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CHAS. P. ROOT, - - - Associate Editor,  
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#### THE FLYING START FALLACY.

Some people are never satisfied to let well enough alone; they are continually after a change. Just now the cash prize, makers' amateur and flying start questions seem to be causing a great deal of worrying on the part of these same people. There may be some valid reasons why we should entertain the first two questions, but we can see no grounds for taking up the last named one. Of what benefit is a flying start in competition? It is well enough for record trials, but not otherwise. Scratch races are seldom ridden in very fast time—nowhere near record time, surely—so that in this respect a flying start would be of no material benefit. In scratch races it is not how fast the men can get away, but how slow, for as everyone knows each competitor fights shy of pacemaking. If the competitors would go right out from the start as in horse racing, a flying start might be well enough, but when they all hang back and wait for the other fellow to make the pace there can be no use in the change. A slow start from a push-off answers just as well and gives a fairer start, doing away with any possibility of jockeying. The flying start in handicaps of course would be impossible, though it might be used to good advantage in quarter-mile races. But there is no use in mixing things up to such an extent. G. Minton Worden says that the flying start "would eliminate the pusher-off, who, if he were Queckberner, the champion thrower, or John L. Sullivan, would give his man a big lead, and that it would prevent the unfair holding back by some starters, as now often practiced. All these advantages would be gained admittedly; still the race-meet managers stick to the old-time start."

Does Mr. Worden suppose for an instant that because the men crossed the tape at the same time they would be more likely to go right out and make pace? If he were in a scratch event, flying start, would he start out and go for all that was in him? Hardly; he would hang back and take the benefit of someone's else pace just as is done today, and the result would be that no better time would be made. Mr. Worden has been in too many races to talk in that manner. He says it would do away with the too numerous starters. Now, pray? Could the men who use cleats and toe-clips and rubber bands to keep their feet on the pedals arrange these necessities without someone to keep upright their machines? Someone must start them as long as these things are used and the start may just as well

be made from the tape as down the track a ways. There is really no good reason for making the change and having one kind of start in handicaps and another in scratch events. There are complications enough now—don't bring out any more; let well enough alone.

#### A TIME-LIMIT DISTURBANCE.

The cycling scribe of the Baltimore American has been greatly stirred up because Zimmerman, Lumsden, Bliss, Rhodes and others refused to ride when a time limit was put on a mile race, for he says:

With the exception of the western men, the racers of note all came from clubs in New York city. This clique had the Maryland Club at their mercy. They were exceedingly pig-headed as to the time limits that were placed on the events. A little loitering around the tents of the racing men showed that the best men were very much in cahoots. Being so, they seemed determined not to over-exert themselves by trying to compass the fine track in time faster than 2:40. When the 1:10 limit was put on the half-mile event they showed their disposition and unanimity of action by all hands dismounting and starting for their tents. It was practically the same in the race for the piano, when all hands howled because a limit was put on the mile at 2:40. This was utterly ridiculous. It showed that the men wanted a full dress parade around the circle for their condescension in taking away the fine prizes. But the reign of these so-called amateurs is short, and they are doing their best to have everything their own way while it lasts.

In the first place, neither the day nor the track was fit for any remarkable time. It had sprinkled somewhat and an overcoat was quite comfortable. Records are not made under such unfavorable conditions, and the men were justified in refusing to ride. The Baltimore track is a very nice quarter-mile oval—probably as good as any in the country, size considered—but it is by no means a record breaker, though some seem to think so because the tandem record was broken on it. If the scribe had been the manager of the meet it would seem like a case of sour grapes when he says "the men wanted a full dress parade around the circle for their condescension in taking away the fine prizes." If this clique had not been there what would have been the gate receipts? The fact that Zimmerman, Taylor, Lumsden, et al., were sure to be there is the only thing that could have made the meet a success on the day it was held, when rain threatened to fall every moment.

#### WILL JOHNSON'S RECORD STAND?

The REFEREE is really astonished at W. C. Thorne's interpretation of the league's rules regarding records, more particularly those made by Johnson recently. According to Wednesday's Tribune Mr. Thorne said:

I only gave it as my personal opinion that the claims will not be allowed. The other six members of the racing board may disagree with me, but nevertheless I will contend that as we had in former years to make special provision for the acceptance of board track records, and until we did so they did not go upon the books, so we must decline to give Johnson's record honors until we provide that the horse may pace a man. Such provisions may be made, but in the meantime I, for my part, must confess that I do not see how it is possible to allow his records. There is no set of rules which absolutely governs the granting of records. Circumstances regulate the action of the board in such matters. And yet I apprehend that Johnson will not be much the gainer for his late trials. However, I may be wrong. My associates may think differently from me. A majority of the board will decide.

His associates may or may not entertain a different view of the matter; they may never allow the record to go on the books, but it will not change the fact that Johnson has ridden a mile on a bicycle in 1:56 3-5 and 2:04 3-5 for the flying and standing starts, respectively. There is no rule that says a man must ride for record on an oval track only, or that he must have a human being on a bicycle for pacemaker. There is no law against having a horse to make the

pace; the only question for the board to decide is whether Johnson covered the mile on a track in the time claimed. If the board is satisfied that he rode a mile in the time claimed, whether he had horses, men or anything else for pacers, it is bound to give the western boy due credit; it has no authority to make rules to fit one case and not another. Johnson unquestionably made the records, and the board must allow them.

#### "HUMBUG—NO MORE!"

Under this caption *Cycling*, that clever and interesting English weekly, handles the amateur question in a most able manner. The editorial is printed in the current issue under the eastern department heading, and it is well worth one's time to read it carefully. While American races are not bothered by the "bookie," and seldom is a large bet made on a race in this country, it is a well-known fact that, like England, this country is afflicted with "pure amateurism" which for rottenness is by far greater than the professional class in its palmist days. It was well known that the "pros" were "out for the 'stuff'" and usually got it—they made no secret of it. It is different with the amateur. He is out for the stuff just as much as was the poor old "pro," and we venture to assert that in a goodly share of cases he gets that which he seeks. If he can't get it one way he does another—he gets it. It is time to call a halt; if we are to have amateurs let them be amateurs in every sense of the word. There was a time when a gold medal for first and silver for second prize would satisfy any pure amateur. Glory is all he was supposed to receive; but now those days are past. There is a great problem before the cycling statesmen; let us see how well they will solve it during the winter months.

#### NOTES AND COMMENTS.

Have you seen the wondrous (alleged) record made at Independence, Iowa? The effect on the average mind is simply paralyzing. A mile in 1:56 3-5—wow! Why not 1:30 and make even figures? It would save time. Those among us who happen to know the old-time method of T. W. Eck, et al., feel, to say the least, some uncertainty, and when the name of the noted horseman and his kite-shaped track, together with his published intention of running a race meet himself this fall, is remembered, we think we "smell a mice," so to speak. Mr. Johnson had much better win his laurels by leaving Zimmerman, Tyler, Taylor, Windle and Lumsden over a hundred yards on the home stretch; he would get a deal more favor and establish a stronger faith in his ability. [Our correspondent is evidently laboring under a delusion and is respectfully referred to the statement of how the records were made, furnished the REFEREE by John W. Evans of the American Trotter.—Ed.]

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#### THE COST OF BICYCLES.

The editorial in last week's REFEREE in the cost of bicycles, is in direct line with the numerous paragraphs I have written on the subject, and I am glad that others are awakening to a realizing sense of the importance of warning the public. The prices given by the gentleman who wrote the letter may be wrong in some particulars—I think myself that they are—but where he has placed his waste and labor much too high he has placed his selling expenses much, very much, too low. I have been informed on excellent authority that the average cost of selling is very nearly equal to the average cost of

building; and if this is true, only those who build thousands of machines yearly have a show for profit. I believe that the anonymous writer has placed his cost at \$20 too high, but that he has placed his selling cost at least \$15 too low.

#### A CONDITION, NOT A THEORY.

However this may be, any one who is interested can assure himself that it is a "condition, not a theory, that confronts us." Let anyone point to a single instance where in the last four years a bicycle factory has started up and made even a decent manufacturers' profit, and I have no more to say, even though failures on every hand, changes of management on every side, and a failure to keep even all around are self-evident and undeniable facts. The truth is that the first cost of a bicycle factory, with equipment sufficient to enable it to make money, is enormous, and that the cost of running it is somewhat appalling. Adding these things to the other fact that the market is overcrowded and that the business as a business is not settled on a solid basis, it is clear to anyone who will investigate that he had better put his money into corner lots on the planet Mars than into a bicycle factory. The dealer is making much more money than the maker, and with little or no risk under the present state of things, for the simple reason that he can buy at his own price from a glutted market, and dictate his own terms.

#### IT IS WORSE IN ENGLAND.

In England the trade is in even worse condition than here, if reports can be relied on, and with the cholera scare and the World's Exposition staring us in the face I for one think the outlook for 1893 is very gloomy. As to the tumble in prices, with the decrease in the price of pneumatics it is likely to come, and will mean little to the maker one way or the other. He put up his price from \$135 to \$150 because he had to pay from \$25 to \$35 per pair for pneumatic tires, on which he made no profit, but on the contrary sustained an actual loss, viz., the expense and annoyance of repairs of tires which he did not make, but which customers persist in identifying with the machine. If he can buy his tires for less in 1893 the customers will be benefited and he will be in the same condition as before. In the meantime, no doubt, people will invest their money in the business, without investigation, because they think that "these things don't cost more than \$25. Huh!"

LA COTE MAL TAILE.

#### A Card to the Public.

It has been rumored on the street, and more especially along Cycle Row, that the Sieg & Clementi Company was in financial difficulties and had been closed up. Nothing, however, is further from the truth. We believe that the Sieg & Clementi Company has done a far more profitable business than the average retail cycle dealer, and its business has simply been put on a more sound basis, with increased capital, in order to be able to take care of the increased trade of 1893 to the best advantage. The firm will now be known as the Charles H. Sieg Manufacturing Company. We think this explanation is due Mr. Sieg, in whom we recognize one of the brightest young men in the trade. AMES & FROST COMPANY, by W. R. Walpole, secretary.

#### Windle's Factory Burned.

While training for records at Springfield, Willie Windle was summoned home by a telegram, his father's factory having burned to the ground. Willic made a record ride from Worcester to Millbury, but was too late.

## ONE MILE IN 1:56 3-5.

## JOHNSON MAKES ANOTHER REMARKABLE PERFORMANCE.

*All Records Broken Up to and Including the Mile By the Minneapolis Boy—Some Theories on the Matter.*

John S. Johnson, of Minneapolis, and a member of the Chicago Cycling Club, has again startled the lovers of sport by riding the mile in the phenomenal time of 1:56 3-5. It is difficult to believe, but there seems to be no doubt as to the genuineness of the performance when everything is taken into consideration. Johnson left his dressing room last week Wednesday a few moments before 6 o'clock, and with Tom Eck walked down the kite track at Independence, Ia., to the judges' stand. In the grand stand a large crowd had gathered to see Johnson make the attempt to slaughter the mile record from a flying start. It had been announced that he would make the attempt, and to make sure that everything would be all right, a full line of officials was on hand. W. C. Littlejohn, J. W. Evans and C. F. Tucker, all prominent Independence wheelmen, were the judges, while the timers were S. L. Caton, of Dubuque, Ia.; Judd Seacord, of Galesburg, Ill.; J. L. Doherty, of Clinton, Ont., and C. A. Thompson, J. F. Martindale and O. O. Tibbetts, of Independence, Ia.

The track was in perfect condition, having been carefully rolled during the morning, while the rain of the night before had settled the ground in good shape.

## TWO HORSES FOR PACING.

When Johnson came out attired in a bath robe he was greeted with a hearty applause, and immediately mounted for a warming up. As the running horse, Uncle Henry, was driven down the track, Johnson was started several yards back of the tape, and immediately "tacked on" behind the sulky drawn by the runner. The quarter was reached in 29 1-2s., and when the Minneapolis boy passed the half-mile pole the watches registered 58 3-4s. At this point the horse Ned Gordon took up the pace and the three-quarters were covered in 1:28 1-2. Then down the stretch came the two horses and the wheelman, Uncle Henry having been kept right along so as not to break the pace. The drivers of both animals were urging them along to increase the speed, but Johnson was right there and at no time was he more than a yard or two behind. When he crossed the tape the watches were stopped at 1:56 3-5. There were only one or two watches that were over 1:57, while several were well under the 1:56 3-5. A wild hurrah went up when the time was announced, and Johnson was congratulated by all who could get to him.

## HOW DID HE DO IT?

Any amount of reasons have been given for Johnson's wonderful ride—nearly everybody seems to have some theory, though the older ones say: "I don't know what to think of it." It has been argued that the track is down grade to the extent of three feet to the mile, while others say this could not be, because if it were down grade part of the way it would have to be up grade at the finish. But this is not so, for if the finishing point were back of the starting place the mile could be down grade and the up grade would be from the tape to the starting point. Then again it is thought that because a sulky was in

front of Johnson it created a vacuum, so that Johnson, instead of having to break the wind was dragged along just as a piece of paper would be carried along if thrown behind a rapidly moving train. Then the Elliptical gear is thought to have something to do with the performance.

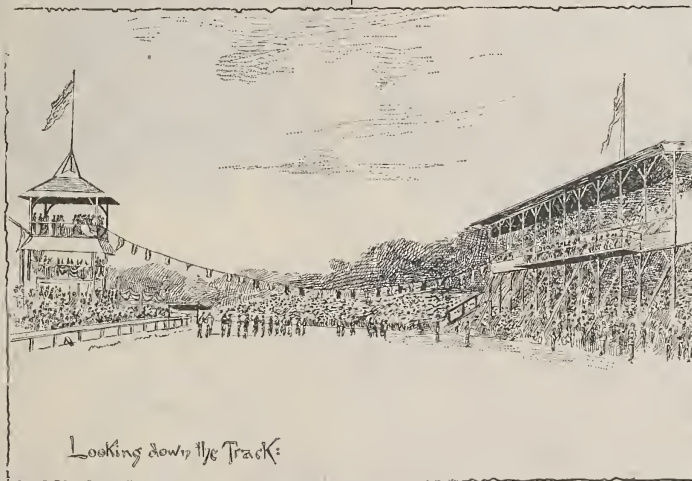
## IT IS A COMBINATION.

Figuring it all out there seems to have been a good combination—a fast rider, well trained; a good wheel, with an elliptical gear, that must have proven fast; a good track, steady and perfect pacing and the suction created by the rapidly moving sulky. Johnson is unquestionably a good rider, but whether he ranks with Zimmermann, Tyler, Lumsden, Taylor, et al., remains to be seen. He might ride splendidly against time and not be very successful in competition. He did not show up particularly well at Parkside or Indianapolis. But no matter how he made his mile in 1:56 3-5, nor how well he performed at previous race meets, his quarter in 26 3-5 shows how well he is riding. A quarter in such time can be made only by the man of first quality.

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## Johnson's Performances.

The REFEREE is indebted to John W. Evans, of the *American Trotter*, Independence, Ia., for a complete statement



SPRINGFIELD, MASS.

of Johnson's doings. All the timers were experienced men, having timed the fastest horses in the country, while the judges were well known local cyclists, he himself having recently lived in Birkenhead and Liverpool, Eng., where he was sub-captain and captain of the West Cheshire B. C., and a member of the Wirral B. C., of the former town. Now that Johnson has broken all the world's records up to the mile, for both flying and standing starts, Mr. Evans thinks cycling will boom in Independence. C. W. Williams, owner and driver of the great stallion Allerton, will offer \$2,500 in prizes for a two days' meet in October. The following shows Johnson's times, and the timers, judges, starters, etc.:

FLYING START—Quarter, 27 1-2 sec.; half, 55 1-2 sec.; quarter, 26 3-5 sec. Judges—J. R. Cheesbrow, Waterloo; C. A. Rosemond, Independence. Referee—F. S. Billings, Waterloo, Ia. Timers—O. O. Tibbetts, John Hussey, B. W. Tabor, Independence; C. M. La Due, Luverne, Minn.; J. L. Doherty, Clinton, Ont.

STANDING START—Quarter, 31 sec.; mile, 2:04 3-5. Judges—John W. Evans and W. S. Tidball, Independence, Ia. Starter for mile—Dr. E. E. Spalding; starter for quarter, W. C. Littlejohn, Independence. Columbia agent. Referee—C. F. Tucker, Independence, Warwick agent. Timers—Fred and Judd Seacord, Galesburg, Ill.; Sam Caton and F. D. Stout, Dubuque; C. M. La Due, Luverne, Minn.; J. F. Martindale and C. A. Thompson, Independence. Mr. Stout owns Nutwood, another great trotting stallion, and is also proprietor of the Highland stock farm.

STANDING START—Half, 58 3-5 sec.; flying quarter, 26 1-5 sec. Judges—Herman Frank, C. A. Rosemond, J. W. Evans, Independence. Referee—C. F. Tucker, Independence. Timers—Sam Caton, Dubuque; C. A. Thompson, Independence; J. L. Doherty, Clinton, Ont.; H. E. Ball, Aurora, Ill.; Charles Camp, Greeley, Colo.

FLYING START—Mile, 1:56 3-5; quarter, 29 1-4; half, 58 3-4; three-quarters, 1:28 1-2. Judges—W. C. Littlejohn, J. W. Evans, Independence. Referee—C. F. Tucker, Independence. Timers—Sam Caton, Dubuque; C. A. Thompson, O. O. Tibbetts, J. F. Martindale, Independence; Judd Seacord, Galesburg; J. L. Doherty, Clinton, Ont. Flagman for quarters—George T. Blamer, Independence.

Johnson's records were all made according to league rules, and he even started further back than required. To date they are as follows:

	Quarter.	Half	Three quart's.	Mile
Standing start.	31	58 3-5	1:34 1-5	2:04 3-5
Flying start....	26 1-5	55 1-2	1:28 1-2	1:56 3-5

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## What the New Yorkers Think.

New Yorkers are astounded at the performances of the western wonder, Johnson, at Independence, and while the daily papers have printed columns of matter regarding the Minneapolis boy, nine out of ten cyclists doubt the genuineness of the trials, question the timing and measurement of track. Others doubt it because T. W. Eck had Johnson in charge, a very reckless and unwarranted way of trying to prove that there was something wrong about the magnificent trials of the speedy west-

ances have been received east. There is no doubt in my mind they are genuine, and were done by a wonderful western rider. Why should not the west produce a world-beater? Want of good tracks, "expense money," and wealthy uncles to support western amateurs at racing has been the reason why Mr. Johnson has not come to the front before. Get good tracks and somebody who will put up "de stuff" and you will have a few Zimmermans, Taylors and Tylers out west before many moons. "It's money that makes the mare go." MORGAN.

## Gossip from Milwaukee.

MILWAUKEE, Sept. 26.—The racing board has suspended the following Milwaukee riders for sixty days from September 1 for violation of the racing rules: Gus Zimmerling, William Giles, Thad Wendzinski, H. Jansen, Frank Wiison, William Morris, Paul Schimmel and W. H. Taylor. All members are warned against competing with any of them under penalty of like suspension. It is matter for congratulation that although the board, like the mills of the gods, grind slowly, it gets there all the same. The one thing to regret is, that action was not taken earlier in the season. Many of the suspended riders violated the rules of the league in open defiance of its powers, no doubt under the impression that it could not reach them and that they could do as they pleased in the matter.

W. A. Lingham, of the firm of Lingham & Ashelman, bicycle dealers, West Superior, has spent the past week in Milwaukee, the guest of P. H. Sercombe. Mr. Lingham reports business in his section very good, and new riders in abundance.

Probably the most enjoyable run of the Milwaukee Wheelmen this season was taken last Sunday to the Coelnisher Kirmis, a point about seven miles distant from the city. The Kirmis is a pleasant recollection of similar events original with the fatherland, and was a picturesque picture, perhaps unknown to any other section of the United States.

## PA SANGER ILL.

Casper M. Sanger, president of the Sercombe-Bolte Manufacturing Company, is suffering from a stroke of paralysis, and his condition is a matter of anxiety to his family and many friends throughout the city.

The Sercombe-Bolte Telegram Cycling Club, an organization composed of employees of the Sercombe Bolte company, held its first road race last Saturday afternoon on the White Fish Bay road. Seventeen riders, all mounted on Telegram racers, lined up for the start. Charles Mortimer was the first pushed off with four minutes' handicap, and he was never seen until he crossed the tape, the winner of a beautiful gold watch donated by P. H. Sercombe. Will Bremer, foreman of the construction department, won the time medal given by the company, in 19 min. 39 sec. The handicapping was very amateurish and the race was a gift to the winner. Walter Sanger officiated as referee. The judges were P. H. Sercombe, W. A. Lingham and Well Breckenridge. After the race a supper was served at Keserbie's cafe, provided by Henry Hellings, foreman of the enameling department. The race was a success, and the company is deserving of great praise for the liberal manner in which it responded with prizes. JACK ROYAL.

Two of the directors of the Coventry Machinists' Company, Coventry, Eng., are in Chicago. Before they leave they will decide on the location of their factory in this country.

erner. The headlines in the dailies had such catch lines as these: "A Hurrying Hurricane," "A Cycling Nancy Hanks," "Zimmerman Snowed Under," etc., and there is no doubt that Johnson has taken a lot of the Zimmerman thunder from these parts. The names of the parties connected with timing the rides are well known to Editor Busby of the *Turf, Field and Farm*, and he believes the performances to be genuine, and rightly said "that horsemen were not giving cyclists such records unless they made them." A New York salesman in a cycle store is a fair example of the doubters of the Johnson performance, for when the REFEREE man asked him his opinion, he replied: "I don't believe it; no unknown can come out and do such a performance. I will bet on that." There is no sense in discrediting the performance because Johnson is not known east. This a big country and great men die in the east that have never been heard of west, and vice-versa. Another foolish objection to believing the time is because Tom Eck brought the man out and trained him for the performances. Eck is, in the writer's mind, the best trainer this side of the Atlantic to-day, and the champions he has brought out proves his training abilities. The articles in the *Sporting Life* and *American Wheelman* show how Johnson's perform-



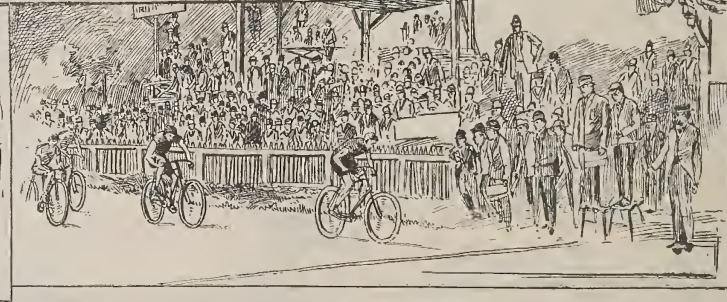
1/2 Mile open—Thursday



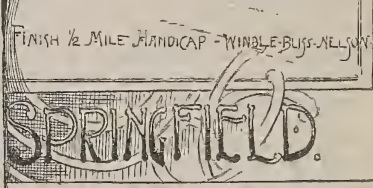
Start 1/2 Mile open—first day.



Start World Record Race



Finish of World Record Race



FINISH 1/2 MILE HANDICAP—WINDLE-BUSBY-NELSON



## Here and There

His Explanation Was Good.

The Worcester Bicycle Club wants to know, you know, why the Massachusetts division granted Springfield \$350 for an entertainment fund for the fall meet, while the division officers refused to give Worcester a cent for its entertainment fund for the spring meet of the division. This question a dozen Worcester club men fired at a REFEREE representative at Springfield recently. Asking Charlie Howard, who, Judas-like, carries the "swag" for Massachusetts leaguers, the ever-smiling Charles said, "'cause." Well, as supplementary information, he said: "'Cause we get so many two dollars at Springfield, so it is simply 'casting bread,' etc., and the large roll Howard exhibited as a guarantee of good faith showed the diplomacy of the crowd that run things for the old Bay State leaguers is keen and thoughtful. It is a wonder they can trust a newspaper man with so much money. Howard now carries over \$3,000 for the division; but he earns enough from the Boston *Globe* to enable him to resist temptation. So with this explanation the men of Worcester must seemingly be satisfied; but they will call on Treasurer Howard again next spring.

Cyclists as Museum Freaks.

A new New York museum is about to erect in its wax work department a gallery of the famous cyclists of America, embracing the representative men of each state, both non-racing and racing,

and maintain a national gallery in the nation's metropolis. The leading racing men will be mounted on real wheels, the figures will be made up from photographs, and the racing colors of the rider will be brought out prominently in wax. It is expected that fully a hundred figures will be erected, with a view of attracting patronage from cyclists as well as to instruct the masses in cycling. A hand-book and a lecturer will tell the visitors who the figures represent and what the originals have done in a cycling way. A famous Parisian wax worker will have charge of the work. Although the name of the museum has not as yet been made public, it is understood that the well-known Eden Musee, situated on Twenty-third street, is the place. The gallery will be well advertised in the cycle and daily press, and the musee people expect the idea will be a taking one, not only with the cyclists but the general public as well.

Recent Patents Granted.

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

483,735, vehicle; Olaus Hanson, Toledo, Ohio, assignor of part to Joseph L. Yost, same place, and Harry A. Lozier, Cleveland, Ohio; filed Dec. 8, 1890; serial No. 378,986.

483,819, elastic tire; Curt Wagner, Oderan, Germany; filed Jan. 28, 1892; serial No. 419,543.

482,856, bicycles; Alfred Trenblay, Holyoke, Mass.; filed Feb. 10, 1892; serial No. 420,946.

483,938, child's seat or parcel carrier for bicycles; Maurice E. Blood, Kalamazoo, Mich., assignor to the Kalamazoo Cycle Company, same place; filed Oct. 24, 1891; serial No. 409,661.

483,084, bicycle bell; Edward D. Rockwell, Bristol, Conn., assignor to the New Departure Bell Company, same place; filed March 9, 1892; serial No. 424,320.

Some Do and Some Don't.

It is said that Frank Egan's salary, as cycling editor of the *Sporting Life*, is \$4,000 per year. The business department of that paper must have shown better results than some we know of to be able to stand such a sum. Perhaps some reader may have heard this moss-covered joke:

Says John, "What's your salary now, Harry?"

"Four thousand a year. What's yours?"

"Only a thousand."

"Rather small, isn't it?"

"Yes—but then I get mine!"

Not a Money-Making Affair.

"Cupid's Chariot" has gone the way of the other cycle plays. The company has practically disbanded and the members think cyclists are not very susceptible folk to cater to. Anyhow, the brief season was a financial failure, according to what Mr. Ward of the company told a REFEREE representative.

He's After Whittaker.

George S. McDonald of the Raleigh company, is looking for Stillman G. Whittaker with a section of pneumatic loaded with shot. It seems "Whit" got hold of a general admission press ticket at Springfield and gave the same to McDonald, assuring the latter that its magic influence would give him free entry into every nook and corner of Hampden Park, including the press stand, and also told him to hang onto the ticket at all points, and that by simply saying "press" and waving his

hand all officials would give way. He tried Whit's advice on the two big policemen at the park entrance, and they collared McDonald, who was lifted bodily through the gate minus his ticket. Now he thinks Whit put up a job on him.

WINDLE AGAIN A RECORD-BREAKER.

The "Little Wonder" At His Old Tricks—Three Records Go Down.

SPRINGFIELD, Mass., Sept. 29.—(Special telegram.)—Willie Windle broke the records for three, four and five miles to-day. The times as taken by C. T. Shean, C. E. Whipple and James A. Bryan were as follows:

One mile	2:21 2-5
Two miles	4:40 2-5
Three "	7:04 3-5
Four "	9:26 3-5
Five "	11:41

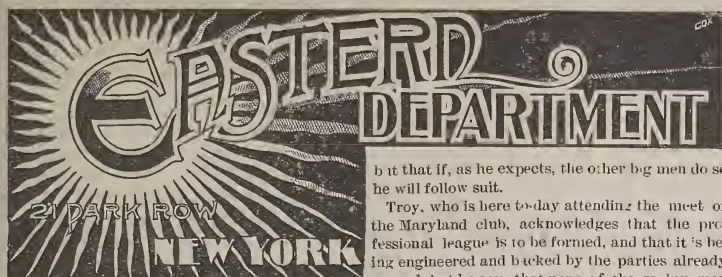
Windle had for pacers Murphy, Campbell and Dorntge on a triplet, and Arnold, Nelson, Martin, George Smith and C. L. Nelson.

How's This For Nerve?

Harry F. Blake, formerly of Peoria, and W. L. Sperry of this city, enjoyed the first tandem trip down Pike's Peak on Saturday, Sept. 17. To add to the novelty of the trip, Sperry's right hand, which has two bones broken in it, was carried in a sling during the entire ride!

Paced By a Professional!

The latest advices from New York show that the east has about decided 'to accept' Johnson's records as authentic, as far as the time and track go; but a man has asked Elliot Mason what the result will be since a "professional horse" made pace for Johnson, an amateur.



### That Spalding League Scheme.

Some month ago I called attention to the report current in New York that A. G. Spalding was interested in a cash-prize, professional-class scheme, and would build tracks on the principal ball grounds now occupied by the national base ball league. After an interview with A. B. Barkman, who stated that he had not heard anything of such a scheme—and if anyone would Barkman, who has charge of the Spalding cycle department, would surely know—I came to the conclusion that rumor was wrong once more, so dropped the matter. But to-day rumor assumed shape in the form of a half-column "special" from Baltimore in the *Sun*, and as Spalding was once more made the figurehead of the scheme I was determined to "tackle," as in football, and bring my man down with something definite regarding the matter. This is what the *Sun* said, and Walter Masterson, who is still doing cycling news for the same old *Sun*, will have to look out or the maxim, "If you see it in the *Sun* it's so," will be turned to "If you see it in the *Sun*, don't believe it." The special, which looks like the work of Guy P. Wilson, of the *Baltimore News*, or Albert Mott, says:

#### TO MAKE THEM ALL PROFESSIONALS.

BALTIMORE, Md., Sept. 21.—The League of American Wheelmen must move quickly or suffer an irreparable loss. The question of cash prizes has been the subject of a long-continued war of words, and the great minds of the league seem utterly unable to agree upon a settlement. The evasions of the present amateur rule are generally acknowledged to be constant and flagrant, but except in very rare instances the only verdict that can be secured against a suspect is the Scotch one of "Not proven." No one possibly has ever doubted that the racing men would rather be honest in the matter and openly race for money, but as the rules now stand this is impossible. Next season, however, it will be different, and unless the league makes up its mind to change the rule radically and at once, it will find itself at the opening of the next racing season without enough fast men in the amateur ranks to give a meet.

A scheme is now being engineered looking to the formation of a professional league. It is being made chiefly by Spalding and other baseball magnates. As now outlined the plan is to build a first-class bicycle race track in every big baseball park in the country, and to hold three race meets a week on each one for cash prizes. The present baseball managers will have the first chance to build these tracks, but if any fail to avail themselves of the opportunity others who have already expressed a desire to do so will get the franchises.

For such a scheme as may arise ample capital has already been pledged. The new league is to be governed by rigid rules and no jockeying is to be permitted. The men who race will be free to do so whenever and wherever they please, except that they will not be allowed to race for any organization other than the proposed league, which promises to give them plenty of opportunities to win good-sized money prizes.

In addition to the regular tri-weekly events it is proposed to institute national championships in which large special prizes will be offered. The racers will be their own masters, and may make as much out of the sport as they can.

#### ZIMMY TOLD ABOUT IT.

The first intimation of the scheme was given to your correspondent by no less a personage than Arthur A. Zimmerman, who acknowledged that he had been approached, and confessed that the temptation offered by the chance to make a good many thousand dollars in cold cash next season may be too strong for him to resist. He says that Troy, of the New York Athletic Club, is circulating an agreement embodying a guarantee of \$36,000 for the signatures of the present lights for the L. A. W. racing path, in which they pledge themselves to race for the new league next season, and that several have already put their names to it. Zimmerman says that he has not signed it yet,

but that if, as he expects, the other big men do so he will follow suit.

Troy, who is here to-day attending the meet of the Maryland club, acknowledges that the professional league is to be formed, and that it is being engineered and backed by the parties already named, but he says that none of the racing men have yet signed, and that none as yet had had presented to them any agreement for their signatures. He has charge of that part of the scheme, and says that as soon as the present racing season is over he will sign a contract for the purpose of pushing the scheme for all it is worth.

He acknowledges that he is even now at work in the matter, and says that he has received unqualified promises from Zimmerman, Tyler, Taylor, Berlo, Windle, Lumsden and, in fact, all the crack racing men east and west that when the racing season closes they will sign an agreement to race next season for and under the rules of the new cash prize professional league. Those of the men named who were seen here to-day do not deny it.

#### IT WAS TROY'S SCHEME.

The whole thing smacks of improbability, for A. G. Spalding does not as a rule give out his plans in advance, and the wording of the dispatch is in line with the talk used by me in my REFEREE article. Troy has been stuffing the man who sent the dispatch and inflated him, as he does the pneumatics, and is on a line with that mile-a-minute ride he was going to do on the slot of the Broadway cable road, or like that racing farm he was going to start in New Jersey. The use of Spalding's name was unauthorized, as the following will prove. Again paying Spalding's Broom street store a visit, I ran across Barkman, showed him the dispatch, and again again asked his opinion. Barkman smiled and said: "I think the whole thing is a fake; but see John W. Spalding, he will know something about it if there is anything in it." So, receiving a cordial invitation, I entered the office of the base ball millionaire and showed him the article.

#### J. W. DENIES IT.

Said John Spalding: "Morgan, there is not a word of truth in it, take my word for it, as far as A. G. or myself are concerned, and as for the other baseball magnates, I can say almost to a certainty that there is no truth in their connection. We are too busy with our business to enter such a scheme, and have no time to consider anything else, and no overtures have been made by anybody in regard to building tracks on the national league grounds. So, as far as we are concerned, you can say through the REFEREE that the whole story is without foundation. Mind you, I am not throwing cold water on such an enterprise, for I believe that, if conducted as professional baseball or the National Trotting Association are managed, a professional class would pay and do good; but it must be governed with a strong hand."

#### SOME OLD HISTORY.

Dropping into past history John W. Spalding said: "I never blamed the old professionals much for the scrapes they got into and the go-as-you-please style of their racing. I often wondered how they managed to live." And, turning in his chair, this successful business man continued: "I'll tell you what I think about amateur racing for pianos and teams. I think the organization that permits such things has a queer idea of what constitutes an amateur. I would rather that you would not quote me, but please yourself."

The opinion of a man like John W. Spalding is worth quoting, so Mr. Spalding must forgive me. The L. A. W., therefore, need not hurry. Spalding

will not now show them how to conduct cycle racing. That W. B. Troy is responsible for the talk is proved by the statements of A. C. Banker and George S. McDonald to me to-day, and what Willis B. is driving at is hard to see, unless it be that contract he says he is going to sign after the racing season is over.

#### THEY WANT THE CASH.

I like a good joke, and like to give newspaper men all the news, but upon any word I cannot for the life of me see how such misrepresentations can be considered smart, or news either. There is no doubt our "pure amateurs" would like to get the cash direct. It saves a lot of middle-man business, and the risk of detection must be wearing. I trust some Spalding will arise equal to the task, for there is profit in cash prizes for all concerned, but let us have no more of this rumor business, or going off half-cocked, Mr. Troy, if you please.

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#### The Bookmakers Again.

Some few weeks ago I told in the REFEREE about the abuses prevalent on the English path, spoke of bookmakers doing a roaring business with "bag and book," and was hauled over the coals by G. L. Hillier, who denied my self-impeachment of his angelic host who rides for pots. I came back at Hillier with a few facts, and am pleased to see that Editor Charles P. Sisley of *Cycling* thought fit to read my article. At least he read Hillier's in reply to me, and as C. P. knows a little about cycling and the practices of the English path, I will quote his editorial of Sept. 27 in full, but cannot agree with him in regard to the ill-informed Englishman, George Lacy.

#### HILLIER DOESN'T SEE THEIR FAULTS.

Hillier is a well informed Englishman—I'll answer for that—but George Lacy is perhaps a lit le blind as to the faults of the gay "amateur," and for a truth G. L. H. ought to know a little about the "humbug" of the whole amateur business, as it is now conducted in both England and America, and I do not agree with Editor Sisley in allowing the professionals to return to the amateur class after once becoming "pros," and that should be their title if they rode for a salary or a maker. There seems to be a little humbug in that wish of Editor Sisley, "once a professional always a professional." What professional business man wants to become an amateur? You might as well ask Henry Irving or Wilson Barrett to become amateur actors again. "Trade class" of amateurs sounds funny. What would you have them race for, Editor Sisley, pots or pounds? They would be getting pounds for salary; at any rate, what's the difference? It seems to me two classes there must be, amateurs and professionals. The best people in America, including the president, go to see professional base ball, why not professional cycling.

#### PROS AND AMATEURS BOTH.

The two bodies, the N. C. U. and the L. A. W., should take hold of professional cycling and run it, and that seems to be the only logical way out of the business. No "trade class" on "maker's amateurs" will succeed; there's humbug in the suggestion and falsity in the foundation of such a proposal. Three classes as suggested in Henry Ducker's article in Philadelphia's *Cycling* is illogical and should never be encouraged. The first thing we know we shall have amateurs with wings, amateurs without wings, amateurs who will not ride unless the track is of solid gold, and the maker's amateurs and the promoters and the hard-shell professionals who can not be anything but bad, according to some peo-

ple. Class races for both amateurs and professionals. The prizes of amateurs should not exceed ten dollars, and wreaths and diplomas should be the best reward for their efforts, while the professionals should struggle for the cold coin of the realm. Mr. Spalding said one thing which I forgot to mention: "I can not see why a man should not be rewarded for his hard work and expensive training and traveling in the same coin that he uses to perfect his physical condition. If the man was an amateur and did not go in for racing regularly, a medal would do." Here is Sisley's editorial, and fancy "bookies" at Hillier's Herne Hill:

#### HUMBUG—NO MORE!

"None so blind as those who won't see" is one of the wisest of proverbial sayings. An ill-informed Englishman tells the American press that over here "pure amateurism is more to the front than ever," and is at a loss to know at what amateur meetings anyone can see the bookmaker "with bag and book doing a roaring business." How a man can thus display his consummate ignorance of the present state of the sport passes our understanding. If amateurism is in such a state of purity, how comes it that the legislators for the sport are growing every day more alive to the absurdly farcical state of our present amateur laws? How is it that rumors of some decided action against the makers' amateur class, and a speedy modification of the present definition, are on everyone's lips? Because amateurism—genuine honest amateurism—is so much to the front? No; simply because the state of the race path as rotten as it well can be. The class of racing men is not improving; each year we get a trifle lower in the social scale, and yet week in week out these men scour the country in quest of prizes which they are forbidden to realize upon. How do they do it? Who pays the piper? Ask those people who have the cool audacity to declare that amateurism is on the increase. Their answer will plainly prove that if they are not fools they are humbugs. Humbug is indeed the watchword of the school which is absolutely blind to the plainest facts—facts which even the greenest of green racing novices know only too well.

#### BETTING MEN ARE ABOUT.

If the American public accepts as facts such statements as have recently been made to them, they must indeed consider England a paradise of purity so far as racing is concerned. We are cosmopolitan; we have studied this question of amateurism in all parts of England and in one or two places abroad, and although we have ourselves never invested a farthing in a bet on a cycle race, we do not walk about with closed eyes or ears. We do not take one race-path and declare that the condition of affairs there represents the state of things all over England. We hope we know better than that. But for every one race-meet where the betting man is absent we will name ten where he is rampant; and even at Herne Hill, admittedly a model race-path in most respects, the bookie is occasionally more conspicuous than we would like to see him. In the North and the Midlands he is seldom absent—in fact, it would be a bitter pill for many of the racing division who travel the country if they could not invoke his aid. We regret the fact as much as anyone. We know it is killing the sport far more than the most glaring cases of makers' amateurism, and that is the reason why we refuse to close our eyes to the condition of affairs.

#### WANTS A TRADE CLASS.

That is why we clamor for action on the part of the N. C. U. Makers' amateurism, although a lesser curse to the sport, is still a serious evil, and as the Union is absolutely powerless to check it under its present amateur definition, we shall not cease to speak out until some modification of the present rule permits the majority of racing men to sign the declaration of their amateurism with some degree of honesty. At present we see no other remedy than the formation of a Trade class, not necessarily dubbed professionals, and yet not coming under the classification of an amateur. In this class, as we have before asserted, we would place all who are interested in the sale of cycles, and from this category we would not bar ourselves, members of the wheel press. When a man severed his connection with the Trade, he should be perfectly free to return to the amateur class, but that class would have to be ruled with an iron hand, or abuses would speedily creep in again. The question is a knotty one—it has engaged the attention of cycling legislators and cycling scribes for many years, but we feel confident that we are nearing some decided action. The situation of affairs is becoming nauseating to honest men, who are not to be put off with assertions to the effect that "amateurism is more to the front than ever." They demand to see the hall-mark of this so-called "amateurism," the shoddy article may be "to the front," but genuine, honest amateurism is hidden far from sight. We want to see it in the light of day, and we will

not rest till the mask is removed from the sham that now parades itself in the garb of purity.

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Egan on Crowther.

It was with much surprise and not a little indignation that the New Yorkers read the front page scare head in *Sporting Life* last week by Frank A. Egan, on the retirement from that paper of Henry Crowther, now of the *Bicycling World*. The article was not worthy of Frank Egan, and decidedly ungrateful on the part of both himself and the *Sporting Life* people. It matters not to the public, as far as I can learn, what caused Crowther's retirement or what caused the appointment of Egan to the responsible position, but it is generally conceded that it was through Crowther's conservative course and wise administration that the *Sporting Life* attained the position it held when Egan took hold. True, Egan's letters were the features of the cycling department, but who was responsible for Egan's appointment on the paper? Why, Crowther. Therefore it seems bad taste and a poor beginning for the new editor to roast his old chief, which is calculated to injure him with his new employers, and might if the new employers did not know the man, inflict misery on the large family of little Crowthers, together with a charming wife. Many people in New York have called my attention to what certainly is an injustice and a most unwise course for the *Sporting Life* to pursue, especially in view of the fact that the paper wished to retain Crowther's services in the business department. This I have written evidence of, and therefore cannot understand why such a fair-minded man as Egan should permit himself to write such a damaging article to please the prying of a western gossip who seems to delight in minding everybody's business but his own. The article does Frank Egan an injustice and is unworthy of him; a poor commencement his most ardent friends in New York declare. Independence is one thing and abuse another. Besides, the article borders on untruthfulness. After calm consideration Egan will come to the conclusion that he has done one of the craft an injustice, and would be the first to go to the rescue of the man he assailed if in trouble.

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A Cribbing Recorder.

The enthusiastic L. M. Boardman, of the New York *Recorder* cycling department, was bemoaning the fact to the REFEREE men that this paper once in the long ago 'cribbed' an article from the *Recorder* and printed same without credit. I buy the *Recorder* nearly every day to see how the cholera reporter is doing his work, and was astonished Wednesday to see that Boardman had run the Asbury Park article of your local correspondent without the least sign of credit. But yesterday patience began to give way—when he ran my "Easy Club" Boston skit, printed in the REFEREE a month ago, as original and "fresh" news, and this is on instance where the dailies write their cycling news from the REFEREE pages. Meeting Boardman on Broadway I asked him about it, and his excuse was, "the REFEREE is the only paper worth stealing from, I own up." Boardman is a hustling sort of chap, for all that, and his "copy" fares badly as a rule with "P. Jay," who is no other than Peter J. Donahue, the old timer, who crowds Boardman's stuff out, giving fighting news preference. Boardman did not get to Springfield the second day, so wired the REFEREE to send a thousand-word special for his paper. Selecting the REFEREE out

of fifty press representatives was a decided compliment. Boardman was complimented by the editor for his graphic and accurate report, which he accepted without a blush, and sent the REFEREE man a little envelope from the cashier. Boardman is now with the co-operation of the REFEREE talking up a big cycle parade in conjunction with the Columbus statue dedication and celebration here Oct. 14, when the largest parade ever given in Gotham is to take place. Isaac B. Potter thinks the scheme a good one, as it will be a good time to preach a sermon on good roads. It is for that purpose the parade is to be given. The *Recorder* will furnish transportation, banners; etc., with its usual enterprise. It prints the following:

A meeting of club captains and others interested in wheeling will be held next Tuesday night at the Astor House. It is proposed by such prominent cyclists as I. B. Potter, Senator Morgan, R. B. Mcneypenny, Elliott Mason, T. F. Merseles, L. C. Boardman, G. Minton Worden, George S. McDonald, Fred Becker, Alec Schwalbach and others, that a display be made by wheelmen in the coming Columbus celebration. A great opportunity will then be offered cyclists to show their strength. The details will be held on the meeting night.

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Wanted, a Piano.

I was busy giving out copy the other day when two of those good women, "Little Sisters of the Poor," came to my desk with a card asking a donation for

the last fifteen years have become familiar with the presence of the London editor. Large of frame, with massive head, dark hair inclined to curl, spectacles and a kindly twinkle in those sharp eyes, Atkinson is a landmark in English racing. He has refereed and judged at the principal tournaments in England for many years with credit. When Editor Blake ("Angus") died some years ago, the editorial management of the old reliable sporting daily fell on Atkinson's shoulders, although he had directed the athletic department for years. With a quiet home in Kent, an hour's ride from the metropolis, he spent the little spare time looking after his splendid fruit trees, game fowl, strawberry beds, etc., and the writer well remembers a visit to the palatial country home of a busy and popular man.

Atkinson has been one of the best friends the English professionals ever had. He writes that professional racing is practically dead and amateur racing very slow just now in England. He thinks the professionals lacked guidance and the amateurs were too much governed. Editor Atkinson has been in the *Sporting Life's* employment nearly a quarter of a century, and will undoubtedly remain there as long as he cares to. As he is enjoying robust health he may be good for another quarter century.

MORGAN.



SPRINGFIELD, MASS.

their charities, and three cyclists who had called "chipped in" something. The sisters said they were giving the little ones an education, and among the things taught was music, and that my small donation would go towards buying a piano.

"Tell them about Jimmy," suggested one of the cyclists, a racing man, "he might give them one of his pianos."

"Who is that?" asked the sister, who caught the remark.

"Why, Zimmerman of New Jersey, the racing man. Zim has a whole barn full that he won at bicycle racing; he might give you one."

"He must be a clever young man," returned the sister, as she took Jimmy's address, Freehold, N. J.

Arthur Augustus may find an appeal for one of his upright grands when he gets home. Zimmerman the philanthropist, Zimmerman the champion!

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George W. Atkinson.

I received a letter the other day from that popular sportsman and editor, George W. Atkinson, of the London *Sporting Life*, who winds up with "I hope you are well and happy and piling up the dollars." Those who have attended the cycle meets in England for

picture was taken at Angola, at which place they stopped for dinner. Among those who made the run was D. H. Lewis, of the *American Wheelman*.

A RACE FOR CENTURY BARS.

F. A. Foell has beaten Captain Klipfel, of the Ramblers B. C., by making one more century up to date than Frank. Yesterday Foell completed his twenty-second and Klipfel his twenty-first, both men having made doubles. Klipfel made his by starting from Buffalo for Erie at 8 p. m. He arrived at Erie at 6:05 the following morning, and after resting till 7 a. m. started on the return. He overtook the Press men and arrived at the club rooms at 3:20 p. m., thereby breaking the record of 20 hrs. 20 min. by making the double over this course in 19 hr. and 20 min. This was his fourth double for the season. Foell was accompanied by Duke Smith and started from Buffalo at 12:10 in the morning arriving at Erie at 9:25 a. m. Here they remained till 10:05 when they began the return. They, also, caught up with the larger party and finished at the club house at 8:40 p. m. This contest between Klipfel and Foell, members of rival clubs, as to who shall make the greater number of centuries this season, is becoming very interesting, and it looks as if Foell would come out winner, from the fact that he has much more time, being in business for himself, and can very easily get away, while with Klipfel it is different, as he is not his own master and can only get away when business is over.

ROADS IN GOOD SHAPE.

Yesterday was not an ideal day for road riding unless the direction was to leeward, as there was a strong headwind from the southwest, but to those who were fortunate enough to have such destination, good roads were always with them. Never have the roads in this vicinity been in better shape than they are at present, and to the touring wheelmen offer every inducement.

The Comrade C. C. is fast coming to the front as an active, enterprising body, and already in the club's history have they been compelled to look for more spacious quarters. The members of this club are closely united to the interests of this club, and are not easily diverted therefrom. Each and every man is loyalty itself. At one time several clubs were bidding for Madder and very many allurements and all sorts of inducements were made to him to join some one of these clubs; but no, he manfully stuck to the colors which helped to develop and bring him out, and felt it his duty to do all that he could for his own club. This is a sample of the membership of the club, and when each one strives to do all he can for his club and feels his duty, it is no wonder that the club prospers.

WILLIE DUNN.

Tyler in Trouble.

A despatch from Baltimore to the *Chicago Herald* says that H. C. Tyler had sold a wheel that he had won and that as a result he would be suspended. The Baltimore agent for Gormully & Jeffery claims to have made the discovery and is to prefer charges against him. The agent is said to have given the wheel as a prize. No Rambler was on the programme as a prize for the Baltimore meet last week, nor was Tyler there. Tyler didn't win a race at Baltimore July 21, and that city has had no other races. As a Baltimore agent would be unlikely to give a wheel as a prize for any meet outside of his own city, and as Tyler has not won a prize there, the story sounds a trifle fishy.

Frank P. Prial, editor of the *Wheel*, was a visitor in Chicago Monday.

Riding Centuries in Buffalo.

BUFFALO, S-pt. 26. — Yesterday was the time scheduled for the annual century run of the Press Cycle Club, and it was one of the most successful runs of the season, out-doing all previous ones of the P. C. C. and eclipsing those of all other local clubs. Of course not all those who declared their intention of being in the race went up to Erie, but there was a grand turn out of Press men and fifty-seven started from Erie at 5:30 a. m. to make the run to Buffalo. They were accompanied by about a dozen outsiders, some of whom were members of other clubs and others belonged to the great unattached. That this large party should come through without accident would be something marvellous, and as marvels were not in the order of the day accidents usual to such occasions did happen, such as collisions, punctures, the loss and breaking of different parts of the machines, etc., so that of the fifty-seven Pressites six were lost by the way, making their way home by trains. The first ones of this vast party arrived at the club house at 6:30 p. m., the others coming in at intervals after, some very long after, as those who were at all tardy were delayed by the thunderstorm which occurred at 6:45. The boys reported having had a good time generally, and felt well satisfied with the run. A group

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### THE COLUMBUS FRACAS.

#### TOURNAMENT MANAGERS GIVE THEIR SIDE OF THE STORY.

*The Referee Seems to Come in for a Goodly Share of Blame for the Matter—Facts in Connection With the Case.*

The REFEREE desires to be fair in the little trouble which has sprung up over the referee's decision in disqualifying Sanger at Columbus, Ohio, because his starter, Wegner, is said to have stepped over the tape, though the Milwaukee flyer won by some twenty yards. And because of this feeling two letters bearing on the case are printed herewith:

EDITOR REFEREE:—I notice in your issue of September 16 a caustic criticism of the alleged conduct of the management of the Columbus tournament and advising Mr. Sanger to contest the decision of the referee in the half-mile open race on Sept. 5. Also in the issue of Sept. 23 appears a letter from Mr. Schultz, the referee, in which he undertakes to explain his course. Under the circumstances I trust that you will give space to a few words in behalf of the much abused tournament officials. In the first place it goes without saying that the sole desire of the management was that all visitors and racing men be accorded uniform courteous and fair treatment. It is the opinion of a great many who were present at the races on Sept. 5 that Walter Sanger did not receive justice. Mr. Schultz's explanation of the circumstances connected with his decision is in the main correct. However, he does not say that Mr. Wegner, who pushed Sanger off, was willing to swear that he did not step over the tape. He says that Sanger won by a length, while in the opinion of the writer (a judge in the recent races) and many others his margin was at least twenty-five yards. Certainly it was ample. He admits that the testimony showed that Mr. Sanger got a bad start, in spite of the alleged fault of his starter.

DIDN'T READ THE RULE CORRECTLY.

The referee, however, labors under a misapprehension of track rule 16, which says, "Should any part of the attendant's body touch the track in

front of the mark, the competitor may be disqualified." Mr. Schultz understood that the rule was mandatory and that the referee was compelled to disqualify the rider, and knew no better until his attention was called to the rule by the writer. In the opinion of the writer and many others, the statement of facts shows a very flagrant abuse of the discretion vested in the referee, in that he inflicted a most severe punishment for a very trifling offense, when it was clearly shown that no advantage was gained, and in face of the fact that the starter was willing to take oath that he did not violate the rule. It would seem to the ordinary observer that this discretionary power was given to the referee to be used only in extreme cases, and then only after solemn warning. After the first days races an investigation of the facts was made, and Mr. Schultz was invited to be present. At this meeting Mr. Sanger, Sr., declared his intention of contesting the matter in the courts, and hinted that an injunction might be served. He was told that he might do so if he saw fit. So far as the writer knows he was not specifically advised to contest, but it must be admitted that it was the opinion of a great majority that he had been very badly treated and that they would be very willing to see him secure his rights in any proper manner.

WOULDN'T CHANGE THE DECISION.

Mr. Schultz flatters himself that the meeting in the evening was arranged entirely for his benefit. It was called together by the manager to quiet a disturbance which threatened to interfere very seriously with an otherwise harmonious meet. On having the racing rules read to him and explained, the referee gave the impression without expressly saying so that he would re-consider his decision. On the following day he said that he did not care to make a change. The decision was acquiesced in loyally, but we must admit not hilariously. Since the close of the tournament the prizes in the race have been held by the prize committee for a short time, as they have been notified by Mr. Sanger's attorney that legal steps will probably be taken to contest the referee's decision. While not desiring to take sides in any legal controversy, the prize committee, from motives of common prudence, proposes to withhold the distribution of the prizes in this race until all danger of legal complication is past. We think that this course will be approved by all fair-minded people. As to Mr. Schultz's insinuation that the wheelmen met by him in Columbus are not gentlemen, the writer will make no defense. Our position is assured at home, and as to our reputation abroad, we are willing to leave that to our visitors. For himself, the writer wishes to

say that, if it is necessary to a gentleman that he should stand by, without a feeling of disgust and see a man robbed, by an outrageous decision, of honors fairly won, he, the writer, must plead not guilty.

K. D. Wood.

STILL ANOTHER STORY.

EDITOR REFEREE.—Inasmuch as you have taken the liberty of criticising the Columbus wheelmen in your columns of Sept. 16, you certainly will give the same place for their defense. Upon Mr. Sanger stating that he would contest the case and go into court and secure justice that the referee, ignorant of the rules, had taken from him, the writer, actuated by a feeling of regret that the Columbus wheelman would be the innocent sufferers, as they would be held responsible for the acts of the referee, and likewise believing firmly that Mr. Sanger's cause is just and will be sustained, did advise him to do so. As business man and not a racing man, we judge this matter by the broad and honest principles that govern legitimate trading, and stand by any proceeding that protects visitors and customers from robbery, whether on the streets, in the stores or on the race track. The facts are these, as will be sworn to by men who are residents of different cities, and whose honor and veracity cannot be questioned.

HOW IT OCCURRED.

W. C. Wegner was Sanger's starter. The tape was loose on the ground, as the chairman of the race committee and the umpires will testify. Sanger is a very heavy man, while Wenger is of very slight build. Mr. Wegner will swear that he did not step over the tape, but it may have blown on his foot. Every witness, and there are a score of them, will testify that Sanger was the last man started and the farthest from the pole. Yet he won the race by at least twenty yards. Now comes Mr. Anderson and makes a protest, which is disregarded by the referee, as he is not a track official, but making some disturbance. An umpire makes a formal protest and the referee disqualifies Sanger. Of course there is great indignation, and Mr. Sanger declares he will not ride another race. The tournament managers, very anxious to have everything pass off pleasantly, invite to a conference the referee, Messrs. Sanger, Wegner, Anderson, Van Sicken, the umpire and a number of the tournament officials.

WHERE THE TROUBLE WAS.

Here for the first time the witnesses are formally examined, and a complete investigation is made; and right here is where the whole trouble lies. The referee contended, in the writer's presence, just as the writer of the article in the RE-

FEREE of Sept. 16, that he had no choice and must disqualify. But when shown the rule that it read "may," he admitted that he thought it read "must," and we were lead to understand that in the light of the investigation and information furnished, coupled with the different reading of the rule, he would reverse his decision. But when approached the next day on the subject he declared he would not change it. Part of track rule sixteen says: "Attendants, when pushing off competitors, must have and keep both feet on the ground, behind the mark from which the competitors actually start." \* "Should any part of the attendant's body touch the track in front of the mark, the competitor MAY BE DISQUALIFIED;" not "must," but "may." And now, why this rule? To any clear-headed man it is self evident. If a man attempts to take advantage of his competitors and have himself shoved to a lead and then win, he should have the race taken from him.

WAS THE REFEREE RIGHT?

Even in accident, should the winner receive a benefit from a too powerful start, he should be disqualified. But even in these cases the referee is supposed to investigate carefully, and if the points made above are found to be true, it is clearly his duty to disqualify. But can any man in a fair mind say the referee was right in disqualifying a man who was farthest from the pole, the last man started and yet wins by at least twenty yards, and whose starter, a man whose word cannot be doubted, will swear he did not step over the line? We wish it distinctly understood that we have no interest in the matter other than justice, knowing that the law is paramount and will right what is wrong. Will any legal mind or other say that a decision made under the idea that it was compulsory will stand when it will be shown that the man was in error and the facts do not warrant?

SOMETHING MORE ON THE SUBJECT.

Since writing the above I have been shown the letter from Mr. Schultz, who seems anxious to bring my name into notoriety. All I have to say to the gentleman is, his "insinuation" that there was any trap set for him or anyone else is a base fabrication and not practiced in Columbus. Our only idea of a conference was to keep Mr. Sanger from leaving the city with five Milwaukee people deeply offended at us for the outrageous ruling of a referee for which we were responsible and yet deeply regretful. We know none of the facts and our personal idea was to have Mr. Van Sicken talk to Mr. Sanger and explain matters and try to have him remain until the close of the meet. There was positively no other thought and

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we never dreamed of a reconsideration of the decision until at this meeting out of the referee's own mouth was heard the proof of the unrighteousness of the decision.

#### CHAMPIONS SANGER'S CAUSE.

Then when we discovered that he had made no investigation other than the statement of the umpire, and then made a decision on a wrong understanding of the rule, of course we wished a reconsideration, and I would like to look at a man who, knowing all these facts, would wish differently. As to myself or the management being gentlemen, I fancy that the reader can by this time read between the lines, and I for my part am willing to have myself compared with the referee on this occasion and let you make this decision. One word and I am done with this matter. I do not pose as a model, honest man, but in the same spirit that a few days ago I compelled a lurch counter fender to refund a country boy the money he had flim-flamed him out of at the state fair, I champion the cause of Walter C. Sanger, who, not a poor country boy, still deserves the protection of the law when robbed of the hard earned honors of the race track. DR. A. A. THOMEN, Chairman Executive Committee, Columbian Cycling Tournament.

\*\*\*

#### Sanger Ends the Trouble.

Saturday, Sanger sent Dr. Thomen a letter in which he said his father had a paralytic stroke and was unable to give the matter his attention. He did not court trouble and didn't care for the prize. He won the race, he said, and the honor of that could not be taken from him, so he advised the management to send the prize "to the man whom the referee thinks, with a clear conscience, the winner." Therefore Berlo gets the first prize and Lumsden the second.

#### An Interesting London Letter.

LONDON, Sept. 14.—For the first time in many years I was last Saturday compelled to miss the North Road Club's twenty-four hour race on the road. This event and the Surrey Bicycle Club's autumn meeting were both fixed for the same day, and being unable to attend both events, I chose the latter. It was as a matter of fact a very characteristic

wind-up of what has been a by no means a brilliant racing season. The grass track was rather dead, the attendance was not so big as it has been at some former meetings, and the racing, although good, was never wildly exciting. Both the one and ten mile scratch races fell to the Leicester lad, A. W. Harris, who has been very successful during the latter part of the season. In the shorter race he had nobody in particular to beat, and in the ten-mile his way was smoothed by the fall of the holder, U. L. Lambley. The latter was brought over by the wobbling of little Ede, who has lately developed a most ragged and careless way of riding. On this occasion he not only came down himself but brought over Lambley, and once before during the afternoon he charged a post and only avoided a bad fall by the greatest good luck.

#### THE BIG ROAD EVENT.

In the twenty-four hour race on the road the field was not quite so numerous as in former years, but twenty-eight men started, some of them taking this opportunity to go for club standard medals under favorable conditions for feeding and checking. It has been openly stated that if Holbein started Shorland would not. And so it proved. On Friday it was announced that Holbein had strained or sprained his arm the day before when experimenting with a geared ordinary, and although he took no part in the race he was on the road during the day with his left arm in a sling. With Holbein out of it Shorland had nobody whom he need greatly fear, in fact he had only accidents and other untoward circumstances to be in any way afraid of. He arrived at the starting place just before midnight, but discreetly kept to himself the fact that he had been suffering from a bad bilious attack and had absolutely nothing to eat

for several hours. Under these circumstances he, with much wisdom, rode quietly for the first two hours and made no attempt to get away until Huntingdon (103 1-2 miles) was reached. Here the others of the leaders made a short halt for refreshments, but he did not dismount, and so gained a lead which he never lost.

#### WITHIN A MILE OF RECORD.

About noon he had a very bad time, but in the first twelve hours he covered 198 1-2 miles—within a mile of record—and pulling himself together toward the finish knocked off his last two miles in five minutes, and putting in a total of 367 miles beat Holbein's record by eight miles. The second man was Arthur Bennett, of the Anfield, who rode 352 1-2 miles. J. H. Cocker of Sheffield, who last year was pacing and helping his club-fellow Lancashire, finished third, with 346 1-2 miles. J. M. James, the second man in the Cuca cup race, after after having his tires punctured twice came in fourth, with 339 1 2 miles. A very good judge tells me that had Shorland been pressed he could have easily put on a few more miles. As it is, it is probable that Holbein will shortly have a go at the record, and when he has raised it, Shorland will put it a bit higher up still. From all I hear there were several very dirty tricks attempted in order to prevent Shorland winning, but they all failed. Just at present the business element enters too much into these competitions to allow of their being carried out in the sportsmanlike way the competitors would desire.

#### COMING TO THE STATES

The exodus of English manufacturers and their representatives on their way to the United States still continues. On Wednesday week William Starley, of Starley Brothers, sets out on his annual journey to America. He will bring

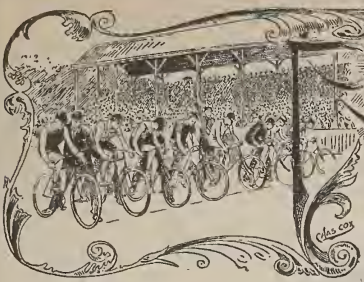
with him a sample of the new frame which his firm has patented throughout the world. Their plan is to do away entirely with castings and stampings by using instead pieces of rolled steel left with shaped lips, which are brazed into the tube. A roadster frame thus made weighs just over three pounds. Another improvement which is Starley's own invention is in connection with tricycles, which they now make without any bridge above the axle, and with two sets of bearings close under the gear box and the others at the extreme end near the hub. Next Wednesday Herbert Hadden, of Bayliss, Thomas & Company, is also setting out for the States in the City of Berlin.

#### THE BIG CYCLE SHOWS.

The National cycle show at the Crystal Palace has already received the support of over sixty firms, and space has been taken for more than a thousand machines. Frank Peach, of Holborn Viaduct, of the financing firm of Peach & Doggett, has been appointed secretary and manager. The Staley show, on the other hand, has also received big support. The Rudge Cycle Company has taken space for thirty machines, and the Whitworth and New Howe people will show the same number.

#### OSMOND WENT TO PIECES.

On Thursday evening at Herne Hill F. J. Osmond had a go at the fifty mile record. The weather and track were perfect and his brother, Ernest Osmond, looked after the pacemaking arrangements. After doing his first ten miles in 26:25 2-5, twenty miles in 52:40 2-5, and 22 miles 1420 yards in the hour, Osmond began cutting record at twenty-six miles, and continued in front until the forty-first mile was reached. Then he went all to pieces; he seemed absolutely unable to pedal, and after going forty-two miles he retired. His time for forty-one miles (as taken by Pembroke Coleman) was 1 hr. 50 min. 21 2-5 sec. The next mile occupied 2 min. 53 sec.



## Peoria's Tournament.

PEORIA, Ill., Sept. 27.—It has been a great day for windmills and lightning rods and Berkshire hogs and prize "punks." The fair grounds have been alive with as large an attendance, according to the fifteenth-season gatekeeper, ever seen there. The crowd was variously estimated at from twelve to twenty thousand. Anyhow, it was an immense attendance, and that is about all that can be said in its favor.

The meet, generally, was by no means the Peoria meet we have known and learned to love. Many of the elements which have served so faithfully in years gone by to make this the greatest of western meetings and a rival of any in the country were missing.

The club had made little or no preparation for the entertainment of visitors, except after the races were over, because it was not its affair. It was a bicycle day in connection with the state fair—that's all. No attractions, other than a sight of the races, the hogs and the windmills had been promised, and therefore no one was disappointed and no great number of cycling visitors appeared.

The men spent the morning quietly chatting in the rotunda, visiting the various cycle establishments and drinking in the refreshing country air and other things.

Great was the disappointment when it became known that nearly all, if not all, the eastern men would be absentees. Later came a telegram from Milwaukee to the effect that the serious illness of Mr. Sanger, Sr., would prevent the attendance of his son, Walter. Of course all the western men of note were present, and about noon a rumor was in circulation to the effect that in a trial during the morning Johnson had ridden a mile on the track in 2m. 0s. The Minneapolis celebrity had arrived Monday evening with his trainer, Tom Eck. The former had nothing to say concerning his Independence records, but assurances of their genuineness were handed around by Eck, ad lib. The latter stated that he had forwarded to the REFEREE office ample proofs that the records were regularly and properly made.

Perhaps the absence of the eastern men accounted for the lack of enthusiasm in the crowd. At any rate the faintest sign of the old Lake View track applause would have drowned any demonstration to-day. It wasn't a Peoria bicycle race-going crowd by any means, and none of the men, except Bert Myers and "the boy wonder," Johnson, who had been written about in all the farm journals, seemed to be known to the rural visitors. By the way, the sooner Johnson manages to live down that first-class dime museum sobriquet the better. He doesn't deserve it or desire it, for, as far as pretensions go, he is one of the most unassuming of men.

The fair ground track is an abomination. The finish is on a sharp curve at one end, behind which is a knoll entirely cutting off the view of the track. The management would have been much better had the track been kept clear.

The racing, generally, was tame. Johnson fell in the first event he entered and

thus ended any chance he may have had to prove his recently developed speed. Munger, on a wheel with an elliptical sprocket wheel, showed some improvement over recent performances, and Tuttle, considering how little work he has had this season, showed fairly good form. The results follow:

One-mile, novice—E. E. Anderson, Roodhouse, Ill., 1; A. F. Gates, Racine, 2; D. F. Miller, Peoria, 3. Nine men—novices every one of them—turned out. At the pistol shot Anderson let out and gained a lead of twenty yards in the first half. This he steadily increased all the way and eventually won easily. Gates beat Miller about five yards, the others finishing at intervals of from five to twenty yards. Time, 3:01 2-5.

Half-mile, open—Lumsden, 1; Rhodes, 2; Davis,

tions of his friends, but it proved that he had fallen at the start, and, remounting, had ridden one lap! Time, 2:45 2-5.

One-mile, 2:30 class—Bliss, 1; Thorne, 2; Tuttle, 3; Bode, 4; Stenson, 5. These were all the starters. They rode easily up to the half, at which point Thorne went in front. Bliss won by fifteen yards. Time, 2:54 4-5. A time limit of 2:40 had been placed and the event was declared no race. At the second attempt Stenson was absent. Tuttle and Thorne let out for the lead, the former, on the inside, securing it. Thorne led at the half. Bliss had no difficulty in winning by six yards; a similar distance between second and third and third and fourth. Time, 2:47 3-5.

One mile, open—Munger, 1; Johnson, 2; Lumsden, 3; Davis, 4. When Johnson appeared for a preliminary circuit of the track he showed sundry scrapes and bruises as the result of his fall. He was evidently a favorite, for the applause was liberal. Ten men lined up for the word, Johnson on the outside. They were rather slow at the start, Githens being forced to make pace. This only lasted a furlong, however, and then Bode made pace. Merrill was out of it from the start. At the half Bode was still leading, Githens second, Bliss third, Johnson fourth. Five hundred yards from the finish Munger, who seemed to

One-mile, boys—H. Brittingham, 1; Carl Palmer, 2; C. Boyschon, 3. A swarm of youngsters started, two rows being necessary; but only the placed men—or boys, rather—were fairly in the race. Four yards covered the trio. Time, 2:54 4-5.

Two-mile, safety, residents of Illinois outside of Cook County—Bert Myers, scratch, 1; Stringer, 75 yards, 2; C. Brittingham, 40, 3. Myers won by two feet. Time, 5:30 3-5.

One-mile, invitation—Lumsden, 1; Munger, 2; Davis, 3; Thorne, 4. Githens made pace to the three-quarters, where he was headed by Lumsden, who, coming on the inside, beat Munger about two yards. Myers and Githens were many yards behind the others. Time, 2:47 1-5.

\* \* \*

## The Park Avenue Races.

The third annual meet of the Park Avenue Wheelmen, held last Saturday, was by far the most successful ever given in Philadelphia save only in point of attendance, and had the weather been just a trifle less threatening there is little doubt that more people would have passed through the gates than on the 17th, when the largest audience of the year was present. Nearly four thousand people, however, crowded the grand stand and field, notwithstanding the fact that rain had threatened all morning, and the manner in which the crowd was handled was a pleasing contrast to the incompetent and ship-shod management of the previous week. It seems strange to assert that 4,000 or 5,000 people are difficult to manage, but such is the case in Philadelphia, and the number of privileged characters who appear to be able to bluff the most vigorous policeman is surprisingly large. But on Saturday for once the track was clear the entire afternoon, and none but the officials, who were provided with suitable badges, was allowed within the enclosure—even His Imperial Highness, the member of the racing board for this district, being twice shown his way out.

The same business policy obtained in every detail of the day's work, the club and its hustling president, to whom the lion's share of the credit is due, receiving many compliments. The prizes were extremely handsome, and were thought by many to rank second only to those of Springfield in value; certainly they were superior to any ever before offered at a single-day tournament. The talent was all present with the exception of Windle, Tyler, Taylor and one or two of the lesser lights, Zimmerman, of course, taking every event in which he rode, and Brother-in-law McDermott started to drive home before the races were over, with the fourth horse of the new Manasquan stable. A number of novelties were introduced, prominent among which were the 2:35 class handicap, no one being eligible not having a record of 2:35 or better, and the club race, in which the handicapping was done by seconds instead of yards, the latter making an extremely interesting race with a very close finish.

A pretty Philadelphia girl, Miss Donnelly, a sister of the popular Oxford Wheelmen's rider, occupied a front seat and presented handsome bouquets to a number of the winners, performing this duty on behalf of the club. A first class band furnished music, Fred Cope gave an exhibition of trick riding, and W. Wilhelm, of Reading, the old Star rider, rode in a few events "just to see how much faster the men were riding now than when he quit." The handicapping was good and the events run off promptly. Altogether the meet was a rousing and unqualified success, a credit alike to the club and Philadelphia. After the races, the officials and a number of invited guests were entertained at supper.

Following is the summary:

One mile, novice—A. C. Marple, T. A. A., 1; F. Zook, D. A. C., 2; F. G. Brick, 3; time, 3:03 1-5.

Half-mile, handicap—First heat—J. J. Diver, A. C. S. N., 100 yds., 1; E. F. McDaniel, W. A. C., 100



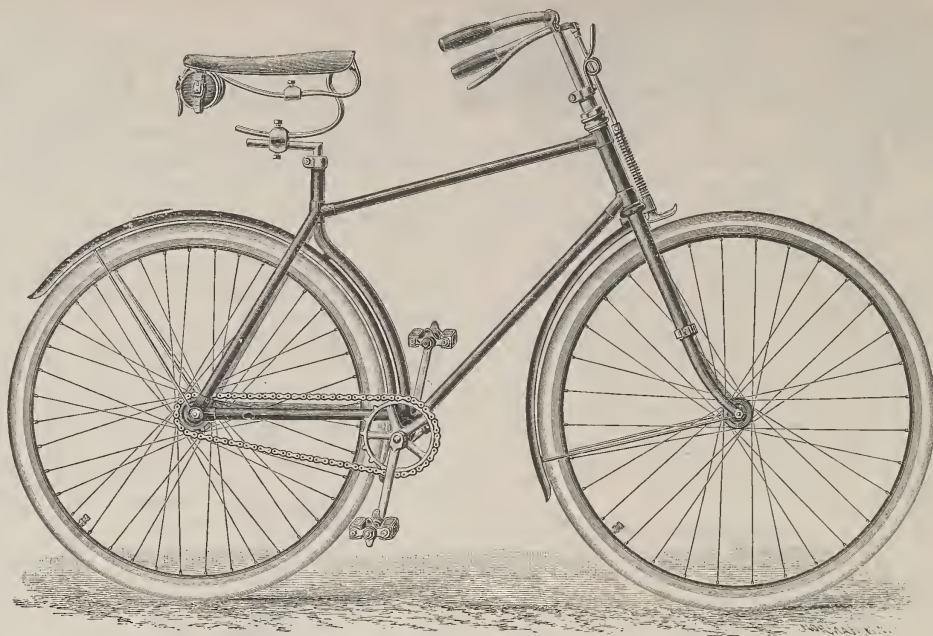
3; Munger, 4; Bliss, 5; all of Chicago. A capital field turned out, consisting of thirteen men. It was the first meeting of Johnson with fast men since his great performances at Independence. A ripple of applause stirred among the spectators as he appeared on the track with his silver-haired mentor. The race was a great disappointment, however, for soon after passing the quarter Johnson took a heavy fall. Happily he was not severely hurt, but the race was robbed of much of its interest. Lumsden won rather easily; Rhodes about two yards ahead of Davis. The rest of the field was closely bunched. Time limit, 1:25; time of race, 1:10 3-5.

One-mile, handicap—Munger, 50 yards, 1; E. V. Minor, 130, 2; Bert Myers, 45, 3; George Thorne, 80, 4; F. H. Tuttle, 90, 5; C. D. Cutting, 130, 6. Twenty-three men answered the roll call. In the absence of Zimmerman, scratch, Tyler, Johnson, Sanger and Lumsden, 25 yards; Githens, 40 yards, was the virtual scratch man, Munger being ten yards ahead of him. At the half Munger had gained considerably more than half the lead of the long markers and seemed all over a winner. Githens was still in last place, with little chance of getting up. Eventually Munger won by three yards; two between second and third. The others finished at intervals of a yard or two. Stenson of Peoria came over the tape five yards ahead of Munger and proceeded to receive the congratula-

have regained a little of his old form, rushed to the front, and, despite the efforts of the Minneapolis man, retained a lead of three yards to the finish. Lumsden was the same distance behind Johnson. Time, 2:32 2-5. Bode took special prizes as leader at the quarter and half, and Munger at three-quarters.

One-mile, 2:30 class—H. N. Stringer, 1; A. T. Heywood, 2; M. W. Thompson, 3. A round dozen came out. Twenty-five yards from the finish a man fell, and some one with no authority rang the bell. The men were stopped at half a mile. At the second trial Heywood of Chicago took the lead and was at the head of the procession at the half. He was not dispossessed until the last furlong, when Stringer, an improving Elgin rider, came to the front and won by three yards; five between second and third; the others at long intervals. Time, 2:45 1-5.

Two-mile, handicap—Bliss, 90 yards, 1; Rhodes, 100, 2; Munger, 100, 3; Minor, 230, 4; Thorne, 150, 5. Of the forty-two entries only ten men came to the mark. Keator, 235 yards, lead at the first half, Minor at the mile. At one mile and a quarter the whole field was bunched. Ballard was first to enter the last lap, closely pursued by Bliss. In the last 200 yards only four men were in it. Bliss, ran very wide by Rhodes, won by a yard; two separating second and third. Thorne was fifty yards behind. Time, 5:11 2-5.



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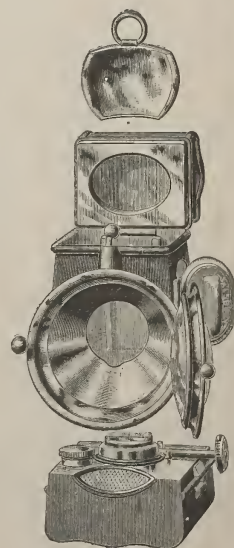
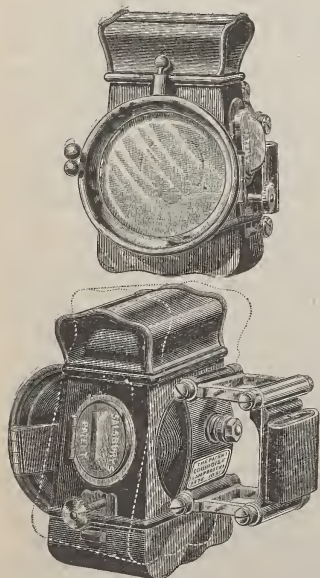
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yds., 2; S. H. Bilyeu, P. A. W., 50 yds., 3; time, 1:10.

Second heat—Louis Geyler, C. W., 75 yds., 1; J. C. Donnelly, O. W., 55 yds., 2; C. Elliott, W. A. C., 60 yds., 3; time, 1:11.

Third heat—F. B. Marriott, S. E. W., 55 yds., 1; Carl Hess, M. A. C., 35 yds., 2; P. J. Berlo, M. A. C., 10 yds., 3; time, 1:12 1-5.

Final heat—C. M. Murphy, N. Y. A. C., 25 yds., 1; S. H. Bilyeu, P. A. W., 50 yds., 2; J. C. Donnelly, O. W., 3; time, 1:10.

Quarter-mile, open—First heat—H. T. Wunder, C. C., 1; A. E. Lumsden, C. C. C., 2; J. P. Bliss, C. C. C., 3; time, 35.

Second heat—G. A. Banker, M. A. C., 1; S. H. Bilyeu, 2; W. I. Wilhelm, 3; time, 36.

Final heat—A. E. Lumsden, 1; G. A. Banker, 2; H. T. Wunder, 3; time, 35 4-5.

One mile, 2.55 class—First heat—W. Hunter, O. W., 1; W. M. Watson, W. W., 2; John Heishley, Phila. Typo A. A., 3; time, 2:52.

Second heat—J. J. Diver, 1; M. Meredith, M. W., 2; S. Ritch, Jr., C. C., 3; time, 2:56 4-5.

Final heat—M. Meredith, 1; W. Hunter, 2; John Heishley, 3; time, 2:52.

One mile, handicap, 2.35 limit—A. A. Zimmerman, scratch, 1; J. P. Bliss, 40 yds., 2; W. W. Taxis, 3; time, 2:28 2-5.

Quarter-mile, handicap—First heat—J. J. Diver, 80 yds., 1; B. F. McDaniel, 50 yds., 2; C. M. Murphy, 15 yds., 3; time, 33 4-5.

Second heat—F. Dunkleberger, C. C., 40 yds., 1; W. I. Wilhelm, 40 yds., 2; H. T. Wunder, 15 yds., 3; time, 33 1-5.

Third heat—L. Geyler, 45 yds., 1; O. S. Brandt, M. A. C., 45 yds., 2; D. C. Howard, W. W., 45 yds., 3; time, 33 4-5.

Final heat—F. Dunkleberger, 1; J. J. Diver, 2; B. F. McDaniel, 3; time, 33 1-5.

One mile, 2.40 class—H. R. Winship, C. C. C., 1; W. I. Wilhelm, 2; H. N. Swank, P. A. W., 3; time, 2:59.

One mile, open—A. A. Zimmerman, 1; G. A. Banker, 2; W. W. Taxis, 3; time, 2:39.

One mile, handicap—First heat—A. E. Lumsden, 20 yds., 1; F. B. Marriott, 95 yds., 2; O. S. Brandt, 160 yds., 3; time, 2:39.

Second heat—L. Geyler, 145 yds., 1; W. H. Mulhikin, 150 yds., 2; H. Gill, 115 yds., 3; time, 2:29 1-5.

Final heat—L. Geyler, 1; O. S. Brandt, 2; C. Elliott, 3; time, 2:25 4-5.

Half-mile, open—A. A. Zimmerman, 1; J. P. Bliss, 2; W. W. Taxis, 3; time, 1:22.

One mile, handicap, Park Avenue Wheelmen—S. H. Bilyeu, scratch, 1; J. R. Kendrick, Jr., 18 sec., 2; H. N. Swank, 8 sec., 3; time, 3:04.

One mile, tandem, handicap—Zimmerman and Taxis, scratch, 1; S. H. Bilyeu and J. C. Donnelly, 120 yds., 2; time, 3:02.

The officers of the day were: G. D. Gideon, referee; J. J. Van Nort, T. A. Zimmerman and C. A. Dimon, judges; H. G. Fidler, D. R. Perkenpine and J. B. Fontaine, Jr., timers; A. H. Allen, clerk of the course; H. W. Schlichter, announcer; C. F. Fuerer, starter; F. Garrigus and R. A. French, umpires; J. Artman and W. Gilbert, scorers.

\* \* \*

#### Morgan's Good Ride.

The second five-mile road race of the employees of Morgan & Wright took place Saturday over the west side course, Holzbaur winning from the 2:30 mark, while Ulbricht captured the time medal. Mr. Morgan was a competitor and got second time and second place. The result was as follows:

	H'd'p.	Time.
Holzbaur	2:30	16:12
Morgan	1:45	15:45
Kelly	3:45	17:47
Malloy	2:45	17:05
Whitman	7:00	21:21
Voigt	2:40	17:30
Hammond	2:30	17:30
Osmond	1:45	15:37
Ulbricht	Scr	15:15
Belding	5:00	20:16
Morris	3:45	19:57
Herkenhoff	2:45	19:27
Canfield	3:15	20:13
Kimburgh	3:15	20:37
Van Dyke	3:15	20:38
Mobin	3:45	21:01
Flynn	1:45	18:12
Cutline	4:00	21:37
Fields	5:00	23:05
Miller	5:00	23:33

\* \* \*

#### Bodach Won From Scratch.

The ten-mile handicap road race of the Aulus C. C. was run over the west side course Sunday morning, and Frank Bodach finished first from scratch, notwithstanding a heavy road from the night's rain. There were several mishaps. Bray taking a fall, Herman's mis-

puncturing and Bretschneider's wheel breaking down. Twenty-five started and the following were the finishers:

	H'd'p.	Time.
Frank Bodach	Scr	29:40
William Bodach	4:00	34:00
Paul Teutsch	3:00	33:20
F. P. Gregg	1:00	31:55
A. B. McCall	5:00	36:00
D. Bodach	2:00	33:17
G. G. Wilson	6:00	37:40
W. J. Bray	Scr	31:49
E. Melchoir	3:30	35:53
F. W. Wodrich	1:00	33:52
David Wilson	8:00	40:57
Harry Foot	8:00	41:04
H. A. Overmann	6:00	40:05
G. V. Mueller	1:00	35:22
J. Neuman	1:00	35:39
Benjamin Otley	5:30	40:55
Ed Andrews	4:30	41:00
William Hasse	6:00	42:34
E. Hermann	3:00	40:45
Walter D. Keats	7:00	44:47
Burt Wilson	7:00	44:55
W. E. Kurth	7:00	46:08
F. Bretschneider	5:00	46:15

Another race will be run to-morrow over the same course for the Keats cup.

\* \* \*

#### Milwaukeeans Win All at Racine.

There is a compensating balance wheel in everything in life, and bicycling is no exception. A few weeks ago a Racine wheelman, heretofore unknown to the cycling world, experienced no trouble, with a liberal handicap, in securing the first prize in the Milwaukee Wheelmen's Waukesha road race, and shrouded the

that could by any possible means disturb its tranquil sleep.

\* \* \*

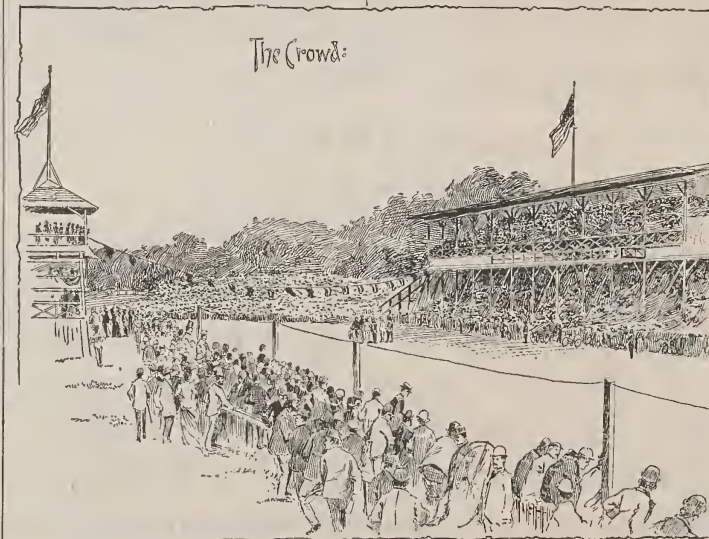
#### Won by Detleson.

With a handicap of four and a half minutes Detleson was first over the tape in the ten-mile road race of the Viking C. C. last Sunday. The time prize fell to O. Peterson, who finished fourth from scratch in 30:15. The finish was as follows:

	H'd'p.	Time.
H. Detleson	4:30	24:25
H. Kamberg	1:30	31:28
Abe Hanger	4:00	33:24
O. Peterson	Scr	30:15
M. S. Bolstad	5:00	35:24
J. Rhode	Scr	30:25
C. Gruntseth	Scr	30:40
H. Messman	Scr	30:47
C. R. Dietrich	4:30	35:35
E. B. Palmer	3:00	34:20
C. Carr	5:00	36:25
Ed Olsen	4:00	35:40
John Pretorius	3:30	35:25
George Haugen	4:30	36:47
E. C. Christensen	3:30	35:58
Erns Thronvig	5:00	37:30
George Pretorius	4:00	36:40
Charles Lewis	3:30	36:22
B. Melby	2:00	34:46
Joe Guyon	3:00	37:54
M. A. Olsen	7:00	42:10
Fred C. Beck	5:45	44:44

#### The Minnette C. C. Race.

Owing to the poor condition of the Garfield race track Saturday the Minnette Cycle Corps was satisfied with a



SPRINGFIELD, MASS

local talent in garments of mourning. On Saturday last the Milwaukee crowd, at the races given in the Racine exposition, got back at the Bell City boys in a manner that will leave with them a lingering recollection of what the Milwaukee push can do. The races were given under the auspices of the Racine Wheelmen's Club and their efforts were well received, a large audience enjoying the sport. The Racine riders were in about the same predicament as the fellow who fell out of the balloon, and failed to secure a single first prize. John F. Reitzner, of the Mercury Cycling Club, Milwaukee, carried off almost everything in the prize line. He won the half-mile handicap from scratch in 1:13 1-2, and the quarter-mile handicap in 36 1-4. Hueffner, who won the Waukesha road race, with twenty-five yards, finished a close second, and Wegner, from scratch, third. Reitzner also distinguished himself in the fourteen-mile race over Parkes and Bayton, of Milwaukee, and a large field. He won both the race and the time medal; time, 51:25 1-2. Quite a large crowd from Milwaukee attended the meet. The inauguration of bicycle races in Racine created quite a little excitement in that Rip Van Winkle city, and it is about the only athletic sport

five-mile road race on Douglas boulevard, between Garfield and Douglas Parks. Fully a thousand people witnessed the race. Following is the order of the finish:

	Time.		Time.
A. Soderstrom	16.24	J. J. Mundy	16.01
F. S. McGuire	15.37	L. H. Smith	16.32
A. Atchison	16.50	G. A. Jackson	18.14
P. Grant	15.57	R. L. Darrowl	16.33
J. B. Woollas	13.58	George Edmunds	16.40
H. M. Stringer	13.59	F. B. Whitlock	16.04
W. B. Lewis	15.49	F. S. Olds	19.35

#### Zimmy Gets Another Horse.

Some 3,000 people saw the Reading, Pa., bicycle races Thursday of last week, and also saw Zimmerman add another horse to his collection. The weather and track were quite good and the races were run in a business-like manner. In the ten-mile road race Krick, the winner, had a bad fall about two miles from Reading, and received ugly cuts on his arms. He won the race in 32:52 2-5, with C. B. Jack a good second. The summaries show the results:

One-mile, novice—W. Maxwell, Lewisburg, 1; Allen F. Riegel, 2; time, 2:54 2-5.  
Half-mile, open—W. W. Taxis, P. A. W., Philadelphia, 1; S. H. Bilyeu, C. C. C., 2; time, 1:16 3-5.  
One-mile, 3:10 class—Fred Ermentrout, P. W., 1; A. F. Riegel, Reading, 2; time, 3:05.  
One-mile, championship of Berks county—W. B. Riegel, 1; E. A. Yowse, 2; time, 2:45 4-5.

One-mile, handicap—S. H. Bilyeu, P. A. W., 95 yds., 1; A. A. Zimmerman, N. Y. A. C., scratch, 2; time, 2:28 4-5.

One-mile, 2:40 class—B. M. Murphy, N. Y., 1; E. A. Yowse, 2; time, 2:43 4-5.

Quarter-mile, open—A. A. Zimmerman, 1; H. C. Weaver, M. A. C., 2; time, 3:33 3-5.

One-mile, ordinary, handicap—Frank Strubel, 1; Frank Ermentrout, Reading, 2; time, 3:37 1-5.

One-mile, open—A. A. Zimmerman, 1; W. W. Taxis, 2; time, 2:43 3-5.

One-mile tandem, handicap—J. C. Donnelly and S. H. Bilyeu, 100 yds., 1; W. W. Taxis and A. A. Zimmerman, 2; time, 2:46 4-5.

One-mile, championship of Pennsylvania Wheelmen—W. B. Riegel, 1; E. A. Yowse, 2; time, 3:06.

Half-mile, boys—Ralph Schede, Pottstown, 1; David Green, Reading, 2; time, 1:48.

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#### The Akron (Ohio) B. C.'s Races.

The meet of the Akron B. C. last Thursday was a decided success, notwithstanding the fact that the track was not in good shape and a strong wind was blowing. The crowd was small but enthusiastic. W. A. Skinkle of Cleveland was referee, James Josephi starter, H. D. Talley clerk, E. A. Hersly, C. E. Howl and F. H. Adams timers, W. B. Gamble, Clarence Howland and J. B. Campbell judges. Baker, Brown, Johnson and Collings had things all their own way, as the summaries will show:

One-mile, novice—George Alden, 1; W. C. Talley, 2; J. T. Malone, 3; time, 2:50 2-5.  
Half-mile, open—L. C. Johnson, 1; A. L. Baker, 2; T. C. Collings, 3; time, 1:15 1-5.

One-mile, handicap—A. I. Brown, fifty yards, 1; Con Baker, fifty yards, 2; L. C. Johnson, fifty yards, 3; time, 2:30. No starters back of fifty yards.

Half-mile, boys—Lynau Jasper, 1; H. N. Jas. per, 2; R. Washer, 3.

One-mile, open—A. I. Brown, 1; A. L. Baker, 2; L. C. Johnson, 3; time, 2:55 1-5.

One-mile, 3:00 class—A. I. Brown, 1; B. O. Gamble, 2; E. Zansky, 3; time, 2:52.

Two-mile, lap race—A. L. Baker, 11 points, 1; T. C. Collings, 8 points, 2; L. H. Bannister, 4 points, 4; time, 6:27 3-5.

One-mile, Summit county championship—E. Zarsky, 1; Walter Kern, 2; J. A. Weston, 3; time, 3:08 2-5.

Quarter-mile, open—A. I. Brown, 1; A. L. Baker, 2; L. C. Johnson, 3; time, 3:54 4-5.

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#### Taylor and Wells Win at Toronto.

The meet of the Wanderers' B. C. at Toronto, Ont., last Saturday, on the Rosedale track, was well attended, Lieut.-Gov. and Mrs. Kirkpatrick being among the spectators. The weather was fine and good times were made, George F. Taylor equalling the Canadian quarter-mile record of 32 sec., made by Zimmerman. In the mile open Taylor and Tyler went down together and Wells won. The summary follows:

Quarter-mile, flying start—George F. Taylor, New York, 1; G. M. Wells, Toronto, 2; time, 32.  
Half-mile, open—George F. Taylor, New York, 1; Harry Tyler, New York, 2; time, 1:12 2-5.

One-mile, open—G. M. Wells, Toronto, 1; William Hyslop, Jr., Toronto, 2; time, 2:39 4-5.

Half-mile, handicap—G. M. Wells, Toronto, 1; William Hyslop, Toronto, 2; time, 1:09.

\* \* \*

#### An International Race at Vienna.

A despatch from Vienna, dated Sept. 23, says that wheelmen from all nations have been invited to compete in the long distance race between Vienna and Trieste via Grasse. The route is 310 miles long. The race will take place at the same time as that of the Berlin-Vienna officers' race. Originally it was intended that the wheelmen should take the Berlin-Vienna route, but the officers objected. Among the 132 German officers that will start in the race from the barracks of the Queen of England's dragoons in Berlin are eight Saxons, six Bavarians and four Badenese. The rest are Prussians.

\* \* \*

#### Buffalo Race Doings.

Up to date but two clubs have sent in entries for the Rose road race, but we believe that the Buffalo Athletic Club, the Wanderers B. C. and the Comrade C. C. will send in teams so that there will be an interesting race and a worthy

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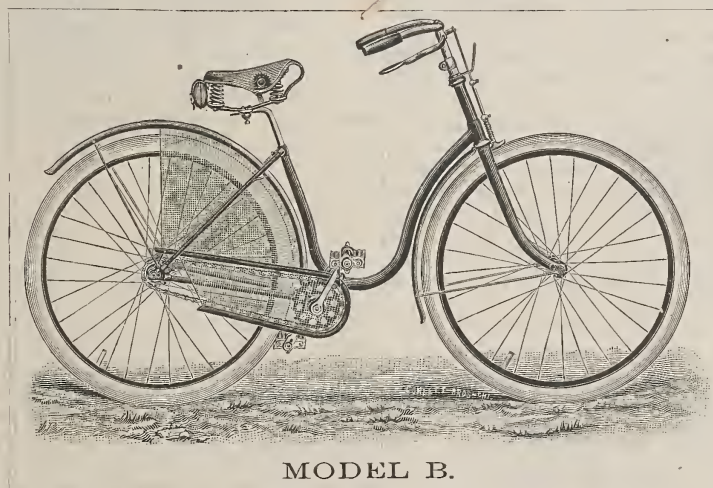
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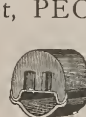
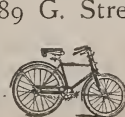
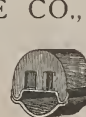
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competition for the very fine trophy. The course—Buffalo to Corfu and return—is one with which all the road riders are familiar, and the favorite one for a fifty-mile race, so on that point, at least, everyone should be pleased and ready to enter.

The Comrades C. C. held its outing Saturday, at the Hamburg fair grounds, and was very successful. All the members of the club were present and a large number of its friends. The events were as follows:

Half-mile, safety—C. Malzen, 1; Gilbert Irr, 2; F. Morlock, 3; time, 1:32.

One-mile—W. Kempf, 1; F. Morlock, 2; C. Malzen, 3; time, 2:58.

One-mile, club championship—G. Engelhardt, 1; P. Saenger, 2; C. Laas, 3; time, 2:58.

Half-mile, club championship—P. Saenger, 1; J. Schultz, 2; C. Laas, 3.

Eighth-mile, slow race—F. S. Mith, 1; J. Schultz, 2; A. Connors, 3.

Third-mile, club championship—C. Malzen, 1; C. Laas, 2; C. Egner, 3.

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#### Two Chicago Road Events.

In the Ashland club's race last Saturday there were but four starters out of the twenty-one entrants. The course was from the Oak Park school to Washington boulevard and Forty-first street. Hall won from the hundred-yard mark, Fordham, scratch, 2; Thatcher, 100 yards, 3; Street, scratch, 4.

The five-mile road race of the employees of Henry W. King & Company Saturday, from Garfield to Douglas Parks, was won by R. T. Brady, Frank Woodrigh second and Frederick Mann, third. The time prize was won by Consover.

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#### Racing at Lynn, Mass.

Friday the West Lynn Rovers held their annual meet on the Glenmore Park track. The winners and times were as follows: Mile, novice, R. M. Madden, 2:43 4-5; mile, handicap, P. Keown, 100 yards, 2:27; two-mile, lap, T. Relph, Springfield, 5:33 1-5; mile, three-minute class, Edward P. Keown, Lynn, 2:49 3-5; two-mile, handicap, J. P. Clark, Dorchester, 5:15 3-5; mile, handicap, J. P. Clark, 2:58 2-5; mile, scratch, T. Relph, Springfield, 2:35 2-5.

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#### Slightly Mixed Up.

A mixed meeting of cycle and athletic events, is not a very robust success, and the athletic club known as the Riversides of Newark held a mixed meeting at Newark, N. J., last Saturday. The five-mile bicycle race was so badly mixed at the finish that it would be hard to convince Fred Hawley, K. C. W., and H. Hawthorne, of the Orange A. C., that there was only one winner. As the referee was speeding towards New York, "having to catch a train," the information as to who won that five-mile race will be hard to get, and the subject will be a good one for the two clubs to debate this coming winter.

Paul Grosch, "a coming man," won the two-mile from forty yards in 5:58 3-5; H. Hawthorne, 110 yards, second; George W. Coffin, who was nearly a corpse when he finished, third. The five-mile handicap ended in two men claiming the race, H. Hawthorne, 300 yards, and Hawley, 250 yards, assisted by several referees and judges.

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#### The St. Louis Boys Hustling.

St. Louis, Sept. 26.—The Jacksonville tournament is the principal subject of conversation with local wheelmen at present. The short distance between here and Jacksonville will undoubtedly help make the attendance very large. Fully twenty members of the St. Louis Cycling Club will be there, most of them leaving here Saturday night. It is not known how many the other clubs will

take up, but there will be a good many. Much disappointment is felt over the report that Zimmerman will not be on hand; but it is not likely that his absence will make any difference in the number of prizes won by the fast men from the "wild and woolly west."

The South Side Club, with its well known push and energy, has issued invitations for a smoker to be held Friday evening in its new quarters. The St. Louis Cycling Club has received an invitation and will attend in a body.

#### GOOD MILITARY CYCLING.

Anyone who has ever seen farmers work out their road tax on the county roads in Missouri will have an idea of the time the Cycling Club boys had in their cross-country trip from Jefferson Barracks last week. Some parts of the roads were just in good condition for planting, except that a little harrowing would be needed. The distance covered while on duty was eighty miles and it was ridden in nine hours, including about two hours in stops for inspecting tunnels, bridges, etc. Another good point made by the wheelmen was that the run was not made by picked men. The captain simply sent out run cards to the entire club and took with him all those who showed up, and every man that started finished at the barracks in good shape and not too tired for the ride back to St. Louis after supper. The total distance covered during the day was 106 miles. The route was from Jefferson Barracks to Barrett's Station, on the Missouri Pacific Railway, twenty miles, going out through Meramec Highlands; then straight across country through Manchester to Bellefontaine postoffice, on Olive street road, and out that road to Drew, on the Kansas City & Colorado Railroad, twenty-five miles from St. Louis, and about eleven miles across from Barretts. The trip in was made through Clayton and St. Louis. The trip was spoken of very highly by Colonel Young, who said that it would take the average cavalry company two days to cover the route, and then at a risk of injuring their horses.

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#### Small Michigan Meets.

GRAND RAPIDS, Sept. 25.—The past week has been a very lively one for the local cyclists. Besides the races at the fairs there have been numerous runs in the evening. The races given by the West Michigan Fair Tuesday were well attended. In the five-mile handicap there were nine starters. They finished in the following order: Troop S. Richmond, F. A. Richmond, C. M. Boitree, F. S. Gilbert, G. A. Chafe, W. D. Phippen, W. N. Souser, Edgar Amidon, E. J. Curtiss; time, 16:51 4-5. The prizes were three gold medals, valued at \$25, \$15 and \$7. The second race was the three-mile lap race. There were seven starters, who finished as follows: T. S. Richmond, F. A. Richmond, F. S. Gilbert, G. A. Chase, E. J. Curtiss, C. M. Boitree and W. D. Phippen withdrew after the first mile; time, 9:54. The prizes were gold and silver medals valued at \$25 and \$15.

Next Friday the Grand Rapids Bicycle Club will hold a race meet at the Comstock Park for local riders only. It promises to be a very interesting meet.

Several of the local riders have entered for the races given by the Berlin fair next Thursday.

The Kent County Fair Association gave a one-mile handicap race Friday. There were eight starters and they finished in the following order: Troop S. Richmond, Charles Richmond, Souser, Chase, Saliers, George, Curtiss and Gilbert. The time was 2:46 1-2. The prizes were an opera glass, gold headed umbrella and scarf pin.

HAL.

#### Race Notes.

Gold medals only will be the prizes at the meet at Lancaster, Pa., to-morrow.

Oce. 21 is the date set by the wheelmen of Leavenworth, Kas., for a meet.

Oct. 8 the First National Bank C. C. of Chicago gives a ten-mile handicap road race over the Garfield course, at 4:30 o'clock.

The Elgin (Ill.) meet, Oct. 1, promises to be a successful affair, as the prize list and the number of entries is already very large.

The tournament to-day at Bay City, Mich., promises to be a success. The open events are two-mile, handicap; half-mile, open; three-mile, lap; quarter-mile dash; five-mile, handicap; one-mile, handicap.

At Helena, Mont., Sept. 18, William Swendeman captured the quarter, half, one, two and five-mile open races and made a state record of 14:15 for the five-mile event. C. K. Anderson took the quarter and half-mile novice races, and the mile handicap.

The Colorado Wheelmen of Denver are making every arrangement for the success of their tournament Oct. 8, and at their last meeting the committees reported everything as moving nicely. There have been some very valuable prizes offered by Denver business houses.

The Owosso (Mich.) Wheelmen announce the following programme for their meet for Sept. 29: One mile, novice; half-mile, open; one-mile, club championship; one-mile, open; half-mile, for boys; one-mile, county championship; three-mile, lap race; quarter-mile, open.

The Buffalo fifty-mile team race for the Rose prize will take place Saturday over the Corfu course. F. A. Foell, F. W. Runser, J. W. Linneman, Jesse Kittinger and C. H. Callahan will represent the Press C. C., and the Rambler team will be E. F. Weinig, G. G. Buse, W. F. Buse, F. C. Fuhrman, F. E. Klipfel and Dan Buse.

The first race meeting of the Hudson (N. Y.) Bicycle Club will take place on the fair grounds on Saturday, Oct. 22. The races will be open to all Columbia County wheelmen, except the one-mile club championship, which will be confined to members of the Hudson club. Entries will be received up to midnight of Friday, Oct. 21, by Louis H. Payne.

The contestants in the mile open race at the Eastern New York and New England Agricultural Society's fair last week all came to grief, one, Charles Devine, receiving a broken leg, and several others being more or less hurt. Just as the men were nearing the quarter pole two women drove a horse and buggy across the track and every man rode straight into the rig. The buggy was demolished, but the women and horse escaped injury.

The Ravenswood Cycling Club has issued its programme of winter entertainments, the first series of which is as follows: Sept. 21, donation party; 28, cinch; Oct. 5, euchre; 12, musicale; 19, cinch; 26, dancing; 31, Hallowe'n party; Nov. 2, euchre; 9, Friday afternoon in a country school; 16, cinch; 23, dancing; 30, euchre, Dec. 7, bonnet party; 14, cinch; 21, auction party; 25, Christmas tree. In the card tournament there will be seventy-seven games, eleven each evening for seven evenings. Four handsome prizes will be given, two for gentlemen and two for ladies.

#### The Winton Company Reorganized.

The Winton Bicycle Company, of Cleveland, Ohio, has recently been reorganized with a paid-up capital of \$100,000, and is now located in its extensive factory corner of Perkins avenue and C. & P. R. R. The following are the offi-

cers of the new company: F. L. Alcott, president; Z. Davis, vice-president; W. H. Boardman, treasurer and general manager; George H. Brown, secretary. Mr. Winton will continue to have charge of the mechanical and designing departments. The well-known business ability of these men, together with ample means and practically unlimited facilities insures to Cleveland one of the leading bicycle manufactories of the country. The plant is equipped with the most modern machinery. Models of roadsters, racers and ladies' machines are being made, and the company will be in position to turn out wheels in quantity for 1893.

The Winton wheel has a double frame made of continuous steel tubing, with a brace running from the saddle post to the fork crown, forming a perfect diamond and making a frame of great strength, beauty and lightness, with an extended wheel base. Arrangements are being perfected by which they will be able to furnish any of the popular tires. The company owns a number of valuable patents covering the frame, special bearings, chain adjustment, etc. It has lately completed an original racing tandem, with patent anti-friction chain gearing, and weighing only forty-eight pounds, and will in a few days turn out the first American triplet, with the new gearing and correspondingly low weight. Edwin Oliver, who is so well and favorably known to the trade throughout the country, will represent the house on the road in the middle and eastern states.

#### The Trade in Chicago.

R. D. Garden has been on the sick list.

L. Danziger returned Monday from a tour in Wisconsin.

A. C. Banker, the New York racing man, was in Chicago over Sunday.

The Windsor C. C. has decided to rent a house for the winter, as the new club house can not be completed in time.

Louis Jordan has returned from a week's trip east, where he met his family just home from Europe, and transacted a little business. For next season Mr. Jordan proposes to build a few wheels, some for the market and some for exhibition at the World's Fair. He will also show some fine shot guns at the fair. A few racing wheels may be made, too.

Arthur A. Taylor, of the Taylor Cycle Company, is now in Europe, having sailed Sept. 21 with Thomas Sanders. Mr. Taylor is abroad to close a contract for Psychos for 1893. The Taylor company will handle some racers next season, and will probably have no trouble to get some of the best men on this popular wheel. Saturday the Taylor company disposed of a lot of cushions and solids at auction, as high as \$80 being realized on some machines.

Frank Douglas, of the Kenwood Manufacturing Company, who is just home from abroad, says the styles of machines are not to be changed much for 1893, as far as he was able to learn while on his trip. He kept his eyes open for tires, but found that almost everybody recommended the Dunlop, which, he says, is most generally in use. His concern will build three weights of gentlemen's wheels next year, the roadster, about 85 to 87 pounds; road racer, 32 or 33 pounds, and the path racer 26 pounds.

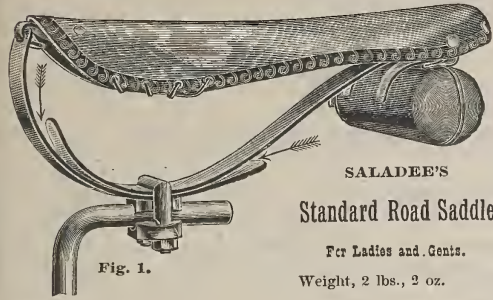
#### Golder in America.

Stephen Golder, armed with a quarantine certificate and samples of the New Howe, is one of the sights in New York cycling circles these days. He is getting very stout and is as full of his quiet tricks as ever. On his arrival in New York he found eleven hundred applica-

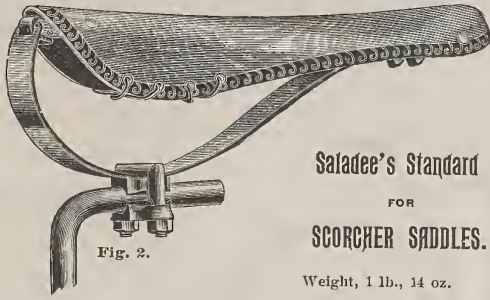


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For Ladies and Gents.  
Weight, 2 lbs., 2 oz.



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FOR  
SCORCHING SADDLES.**  
Weight, 1 lb., 14 oz.

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

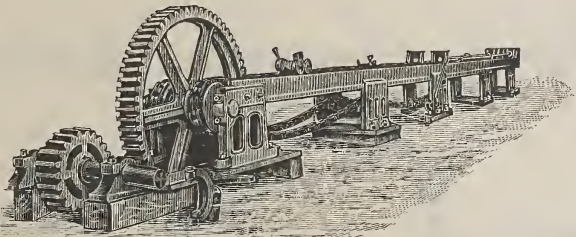
Correspondence Solicited for next season's trade.

**The Whitten-Godding Cycle Co.**  
PROVIDENCE, R. I.  
Sole Manufacturers for the U. S.

The simplicity, style, and comfort embodied in Fig. 2, as a "Scorching" Saddle, has never yet been equalled.

In this spring, the weight of the rider is so balanced, in relation to the L-Rod, that the absolute rigidity of the old "Hard Shell" is avoided, and hence a degree of comfort is retained that all expert cyclists riding a "Scorching" will duly appreciate.

Send for our Illustrated and Descriptive Circular, and PRICE LIST.



Machinery of most Modern practice for **SEAMLESS COLD-DRAWN STEEL TUBE-MAKING,** Seamless and Brazen Brass And Copper Tube-Making

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

**GALVANIZING PLANT, CORRUGATING MACHINERY.**

**Wire Drawing and Rolling Mills.**

**SAMUEL FISHER & CO., NILE FOUNDRY,**  
Established 50 Years. BIRMINGHAM, ENG.

## "PERFECT" POCKET OILER.



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

**"PERFECT" POCKET OIL HOLDER**  
Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 35c. each.

**CUSHMAN & DENISON**  
172 9th Ave., - New York.

**"PERFECT" Pneumatic Pump Holder**  
Similar to oiler holder, but slightly larger. Pump is always convenient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

**CUSHMAN & DENISON**  
172 9th Ave., - New York.

## THE MOST NEWSY CYCLING JOURNAL IN EUROPE.

For really pleasing cycle reading, bright, chatty and light, commend me to the *Irish Cyclist*. 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 salt. Mr. McCreedy would certainly satisfy Charlie's requirement in "able editing," this whole paper is stamped with his pleasant imprint.—The People, London.

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

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

Mr. McCreedy's admirable cycling journal has pushed its way by sheer merit and enterprise into the very front rank of sporting papers.—*Free Press*, New York.

Specimen Copy, post free, from **MECREEDY & KYLE, 49 Middle Abbey St., Dublin.**  
SUBSCRIPTIONS, POST FREE, SIX MONTHS, 5s 6d; ONE YEAR, 10s.

The best paper in its peculiar line published.—*Irish Society*.

Its literary fare is still as bright and interesting as ever.—*Cycling*.

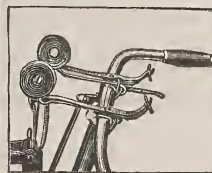
Although some of our English cycle journals are reckoned pretty smart, they cannot beat it.—*Hull Daily News*.

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.—*Cricketer and Football Field*.

A credit to the country.—*Belfast Morning News*.

Admirable miscellany of everything interesting to cyclist.—*Weekly Irish Times*.



## LAMSON'S LUGGAGE CARRIER

No. 1. Convenient, durable, noiseless, cheap. \$1.

Other popular carriers are our drop front No. 4s.

No. 4d for two bundles, and our No. 5 Special Tourists' Carrier, used by the Ellwell tourists. Made by

**C. H. LAMSON,**

203 Middle Street, PORTLAND, ME.  
Originator of the L. A. W. Badge  
Send for Carrier and Badge Circulars.



## BUTLER & WARD,

Manufacturers of

**BICYCLE SADDLE SEATS.**

All Sizes and Shapes. Send samples for estimates.

226-228 Halsey St., Newark, N. J. 22-4

## Geo. H. Benedict & Co.,

175-177 So. Clark St., CHICAGO.

Hello!—1700

## ELECTROTYPING,

PHOTO, Zinc, Etching, Map and Wood Engraving.

BICYCLE CUTS A SPECIALTY.

## PATENTS

Procured in the United States and Foreign Countries. Trade-marks, designs, labels, and copyrights. Send description with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free.

**W. E. AUGHINBAUGH,**  
McGill Bldg. 908, 24 "G" Street, Washington, D. C.

tions for New Howe agencies—more than half of them from the west.

## Won On a James.

At the Racine tournament, September 24, I. F. Reitzner, of Milwaukee, made a clean sweep of all the first prizes, starting at scratch and winning five events. He also won first prize and time medal in the fourteen-mile handicap, starting from scratch. Reitzner rode a James track racer.

## Illinois Road Book.

We have received an advance copy of the new Illinois Division Road Book, the work for the greater part, of L. W. Conkling. It is by far the finest thing ever issued, in the west, at least, and contains no less than seventeen first-class maps. A supplement of the Southern Wisconsin riding district is included. The book may be obtained on and after May 25, at two dollars per copy, of L. W. Conkling, 296 Wabash avenue; F. W. Gerould, 108 Madison street, B. F. White, 832 Washington boulevard, or the cycle stores. We believe arrangements have been made to supply league members at a reduced figure.

Frank G. Lenz, *Outing's* correspondent, is expected in California about the middle of October.

## SUPERINTENDENT WANTED.

AN Experienced man to act as superintendent of a High Grade Bicycle Manufactory. Address, SUPERINTENDENT, this office. 22-1

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

## FOR SALE.

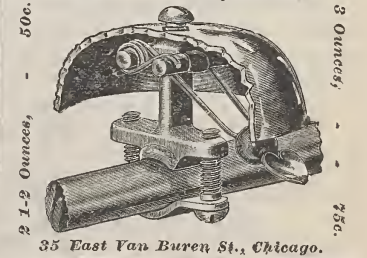
A 36 inch Crypto Geared Ordinary, geared to 60 inches, 1 3/4 Boothroyd tires, pump, tools and lamp. Has not been ridden 100 miles. A splendid roadster, fast and safe. Also a Lady's Phoenix, M. & W. tires, bell and lamp. Has not been ridden 50 miles. Also a Lady's Paragon, cushion tires. Ridden one season, and in perfect condition. Every one is a bargain. Owner must sell at once. Will send any machine C. O. D. with privilege of examination, upon receipt of express charges. Address E. H. W., No. 17 Clark Ave., Freeport, Ills.

## The Bicycle Repair Shops.

## Remodeling & Repairing

CYCLES BUILT TO ORDER.

**W. H. FAUBER, Manufacturer of**  
The Sentinel Bicycle Bell.



35 East Van Buren St., Chicago.

Will You

Be There?

**Jacksonville, October 3 and 4.**

For Illustrated Pamphlet, Entry Blanks, Etc., Address

**ARTHUR D. BLACK, Lockwood Cycling Club.**

# 3-BEAUTIES-3

*The James Safety.*



## "JAMES" SPECIFICATIONS.

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

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

We Guarantee These Weights.



## "B. & A." SPECIFICATIONS

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

Same Model and Specifications:

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

*These prices are with Pneumatic Tires.*

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

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

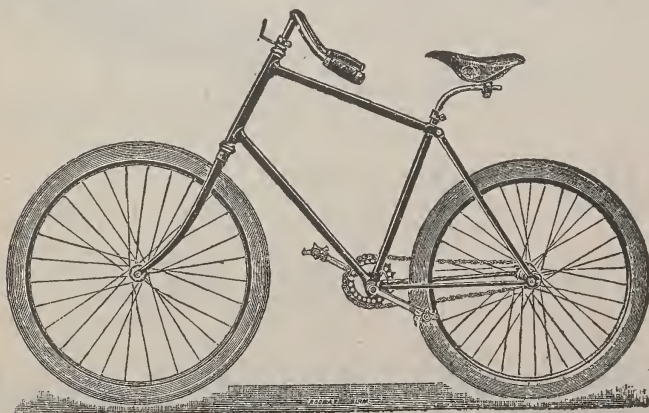
## Beat the 100 Miles Record.

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

## B. & A. Champion Racer.



## South Road Safety.



FRENCH & SONS, Balham, England.

AGENTS WANTED.

## "SOUTH ROAD" SPECIFICATIONS.

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

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

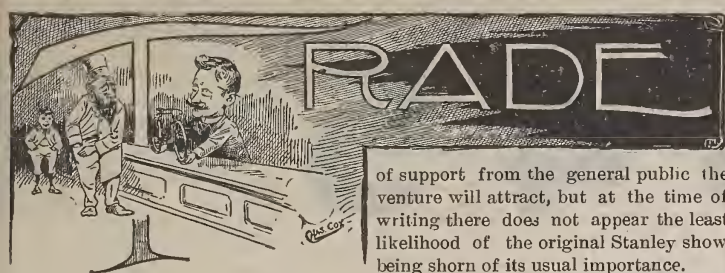
*Any kind of Pneumatic Tires. We Guarantee Weights.*



The Agency for the above has been secured by the

**JAMES CYCLE CO.,**

113 Adams Street,  
CHICAGO, ILL.



The Trade in Great Britain.

LONDON, Sept. 10, 1892.—The sixteenth annual Stanley show will take place from Nov. 18 to 26, inclusive, at the Agricultural hall, Islington, which is located in the north of London. This is the only building of sufficient size, within the metropolis, which is available for the great cycle exhibition. The show was held here ten years ago for one occasion only. The space is sufficient for the display of 2,400 machines, in addition to accessories of every kind. This year a great success is anticipated. There will be free entertainments every evening, including concerts, elaborate lantern shows, trick riding by Nick Kauffman, and a lecture by an eminent cycling doctor. Among the firms which have decided to exhibit are the New Howe Company, Whitworth Cycle Company, Crypto Cycle Company, Wenham Company, Morris, Wilson & Company, Trigwell & Company, Clement et Cie of Paris, and three other French firms; Newton & Company and many others. The Dunlop, Seddons, Preston-Davies and Michelin are among the tires that will be exhibited. There will be a Stanley Welcome Club during the show, which will greatly add to the comfort of visitors desirous of engaging in conversation with their friends apart from the crowd and bustle of the show, while taking rest and refreshment. The Stanley dinner will be held in November, before the show, and the list of invitees will be larger than usual. Two enormous invitation smoking concerts will be held before the show, one in North, the other in South London, to which the metropolitan clubs will be invited. There will be a formal opening of the show by a public man of eminence, followed by a luncheon. Mr. John Dring, 57 Chancery Lane, W. C., is the secretary of the Stanley show, and his experience and tact are only equalled by that of the committee supporting him.

## PREVIOUS STANLEY SHOWS.

For many years past the Stanley show has been a difficult enterprise to manage. The manufacturers, or some section of them, have always had a grievance which it has been found impossible to remedy. Joint conduct by a committee formed of representatives of the leading firms and the Stanley club only resulted in the smaller firms boiling over with jealousy and distrust. The Cycle Manufacturers' Association, formed in 1889, was instrumental in inducing some eighty firms to sign an agreement not to exhibit at any show during 1891. This arrangement worked badly for the signatories, as the two Stanley shows held during the year in question proved hugely successful. This year the Manufacturers' association is making an attempt to hold a rival exhibition after the Stanley show. Unfortunately for its chance of success it only possesses the confidence and promises of support of a section of the trade, which section, however, includes several of the large firms, and has adopted the unwise policy of boycotting the firms who are supporting the Stanley show.

The dates fixed for the Manufacturers' show are from Jan. 20 to 28, at the Crystal Palace, whither the association was compelled to resort for the reason given above. It remains to be seen what share

of support from the general public the venture will attract, but at the time of writing there does not appear the least likelihood of the original Stanley show being shorn of its usual importance.

## THE HUMBER FRONT DRIVER.

I called recently at the viaduct premises of Humber & Company, but in response to my enquiry could learn nothing respecting the front driver safety which rumor has credited the firm with being interested in. From information which has reached me from reliable sources outside the trade I am, nevertheless, able to state that the firm has in its possession a front driving gear of remarkable simplicity. It is good to look at, but experiments have proved not altogether satisfactory in actual use upon the road. Whatever the firm may do in the future, it has no present intention of forcing a F. D. safety on the market for 1893, partly because of the immense success of their present patterns and partly because to do so would cause the entire trade to swing round imitatively and rush headlong into the production of the novelty.

## RUDGE PEOPLE HAVE ONE, TOO.

The Rudge Cycle Company has entered the field with a front driver safety. I regret I have not yet examined it, as the only specimen in London is undergoing trial on the road just now. Its general principle, however, may be gathered when it is stated that its gear resembles the M. A. C. in appearance, being attached to the crank on one side, but that there is no chain. When I have seen it I will speak further of the Rudge novelty.

## STILL LIKE THE ORDINARY.

Macbeth, Phillips & Taverner are having the gear for their geared ordinary, referred to in a previous letter, made by the R. F. Hall Manufacturing Company. Unfortunately the gear is not adaptable to a F. D. safety, but a very satisfactory demand for the higher mount has already been manifested. Both Mr. Macbeth and Mr. Phillips were enthusiastic ordinary riders a few years back, and, although their success with the Macbeth safeties has brought them fame and custom from far and near, they still speak lovingly of the delights of the high wheel.

## NOT QUITE READY.

The New Howe Company, upon one of whose safeties—the first ever turned out, by the way—E. Dance has just lowered the London-to-Brighton-and-back record, will have its forthcoming F. D. safety on view at the Stanley show. The details as to its construction are not yet definitely settled, but I have little doubt we shall see something good between now and November.

## HAS A VERY NARROW TREAD.

In a recent letter I referred to the special gear undergoing trial by Morris, Wilson & Company, with the view of adoption for their F. D. safety. This week I had a chat with Mr. Morris and learned that although the safety constructed ran very fairly on the road, it had not given entire satisfaction and had been set aside in favor of another gear, without toothed wheels, but possessing a short chain. Of course, the Referee firm will turn out nothing that is not first-class of its kind, and in the meantime they have executed several orders for front drivers by fitting the Crypto gear. I was shown the frame of the 1893 Referee racer, which will be seen at

the Stanley show, and weighs thirty-two pounds. The gear will be sixty-eight inches, and by an entirely original mode of construction the bottom bracket boasts ball races considerably apart, combined with the narrowest tread I have ever seen on a safety. By a novel and ingenious method the bottom tubes are kept quite straight, a great advantage, especially when accompanied by the narrow tread, which racing men will be quick to note.

## HAS TRIED THE CRYPTO.

Since last writing I have given the Crypto light roadster F. D. safety a thorough trial upon the road, having ridden it considerably over 100 miles.

The machine, I think I mentioned, was a thirty-six-inch, geared to sixty inches, with a twenty-six-inch back wheel, shod fore and aft with one and three-quarters inch light roadster Boothroyd tires. Of course it had no brake or back wheel mud-guard, and its weight, when equipped with bell, lamp, tool valise and pump, was between thirty-three and thirty-four pounds. After getting off a full roadster geared ordinary weighing, when similarly equipped, fully forty-four pounds, the difference was, of course, most marked. The little machine seemed to fly along, and the steering never caused me a moment's uneasiness. As far as I could discover it was as safe on greasy roads as its high brother, the geared ordinary. At all speeds it ran perfectly steadily, a fact due, I presume, to the size of the back wheel. Except upon the vilest, worn-out granite sets, the safety seemed every bit as comfortable as my own mount. So sweetly does the machine run that it is only possible when traveling at top speed to tell one is not pedaling a direct-driven cycle. When going very fast a faint whirr is heard from the gear box, if silence prevails along the road, but this is so slight as to be scarcely noticeable.

## A GRAND HILL CLIMBER.

Up hills I discovered the machine to be remarkably rigid and found its propulsion quite as easy as any rear driver I have tried. The machine possesses plenty of life, and runs at least quite as fast and more smoothly than a chain-driven wheel. Against a wind, of course, the rider is no more exposed to windage than on the rear-driver, whilst when traveling by night at speed, the remarkable ease with which a backward dismount can be effected, adds vastly to his confidence. Altogether I was very delighted with the mount. If I could own two cycles I should keep a Crypto light roadster F. D. safety for speed work and night riding. As it is, however, I remain content with my geared ordinary for all-round use, in spite of its stable companion's attractions.

P. S. Sept. 11.—After closing this letter I see F. W. Shorland has won the North Road Club's open twenty-four-hour road ride, and established a new record of 370 miles, beating Holbein's recent road ride of 359 1-2 miles by ten and a half miles. Shorland rode his usual F. D. safety, and the four who finish behind him rode rear-drivers.

STANLEY.

## Eastern Trade Notes.

The George R. Bidwell company had a fine exhibit of its famous goods at the New York state fair, Syracuse. N. G. Peoli, their New York retail salesman, had charge, and duly impressed the natives with his eloquence.

George Atwater of the Stover Manufacturing Company is showing an all bright Phoenix through New York state, and booking not a few orders. Jack Ketchum, who is in charge of the com-

pany's Broadway store, in Atwater's absence, says so.

The Metropolitan Hardware Company of New York is struggling with several law suits, or will have to before some of their Rudge agents will pay full price for some Ridges that went wrong. So say Bensinger, Bowdish & McDonald, the Brooklyn agents.

Herbert Laurie, the English amateur, has been in a condition bordering on "strap" of late, and failed to secure employment in the trade. He is now in hopes that his father will start him in some business in October. Some money for that purpose, he says, is forthcoming.

A. H. Overman, president Overman Wheel Company, landed from a North German Lloyd steamer at New York Tuesday, Sept. 20, looking ruddy and happy, and stated that he had a most delightful time abroad. There will be much activity at Chicopee Falls from this time on.

Elliott Mason of the Pope Manufacturing Company recently sold a lady's Hartford to Miss Cecil Charles, World's fair commissioner to Costa Rica, who will contribute articles to *Good Roads*. The dark-eyed South American young woman is riding around Long Island and is delighted with the exercise and sport.

A. C. Banker, the well known dealer, is figuring on a trip to England to act as the broker or agent for firms in the cycle trade both sides of the Atlantic. Being a practical man in the trade, Banker thinks he can save many a trip for people who might entrust their business to him. His headquarters will be in London. He is now on the way to Chicago to see some firms there.

Mr. Philpot, manager of the New Howe Company, Glasgow, writes that the REFEREE was mistaken as regards his health, and that it was W. Rodford of the company who had been ordered abroad for his health. Mr. Philpot is enjoying good health, having spent several weeks at his charming Highland residence, some miles from Glasgow. W. Rodford is a draughtsman with the New Howe Company.

Lon Crondel of Howard A. Smith & Company, Newark, is a deputy sheriff for Hudson and Essex counties, and recently a man did something shady in a business way with his firm. Crondel put on a star, chased his man over to New York, caught him and soon had him behind the bars in Newark, and kept him there long enough to get the money he owed his firm, while the other creditors mourned. Lon has pink hair, like Herrick, but he is much all there, like the Chicago man.

The Raleigh company has given territory to the following firms: Pennsylvania, south New Jersey and Delaware to the millionaire concern, John T. Bailey & Company, Philadelphia, who have ordered \$20,000 worth of wheels; H. T. Hersey & Company, Indianapolis, which has the entire state of Indiana, and ordered \$15,000 worth of "Zim's" favorite, J. E. Poorman, Cincinnati, central and south Ohio, Kentucky, West Virginia and Tennessee. Poorman, who must be a rich man, ordered \$20,000 worth of Raleighs.

## Called at Our Eastern Office.

The following people called at the REFEREE's eastern office last week: Stephen Golder, B. Ripley, Arthur Barrow and C. Vernon Pugh of Coventry, Eng.; Frederick Jenkins, founder of the *Wheel*; L. B. Whymper, Schoverling, Daly & Gales' manager; W. M. Perrett, representative of Bretz & Curtis Company, Philadelphia; E. J. Righter, Lincoln,

2:08 4-5

TYLER'S MILE AT SPRINGFIELD WAS MADE ON THE

# AIRTITE TIRE



A WORLD'S RECORD FOR A STARTER.

The AIRTITE cannot be torn off the wheel when inflated, and you don't have to call in the police to remove it when it is deflated, nor commit a murderous assault on its vitals to repair it. It's a Jim dandy from Beantown. Write for particulars to

AIRTITE PNEUMATIC TIRE COMPANY,

172 Columbus Avenue, BOSTON, KIRK BROWN, Manager.

P. S.---DEAR MR. HICKORY ELLIOTT:---We respectfully submit the above in answer to your conundrum of last week. Give us something hard.

Neb.; C. P. Root, Chicago; L. M. Boardman, H. Laurie, T. Mallinson, Eng.; A. C. Banker. Alexander Schwalbach, M. Quinlan, James Sullivan, *Sporting Times*; James J. Corbett, champion boxer of the world; Manager William Brady and C. A. Persons, Person & Mulle, saddle makers, and Thomas Connell.

#### A Good Saddle Combination.

Last week saw the close of the largest deal in saddles ever reported, which will amount to over 60,000 in number. For a number of months back the Garford Manufacturing Company and the firm of Parkhurst & Wilkinson have been negotiating to the end that the latter house should handle the output for all territory west of Elyria. The Garford business has grown to such an extent that Mr. Garford thought it necessary to give the factory more of his time, and this could not be done if he did not succeed in securing such a house as the Parkhurst & Wilkinson to handle half the territory. Mr. Garford was particularly anxious to secure this firm for the reason that the house did not handle bicycles, and therefore there would be no cause for jealousy. The contract has been closed and takes effect Oct. 1. Both firms are to be congratulated upon the successful termination of the deal. Messrs. Parkhurst & Wilkinson will not job to the dealers, but will confine their attention to wholesale houses, and so arrange it that hereafter the trade throughout the country will have no difficulty in getting Garford saddles. This firm is the oldest and one of the best dealers in parts. The wonderful success the house has had in the bicycle parts line is due to R. B. McMullen, a gentleman who is known to manufacturers from the Atlantic to the Pacific. This house has, up to the present time, been the largest customers in America for Warwick & Sons. These goods will now be made by C. J. Smith & Sons, Milwaukee; in fact the entire output of forksides, seamless and brazed, rims, guards and other specialties of the Milwaukee factory will be taken by Parkhurst & Wilkinson. Coming back to saddles again, we are assured that the '93 patterns will be the finest ever turned out. Experts have been at work for months on the new saddles. The line will include twenty in number, embracing the English and American patterns. Illustrations of the new patterns will soon appear in these columns. East of Elyria the selling of the Garford is in the hands of Ned Oliver.

Messrs. Parkhurst & Wilkinson are the largest importers of tubing in the world. Two million feet have been contracted for the coming season. The firm also contracts the output of the Indianapolis Chain and Stamping Company, Indianapolis, and Union Drop Forging Company, Chicago.

#### The American Ormonde Company.

The affairs of this popular concern have been much talked about of late, and formed the topic of interest among the trade at Springfield, a report being in circulation that it had been closed up on a judgment. To get at the facts a REFEREE representative called on Secretary Bridgeman last week. At the company's spacious and handsome quarters on One Hundred and Twenty-fourth street and Seventh avenue, the usual activity pervaded the salesroom and office.

"Is it true that you were closed on a writ, Mr. Bridgeman?"

"Yes, quite true, and I will explain matters. We had trouble with the Westboro saddle maker over some saddles, having given him a heavy order early last spring. Some of them did not come

up to our expectations, so we refused to meet the notes we gave in payment for the same, but returned sufficient saddles to square the account. In the meantime the notes had been transferred to a Westboro bank, which sued us and attached at the same time, much to our astonishment. The Westboro man attached our New England accounts and our New York bank account, which did us a great amount of injury; in fact, came near forcing us to the wall, and if it had not been for friends and other creditors who came to our rescue, I don't know how things would have turned out. We will fight the saddle claim in the courts."

Here Mr. Bridgeman showed a statement of the financial condition which has been sent to all the creditors, and which shows that the company's assets are \$125,000 and liabilities \$75,000, leaving a balance of \$50,000 to the good. The company has had a very successful first year, its profits amounting to \$21,000, and the losses very small. The greater part of the large stock of goods is saleable.

"There is no doubt that we are overstocked," said President Willis, "and the slowness of the trade the early part of the season is responsible for it, as our western business suffered as much as that of other houses. We have made satisfactory arrangements with the majority of our creditors for an extension of time, which they themselves proposed, and we heartily thank our friends for their confidence and help at the critical period when the wrecker was abroad. We will repay their confidence, I feel sure."

It seems the English Ormonde Company was the largest creditor, \$20,000. This young and enterprising firm is out to do what is right, else what would have been easier than for President Willis, who is a brother of the president of the English Ormonde Company to have stepped in and wrecked the whole concern, gobbled the lion's share, and told the American creditors to whistle for their dues? It looks as if the American Ormonde Company is to be treated with confidence by its creditors, who assure the REFEREE that they have implicit confidence in the young men who are pursuing the right way in their temporary difficulty, and it is to the credit of their creditors that they have extended a friendly hand to young men who seemingly deserve the same.

#### The Popular King and Queen of Scorchers.

Mr. Mushing, of the Centaur Cycle Company, is paying his third visit to this country, having left Liverpool on the City of New York on Aug. 31. The Centaur Cycle Company is one of the few leading firms which lays claim to having had a most successful season. This success is without doubt attributable to the fact that it was the first of the "old firms" to break away from the traditional prejudice of using unnecessary weight in the construction of its wheels. The firm has acted as a pioneer in demonstrating that it is possible, with experience and skill, to produce a wheel that will stand even American roads at a weight well under thirty pounds. At the present moment it is no exaggeration to say that the King and Queen of Scorchers (as the Centaur Cycle Company's wheels are called) are two of the most popular English wheels imported into this country. It is an open secret that the firms which handle these wheels—Kingman & Company, of Peoria; McIntosh-Huntington Company, of Cleveland; Hulbert Brothers, of New York; Wright & Ditson, of Boston—could have sold double the quantity during this season if they could have procured them. Under these favorable cir-

cumstances we may expect that Mr. Mushing will have little trouble in making satisfactory arrangements with these firms to handle these wheels for next season, and that after he has finished his pleasant visit to us he will be able to return home with a full book.

We understand that he has another surprise in his bag for American wheelmen in the form of a K. O. S. racing safety weighing twenty pounds. This shows that this enterprising company is determined to keep to the front by utilizing its past season's experience in producing something that will startle the racing cracks. George M. Hendee, who has recently paid a visit to Coventry, was so struck with the construction of this wheel that he insisted on bringing one back with him, Mr. Hendee, with his "featherweight" of 210 pounds, having satisfied himself of its strength by riding it for some days over English hills and dales.

#### Praise for the Hall Chains.

In the manufacture of chains the R. F. Hall Manufacturing Company, of Birmingham, Eng., has been very successful. The strongest kind of endorsement has been received from such houses as Humber & Company, Whitworth Cycle Company, Bigbie, Twentyman & Company, Bayliss, Thomas & Company, Calcott Brothers and many others. Humber & Company say that "since using the R. F. Hall chain we have had no reason to regret our choice." The Whitworth people say, "We have found your chains very even in pitch, which we require to be very exact, and they have more than answered our expectations in wearing qualities. Bayliss, Thomas & Company: "We cannot speak too highly of the quality of your chains. They have given general satisfaction. In no instance have we had any complaint from any of our customers."

#### Doesn't Subsidize Riders.

The New Buckingham & Adams Company, of Coventry Works, Birmingham, gives this thrust to the English trade who employ amateurs. In its *Cyclist* advertisement it says: "We have never yet subsidized amateur riders, being a controversion of the rules and regulations of the National Cyclists Union and a breach of amateur law. We do not intend to depart from this principle, but will present a prize, value one hundred guineas, to the first amateur who succeeds in lowering the one-mile record on one of our champion racers, while we will give a similar amount in hard cash to the one who succeeds in lowering the mile record on our machine."

#### New York Trade Matters.

A. E. McKinnan, an employee of the Pope Manufacturing Company, wishes it to be known that he rode his Century Columbia shod with "hose pipe" tire from Boston to Washington in four days, without a mishap of any kind, and having covered 2,000 miles in and about Boston sh's season on the same machine. Mr. McKinnan don't claim a record, but simply wishes the fact known.

Samuel Snell is expected shortly in New York. The famous lamp man is to become a resident and citizen of the United States, and has expressed his intention of starting a lamp factory here.

The new ruling of the treasury makes it impossible to land an old bicycle or any kind of a bicycle without having to pay duty thereon, and even professionals can not land wheels now because they are "tools of their trade. This move makes it impossible for the tourist to land his wheel when purchased in England, free of duty.

W. M. Perrett, or "Billy" Perrett, as

he is better known, is doing great work for Bretz & Curtis, Philadelphia. He has booked many large orders for the Scorchers on his recent trips east and west.

The Ormonde Company of London has an attractive half-page advertisement in one of the English cycling papers, headed "answers to correspondents," giving enquirers advice to buy Ormondes.

Kirk Brown, manager of the Airtite Tire of Boston, was a caller at the REFEREE office, New York, last week. The ex-Philadelphian exhibited a letter from his political district in Quakertown which said they wanted Kirk to run for the state legislature. Brown is running in another direction just now, and looks like a winner.

It won't do to call Schoverling, Daly & Gales manager plain L. B. Whympers any more; he is now Editor Whympers, and the little Kings County Wheelmen club paper, the *American*, does him credit.

The official programme of the Maryland Bicycle Club's fall tournament was a work of art and a credit to Guy P. Wilson of the *Baltimore News*, who was responsible for it. Several REFEREE pictures graced its pages.

Robert R. Perkins, the energetic and capable Rockaway factory manager, states the Liberty will be greater than ever next season. Models of the new wheels are nearly ready. Mr. Perkins feels the loss of his little son, recently drowned, very much, which so upset his wife that a long illness was feared.

Louis Jordan, the well-known Chicago repairer, landed in New York last week and stated that he would build twenty-four exceptionally fine wheels for World's Fair for exhibition purposes, and will build a few wheels this coming season.

Frank Douglas, of the Kenwood Manufacturing Company, was a guest at the Everett House, New York, last week, accompanied by his wife and daughter. The Kenwood man was feeling first-rate and stated his firm would build three wheels next year, roadster, road racer, and path racer, and would increase their factory space considerably.

J. H. Starley, of Rover fame, is expected in this country in a few days, according to New York advices.

A. Stainforth, of the Union company's Boston house is the inventor of many novelties used by cyclists. His picturesque ads, written about and for 2:10, show he is an advertising expert also.

G. C. Moore, of the Glendale Fabric Company, of East Hampton, Mass., is making some pneumatic tire fixings.

Messrs. Kirkpatrick and Crondel, of Howard A. Smith & Company, are hustling for their house through the east.

Joseph Ketchum, of Brooklyn, is showing New Howes and making many friends for the Glasgow product in Brooklyn and New York.

Hollander, Bradshaw & Folsom, Washington street, Boston, are doing a heavy business in boys' and girls' bicycles, toys, etc.

#### An American-Made Triplet.

The Winton Bicycle Company, of Cleveland, has just completed a triplet, the first machine of the kind built in America. It is made with a new anti-friction chain gearing and weighs only seventy-five pounds, and in a private trial on the track under three untrained riders made a mile in 2:10, and a half in 58 3/4 sec. It is confidently expected that the machine will make a mile in less than 2 min.

Harry Hall, of the Raleigh company, New York, was in Chicago during the week.

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.

AT LIGHTNING SPEED.

HALF MILE ON THE BICYCLE GONE AT INDEPENDENCE IN:55 1-2.

J. S. Johnson's Record Time—Hundreds of Spectators Bear Witness to the Feat—Notch for the Mile to Be Soon Attacked.

INDEPENDENCE, Iowa, Sept. 17.—(Special Telegram.)—The Independence kite track has another world's record in the bright constellation of sensational performances which have from time to time sprung from the impress of its listening surface. It is not a trophy to the prowess of a harness racer this time, but of something infinitely faster than any trotter or pacer may hope to become for a decade.

For the last three days a modest, unassuming young man, giving the name of John S. Johnson, and claiming Minneapolis as his home, has been seen about the track, usually astride a bicycle, and it has been noticed by the more observant of the track habitués that he could ride a little bit. Johnson has been invariably seen in the company of two other individuals and the fact soon became apparent that he was ambitious for championship honors among the cyclists, and that the men with him were his trainers.

Day before yesterday quite a ripple of interest was created by the story that got bruited about that Johnson had covered a quarter of a mile in 27 4/5. Consequently when the announcement was made that he would start against the world's record for the quarter and the half miles under circumstances that would make the performance perfectly legitimate and standing a crowd of several hundred people assembled at the track to-day. The preliminaries were arranged by the selection of the following gentlemen as judges: J. B. Chesebro, of Waterloo, Iowa, and C. A. Rosemond and W. C. Littlejohn, of Independence. F. S. Hillsiger, of Waterloo, acted as referee, and for timers the following consented to act: B. W. Tabor, O. O. Tibbetts, Independence; C. M. LaDue, Luvern, Minn.; J. L. Dougherty, Clinton, Canada, and John Hussey, Independence. All the above men are professional trainers of trotters.

Johnson came out at about 5 o'clock for a preliminary brush of a quarter of a mile, and to keep his pace up, C. W. Williams appeared behind his celebrated old running horse, Ned Gordon, hitched to a bicycle sulk. Johnson started at the third quarter, and pumped his way to the wire in 27 1/2 seconds, lowering his best record, which previously stood at 28 1/5 seconds.

Half an hour later, after he had been rubbed down, he again came out, and starting at the half-mile pole, he followed the runner home in 55 1/2 seconds, lowering the previous world's record for the distance, which was 1:00 1/5.

Not satisfied with the first performance he came out again at 6 o'clock and, starting at the half, rolled down to the third quarter in 26 3/5 seconds, being compelled to slow up because old Ned was not fast enough to get out of his way.

NEW LAURELS GAINED.

BICYCLIST JOHNSON PUSHES HIS WHEEL A MILE IN 2:04 3-5.

INDEPENDENCE, Iowa, Sept. 20.—(Special Telegram.)—John S. Johnson, the phenomenal young Minneapolis bicyclist, whose remarkable time on the Independence kite track for a quarter and half-mile electrified the riding world last Saturday, made another record look pale to-day in the presence of a good crowd. It had been announced that he would attempt to beat the world's record for a mile from a standing start, and elaborate preparations were made to have the performance correctly timed and rendered eligible to record. The following were chosen as timers: Fred Seacord and Judd Seacord, leading breeders of trotters, of Galesburg, Ill.; F. D. Stout, owner of Nutwood and proprietor of the Highland Farm at Dubuque, Iowa; M. Ladque, Luverne, Minn.; Sam Caton, Dubuque, Iowa, and C. A. Thompson, of Independence. For judges the following well known local bicycle men were chosen: J. W. Evans, C. F. Tucker and W. S. Tidbal.

Johnson came out at 5 o'clock in charge of his trainer, T. W. Eck, and his well-knit, athletic figure evoked many expressions of admiration from the crowd. The track was freshly planed and C. W. Williams appeared behind his running horse, Ned Gordon, to make the clip.

The first performance was a start against the best record for a quarter-mile from a standing start, which was 31 1-5 seconds, and Johnson easily made it in 30 flat. Twenty minutes later Johnson came out again fresh as a rose, ready for the greater spin of a full mile. The regulation bicycle track is one mile eighteen inches from the pole. The kite track here measures a mile three feet from the pole, and in order to have the performance safe and legitimate, Johnson was started ten feet back of the wire.

Dr. A. E. Spalding was chosen as starter, and as he said go, the watches snapped and Johnson launched out on his journey. The runner swung in ahead and the bicyclist trailed along snugly behind. The first quarter was not timed, as Johnson had already beaten it. The half was reached in 1:03 1-5, which was behind the record for that distance from a standing start by about a second. At the three-quarters the watches split at 1:34 1-5, beating the record for that distance, which was 1:35 3-5.

At this point Johnson shouted to Williams to urge the runner faster or get out of the way, and as Old Ned was already at the limit of his speed, Williams turned him out and Johnson passed him by a mighty spurt and came up the stretch alone, reaching the wire twenty lengths ahead of the horse in 2:04 3-5, beating the best previous record of Zimmerman, which was 2:08 4/5 from a standing start. The last quarter had been covered in 30 2-5 seconds.

BREAKS ALL RECORDS

JOHN S. JOHNSON COVERS A MILE IN 1:56 3-5 AT INDEPENDENCE.

He Takes a Flying Start—Two Running Horses Make the Terrific Pace for Him—No Doubt as to the Accuracy of the Time.

INDEPENDENCE, Iowa, Sept. 22.—(Special Telegram.)—On the kite track in this city to-day, John S. Johnson, the young cycling marvel from Minneapolis, knocked eight and one-fifth seconds off the world's bicycling record at the flying start and achieved the distinction of being the first person who ever wheeled a full mile below the heretofore impregnable two-minute barrier.

The officials selected to judge and time to-day's performance were as follows: Judges—W. C. Littlejohn, J. W. Evans and C. F. Tucker, bicycle men, all of Independence. Timers—S. L. Cates, of Dubuque, Iowa; Judge Seacord, of Galesburg, Ill.; J. L. Doherty, of Clinton, Canada, and C. A. Thompson, J. T. Martindale, and O. O. Tibbetts, of Independence, Iowa.

They Traveled at a Dizzy Speed.

As the flying pair rounded the turn the dust was not so thick, and a more adequate idea of the dizzy speed at which they were going could be noted. The half was reached in 58 3/4 seconds, and without a perceptible slacking of the clip the other runner was brought in and the journey continued. When the third quarter was reached the watches split at 1:28 1-2, showing that the speed so far had been well maintained. Up the stretch to the wire the contest took on the complexion of a hot finish between the horses as the two runners came up abreast, their drivers whipping and shouting to coax out a little more speed, until the very last limit of both animals had been spent. But it required but a glance as they neared the wire to see that Johnson was right behind and the runners couldn't open the gap by a foot at any part of the stretch. Indeed, before the wire was reached it became evident that the man could outfinish the horses were there room to get by.

Under the Wire in 1:56 3-5.

The watches stopped at 1:56 3-5 as Johnson rolled under the wire, and the herculean effort had been accomplished.



MORGAN & WRIGHT,

MANUFACTURERS OF RUBBER GOODS,

321-339 W. Lake Street,

CHICAGO.



## THE CLEVELAND NO. 4.

IS A WHEEL BUILT FOR FAST ROAD RIDING.

It weighs 32 pounds, stripped.  
It has won many races in competition with wheels weighing from seven to ten pounds less.  
It has the greatest Pneumatic Tire (the Cleveland) ever put on a wheel.  
It has the most perfectly constructed dust-proof bearings on the market.  
It has three pals, the Cleverlands No. 1, No. 2 and No. 3. "They're all right."

WE USE THE CLEVELAND PNEUMATIC ONLY.

H. A. LOZIER & CO., <sup>—340—</sup>Superior St.  
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