of speed." We pity the man who tries it. In the first place, the idea is not new. It was suggested several years ago.

Peoria Trade Affairs,

The retail trade in Peoria last week was what might be called good for this time of the year. A number of high grade machines were sold without any trouble, and there is quite a large run on second-hand wheels. A great many people can not afford to buy a new wheel, so they content themselves with a secondhand one. The retail cycle houses are making extensive preparations for a heavy sale during fair week, which begins on the 26th.

Mr. Eibach, representing the Rockford Tool and Sundry Manufacturing Company, of Rockford, Ill., was in Peoria last week on business. This concern manufactures the well-known Sylph pedals for the Rouse-Duryea Cycle Com-It will continue to manufacture the Sylph pedal, as the contract for them was made during Mr. Eibach's visit here.

Charles E. Duryea, of Sylph cycle fame, and vice-president of the Rouse-Duryea Cycle Company, is spending a short vacation in Peoria. Mr Duryea will only be here until the latter part of this week, at which time he will take his departure for his home in the east.

Harry Houghton, a member of the Peoria Bicvcle Club and for a number of years a resident of this city, has entered the employ of Kingman & Company's branch house at Des Moines, Iowa, Houghton was an active wheelman, and the fact of his taking up his residence in Des Moines will be regretted by the riders of this city.

Mr. Simons, who looks after Kingman & Company's bicycle department, is in the east in the interest of that concern. Kingman & Company will handle the Centaur cycles in the eastern states next season. They will also handle the Clipper, on which they have had a fair sale this year. With their branch houses at Kansas City, Omaha and Des Moines they will certainly put out a large number of bicycles.

Leeming Seeks an Engagement.

Having sold my interest in the firm of Stokes & Leeming, I am at preseno open for an engagement. Have a thorough knowledge of taking charge of an assembly room, repair shop or branch Was manager for D. Rudge & depot. Company's largest depot in England for three years. The net receipts of my business amounted to one hundred and twelve thousand dollars for the year 1884, beside securing an order from Stoddard, Lovering & Company of Boston for one thousand machines, which kept the Rudge works running full time all winter, the only time this has been done

A Fair Field, No Favor,

And May the Best Man Win!

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

We 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.
	Springfield, Ill	Imperial	1-2 mile competit'n	1 05 1-5	World's Record at the time
L. D. Munger				2 22	" now.
L. D. Munger	do	Imperial	1 do do	33	" equalled.
George K. Barrett	do	Humber	1-4 do do		equaned.
George K. Barrett	do	Humber	5 do do	13 19	
W. C. Rands	Poorman Race	Monarch	18 do	51 03	Time Prize.
F. E. Spooner	Twenty-four hour ride	March-Davis	375 do	24 hrs.	American Record.
L, D. Munger C. C. C. \ \frac{1}{2} \] J. W. Thorne \ \ \text{team} \ \ \frac{3}{3}	Team race in New York	{ Imperial Humber Humber	2 do		Beating Manhattans and Kings County.
C. D. Cutting	Elgin Races	March-Davis	Won every race.		
Roy Keator	Chicago to Waukegan	Reform	Broke Record		Rode RACING TIRES.
Roy Keator	Spring field, Ill	Reform	Mile Handicap.	2 24, from 70 yds.	TRUE TACING TIRES.
	Spring nera, in	HOTOTIA			
L. D. Munger C. C. C. $\begin{cases} 1 \\ 2 \\ 1 \end{cases}$ C. W. Thorne	Springfield, Ill		2 miles	5 31 4-5	
John Johnson.	Winona, Minn	Freeport Eliptic	1, 2 and 5 miles	2 361; 5 22; 14 371	All State Records.
Bert Harding	Forest P'k R'd Race, St. Louis	Imperial		1 hr. 40 seconds	Broke Record 4 min. 8 sec
J. W. Cox	(Missouri Division League)	Holbein, Swift	1-2 mile cham.		(Out of 11 events at Mo
Bert Harding C. R. Kindervatter	meet at Springfield, Mo, } July 4th.	Imperial Imperial	1 do do 2 do do		div. mect, Springfi'd Jul; 4, 9 won on M & W. Tire
Fred Nessel	[Speedy		48 min. 11 sec.	M. & W. Racing Tirest
Emil Ulbrecht	Waukesha to Milwaukee, Road Race	March-Davis Elliptic	161 miles	49 do 22 do 49 do 22 do	do do do M. & W. Road Tires
John Johnson G. A. Thorne	Road Race	Humber		49 do 51 do	M. & W. Racing Tires
	Ellister Assessed Garage		100 11		
F. E. Spooner	Elgin-Aurora Course	March-Davis	100 miles		Or Carry Davis missant
Emil Ulbrecht	do do do	March-Davis	100 do		M. & W. Racing Tires ‡
A. D. T. Simmons	do do do	James Racer	100 do		
J. B. Woolas	Minnette Club Race	Greyhound, '92	10 do	30 35	Heavy Roads, 1st p. & t'e
J. Reitzner	Waukesha Road Race	James, 23 lb racer	16 t-2 miles	2d Place	Racing Tires.
T. W. Smith	Elgin-Aurora	James Racer	100 miles		do do
R. Dale	do do	B. & A. Racer	100 do		do do
C. D. Cutting	do do	March-Davis	100 do	17 hr. 6:24 Riding Time	do do
E. C. Carruth	Crookston, Minn.) "No name.") Svensgaard	1 do	3 hrs.	Rough, soft track, wine blowing a gale; won 3 race
*Austin Banks Elmer Anderson C. F. Hart	Capital Club Run,	Reform			This trip attempted severa
Jos. Mino Ed. Smith	Denverto	Road	150 miles	22 hours	complished, as wheels al ways broke down. Not wheel or tire broke on thi
O. E. Boles Walter Banks	Colorado Springs	Racers			trip.
W. C. Rands	Detroit Road Race	Monarch and King of Scorchers	25 miles	1 hr. 15 m. 59 4-5 s.	
Emil Elbricht	Elgin-Aurora Course	James	100 miles	4 22	
Fred Nessel	Chicago-Milwaukee	Sunol	100 miles	6:55	Racing Tires
W. C. Rands	Alma, Mich.	Monarch	2 m. h'd fr'm s'ch 3 m " " " 5 m open		
H. S. Hull	South Bend, Ind.	Smalley Model D.	2 mile handicap	5:29 1-2	(17) 7 (1)
A. B. Edmonds	Des Moines, Ia.	"Pacemaker"	§ 1-4, 1-2, 1, and § 5 miles.		All Iowa State Championships Racing Tires
John S. Johnson	Sioux City, Ia.	Elliptic	2 m. h'd'p scrat' 1 mile open	\$ 5:06 2:27 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.

in the history of bicycle making in Eng-I have been in this country four years and am well acquainted with the trade from New York to San Francisco.

I have been the most successful bicycle trainer in the world for the past ten years, although I have given very little time to training. Brought out such men as Sellers, Gatehouse, Furuival, Lee and Synyer, and had W. C. Thorne, Bode, Van Sicklen and Tuttle in charge last year, when they did their best performances. Address H. Leeming, 506 Wabash avenue, Chicago, Ill. (adv)

The Worth Sociable.

The Chicago Bicycle Company will commence at once to make the Worth Sociable, shown in the accompanying



It is the invention of Mr. Worth, who expects to make a trial trip this week. It will be so arranged that electric power may be applied, and the cost will be about \$300.

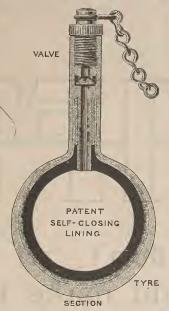
The Silvertown Tire.

This tire is somewhat new in the United States, but in England it has become deservedly popular. A pair was shown a Referee representative recently, and a neater tire has never been seen. rubber is white and extremely soft and fine, while the tire must have been made from a perfect mould, being absolutely round, and no signs of the seam or joint can be found. Where it is cemented to the rim a small strip of woollen is vulcanized to the tire, which aids in its gripping the cement and prevents creep-Nails, pins, knives, etc. had been thrust into the tire numberless times, still no air was lost, as it is perfectly self-healing. One tire of this make has had 155 punctures, yet it is as capable of holding air as if new. The valve seems



to be a splendid one, too, and works easily. The tire has had some very thorough tests. Tacks were strewn on the ground and ridden over until eighty of the little pieces of metal were driven well into the rubber, but no air was lost. Then thirty-four more were put in, and again thirty, and after a country run the tires were as hard as ever. This is certainly a remarkable record and one apt B 4, through a linear distance equal to the length

to have a good effect on the purchasing The tire is even lighter than many of the pneumatics now on the market. Besides the Closure, the makers, the India Rubber, Gutta Percha and Telegraph Works Company, England,

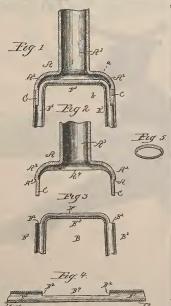


manufacture a single tube tire on the Boothroyd principle, which is very easy of repair, and a racing tire weighing but three and one-half pounds to the pair for 1 3-4x28 inches. As yet there is no exclusive agency in this country, but a number of tires have been used with great success.

A New Front Fork Scheme.

Cyrus Kehr, of Lakeside, Ill., has been granted a patent on what appears to be a good idea in forks and crowns, illustrations of the drawings of which are shown herewith. There can be no doubt that the fork crown would be much stronger than the ordinary one.

A is the crown. This is shown detached in fig-ure 2 and combined with the legs and reinforce-ments in figure 1. A 1 is the neck. The outer face of each of the shoulders, A 2, of the crown extends to the substantially vertical portion of the legs, at which point there is on said crown a substantially horizontal downward-directed face. substantially horizontal downward-directed face A 3. The lower face of the crown is concave and terminates at each side in a downward-directed edge, A 4. The faces, A 3, and the edges, A 4



are to meet, respectively, the faces, B2, of the legs, B1, and the upward-directed edges, B5, of the reinforcing member, to be hereinafter de-

of the edge, A 4, between points opposite the faces, A 3, of the crown A. (See Fig. 4.) Thus the tube will continue to be a tube, excepting along B 4, where it is a half tube, the concave or open portion being directed upward. At each end of the cutting, B 4, is a face, B 2, formed by the wall not cut away. The pipe is not bent downward at each side of the cutting, B 4, until the uncut portions of the pipe are nearly perpendicular and the arch is formed, as shown in figure 8, the bending being done on the half of the pipe next to the faces, B 2. The arch now consists of the legs, B 1 B 1, and a reinforcing member, B 3, intregal with and connecting said legs, said reinforcing member being concave legs, said reinforcing member being concave above and having the upward-directed edges, B 5, and the faces, B 2, of the legs, B 1, being now directed upward and extending from the exterior of each leg to the middle thereof. The specific dimensions and shape of the several parts of the arch are such as to cause the faces, B 2, to fit accurately upon the faces, A 3, while the edges, B 5, fit accurately upon the edges A 4, when the crown and said arches are brought together, as indicated in figure 1. After these edges are thus made to meet they are permanently brazed. The result is a light, graceful, and strong fork and one which is elastic at every point, so that strains resulting from jarring are not concentrated at particular point. A reinforced-tongue, C, may extend from each shoulder of the crown downward into and along the outer wall of the leg, B 1, and such tongue may be brazed to said wall. arch are such as to cause the faces, B 2, to fit

The Scorcher Saddle For '93,

The above is shown in the cut herewith. It is the product of the Bretz & Curtis Manufacturing Company, of Philadelphia.

The Scorcher pattern weighs just one pound seven ounces. The weight is reduced by cutting off the flat spring, giving it a slight upward bend, thus producing a neat, compact and exceptTrade Jottings.

R. D. Garden has returned from the east.

A. A. Taylor, of the Taylor Cycle Company, is in the east.

The Spooner-Peterson Company has moved from 335 Wabash avenue.

A. J. Marratt, manager Coventry Machinists' Company, visited Boston last

The T. D Ganse Cycle Company will, in a few days, have samples of the '93 Reform.

The Coventry Machinists' Company has had to cable for another shipment of Holbeins.

The Quadrant Cycle Company, Chicago, will have greatly enlarged quarters next season.

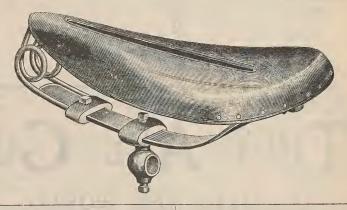
Morgan & Wright's out-put of tires this season was close to 17,500 pairs, beside cushions.

In our English trade letter last week, the size of the Crypto's front wheel was given as thirty inches instead of thirty-

Prince Wells was in Chicago last week to hurry up shipments of safeties. Whittaker also called along cycle row on business

The regular roadster Garford saddle. ('93 pattern) weighs but a pound and three-quarters, while their Scorcher is under a pound.

The firm of Stokes & Leeming, repairers, Dearborn street, has been dissolved.



ionally strong saddle. The size of the Mr. Stokes will continue the business seat is the same as the Regular pattern, but other parts are reduced in size and weight to give us the extra lightness.

The leather is made of the same quality high grade stock as before. oak finish. The only change noticeable is its shape, which has been formed to fit the rider most accurately. Attachments such as post clamps and bolts are designed somewhat differently than before, but of the same quality. Springs both coil and flat are made of the highest grade Bessemer steel and carefully tempered in oil. A drop steel forged improved pattern cantle is used, which adds much to the strength and decreases the weight considerably. Nickel-plating is done on copper and is strictly firstclass.

Sercombe & Bolte's Sulkey.

The Sercombe & Bolte Manufacturing Company are making a push for the pneumatic sulky business, and from appearances are meeting with great success. P. H. Sercombe, with his usual foresight, anticipated what was coming, and was ready for the demand when it came. The cut on another page shows their sulky with the S. & B. pneumatic tired wheels, and a good picture of the celebrated jockey and sporting critic, James Garrison, and his famous trotter, Bell B. No less than a dozen of these speedy flyers will be used this week at the quarter, half, three-quarters and the state fair.

JACK ROYAL. two miles to his credit. There will be a

and assumes all obligations.

An addition is to be made to the Morgan & Wright pneumatic tire factory. The output next season will be much larger even than that of this year.

Mr. W. C. Brewer, recently of Chicago, has taken the managership of the Toledo Bicycle Company. The company is to be congratulated upon securing the services of a gentleman so full of energy and determination.

Thomas Sanders, of Birmingham, England, representing a half-dozen English firms, is at the Wellington Hotel, This is his fourth trip over Chicago. this season. He represents William Bown among the number.

A very handy bicycle lock now being introduced consists of two parts that clamp tightly one on each fork. A steel bar in one comes up through the wheel, and being pushed into the opposite fork fixture, locks with a spring.

The Heart'ey Machine Works, of Toledo, have moved to larger quarters, and their address will be 903 and 905 Water street. Mr. Heartley reports numerous orders from bicycle manufacturers, and expects to have a busy season.

The Raleigh is in a fair way to hold all the principal records before the year closes. Zimmerman has already placed Do you know of anything Better than the



We don't. If we did we Would make it

Send for



Coventry Machinists' Co., Ltd.,

Chicago,
Boston,
San Francisco.

THEY ARE GOING VERY FAST



These reliable WELDLESS and BRAZED STEEL FORKS are renowned throughout the trade. We also manufacture MUDGUARDS. STEEL CUPS, Footrests, SAFETY FRAMES and PARTS.

YOU USE THESE GOODS.

Send for our List at Once.

Butler's Cycle Fittings Company, Ltd., Birmingham, Eng.

The BROOKES

STANDARD GUARANTEED BICYCLE OF THE WORLD.

Highest Grade Only. Constructed on Scientific Lines. Distinguished for Perfect Finish. Great Durability, and Freedom From Repairs. Manufactured by J. & H. Brookes, Birmingham, England.

You Have Heard of the BROOKES Saddle,

Sole Agent for the United States and Canada,

GEO. A. DRYSDALE,

176 and 178 Portland St., Boston, Mass.

LIVE AGENTS WANTED EVERYWHERE.

real struggle of men and machines before the season ends, however, and one can't tell what may happen. George Banker and Harry Wheeler are now on Raleighs, fitted with Bidwell tires.

Cog wheel bearings, of course said to be easier running than balls, no friction whatever, never in need of oil and all that sort of thing, have been put to a test on street-car wheels and will now be placed on a prominent firm's bicycle for trial.

H. J. Hall, Jr., of Rudge and Metropolitan Hardware fame, and later with the Ormonde Cycle Company, has followed in the steps of that company's late secretary and joined the Raleigh Cycle Company as its traveling representa-

Edwin Oliver will travel in the interest of the Garford Magufacturing Company for the next sixty days only. Nov. 1 Ned proposes going in for himself. A. L. Garford and H. S. Follansbee will soon be on the road in the interest of the Garford saddle also.

"PERFECT" POCKET OILER.-1 Size.



Best and neatest oil can in the world. Throws only a small quantity of oil at a stroke; handsomely nickel-plated. For sale everywhere. Price, 50c. each "Perfect" Pocket Oller Holder.

Best and most convenient device for carrying an oil can on a bicycle. Thor-oughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c.

"Perfect" 'Pneumatic Pump Holder.—Similar to oiler holder, but slightly larger. Pump is always con-renient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.







The arrow points in Fig. 1 indicate the open spaces between the plates of the spring win front and rear of the clasp, and which are closed as the weight is applied to the scat, reinforcing the spring as it is depressed, and thereby affording an AUTOMATIC ADJUSTMENT, to a light or heavy rider. ** Never before attained heavy rider. ** Nev in cycle saddlery.

The Whitten-Godding Cycle Co.

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