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WHY DOUBT JOHNSON'S RECORD?

Judging from the tone of the last issue of the *Sporting Life*, Frank Egan must have been in a very unsettled frame of mind during the few days previous to the paper going to press. He was evidently well supplied with caustic and cold water, for there was a liberal sprinkling of each thrown on everything that went before the great editor's eye.

He found in Johnson's records a subject almost large enough on which to vent his pent-up feelings; still he had enough left to give others a taste. Egan seems to be wonderfully worked up because a young westerner had, under the most favorable circumstances, the ability to knock a few seconds off the existing records from a quarter to a mile. If some of the eastern men had made or claimed to have made this record, we doubt not that Egan would have believed it to be true; but like others in the east he is of too narrow a gauge to give a westerner a little credit. Egan wants to wager \$1,000 that Johnson cannot defeat Zimmerman—he is safe, undoubtedly. Because a man can ride against time is no sign that he could do remarkably well in competition. Nobody supposes he could beat Zimmerman, and the REFEREE believes the lengthy young Jerseyman could eclipse Johnson's records on the Independence track under as favorable conditions as Johnson had.

When Johnson made his records there were several hundred people about the Rush park track. Some of them were newspaper men, others wheelmen, and the rest horsemen. A goodly share of them, knowing that Johnson was to attempt to break the mile record, must have gone there prepared to time him themselves and not be compelled to believe what others might say. Horsemen would never admit the record if it had not been made; every newspaper representative would not have been duped into believing something that had not transpired, and every wheelman on the grounds would not have stood by and allowed a faked record to go broadcast over the country. If there had been any crooked work some one newspaper man would soon have discovered it—and what a sensation he would have had for his readers a few days after!

But not a single man that saw the performance has doubted the correctness of the time. No one has disputed the fact that the track is a full mile at a point three feet from the pole—and it must be remembered that Johnson started back of the tape to make up the difference. Besides all these facts we do not believe

the gentlemen who acted as judges and timers would all risk their reputations for the benefit of giving Johnson the record, by giving out the time other than that really made. There would be too much chance to be found out. Sizing up the whole matter it appears as if Mr. Egan had been a little soon in jumping at conclusions.

WHERE THE FAULT LIES.

There are rumors, large and small, to the effect that there is an association now being formed for the purpose of running bicycle races on the cash prize plan, and one paper openly asserts that it is at the head of the movement. It tells in charming language what a benefit such an organization would be to the league, how it would take from among the pure amateurs the men who must needs be, under the present rules, crooked, and how much time the league could then give to improving the country's roads. To be sure, such a scheme would get rid of a lot of men who care only for what "there is in it," but the league was organized for and by amateurs, and while many would like to make something out of their winnings there are not many who would desert the ranks of the amateur for the ranks of the cash prize pot hunters. Amateur racing has to-day many faults, and a change of some sort is needed; but amateur racing has prospered, has attracted the attention and respect of the best people, while professional racing has died a natural death.

The trouble of the past and the unfortunate state of the present is wholly due to the management of the men; the rules for their government have not been strict enough—or if strict enough have not been enforced. Rule after rule has been openly violated this year, not by one but by a dozen or more prominent racing men; yet the racing board hesitates to inflict the prescribed penalty on the guilty ones. What if the board cannot prove charges; it don't have to. He has to prove his innocence—the board is not compelled to prove his guilt. If the board had governed these men with an iron hand, regardless of the wishes of others, there would have been no talk of prize selling or crooked work. It is simply a case of a spoiled child. The trouble has always been that the board would pronounce a sentence when the guilty one cared not. Few men of prominence have been suspended during the racing season, the time when punishment would have been the more keenly felt. Probably along about Nov. 1 there will be suspensions by the wholesale.

There is no reasonable excuse why amateur racing should not thrive in the United States. It is what the people want and what they should have. They do not want the professional class; they have seen enough of that in every branch of sport. What the league needs, to maintain successful amateur sport, is a racing board with backbone to handle the racing men as some fathers handle their unruly offspring. Lay on the gad and the obstreperous youth will soon come to terms.

THE REFEREE does not agree with its correspondent, La Cote Mal Taile, regarding Johnson's record. He does not think Johnson made the mile in 1:56 3-5; THE REFEREE does. Nor does he believe in the merits of the elliptical sprocket, but we think there is great merit in it; in fact, a member of the staff has tried it and believes it to be a great thing. La Cote Mal Taile thinks that if Johnson can do 1:56 3-5 Zimmerman can make the mile in 1:30. Not much he can't; the running record is only 1:35 and a

fraction and no horse could do better than 1:45 if hitched to a sulky. We think Zimmerman could do 1:45 on a kite track if he could have the pace that fast.

It really would be hard to tell whether Vol. II, No 10 of the *Southern Wheelman* is a second edition of the *Wheelmen's Gazette* or not. No less than seven separate pictures which graced its pages were from the Indianapolis production. But credit was given, and that's something unusual with the Louisville paper.

In the case where a Louisville doctor was discharged after his hearing, having been arrested for driving over a wheelman, the "cycling authority of the south" says that Judge Thompson in his decision made it clear that there was no malice in the physician's action. May be not; but while road hogs do not show malice toward a wheelman in all cases they do exhibit a lot of stubbornness, and this was probably the trouble with the doctor. He merely thought he could play a good bluff game and was called.

NOTES AND COMMENTS.

A western cyclist ran into a doctor on the sidewalk, and the gentleman of medicine flogged the youth with a walking stick. [That's the way to kill sidewalk riding.—Ed.]—Exchange.

It is such cyclists as the above that have brought all the prejudice and malice of pedestrians and horsemen upon the devoted heads of the wheeling public, and it gives one pleasure now and then to find someone who is man enough to personally chastize the crazy loon who has no more sense than to career up and down the sidewalk on a bicycle that he cannot (in all probability) begin to control. I have seen him many times—he is generally a half-grown boy, but sometimes he has arrived at the age that ought to give him discretion. Even in the last case he generally lacks ordinary brain power. These things do not in any way affect the newspaper reporters who give the news that "John Smith was run down by a bicycle on the sidewalk north of Main street and badly hurt. How long is this going to continue? We must call upon the city council to prohibit bicycle riding on our streets; it is too dangerous," etc., etc. What a world of trouble the small boy and the fool man have caused the great army of wheelmen.

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IT'S DIFFERENT NOW.

What a wonderful difference there is in the treatment of cycling subjects by the daily press in these days and a very few years ago, now that the crack bicyclist can give the crack trotter odds at any distance, and when there are more bicycles to be met than teams in a day's journey. And after the years of toil and abuse that wheelmen have endured the great public has discovered that it has been making a fool of itself and is making up for lost time. The *News Record*, which, by the way, has always been the friend of the sport, is publishing column after column of cycling news and illustrating its remarks in a very good style. Many other papers are doing likewise—good luck to them. I notice also that the stale and obsolete quips and puns on the unfortunate cyclists are not so common as a few years ago. And now that the bicycle has displaced the bat and ball, the horse and the boat as an amusement creator, I see with prophetic eye the cycle millenium at hand.

Apropos of newspaper reports, the "Minneapolis wonder," with his trainer and elliptical sprocket wheel, is not getting as much gratuitous advertising as he was. He may or may not have made

the wonderful time credited to him at Independence, but he could not hold the pace with second-rate men at Peoria. Poor lad; like many another better man he has been led astray by a notion that power could be manufactured without loss of speed. It is strange that this many times exploded idea still lives to vex mankind. Most of us remember Levi's invention of the telescope crank, which was to do for the ordinary what the elongated sprocket is going to do for Johnson, make power and increase speed at the same time. I would like to wager a meerschaum hat that Zimmerman can beat Johnson fifty yards in the mile, and if Johnson can ride a mile in 1:56 3-5 Zimmerman can, under the same conditions, do it in 1:30. LA COTE MAL TAILE.

MEN WE ALL KNOW.

No. 7—Joseph M. Bressler,

Chief consul Michigan division, a hustling politician and all-around good fellow.



low. The chief consulship occupies the larger portion of his time, though he is engaged in looking after his father's real estate interests.

Cycling Matters in Rochester.

ROCHESTER, N. Y., Oct. 4.—The recent trouble in the Rochester Wheelmen's League has almost been patched over. At a special meeting of this body a few evenings ago, the office of secretary was declared vacant and a committee was appointed to notify R. B. Stevenson, who has held that office, of the action taken. W. J. Haye, of the R. G. C., was chosen to fill the vacancy. Gordon S. Montgomery, representative of the Genesee, officially stated that the organization to which he belonged had withdrawn from the city league because of lack of interest shown in the work by the league managers. Mr. Montgomery stated that the Genesee would be willing to remain in the league if a complete reorganization of the same could be effected.

Mrs. C. H. Cranch has been elected president of the ladies' auxiliary of the Lake View Wheelmen.

The Crescents propose to make this the banner social season of its existence, a series of whist, euchre and dancing parties being projected, interspersed by a pool tournament, smokers and musicales. William Le Messurier has about everything his own way around Rochester. Last Thursday he won the mile open race at Batavia.

Harry Hanens, a bicycle thief, was to-day held for the grand jury.

PANHANDLE.

The New York A. C. will have a two-mile open race on its athletic programme for Saturday.

HOW ZIMMIE TRAINS.

THE "JERSEY SKEETER" TAKES TO WRITING FOR THE PRESS.

He Does Not Ride During the Winter, Preferring a Complete Rest—What He Eats and Drinks—Had a Good Time in England.

My method of training is not easily described, says A. A. Zimmerman in a syndicate article. I do no training whatever during the winter, but take a complete rest. Last winter I mounted a wheel only once between Oct. 16 and the middle of March. In my opinion this is a better course for an American bicycle rider to pursue than to attempt to keep in shape all winter. I have noticed that the men who train even a little all winter generally go stale before the fall meets are over. My body seems to want plenty of rest and I don't think I am very different from the rest of mankind. Perhaps I can stand a little more than my share of rest.

In early spring I begin to ride on the road with a road wheel, doing from ten to thirty miles a day. I take it easy and do not attempt to do any fast work whatever at this time. I continue this for about three weeks, or until I find that my muscles are working all right, and all the feeling of stiffness which always comes to me when I first begin to train has entirely left me. Then I take a racing wheel and begin work on a track. During my trip to England I generally worked on the Herne Hill and usually did about ten miles in the forenoon and the same in the afternoon. Sometimes I worked five miles after supper, but this was the exception.

I work at about a three-minute gait for several days after taking up track work. When I find I am going all right I try to spurt a hundred yards or so, and keep on increasing the distance each day until it reaches a quarter of a mile.

MASSAGE TREATMENT.

After each ride I am rubbed thoroughly dry with towels; then my whole body undergoes a sort of massage treatment from the bare hands of an attendant, and then some liniment is plentifully applied and rubbed in. I consider rubbing with the bare hands by a strong, healthy person one of the most valuable adjuncts to good training. By it the muscles are made free and pliable and the skin is kept in a smooth, healthy condition. After a hard race there is nothing so refreshing as to be well worked by the bare hands. No amount of rubbing with any kind of towels seems to have the same effect. It seems to revive one more than anything that I have ever seen tried. The effect is felt at once, and there is no reaction, as is the case with stimulants.

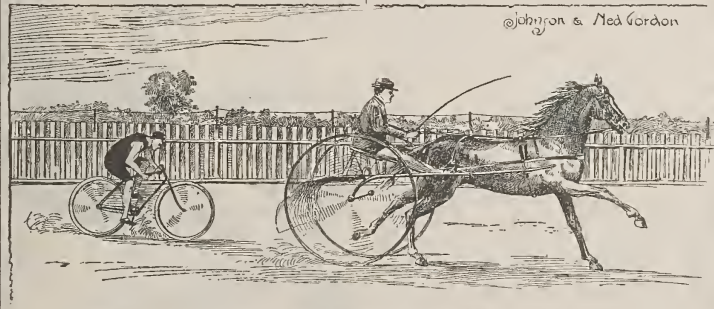
Regularity in work is a very important element in making a success in training. The morning exercise should be taken from one and a half to two hours after breakfast. I do not believe in taking any exercise before breakfast, as some well-intentioned writers on this subject advise. I have tried it, but it was not a success. It seemed to me like trying to run an engine without fuel. There was no question in my case but that half an hour's work before breakfast took more vitality out of me than an hour's work after a good meal had had time to digest. I found it did not agree with me, and therefore discontinued it. If exercise can be taken in the afternoon it should be about two hours after the dinner hour. To ride

immediately or soon after a hearty meal, whether it is breakfast, dinner or supper is of no value to a person training. A feeling of dullness is sure to come over one and the best efforts can not be put forth under such circumstances.

I have followed no particular line of dieting. I do not eat potatoes except in very limited quantities, neither do I drink coffee, but nearly all other table luxuries I indulge in and enjoy. I drink tea in preference to all other beverages. I have found nothing better or more refreshing in the dressing room after a hard race than some nice, cool tea with a little lemon juice added and sweetened just a little. It is much safer than water and certainly free from all germs of disease. I know of nothing better. In training for bicycle riding the same general rules must be followed as in foot racing, although they need not be so closely adhered to. Train for the distance which after a little experience you find best adapted to your capabilities.

TRAINING FOR VARIOUS DISTANCES.

Some men have the power to stay long distances at a moderate pace, but cannot spurt at all, while others can do just the opposite. A very few can do both. Frank Shorland is a wonderful example of a man that can both stay and spurt. His record of 413 miles in twenty-four hours places him at the head of all riders as a stayer, and his ability to do the last mile of that distance in 2m. 42s. shows that he should not be overlooked when



Drawn from instantaneous photograph.

it comes to a driving finish. I have not met another man in whom both these qualities were so well developed. On the other hand, there is George C. Smith, the holder of the world's record for a quarter of a mile—31 2-5 seconds.

This record stamps him as first class at the short distances, but the handicappers generally allot him from sixty to 100 yards in a mile in races with men like Taylor, Windle and Tyler.

If you have found out the distance you can ride best, try that distance about once a week and have some one hold a watch on you and clock each quarter of a mile. At each attempt try to improve each quarter a little, but hold enough power in reserve to do the last quarter faster than any of the others. Practice with the thought in your mind that the race is always won in the last quarter and not in the others. If one has trained for short distances, say five miles and under, it is certainly very hurtful to try very much longer distances.

In England I had trained for the short distance, and without any preparatory work entered and rode in the fifty mile championship. I had already won the one and five-mile championships, and wanted the fifty also. The lesson that I learned in that race was a costly one. During the latter part of that race my legs began to feel numb, and while they kept at work, yet the life seemed all gone out of them, and for several miles before the end of that race I thought they would not last the race out. They did not reach a normal condition for

about three weeks after this effort. From examinations made since then I learn that the cause of this was that my heart had failed to properly do its work owing to the excessive strain upon it for so long a time. In other words, my heart had not been trained for long distance racing. I cannot advise any one to train for pleasure.

VERY LABORIOUS WORK.

Taking a little exercise to keep from getting entirely out of practice is very often called training. That is not my experience, however. I am often asked if I had a pleasant time during my English trip. I always answer "yes," because there were a great many pleasant things connected with it, and I met a number of very agreeable people who tried to assist me in every way; but I don't think most people would have called it a pleasure excursion to be obliged for five months to follow a strict routine, each day exactly like the other. It got to be very monotonous, and at times I felt like quitting. I keep a record of the miles I ride while in training, and I find that I had ridden over twelve hundred miles this year before I was able to win a race. I know that I am one of the hard men to get "fit," but I have very little trouble after I once reach perfect condition. In getting fit for a race I am compelled to train much longer and do more hard work than most of the racing men.

If I stop my work for a few days and

one I now have was built for me, but does not vary much from the regular stock racer. It weighs between twenty-six and twenty-seven pounds when fitted with Thomas pneumatic tires.

The all-absorbing question now with wheelmen is, Will the trotting record be broken? I am of the opinion that the record of Nancy Hanks, 2:05 1-4, made on a kite-shaped track, will be beaten by a bicycle on a circular track. I have never tried a kite-shaped track and am therefore unable to express an opinion as to whether it is faster for cycle racing than the circular tracks. My record of 2:06 4-5 for a mile with a flying start was made on a half-mile track. I think this can be lowered on the same track. Within half an hour of the time that record was made I had ridden a mile in 2:08 4-5, and this had taken some of the snap out of me, or I think the last effort would have been somewhat faster. I don't know the time of the two fastest heats trotted, but I think that the times on the cycle will compare favorably with them.

Business and training should not be attempted. One or the other will suffer. The cares of business have a depressing effect, and to train to the highest point the mind must be free from all worry. Late hours can not be indulged in, either. A regular hour for retiring must be rigidly followed or the best results will not be obtained, no matter how carefully and well all the rest of one's work may be done.

If you wish pleasure, ride for exercise but don't train.

Rain Spoiled the Elgin Races.

The large grand stand at the Elgin (Ill.) Driving park was well filled Saturday afternoon, the occasion being the field day and tournament of the National Athletic Club. Many Chicago riders and athletes were competitors and they won their full share, Thorne securing the quarter and mile open events. The track, a half-mile circuit, was in miserable shape and after the rain was three inches deep with mud, so that three events were postponed. Thorne was third in the two-mile scratch race, but if he had not made the pace for two-thirds of the way he would undoubtedly have won, though young Heuman, the winner, might have given him a good tussle. Heuman, by the way, in a coming man. He is built Zimmerman-like and was a great Elgin favorite. The results were as follows:

One-mile, scratch—G. A. Thorne, Chicago, C. C., 1; H. N. Stringer, Elgin, 2; C. D. Cutting, C. C. W., 3; time, 2:51.

Two-mile, scratch—W. F. Heuman, Elgin, 1; W. Bainbridge, C. W., 2; G. A. Thorne, C. C. C., 3; time, 6:30.

Quarter-mile, scratch—First heat—C. P. Smith, I. C. C., 1; W. F. Heuman, Elgin, 2; W. M. Shumway, C. C. W., 3; time, :38.

Second heat—H. MacLagan, C. W., 1; G. A. Thorne, C. C. C., 2; G. C. Hobbs, A. C. C., 3; time, :39.

Final heat—G. A. Thorne, C. C. C., 1; H. MacLagan, C. W., 2; C. P. Smith, I. C. C., 3; time, :36 3-4.

One-mile, handicap—H. N. Stringer, 90 yds., 1; J. I. Oakley, I. C. C., 75 yds., 2; F. B. Hart, 130 yds., 3; time, 2:31.

One-mile, Elgin riders—walk-over for Heuman, others not responding to the call.

Division Officers Nominated.

At a meeting of the San Francisco B. C. the following officers were nominated: Chief consul, G. H. Strong, San Francisco; vice-consul, J. S. Thayer, Los Angeles; secretary-treasurer, L. W. Ripley, Sacramento; representatives, J. G. Bothwell, Garden City Cyclers; Al Cole, Garden City Cyclers; W. H. Seaver, Alameda County Wheelmen; L. A. Lamory, Acme Athletic Club; W. K. Cowen, Riverside Wheelmen; J. G. Vidy, California Cycle Club; A. T. Jantzen, Pacific Road Club.

JOHN S. JOHNSON





L. C. Boardman, Cycle Crank.

The Associated Cycling Clubs of the Metropolitan district is the creation of L. C. Boardman, cycling editor of the New York Recorder, who has at times lived in Chicago and Philadelphia. Boardman is a restless sort of chap and arrived in New York some seven or eight months ago. Ever since then he has been stirring up schemes to benefit cycling—and the Recorder and Boardman as well. When the REFEREE representative arrived in New York he was advised not to pay too much attention to Boardman, who was stated to be a little too enterprising and somewhat of a “crank;” but as the REFEREE man has passed a good deal of his time in various parts of this big country among cranks, he was disposed to study this particular New York “crank,” to find out in what particular form the crank cropped out. After a few months I came to the conclusion that the trait of crankiness exhibited by Boardman was rather more beneficial to cycling than harmful. Boardman is an enthusiast of a high order, about thirty years old, with stout, strong frame, and of a very versatile and inventive turn of mind when schemes are the order. You will generally find him on the hustle, dressed in English bloomers, light outing shirt and coat, and cap pushed on the back of his head, riding a Century Columbia with a small leather trunk strapped to the frame with the name of his paper thereon. He creates a panic by his boisterous manner in store or editorial room and his one subject is cycling. He turns the business office upside down and is very popular with his fellow employees. His copy is far from brilliant, but he gives facts, and some very straight advertisements to his friends in the trade, actually running in testimonials on occasions. His copy has wonderful latitude and is only read for English and grammar, and if he chose he could ring in some libel suits on the proprietors of his paper. But once in a while his copy is side-tracked for “Pete” Donahue’s more interesting fighting news, and a description of some new rider or cycle house is cut in two, while a “knock out” article fills out the cycling story.

NOT A BAD FELLOW, THOUGH.

Altogether Boardman is not a bad fellow; rather loud in manner and actions, the owner of a tongue that never hesitates in an opinion of friend or foe, a little self-advertising and persistent. This is a fair pen picture of the man who handled the New York end of the Chicago-New York relay race, started the Associated Cycling Clubs, got up the piano contest, and, with the REFEREE, started the ball rolling for the big parade of clubs during the Columbus celebration the evening of Oct 12. Boardman was looked upon as an interloper by the editor of a New York cycling paper and a few others, but he had the inside track by being able to talk to over a half-million of people weekly through his paper. He thrived under persecution; so did Walter Masterson, the Sun’s cycling editor, who was looked upon as treading on private grounds, as Masterson said yesterday. But there seems to be room for all; at least all flourish. Boardman

started the associated club scheme and was supposed to represent the Staten Island Athletic Club’s cycling division by virtue of being a member of that organization. Previously he was a delegate from the Manhattan Bicycle Club, but Messrs. Priol, Sheehan and Betts were elected to do the representing for that club, so Boardman was left out. He commenced to feel that he was being crowded, joined the Staten Islands and procured his letter, on the strength of which he was elected secretary of the A. C. C. He was advised by the New York cycling editor (who in a patronizing way complimented him on the good he had done) to “step down and out,” now that the scheme was a success, but Boardman did not heed the advice. Therefore one Johnson, who is in charge of the Staten Island cycling division was seen by one of the three Manhattan delegates and disclaimed the idea that Boardman was the club’s delegate, even though the latter had the president’s letter. To cinch matters the by-laws of the associated clubs were searched and a clause prohibiting athletic clubs’ cycling divisions from being members was found. That settled Boardman’s hash. He was accordingly fired from the secretaryship, and the conspirators chuckled softly to themselves.

GOT BACK AGAIN, THOUGH.

Boardman was not done for yet. He went to the Riverside Wheelmen and said: “I will join your club if you will elect me a delegate to represent the Riversides in the A. C. C.” They hearkened unto the wily scribe, and when the conspirators were counting him a dead cock in the pit, and preparing to further sit on him at the meeting last Friday evening at the Columbia restaurant, Boardman created a panic by springing the Riverside document on the crowd in a very dramatic manner, being flanked by the president of the Riversides, who calmly seconded the Boardman thrust. You could have heard a cholera germ squeak for a minute, and then Br’er Boardman reared to his haunches and told the Associated Cycling Clubs the history of what he termed “his persecution,” and wound up with this: “I most earnestly object to being taken by the nape of the neck and hoisted out of the window or thrown into a sewer to drown like a rat.” Boardman was, it seems, a water rat. They don’t drown, they swim; it is only ordinary ground rats that drown, and Boardman is not that kind of a rodent.

President Luscombe was in the chair, and with impatient patience listened to Boardman. C. A. Sheehan, R. G. Betts and Waldorf Fuller also seemed to “have it in” for Boardman.

The discussion became so incriminating and cat-and-dog like that President Luscombe suggested that all but the delegates retire, as the association would go into private fighting session. C. A. Sheehan, a very dudish young man who is fond of saying that he represents the Vanderbilt interests (as a clerk in the West Shore office at so much a week, and who arranged the Pennsylvania railroad excursion to the league meet at Washington, out of which he got fifty cents a head from all the pure and impure ones who went over the road), was the leader in the debate against Boardman, and made about ten long-winded boyish speeches. After it was all over he wanted to assure Boardman that both himself and those in cahoots with him

appreciated Boardman very much, and quoted “the beautiful sentiments” uttered in print by the editor of the New York cycle journal for which Sheehan works in a cash prize way.

Sheehan, like man other lovers of the sport, is in cycling for what there is in it, and the “representative of the Vanderbilt interests” is generally found soliciting advertisements for a program from the trade, and the trade knows his methods, too. Before the winter season is over you will see Sheehan & Company dipping their fingers into the “cash prizes” of some tournament “for the love of the sport.” Just you watch them.

WHY SHEEHAN BOLTED THE BANQUET.

A very funny story was told me about Sheehan and the banquet Boardman got up for the western riders immediately after the relay ride. It seems Boardman tendered the banquet in the name of the A. C. C., and sent invitations. Two of the gallant westerners invited the Pollack girls of Harrigan & Hart’s theater. When all were seated, together with a well-known and respected western woman and several New York ladies, Sheehan appeared, but after sizing up the company in an aesthetic manner whispered to his companions: “Oh, those naughty theatrical girls are here; let us go home,” and home they went. One of the western men is much incensed at Sheehan for his remarks concerning the Misses Pollack, and vows he will thrash him on sight.

Boardman’s action in giving the banquet in the name of the association was condemned by some of the members, who joined with Sheehan in saying that the riders entertained “were not representative western cyclists,” which remarks referred to the entertained.

To further show the calibre of this youth Sheehan, it is only necessary to refer to the recent excursion he arranged. It seems Boardman was interested in booming the B. & O. excursion, out of which he got his little fifty cents a head, and says so frankly, and Sheehan did not like the looks of Boardman’s cycling column—all B. & O. and no Pennsylvania, so went to Business Manager Turner of the Recorder, as “representative of the Pennsylvania system” this time, and wanted to know why the Recorder was booming the B. & O. and freezing out the Pennsylvania. Boardman was called in to see the director and was questioned about it. He made a very frank statement, and told the Recorder people that he could and would run his department without Mr. Sheehan’s assistance, and continued booming B. & O. Sheehan’s action might have resulted differently in newspaper offices where meddlesome busybodies with axes to grind are listened to. This only serves to illustrate the high-toned methods of C. A. Sheehan, who is no relative of the lieutenant-governor of the state, by the way.

But to return to the associated metropolitan cycling clubs a moment. The scheme started with about twenty clubs, and in a very short time a third of them were dropped from the roll, and the treasury holds the robust balance of \$50. It will only be a little while before the A. C. C. will go the way of nearly all such organizations, when wire pulling and backbiting are the principal features.

The Cycling and Carriage Trade.

While sitting at the feet of the well-posted Manager Day of R. L. Coleman & Company the other morning, and trying to run down a rumor of robust proportions regarding the combining of the principal eastern factories, [which is likely to occur, Day showed me a letter written by a carriage journal soliciting

advertising, which made the startling statement that the cycle business rightly belonged to the carriage builders, as it was in the wheel line. On the face of it the argument looked O. K., but we can not forget the fact that it was the cycle trade which forced itself into the carriage business and among horsemen with the pneumatic sulky, and while the carriage trade is a prosperous and conservative one, it has not taught the cycle trade anything. The teaching has all been on the cycle side. There seems to be little doubt, though, that the cycle trade will in the future be closely connected in this country with the carriage business, to the great advantage of both—for the carriage trade is a power financially. Cycle manufacturers then will not be under the necessity of placing agencies, and trust their wares in the hands of local and national racing lights, small hardware people (who don’t know a bicycle from a saw) or the cash store merchants. It looks as if the carriage people are preparing to go into the business, as the following from the *Carriage Monthly* shows. The article, an editorial, says:

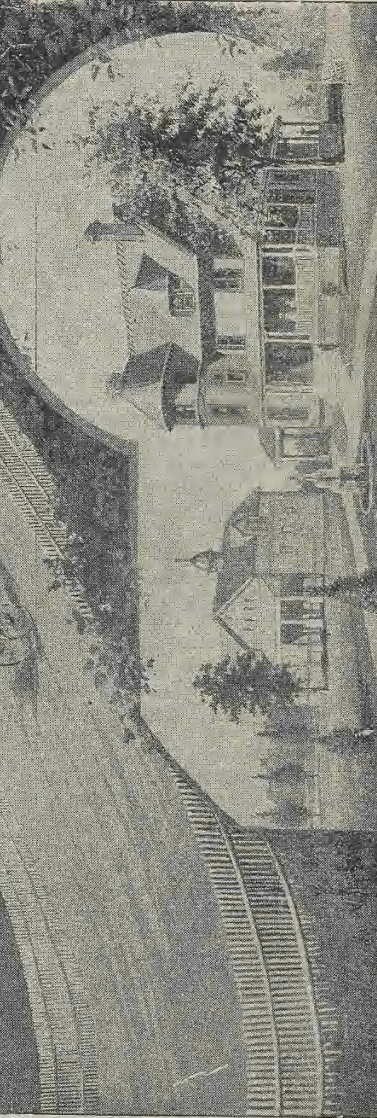
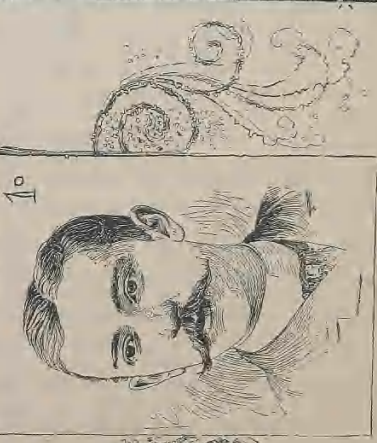
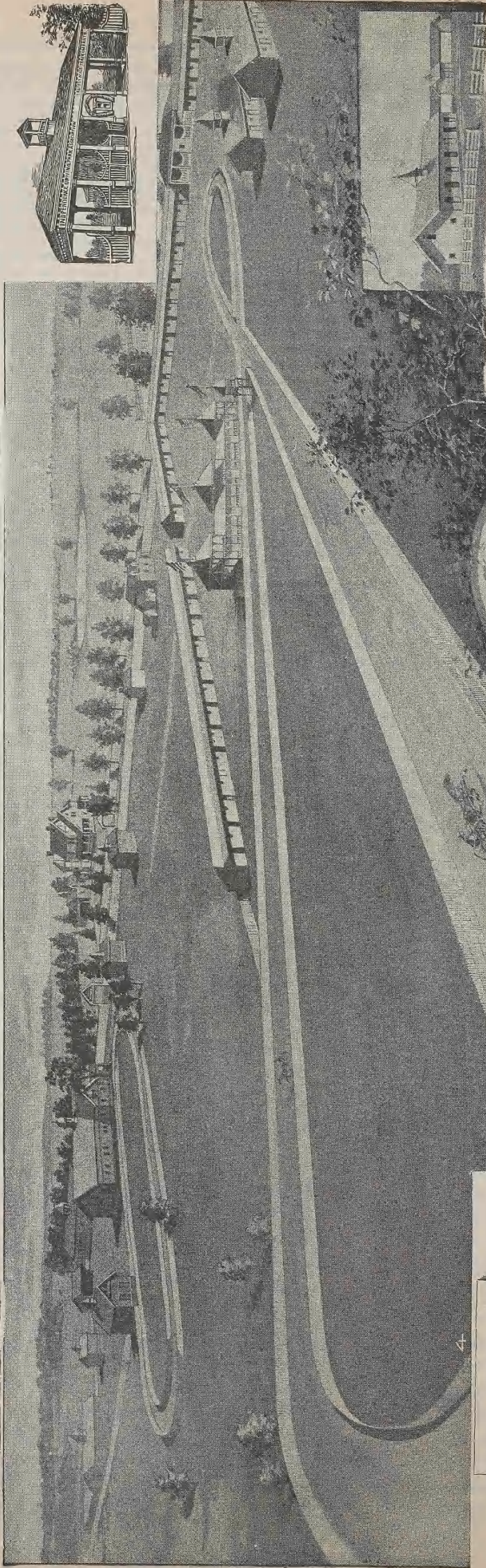
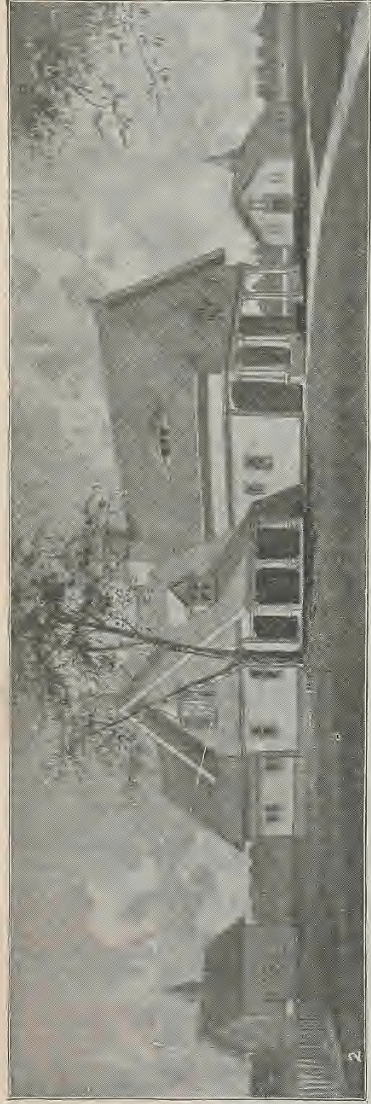
GETTING CLOSER TOGETHER.

The relationship between the bicycle and the wagon has become very close of late. The law has established the status of the former and declares that it is a vehicle having all the rights and only the privileges of the wagon. The bicycle and the buggy are, therefore, second cousins, so to speak, and in the repositories of many enterprising vehicle dealers they are displayed together on the same floor. It is said that the dealers who do this have made a decided hit in their business, and this example is being very generally followed by other dealers. But the family bond between the bicycle and the wagon has been made stronger by the appearance within the past few weeks of a new speeding vehicle, that is a cross between the sulky and the cycle. Horsemen were at first skeptical about its utility, but as soon as they gave it a fair trial there was a tumbling of the world’s trotting and pacing records.

Carriage builders and bicycle manufacturers have been learning something from each other, and are getting closer together in business. The ball-bearing axle was used in Germany fifty years ago on carriages, and was abandoned because it was expensive and the method of application was clumsy. Bicycle manufacturers revived and improved it, and now no bicycle is considered fit to use without the ball bearing axles. Carriage men have recognized its advantages. They have borrowed it and the pneumatic tired small wheel from the bicycle manufacturer, and these constitute the salient points of the so-called bicycle sulky which we illustrate and describe on another page. While the inflated tire, as at present made, may not be adopted for all vehicles, ball bearing axles doubtless will be, and since a partnership in inventive genius has been formed between the bicycle manufacturer and the carriage builder, it will not be difficult to evolve something that shall combine many of the advantages of the pneumatic tire of the bicycle with the increased durability of the solid rubber tire of the carriage. It is a happy circumstance that bicycle and buggy manufacturers and dealers have been brought into such close and interesting business relations.

The Professional League.

Seated in the grand stand of the Manhattan field Saturday with A. A. Zimmerman, George Taylor, W. F. Murphy, George Banker and Willis B. Troy, the ever-green cash prize question came up by my reminding Troy of that fairy story he told a Baltimore reporter, who in turn told it to many American papers by aid of the telegraph the same day. Troy at first refused to father the story, and stated that no one had been authorized to use Spalding’s name. It was there the schemers made a mistake, as your correspondent got a denial from Spalding and in turn gave it to the Associated Press man, who pricked the fairy tale pretty effectually. Troy, in an unguarded moment, however, owned up to being one of the originators of the story, and remarked that he had mentioned to the other one (a Philadelphia young man): “I know one who will smile at this story, and that is Morgan,” but who was not deceived by the report. Troy says now that it may not



1.—C. E. Tucker, referee. 2.—The Barns. 3.—C. W. Williams, owner of track. 4.—The Kite Track. 5.—T. W. Eck, Johnson's trainee. 6.—Mr. Williams' House. 7.—The Elliptic Wheel.

1893.

1893.

ALWAYS IN THE LEAD!

We now have samples of Telephone
Cycles for "1893."

AGENTS wanting exclusive territory for a strictly High Grade machine
will do well by corresponding with us.

GENT'S WHEEL Weighs 34 Lbs.

LADY'S WHEEL Weighs 36 Lbs.

Kirkwood, Miller & Company,

PEORIA, ILL.

come next year, but it will come sooner or later. I do not believe that there is any good ground for the statement that the *Sporting Life's* assertion that "an association to run professional cycling is being formed by that paper," and will believe it when the men behind it are named, and not before. There is no doubt that with money the *Sporting Life* could run it; so could other people just as well. A good organization is all that is needed, besides the cash to run it. I know of three men who would back such a scheme, and one of them saw the REFEREE to that end in New York last week, but they want pool selling and Sunday racing.

SUNDAY RACING AND POOL SELLING.

This should not be encouraged, and here is the hitch. It will prevent such people taking hold. Open betting would kill the scheme, and we had better put up with the amateur farce a little longer than force the professional idea by such means. The scheme will pay without such aids as pool selling, Sunday racing, or selling of liquor on the grounds, and there is the secret of the comparative success of the National base ball league, for the rules of the association strictly prohibit pool selling, Sunday playing and the sale of intoxicants on the association's grounds—all to the credit of Spalding & Company, be it said. I'm afraid the *Sporting Life* is forcing the growth of the cash prize idea, and much as I wish it success, I cannot but think that the present wild rumors and claims will only act as a boomerang to the scheme later on.

"What would you do in the matter, boys?" I asked, turning to Zimmerman & Company. Their reply was that if an association was formed and a success guaranteed they would undoubtedly ride for the cash. Zimmerman said that

"Pete" Berlo, on being asked what he proposed to do in the matter, asked in turn if all the best men would turn professionals. On being assured that they would, Pete said: "Then I guess I'll remain a pure amateur; there's more in it for me." Later in the day Pete's palm itched, and he went up to George Taylor and whispered: "Will they pay expenses this winter, and do they offer any advance money?" This made Taylor collapse.

ZIMMY TO HAVE A CAB STAND.

On asking "Jimmy" if he intended starting a stock farm with his four prize horses, the "skeeter" shook his head and stated that he thought he would start a cab stand at Asbury Park and have Troy as head "cabby." "It would be expensive to keep them idle this winter; they would eat up all my pianos," continued "Arthur the Great." Zimmerman can now lay claim to four industries: a stock farm, piano store, cycle store and general merchandise store, all places stocked under the protection of the amateur rule.

"You were quite right, and I'm glad you quoted me on the demoralizing influences of the race path," said the ex-college man, George F. Taylor. "I really believe and know from my past season it is true. I shall enter the Boston Dental College next week, and will use up my gold and silver medals in filling molars. I'm out of the racing business—it is demoralizing," and with that all hands went across the way to celebrate the wind-up of a great racing season.

Emanuel Got Satisfaction.

A card with the names S. Golder, T. Mullinson, A. Barrows, and the time of their call, 12:21 4-5, lay on my desk last Monday. My office assistant said: "There

has also been a young man in twice to see you; here is his card—B. D. Emanuel. He said the last time he called that he was going to get satisfaction and would not let you escape." This looked serious, especially as I had heard the "minor" cycle dealer had told a Brooklyn man that both the *Sporting Times* and the REFEREE representatives would get hurt for certain plain statements they had made in their respective papers about a young man (a minor) who had ordered goods and executed a song and dance when payment was spoken of. So not wishing to disappoint B. D. Emanuel or try to escape, the REFEREE representative thought he would look over his exchanges and await the destroyer's coming. Just when he had got mightily interested in an English *Cycling* editorial about "Two shows a mistake," a voice at his elbow said:

"I'm the amateur bicyclist."

"What's that?" abstractedly queried the REFEREE man, still reading Sisley on shows.

"I'm the amateur bicyclist," came the voice in louder tones.

"One of them, I suppose," the REFEREE man responded, getting more deeply interested in cycle shows; "do you go for cash or pots?" was ventured.

"I'm B. D. Emanuel," came again.

"Emanuel, Emanuel—seems to me I have heard that name before." Emanuel was a good man but, never rode a bicycle, so the REFEREE man turned and beheld a very ordinary looking "amacher," who did not look as if he would injure a fly, and asked to what was he indebted for Emanuel's visit. Flourishing a copy of the REFEREE the "amateur bicyclist" demanded in blood-thirsty tones if I had written "that," pointing to a little notice of a "minor, who looked like a man to the Bidwell and Gendron people when they sold him

goods." The REFEREE man pleaded guilty to the soft impeachment, and read a little more of the Sisley show article.

"It's false, every word of it," protested the man or minor, "and I'll make you prove its truth."

"That's for you to do; you must prove its untruth, which I fancy you will have hard work to do," replied Sisley's admirer. "But, Emanuel, if you will only go with me to-morrow and have a little talk with the Bidwell and Gendron people and explain away to my satisfaction certain charges, I will make the *amende honorable*."

This Emanuel preferred not to do, but left after being assured that the REFEREE was responsible, and his threat of a disastrous suit would not cause any loss of sleep to the staff, and that birds of his plumage looked really more dangerous than they actually were. B. D. Emanuel came into the REFEREE office with a lie on his lips and stated an untruth when he said that he had not bought any goods of the Gendron company. Mr. Emanuel would possibly like to see a bill of the goods, and for his ready lie this additional notice. What the REFEREE stated was a fact, and when a New York paper attempts to shield a trade swindler it is simply placing a premium on dishonesty.

The Madison Square Garden.

When a representative of the Associated Cycling Club called on the Madison Square Garden company to talk up an amateur six-day meet, the garden people talked cycle show in connection and suggested that the amateurs pay all expenses and then divide with the garden the profits, if any. R. G. Betts jumped up in the meeting and said: "Nay, Pauline, no cycle show; the trade is not over the shock of the last one yet." There can be only one cycle show this year, and that not in Madison Square Garden,

RAGLAN CYCLES

.....ARE REPRESENTED BY.....

HARBER BROS. COMPANY,
Bloomington, Ill.

FREDERICK W. JANSSEN & CO.,
310 Broadway,
NEW YORK CITY.

C. F. BOSTWICK,
24 Front Street,
TORONTO, ONT.

IN CHICAGO AND WESTERN STATES.

IN EASTERN STATES.

IN CANADA.

And Manufactured of the Best of Everything by

TAYLOR, COOPER & BEDNELL, LTD.
Raglan Works, - - - COVENTRY, ENGLAND.
LONDON, 33 HOLBORN VIADUCT, E. C.

But "the representative of the Vanderbilt interests" stated that he had seen the garden people and he thought the company would pay all expenses of a meet and then divide with the A. C. C. the profits after expenses were paid. The A. C. C. could not lose anything by the latter proposition—only have the work for the reward. But then they are in the sport for the love of it only. There is no doubt that one or two will find some "cash prizes" in it, even though it be a financial failure. Keep track of it and see!

Good Meet at Wellsville, O.

Something like 1,200 people attended the first race meet of the Tuscarora C. C. at Wellsville, Ohio, Thursday last. The races were well managed and proved interesting. Among the thirty entrants were a half dozen from Pittsburg and Brown of Cleveland. Yarsky of Akron and Bannister of Youngstown. The track was in fine shape, but no remarkable time was made, 2:40 being the fastest for the mile. The results were as follows:

One-mile, novice—W. C. Moore, 1; A. M. Irwin, 2; P. J. Myler, 3; time, 2:46 1-4.
Quarter-mile, boys—Clyde Quimby, 1; Kennedy Lang, 2; time, :39 1-2.
Half-mile, open, fifty yards flying start—L. H. Bannister, 1; A. L. Banker, 2; C. K. Gibson, 3; time, 1:14.
Mile, handicap, open—A. I. Brown, 1; E. Zarsky, 2; W. C. Moore, 3; time, 2:35.
Half-mile, club championship race between Wellsville amateurs—C. R. McDonald, 1; W. L. Barnes, 2; time, 1:30.
One-mile, club championship—C. R. McDonald, 1; A. C. McBane, 2; time, 3:02.
One-mile, open—A. I. Brown, 1; L. H. Bannister, 2; A. L. Banker, 3; time, 2:41.
One-mile, 3:00 class—W. C. Moore, 1; C. K. Gibson, 2; time, 2:56 1-2.
Quarter-mile—E. Zarsky, 1; A. L. Banker, 2; C. K. Gibson, 3; time, 37 3-4.
Two mile, handicap—A. I. Brown, 1; L. H. Bannister, 2; E. Zarsky, 3; time, 5:36.
Hundred yards, slow race—A. L. Banker, 1; Frank Morrow, 2; C. R. McDonald, 3.
Two-mile, open—C. K. Gibson, 1; L. H. Bannister, 2; time, 5:45 1-2.

FEATHERSTONE DEFEATS BIDWELL.

The Suit over the Pneumatic Tire Decided by the Circuit Court.

Information was received in Chicago Saturday that Judge Townsend, of the United States Circuit Court for the southern district of New York, had rendered his decision in favor of A. Featherstone and against the George R. Bidwell Cycle Company and the Thomas Inflatable Tire Company in the great suit over the pneumatic tire patents. The result was, of course, the talk along Cycle row. Just what the result will be cannot now be told. The suit was brought July 9, 1891, and argued finally in June, 1892, by Duncan & Page for Featherstone, and Francis T. Chambers for Bidwell. The suit was for an injunction and accounting, and was brought on claims 4 and 5 of the reissue of the Dunlop patent. In the decision, which Mr. Featherstone showed a REFEREE representative, the court defends the presence of claims 1 2 and 3, but does not pass on their validity because the suit was brought on the other two claims. The history and result of the case is best told by Mr. Featherstone in an interview with a REFEREE representative. Mr. Featherstone said:

"In regard to the decision in our suit against the George R. Bidwell Cycle Company and the Thomas Inflatable Tire Company, will say that we have secured an injunction against them and an accounting. The patent sued on was our reissue patent of March 24, 1891. We only insisted upon infringement of the fourth and fifth claims of our patent, not arguing any other claims but these, as it was not necessary to do so. The question of the validity of only these two claims was argued, as will be seen by quoting from the decision handed down by Judge Townsend, in which he says: 'Since upon the argument of the case complainant only insisted upon the infringement of claims 4 and 5 of the reissue, and question of the validity of the other claims need not now be considered.'

"We brought into question only two of the claims of this patent, and both of them the court decided to be valid, and at the same time, saying

that as we have not insisted on the other claims, it was not necessary to pass upon them. We were allowed all we asked for. The claims we sued on were decided valid. The validity of the other claims will probably be tested on some other tire.

"Yes, it is possible they may appeal this case and we hope they will, but we do not see what they can gain by it. When a patent case has been passed upon by so eminent a jurist as Judge Townsend, who passed upon this case, there is not one chance in a thousand of the decision being reversed. Even if this case is appealed it will soon be reached, as it must go to the new court of appeals, which is a newly established court with a clear docket. As soon as this case is taken before it, it will be immediately passed upon. If the case is appealed we shall feel just as we have felt all along—that we are in the right and will carry our point.

"We have said very little about what we were doing and what we were going to do for the past six months in regard to these patent suits. We have only asked the trade to wait and see the result. We think it is generally found that we do pretty nearly what we say we will, and we are always ready to stand behind what we do say.

"This is our first suit under these patents. We have won it and have been allowed an injunction and an order for an accounting. If our patent was not considered valid by the court, we do not think we should have obtained this injunction. Only two claims of this patent were litigated and passed upon, and those two claims were sustained. The Bidwell Company is effectually shut out from making anything that infringes claims 4, 5, 6 or 7 of this patent. The remaining claims were not passed upon. If this case is appealed a decision on the appeal should be reached in sixty days, and we have not the least doubt in the world but the court of appeals if called upon will sustain Judge Townsend's decision."

The Bidwell company write us as follows:

THE REFEREE—The decision in the suit of Featherstone vs. Bidwell has just been handed down by a lower court judge. The suit was originally brought on seven claims for the mode of attaching pneumatic tires to the rims of bicycles, etc., and all but one claim was thrown out by the court. The claim allowed was the mode of fastening the flaps to the canvas tubing and cementing the same to the rims. This method of making the tire we discarded some time ago in making our experiments for 1893, and is entirely eliminated from our 1893 tire, as we have made a marked improvement. We immediately entered

an appeal and feel confident that the decision of the court of appeals will be in line with the decision of the other six claims of the present suit.

GEORGE R. BIDWELL CYCLE COMPANY.

There is no telling just what effect the decision will have on the tire business in this country, but that it will have some goes without saying. Those who have used tires which were infringements on the Dunlop patents can undoubtedly be asked and made to settle, the same as those who made infringing tires. The result probably does not affect Morgan & Wright, whose tires are not infringements, at least so far as claims four and five are concerned; and other makes would probably escape also.

Who Was the Victim?

En route to Peoria Sept. 26, on the C., B. & Q. train which left Chicago at 10:30 at night, a party of toughs boarded the train and assaulted the passengers, a wheelman being among those roughly handled. This gang has been arrested and will be prosecuted, but the wheelman who was assaulted is unknown. The railroad officials desire him to send his name and address to T. F. Sheridan, lock box 951, Chicago.

The Riverside A. C. cyclers will hold the following races at the Waverly, N. J., track on October 15: One-mile, novice; two mile, scratch; three-mile, team, open to New Jersey clubs; one-mile, handicap; half-mile, handicap, and two-mile, handicap.

The fifteen-mile handicap road race of the colored wheelmen of Plainfield, N. J., was held Thursday of last week over the Fanwood-Cotch Plains course. It was won by J. Bolden (five minutes) in 54:32 1-2; E. Martin (four minutes) was second.

The Chicopee Falls (Mass.) riders will enjoy a five-mile road race to-morrow.

JACKSONVILLE'S MEET.

THE CHICAGO MEN CAPTURE ALL THE IMPORTANT EVENTS.

Johnson Secures Only One First, but Makes a Fast Mile—Lumsden Wins an \$800 Piano—Other Men Ride Well.

JACKSONVILLE, Ill., Oct. 3.—Jacksonville, the peer of the western circuit thus far, may well be proud of her race meet, her track, to-day's races and the royal reception which her wheelmen have given the half-thousand visitors within her gates. The city is in holiday attire and all is interest in the cycle races and their outcome. The reception committee, headed by the Juvenile band, met the visitors as they alighted from the trains and escorted them to the various hotels. The Dunlap, conceded to be headquarters, is full to the doors and the Pacific is just as crowded. The big bugs are at the Dunlap, but not all, for Chief Consul Gerould and the Chicago club's team, together with the St. Louis delegation, including Chief Consul Bob Holm, is at the Pacific. A photo was taken after dinner at the Dunlap, and the wheelmen fell in line for a mile and a half march to the track. To-night a lantern parade was held, two or three hundred people being in line, many with handsomely decorated wheels. A ball is in full blast, to which none but L. A. W. members who can show their cards are admitted, others being charged \$2.

HAD GOOD WEATHER.

The weather is grand although a little warm for comfort indoors. A stiff breeze has blown all day, but made little difference at the track, as it is well shielded by the buildings and hill, on whose sloping side it is built. This track is a half-mile in circumference and cost some \$30,000. The track has easy turns with a long straight. It is situated on the grounds of the Morgan County Fair Association, a mile and a half from town. From the grand stand, a two-story affair, every foot of the surface can be seen. The track surface is hard and smooth and very tempting to the speedy pedalers, as was evinced in to-day's races.

Probably not over 2,500 people witnessed to-day's events and this was a chilly crowd, which knew not when to cheer. It was thought to awaken interest by announcing that Johnson would go against his own records to-morrow, paced by a running horse, nor was the effort in vain. The races were run promptly. No time limit was placed nor was any needed, for all times were fast.

THE OFFICERS.

The officers of the day were: Referee, F. P. Priol, New York; judges, H. G. Rouse, C. H. Robinson, James Joyce, Jr., and Dr. J. W. Haigrove; clerk of the course, Fred Pattee; starter, A. L. Atkins; timers, F. W. Gerould, Ed De Blois, Boston; W. M. Brewster, Quincy, and J. L. Wister, Peoria; announcer, W. A. Shockley, Boston.

Johnson made his appearance but got no better than second to Lumsden. Munger remained in Cincinnati and will meet the team at Evansville. Rhodes had suffered intense agony for twenty-four hours from toothache and had the molar yanked. He rides Tuesday. Otherwise the Chicago club men were all right and showed it by carrying their colors to the front in nearly every race.

LUMSDEN AND BLISS FELL.

Fully 2,500 people were seated in the spacious grand stands, the main stand

two stories high. The track center was entirely clear, even the band being taken over to the other side. The contest began at 2:45, and two hours and a quarter were taken to run off the ten events. In addition to the race programme A. J. Nicolet of Chicago gave a clever exhibition of fancy and trick riding. He used the ordinary, eagle and safety, and rode a quarter-mile on one wheel of the safety.

Githens went a mile to break the track record of 2:27 3-5 and lowered it exactly ten seconds. There was but one serious trouble, serious in two ways. In the mile handicap Lumsden had the mile record in competition well within his grasp at the three-quarter pole, when, in passing the bunch, some one wobbled. Lumsden went down, and Bliss, who was close up, raising his front wheel, cleared Lumsden with that but ran over his stomach with the rear, and then went down himself. Both wheels were damaged, that of Bliss being irreparably broken. Lumsden was somewhat hurt and was afraid he would not be able to ride Tuesday. Every event was run in good time. There were no claims of foul, and not a hitch of any kind.

CHICAGO SCORES FIRST.

The first event was the novice race, in which eight men started. The field was bunched to the three-quarters, when A. Green of the Chicago club came to the front rapidly and in a long sprint won by a half-dozen lengths from Frank

feet in 33 4-5 sec., the Minneapolis man apparently sprinting as well as Lumsden but not better. Githens was third and Stevenson of Peoria fourth. Bliss was out of it in the sprint as was also Harding and Tidd.

The Lockwood Cycling Club's two-mile handicap was an easy victory for C. R. Kirby from the 150 yard mark, Irving Woods, the scratch man, second, and E. L. Angle, 300 yards, so far back they failed to count him. These were the only starters.

Lumsden was scratch man in the one-mile handicap, and Bliss twenty-five yards. These two and Bert Myers, forty-five yards, soon gathered together and at a quarter from home Lumsden was passing the leader and had the mile competition record well in hand. A rider in front wavered, wobbled, and Lumsden struck him, falling on his back and throwing his arm up just as Bliss, who had been following closely, rode over him. Bliss came down hard and his wheel was a wreck. H. R. Steenson won by a length from O. C. Green, of the Chicago club, while H. N. Stringer just defeated Keator for third place and that was all.

DISTANCED THE G. O. O.

An ordinary race is such a rarity that sounds of ridicule were heard when E. D. Bamberger mounted his geared ordinary for the contest, which he won handily from F. C. Wing on a pneumatic Pony Star. Frank Padgett, of Jackson-

Githens was but six inches behind Johnson, and Roy Keator a good fourth, beating Bliss for the third time in two days racing.

A. Green captured two firsts, O. C. Green, his brother, one first and two seconds, Lumsden two firsts, and Ballard one first, all the other Chicago men faring well.

THE SUMMARY.

One mile, novice—A. Green, C. C. C., 1; Frank Padgett, Jacksonville, 2; R. A. Waters, Bloomington, 3; time, 3:44.

Two-mile, handicap—H. N. Stringer, Elgin, 300 yards, 1; O. C. Green, C. C. C., 180, 2; Roy Keator, L. C. C., 275, 3; J. S. Johnson, C. C. C., scratch, 4; J. P. Bliss, C. C. C., 40, 5; time, 4:50 4-5. Time of scratch man, 4:52 2-5.

One mile, Illinois division—E. W. Ballard, C. C. C., 1; F. H. Tuttle, C. C. C., 2; time, 2:40.

Quarter-mile, open—A. E. Lumsden, C. C. C., 1; J. S. Johnson, 2; H. A. Githens, C. C. C., 3; H. R. Steenson, Peoria, 4; time, 33 4-5.

Two mile, Lockwood C. C., handicap—C. R. Kirby, 150 yards, 1; Irving Woods, scratch, 2; E. L. Angle, 300 yards, 3.

One mile, handicap—H. R. Steenson, 120 yards, 1; O. C. Green, 100, 2; H. N. Stringer, 150, 3; Roy Keator, 120, 4; time, 2:19 1-5.

One mile, ordinary, open—E. D. Bamberger, Chicago, 1; F. Wing, Ottawa, 2; F. Padgett, 3; time, 2:51 3-5.

Half-mile, handicap—O. C. Green, 50 yards, 1; H. A. Githens, 25, 2; Roy Keator, 65, 3; J. P. Bliss, 15, 4; time, 1:07 1-5.

Two-mile, 6.00 class—A. Green, 1; H. N. Stringer, 2; E. E. Anderson, Roodhouse, 3; R. M. Tidd, Elgin, 4; time, 5:36 2-5.

One mile, open—A. E. Lumsden, 1; J. S. Johnson, 2; H. A. Githens, 3; Roy Keator, 4; J. P. Bliss, 5; time, 2:51 3-5.

Jacksonville's Second Day.

The races of to-day were brilliant in every way. They were run promptly and with a vim which aroused the crowd that was lacking in enthusiasm the first day. The weather was perfect and the breeze not at all stiff. Probably 2,000 people were in attendance. When Johnson won the two-mile open race, the first event of the day, there was a great hullabaloo, and this was intensified in the later contests over the hair-splitting finishes. It is very doubtful if a meet was ever held where so many close and exciting finishes occurred. The men were evenly matched in every contest. The Green brothers, of the Chicago club, were a surprise to their friends. They won seven prizes of a total value of \$700, and had only one wheel to ride. The elder Green, father of the boys, came down to see his boys race to-day. He is a prominent Chicago merchant. Rhodes' improved form was also a surprise. The happiest man to-day was Arthur E. Lumsden when he won the cabinet grand piano. For a long time Lumsden had wanted a piano, which he failed to get in two contests. Johnson had made preparations to go against his own records to-day, paced by a running horse, but the horse could not be found that was fast enough. He rode a mile to lower the track record made by Githens yesterday, and succeeded in doing 2:13. Githens' record was 2:17 2-5.

The last quarter of the great five-mile open race was ridden by Lumsden in 28 2-5 sec., and Rhodes rode a flying quarter this morning in 27 1-5 sec.

The three-minute class race was won to-day in 2:37 1-5, fast time surely for a three-minute class race. Keator and Myers had prepared to ride a unicycle race but Myers unfortunately broke a pedal.

JOHNSON'S FIRST WIN.

The first event was the two-mile open, in which Johnson, Rhodes, Myers, Githens and Bliss were competitors. The race was all in the last quarter, Johnson succeeding in getting first place, his first and only win of the meet. Rhodes made a great effort but lost by a foot. Bert Myers flew into third place on the sprint with Keator at his heels and Bliss a good fifth.

The mile ordinary handicap brought

AN INCIDENT OF THE ELGIN TRACK



Padgett, of Jacksonville. The time, 2:44, was better than that of several other races. Green rode his brother's wheel, owning none of his own—a novice surely.

In the two-mile handicap fourteen men started. Johnson was sent away from the scratch mark. Bliss had forty yards, Githens seventy-five and Keator 275. The limit man, W. A. Young, had 250 yards. Keator was soon leading the procession, but Johnson, with Bliss and Githens as pacemakers, rapidly overtook them. Stringer of Elgin was away like a shot on the last quarter, with O. C. Green in hot pursuit. Stringer won by a length, Green second and Keator third, with Johnson close to his rear wheel and Bliss fifth. The winner's time was 4:50 4-5, Johnson's time 4:52 2-5, the record being 4:51.

BALLARD WINS FROM TUTTLE.

The one-mile Illinois division championship race was a failure. E. W. Ballard defeated F. H. Tuttle a couple of lengths, the latter setting nearly all the pace in 2:40.

The quarter-mile open was a red-hot contest between Lumsden and Johnson. The latter trailed the Chicago man throughout and was beaten by a couple of

feet, on a g. o. o., being an eighth of a mile behind.

The two-mile handicap was a great contest. Seventeen starters, with Johnson on scratch, Bliss, fifteen yards and Githens, twenty-five. The latter ran into second place, O. C. Green, fifty yards, winning in a great sprint, while Keator was third, some yards ahead of Bliss, who could not sprint with a sixty-two and a half inch gear on a strange machine, being accustomed to a sixty-eight inch gear.

The two-mile, six-minute class, was a fine race between a dozen men who used head-work for three laps, then threw all to the dogs and rode like a whirlwind, all bunched down the home stretch. A. Green, who had just won his novice race, won this, although he unintentionally fouled Stringer, of Elgin, by cutting across the track. E. F. Anderson was third, but a foot behind the Elgin man, and R. M. Tidd was fourth.

LUMSDEN BEATS JOHNSON.

The last race of the day was the one mile open in which Lumsden appeared all bandaged up and looking a loser. Johnson was in for blood and rode well and hard, but Lumsden was too much for him and won by about six inches.

BIDWELL

PNEUMATIC TIRES, 1893.



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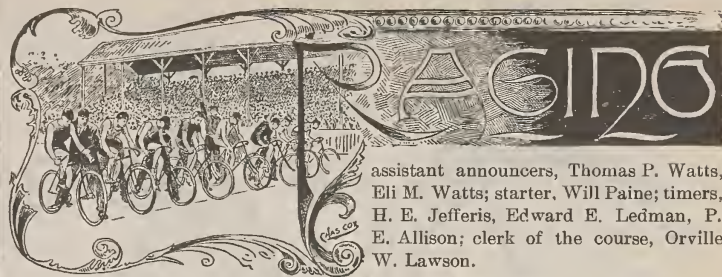
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Louisville's First Night.

The "electric tournament" of the Louisville Cycle Club which began on Thursday night of last week at the Auditorium track proved what the management claimed it would be, a success. There were 7,500 people in the grand stand and a quarter of them were ladies, all being very enthusiastic. The track was in good shape, and though there were one on two falls no one was injured. The sixth of a mile circuit is altogether too small to hold races now-a-



W. C. PAINE.

days, when there are such big fields. A quarter-mile track is bad enough, but a sixth is positively dangerous. The officials had things nicely arranged and as a result the races were started with promptness, 8:15 being the time of the first crack of the pistol. Lumsden, Munger, Bliss, Githens and Rhodes were the only fast men there, Johnson and the easterners not showing up, much to the crowd's disappointment. The races resulted as follows:

Half-mile, novice—First heat—Will Boone, 1; T. W. Scholtz, 2; C. L. Bailey, 3; time, 1:30. Second heat—W. H. Irish, 1; C. P. Dodd, 2; F. D. Barber, 3; time, 1:23. Final heat—F. D. Barber, 1; W. H. Irish, 2; C. P. Dodd, 3; time, 1:20.

One-mile, open—A. E. Lumsden, Chicago C. C., 1; W. A. Rhodes, Chicago C. C., 2; H. A. Githens, Chicago C. C., 3; time, 2:40 3-5, track record. Munger made pace two laps, but was afraid of the track and quit. Then Ballard took up the lead, Lumsden and Bliss close up. On the last lap Lumsden spurred and won by twenty yards, while Rhodes beat out Githens by a foot for second.

One-mile, Kentucky riders—T. E. Jeffries, 1; W. M. Guyol, 2; W. A. Rubey, 3; time, 2:51 3-5.

Quarter-mile, open—J. P. Bliss, C. C. C., 1; H. A. Githens, 2; E. W. Ballard, 3; time, :39 1-5. Bliss went out at the start and won by two yards.

Two-mile, handicap—J. P. Bliss, 40 yards, 1; W. A. Rhodes, 40 yards, 2; L. D. Munger, 50 yards, 3; time 5:21 3-5. No scratch men, the forty-yard men being virtually on scratch. Bliss, Rhodes and Ballard soon caught Munger, who then made the pace, the field being overtaken easily. On the last lap Bliss went out and won by a yard.

One-mile, 2:45 class—First heat—J. H. Gardner, Nashville, 1; W. M. Guyol, 2; J. Newson, 3; time, 2:52 2-5. Second heat—T. E. Jeffries, 1; C. E. Tudor, 2; W. A. Rubey, 3; time, 2:54 1-5. Final heat—Gardner, 1; Tudor, 2; Jeffries, 3; time, 3:01. Gardner was disqualified for passing on the inside, and the race was given to Tudor.

One-mile, open—A. E. Lumsden, 1; A. L. Baker, Columbus, 2; H. A. Githens, 3; time, 2:41 1-5. Lumsden made pace all the way and won by a length, while Baker, a promising rider, beat Githens for second.

The officers of the day were: Referee, W. A. Shockley; judges, Hon. Sterling B. Toney, Hon. William L. Jackson, E. A. DeBlois, Dr. H. B. Tileston, G. E. Johnson; announcer, W. C. Marion, Jr.;

assistant announcers, Thomas P. Watts, Eli M. Watts; starter, Will Paine; timers, H. E. Jeffries, Edward E. Ledman, P. E. Allison; clerk of the course, Orville W. Lawson.

The Second Night's Races.

The attendance the second night was even larger than that of the first, and the crowd was more enthusiastic. Munger gathered in another piano, winning the five-mile open from Lumsden by five yards. Lumsden made a protest, claiming that the number of laps posted was wrong and thereby misleading, but the protest was not allowed. In the evening the prizes were distributed at the club house of the Louisville C. C., and several hundred guests were royally entertained. The second day's races resulted as follows:

Three-mile, Louisville club championship—J. E. Jeffries, 1; W. A. Rubey, 2; W. P. Boone, 3; time, 9:20.

Half-mile, open—A. E. Lumsden, 1; W. A. Rhodes, 2; time, 1:20. Only two starters; Lumsden led all the way and won by a yard.

One-mile, handicap—A. L. Baker, 50 yds., 1; J. P. Bliss, scratch, 2; H. A. Githens, scratch, 3; time, 2:38. Bliss' time was 2:38 2-5, a new record for the track, and for which Bliss received a \$50 cup. The whole field was within a hundred feet.

One-mile, 3:00 class—T. E. Jeffries, 1; W. A. Rubey, 2; Cliff Creed, 3; time, 3:01. Jeffries was pushed by Rubey at the finish only.

One-mile, invitation—T. E. Jeffries, 1; W. A. Rubey, 2; W. M. Guyol, 3; time, 2:58 3-5. Jeffries finished a yard ahead of Rubey, who was the same distance in front of Guyol at the finish.

One-sixth mile, heats—First heat—J. P. Bliss, 1; L. D. Munger, 2; W. M. Guyol, 3; time, :27 3-5. Second heat—Same result; time, :27 2-5.

Five-mile, open (piano race)—L. D. Munger, 1; A. E. Lumsden, 2; A. L. Baker, 3; time, 14:58, two seconds inside the time limit. Baker began the running and Munger soon took it up, with Lumsden and Bliss close up, and Guyol dropped out at the end of a mile and Githens went to the front. Munger made pace the third mile and pretty much every lap thereafter and then won from Lumsden, Baker beating Githens and Bliss. The miles were made in 2:54, 2:52; 3:01; 3:12 and 2:59, respectively.

* * *

Chicago's Coming Meet.

Unless all signs fail, the meet of the Chicago Cycling Club at Washington Park Oct. 21 and 22 will, the weather permitting, equal Springfield's diamond tournament. If Zimmerman and Tyler keep their word and attend, the club arranges to have Nancy Hanks go for a record at a cost of \$2,500, as the scheme now is, or a match is arranged between Nancy and Zimmy, then it will be the banner meet of 1892. Thousands will be in Chicago on those days, the time of dedicating the world's fair buildings and grounds, and the bicycle races should secure a large attendance. The grounds will easily accommodate 60,000 to 75,000 people, and with the programme as now arranged fully 50,000 people should pass through the gates during the two days. Several committees are actively at work on the meet, and the details are being arranged rapidly.

Besides the Illinois Central road the L road and cable line will reach the grounds, so that transportation facilities will be unsurpassed, and as the distance is but six miles from town by wheel, many can ride and find a safe place to leave their wheels.

Some 10,000 handsome souvenir programmes are being printed, which will be sent out and the city will soon be placarded with new and handsome bills. The track is now in shape to train on, and those who have entered and paid their fees will be given tickets admitting them to the park to practice. On the 15th all horses will be ordered off and then the track will be put in the

three starters. The handicapping of Bamberger over Wing was a surprise, and the Chicago man was asked to ride from scratch with Wing, whom he had easily beaten the day before. On the last quarter it was any man's race. Wing won by a very narrow margin right on the tape; Bamberger second; time, 2:42 2-5. Wing rode a pony pneumatic Star, and Bamberger a geared ordinary.

KEATOR IS A CHAMPION!

Three men appeared for the two-mile Illinois division race. E. W. Ballard led easily on the last quarter, Keator second. Ballard's tire became uncemented and out off the valve, so he was out of the race. Keator sprinted rapidly into first place, Steenson second, and Ballard walked into third place; time, 5:53.

In the half-mile open seven men started. It was a procession to the quarter, when Lumsden and Johnson shot to the front, with Githens fighting his way out. Lumsden won first place and Githens beat Johnson out for second, J. P. Bliss being fourth to cross the tape; time, 1:12.

In the three-minute class seven men started and rode in procession for three-quarters of a mile, when suddenly the entire field broke for home as if by pre-arranged signal. Stringer took the lead and crossed the tape in the lead with Green a good second and Dever third. Time, 2:37 1-5.

BLISS BEATS JOHNSON.

The two-mile handicap race had but seven starters, with Johnson on scratch, Bliss, 45 yards and Bert Myers 120 yards. Eck sent Johnson off, and he quickly overhauled Bliss and Myers and later the entire bunch. Bliss led on the last quarter and crossed the tape first. Johnson had delayed his spurt too long and was beaten out by Bert Myers, who took second, O. C. Green third, Johnson getting only fourth place; time, 5:15 2-5.

The team race was conceded to the Chicago Cycling Club without contest.

Seventeen men were away with the crack of the pistol in the mile handicap, the largest field of the day, with Lumsden at scratch out for the mile competition record. Lumsden soon caught Githens, and on the last lap rapidly passed the field one by one, but the effort was too much and Myers won, Ballard just drawing into second place, with Lumsden third; time, 2:17 3-5. Lumsden's time was 2:18 2-5, some three seconds shy, the fastest time, nevertheless, for two miles that was ever ridden in the west.

Irving Wood easily won the mile Lockwood Cycling Club race, C. B. Kirby second and F. H. Mosely third; time, 2:50 3-5.

LUMSDEN WINS THE PIANO.

The last even of the day was the contest for a cabinet grand piano for five miles. The starters were Rhodes, Githens, Lumsden, Johnson, Bliss, Keator, Steenson, Myers, Green and Merrill. The latter was quickly out of it, although the pace was not fast. Lumsden was in the race to win, and well did he perform the work laid out before him. The men were put under a fifteen-minute limit, with no run over. All took a hand in the pace making, Myers probably doing more than his share. A half-mile from the finish all looked anxious. Steenson took the lead on the back stretch and made it red-hot for a quarter, when Lumsden, with Bliss at his heels, shot out and won, Bliss just back and Rhodes struggling under adverse circumstances for the lead. Rhodes was never riding so well as then, and but for Johnson's break in ahead of him stood an excellent show of winning. Johnson rode into fifth place, Githens beating him

out. Myers was sixth; time, 14:00 3-5. The Chicago club men went wild over their favorite's victory, and carried him on shoulders down by the grand stand, even Lumsden himself joining in the club yell.

THE SUMMARY.

Two-mile, open, seven starters—J. S. Johnson, C. C. C., 1; W. A. Rhodes, C. C. C., 2; Bert Myers, Peoria B. C., 3; J. P. Bliss, C. C. C., 4; H. A. Githens, C. C. C., 5; time, 5:53 3-5.

One-mile, ordinary, handicap, three starters—Frank Wing, Ottawa, scratch, 1; E. D. Bamberger, Chicago, 50 yards, 2; Frank Padgett, Jacksonville, 3; time, 2:42 2-5.

Two-mile, Illinois division—Roy Keator, L. C. C., 1; H. R. Steenson, Peoria, 2; E. W. Ballard, C. C. C., 3; time, 5:52.

Half-mile, open, seven starters—A. E. Lumsden, 1; H. A. Githens, 2; J. S. Johnson, 3; J. P. Bliss, 4; W. A. Rhodes, 5; time, 1:12.

One-mile, 3:00 class, seven starters—H. L. Stringer, Elgin, 1; O. C. Green, C. C. C., 2; H. A. Dever, Rockford, 3; E. E. Anderson, Roodhouse, 4; time, 2:37 1-5.

Mile, handicap—J. P. Bliss, 45 yards, 1; Bert Myers, 120, 2; O. C. Green, 150, 3; J. S. Johnson, scratch, 4; Roy Keator, 200, 5; time, 5:15 2-5; Johnson's time, 5:16 2-5.

One-mile, handicap, seventeen starters—Bert Myers, 60 yards, 1; E. W. Ballard, 70, 2; A. E. Lumsden, scratch, 3; H. A. Githens, 30, 4; time, 2:17 3-5; Lumsden's time, 2:18 2-5.

One-mile, L. C. C.—Irving Woods, 1; C. B. Kirby, 2; F. H. Mosely, 3; time, 2:50 2-5.

Five-mile, open, for cabinet grand piano, ten starters, five prizes—A. E. Lumsden, 1; J. P. Bliss, 2; W. A. Rhodes, 3; H. A. Githens, 4; J. S. Johnson, 5; Bert Myers, 6; time, 14:00 3-5.

Milwaukee Race Gossip.

The rainy weather played havoc with the race meet of the Winnebago Wheelmen, which was to have been held at Fond du Lac on last Saturday. Terry Andrae and John Schmitzbauer, of this city, and Louis and Roy Reed, of Ripon, were among the entrants. The Winnebago Wheelmen number about fifty active riders, all of whom are very enthusiastic over the sport. The club is already setting its pins for the next state meet, and aided by citizens of the beautiful city of Fond du Lac, who are also very much interested in cycling, will make a strong pull for the honor.

The racing board of the Milwaukee Wheelmen, encouraged by the success of the recent meet at National Park, have decided to give a series of races at the exposition during the month of November. Five afternoons and a like number of evenings have been agreed upon. This includes a grand Thanksgiving matinee and evening performance. The project will be carried out on an elaborate scale. A grand prize list and other attractions it is thought can induce some of the best talent in the country to participate.

The Mercury Cycling Club, on account of rain, was compelled to postpone its second annual road race. The event, weather favorable, will take place next Saturday.

Terry Andrae and John Schmitzbauer attended the county fair at Chelton, Wis., last week. They were not looking for anything in the "pot-hunting" line, but nevertheless brought home a silver water set and a gold watch.

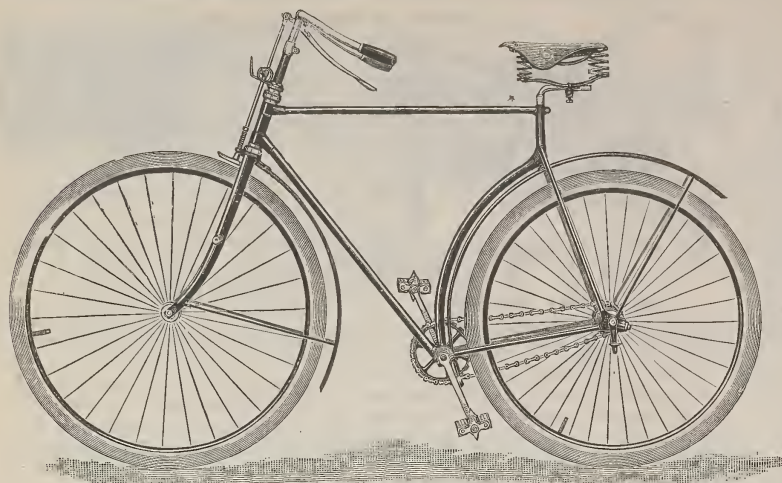
Milwaukee will send a number of her best racing men to Chicago to attend the coming tournament. They are training hard under the direction of a well-known trainer, and something is going to drop. Last Thursday Sanger went a half mile in 1:05 flat. It is remarkable time considering the fact that he was not paced by any one. Two men held watches and each caught the same time. A few weeks ago this would have beaten the world's record.

JACK ROYAL.

Five Mile Road Race.

The Somerville Rovers will hold a five-mile road race on Friday, Oct. 21. The committee in charge consists of Messrs. C. S. White, F. S. Lincoln, Fred Haley, William G. Page and W. F. Nelson.

THE REFEREE.



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ELLIPTIC

BICYCLE, FITTED WITH AN ELLIPTICAL SPROCKET WHEEL.

	Quarter.	Half.	Three Qrs.	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

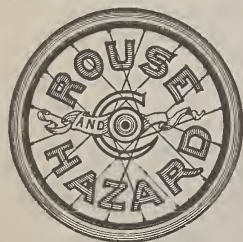
These records were all made on the Rush Park Track, Independence, Ia.

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And with such delightful roads and weather, which often lasts way into November and oftentimes December, there is no reason why dealers cannot do a nice business in this line for the balance of the year.

*Desiring to turn all the Cycles into CASH we possibly
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best possible condition. As the racing board and executive committee both hold meetings in Chicago Oct. 22 it is probable that the officials will be selected from among the members of the two bodies. The prizes will probably equal those of any meet given this year. Entries close next Friday with N. H. Van Sicklen, 57 Plymouth place, or Charles P. Root, 334 Dearborn street. The events will be as follows:

FRIDAY.

- 1. One mile novice.
- 2. One mile, 2:20 class.
- 3. Half-mile, handicap, heats.
- 4. Two mile, handicap.
- 5. Quarter-mile, open.
- 6. Two mile, open.

SATURDAY.

- 7. One-mile, 2:40 class.
- 8. Two-mile, 5:00 class.
- 9. One-mile, handicap, 2:30 record.
- 10. Five-mile, invitation, handicap.
- 11. Half-mile, open.
- 12. One-mile, dedication.
- 13. Half-mile, handicap, final

More Records by Windle.

Windle evidently was not satisfied

thinks he can make better than Johnson's time."

* * *

Buffalo Ramblers Beat the Press C. C.

Saturday, although favored with sunshine, clear skies and a medium temperature, was not one of the best days for making time over the Corfu course, as a strong wind was blowing. It was as early as 2 p. m. when the wheelmen began to congregate at the Parade House to witness the start in the Rose team road race. It was expected that all the wheel clubs in the city would be represented and the cycling section of different athletic clubs as well, but entries from the Ramblers B. C., the Press C. C. and the Wanderers B. C. were the only ones received. When the time for the placing of the men arrived but twelve men faced the tape. The clubs were represented as follows: Ramblers B. C., F. E. Klipfel, B. Cleveland, E. E. Weinig, W. F. Buse and F. C. Fuhrmann; Press C. C., C. H. Callahan, J. W. Linemann, F. W. Runser, G. W. Luce, R. W. Conn and Jesse Kittenger.

The starter, W. C. Mason, got the dozen men away at 2:28:30. The high

lunge the Buffalo Ramblers B. C. to a team race from one to 100 miles for a trophy valued at from \$50 to \$100, teams to consist of three to six men, race to be run Saturday, Oct. 15, the course to be decided upon later.

C. H. CALLAHAN, Captain.

W. H. LAMPMAN, First Lieutenant.

On behalf of C. H. Callahan, I hereby challenge any member of the Buffalo Ramblers B. C. to a race from one to 100 miles for a trophy valued at from \$50 to \$500. Messrs. Weinig, Buse, Banker and Cleveland preferred.

W. H. LAMPMAN, First Lieutenant.

The challenge will not be considered by the Ramblers, as they feel that the one just finished should end the matter for the season, but are willing to take up the question next year. The defi from Charles Callahan will be accepted and a man will be chosen at an early date to meet him.

* * *

The Wilmington Races.

The Wilmington Wheel Club joined forces with the Warren Athletic Club in conducting the fourth annual road and track races this year. The date was originally set for Oct. 1, but was changed to Friday, Sept. 30, in order to secure the attendance of Zimmerman, who was due at New York on Saturday. The Boston road race also interfered by keep-

G. L. Huxley, W. A. C., 2; C. Bower, W. W. C., 3 time, 2:55 2-5.

Half-mile, open—A. A. Zimmerman, N. Y. A. C., 1; W. W. Taxis, P. A. W., 2; Carl Hess, M. A. C., 3; time, 1:13 2-5.

Mile, ordinary, handicap—C. L. Logan, W. W. C., 40 yards, 1; J. H. Draper, A. C. S. N., scratch, 2; time, 3:14 1-5.

Mile, handicap—First heat—O. S. Brandt, W. A. C., 150 yards, 1; J. C. Donnelly, O. W., 90 yards, 2; A. Beggs, W. A. C., 120 yards, 3; time, 2:28 2-5. Second heat—G. M. Coats, A. C. S. N., 130 yards, 1; E. Youse, Reading, 120 yards, 2; B. F. McDaniel, W. W. C., 190 yards, 3; time, 2:27 2-5. Final heat—S. H. Bilyeu, P. A. W., 70 yards, 1; G. M. Coats, A. C. S. N., 2; O. S. Brandt, M. A. C., 150 yards, 3; time, 2:25 3-5.

Half-mile, for boys under 16—Harry Sedgwick, Wilmington, 1; H. Martin, Wilmington, 2; A. Ragan, Wilmington, 3; time, 1:31 2-5.

Half-mile, handicap—First heat—J. J. Diver, A. C. S. N., 75 yards, 1; F. Dunkelberger, C. C., 70 yards, 2; O. S. Brandt, 70 yards, 3; time, 1:08. Second heat—B. F. McDaniel 90 yards, 1; E. Youse, 60 yards, 2; J. M. Wilbur, 95 yards, 3; time, 1:11. Final heat—J. M. Wilbur, 1; B. F. McDaniel, 2; J. J. Diver, 3; time, 1:09 1-5.

One-mile, 2:50 class—First heat—J. J. Diver, 1; Charles P. King, 2; F. Dunkelberger, 3; time, 2:57. Second heat—O. S. Brandt, 1; W. Barker, 2; E. D. Emanuel, E. W., 3; time, 2:52. Final heat—J. J. Diver, 1; O. S. Brandt, 2; W. Barker, 3; time, 2:49 2-5.

Mile, open—A. A. Zimmerman, 1; W. W. Taxis, 2; Carl Hess, 3; time, 2:40 4-5.

One-mile, 2:35 class, time limit 3 min.—S. H.



JACKSONVILLE—GRAND STAND AND TRACK.

with doing five miles in 11:41, for on Friday last he made an attack on Zimmerman's two-mile record of 4:37 2-5, and cut it down to 4:28 3-5, and his flying mile record of 2:06 4-5 to 2:04 4-5. There was a strong wind blowing at the time, and he intends making another attempt to place the figures at 2 min. or under. He was paced by Harry Arnold, E. A. Nelson, E. A. Smith, C. F. Martin and C. T. Nelson, each a half mile, while at the first mile and a half and the last mile, he was paced by Dornitge, Murphy and Campbell on the triplet. A despatch to the New York Times says: "Windle has just received a letter from Independence, Iowa, describing how Johnson made a mile in 1:56 3-5 out there. A screen behind the sulky drawn by the pace-making horse cut the wind the entire distance. If this record is allowed to stand Windle says he will fix up a mile straightaway course between two railroad tracks, secure a locomotive which shall make the pace, drawing a huge screen in front of him. As the obstruction of the body against the air is the principal obstacle in racing, Windle

wind prevented fast riding, but upon making the turn the scramble for positions occurred and the race began in earnest. As soon as the riders felt the wind upon their backs they began making a good hot pace, and in a short time were strung out over the course. At 5 o'clock at the finish, which was in front of the Parade House, the large crowd was augmented by several hundred wheelmen, who spent the time in a discussion as to the merits of the several contestants.

The following is the official time:

Name.	Time.
C. H. Callahan, P. C. C.	3:03 00
J. W. Lioneman, P. C. C.	3:05 15
W. F. Buse, R. B. C.	3:05 45
B. Cleveland, R. B. C.	3:07 10
F. W. Runser, P. C. C.	3:08 40
E. F. Weinig, R. B. C.	3:16 15
F. Klipfel, R. B. C.	3:16 40
G. Buse, R. B. C.	3:23 00
F. C. Fuhrman, R. B. C.	3:24 30
G. W. Luce, P. C. C.	3:24 45
R. W. Conn, P. C. C.	3:46 0
Jesse Kittinger, P. C. C.	3:47 00

The following challenges have since been published in the daily papers and are self explanatory;

On behalf of the Press C. C. we hereby chal

ing away a number of good road riders. Marriott, of the South End Wheelmen, who won third time prize at Irvington-Milburn Decoration day, was on scratch in this event and captured the time prize and also broke the course record of 1:33 made by McDuffee last year. About 1,500 people were in attendance. The summary follows:

TWENTY-FIVE MILE ROAD RACE.

Name.	Handep.	Time.
M. K. Lancaster, W. W. C.	10	1:27 50
C. B. Jack, W. W. C.	3	1:22 06
F. B. Marriott, S. E. W.	3	1:20 30
A. A. Gracey, P. A. S. C.	4	not taken,
C. A. Elliott, W. A. C.	2	"
C. Krick, Pa.	3	"
J. E. Booth, W. A. C.	2	"
J. W. Davidson, N. Y.	8	"
Robert Wier, W. A. C.	6	"
L. T. Jeffries, Wil.	7	"
H. C. Beebe, W. W. C.	12	"
Jos. M. Ward, W. W. C.	8	"
J. M. Linga, Wil.	12	"
E. P. McKay, W. A. C.	9	"
W. D. Venn, W. W. C.	5	"
Minor Pierce, W. W. C.	9	"
H. O. Douglass, P. A. W.	10	"
J. A. Gebhart, Wil.	7	"

TRACK EVENTS.

One-mile, novice—F. H. Middleton, P. A. W., 1;

Bilyeu, 1; J. C. Donnelly, 2; E. V. Hartford, O. A. C., 3; time, 3:07 1-5.

Mile tandem, handicap—Zimmerman, Taxis, scratch, 1; Bilyeu and Donnelly, 100 yards, 2; Booth and Pyle, 200 yards, 3; time, 2:30.

* * *

Zimmy Won Easily.

The two events which commanded the most interest Saturday at the National Amateur Athletic Association championship games was the two-mile bicycle and the five-mile foot race. The bicycle race had Zimmerman, Taylor, Hess, Banker and Murphy as starters. George Taylor was very lame from his Canadian fall, so Banker made a pretty finish for his club with the winged-foot man, who won by a yard, looking around; Taylor third, a yard away; time, 6:35. The race was a sort of pace-in-turn affair, and a very friendly feeling seemed to exist between the men. At two laps Zimmy got his position and a perfect roar of applause greeted him as he played with his field home.

* * *

The Boston Road Race.

The Boston Athletic Club's fourth annual twenty-five mile road race was

THE SIMONDS

ROLLING MACHINE

★ COMPANY ★

MAKES THE BEST BALLS IN THE WORLD.



This has been proven by Actual Tests. The letter
below explains itself:

HARTFORD, CONN., July 11, 1892.

G. W. WEYMOUTH, ESQ., Gen. M'g'r Simonds Rolling Machine Co., Fitchburg, Mass.

DEAR SIR:---Replying to your favor of the 9th inst., would say: That we did make a very thorough test of your steel balls in connection with other makes. All the balls we used were purchased in open market, so as to provide against any selection whatever. This was done for the reason that they would show the run, or about as the balls would be delivered from the manufactory. For uniform strength and size yours far exceed any of the other makers, and, therefore, as the result of the above test, we decided to use the balls manufactured by you.

Yours very truly,

COLT'S PATENT FIRE ARMS M'F'G CO.,

(Signed) L. C. GROVER, Supt.

ANGLO-AMERICAN IRON AND METAL CO.,

PLATT AND PEARL STREETS, N. Y.

TO CYCLE MANUFACTURERS:

"Hercules" Chains, 1 inch pitch, Humber pattern, 1-2, 7-16, 3-8, 5-16 widths, hardened and unhardened. We are prepared to deliver 100,000 chains for this season's business. The **most accurate** chain made in the world. Twenty per cent. lighter than block chain, same size.

"Goodstuff" spoke wire and spokes. Unstretchable, unbreakable, costly; but no first-class maker of light wheels can afford to use any other wire.

Rims for **all** makes pneumatic tires. Made from best quality **spring temper steel**, smooth and bright; not as low-priced as **hoop iron** rims, but are intended for **use**. All rims should be lighter in gauge this year. We make them **right**.

Hollow Rims, if you want them. All sizes.

Cement—our own **"Goodstuff"** brand. Best in the market. Loudon's also, if you will have it.

Nipples that **are** nipples. No poor brass or poorer workmanship, such as some are making. Can deliver 50,000 per day.

Forksides, weldless or brazed.

Mudguards, either steel or aluminum.


Pedals. Bown's and several other makes; rat trap or rubber.

Steps, Lamp Brackets, Coasters. Several varieties of each.

Cups, cut from bar steel (not stamped), finished all over and hardened. You may have had trouble with poor cups. Don't be "bit" again. These are right.

Balls. Our balls are simply **perfection**. We will enter into contract to pay all damage arising from any failure of our balls. Don't buy poor balls. They don't pay.

Bar Steel. C. R. strip steel, screw rod, round, square and hexagon, bright or black. Axle steel, tool steel. We know something about the **steel** business and are willing to give you the benefit of our knowledge.

 **MORE FURTHER ON.**

Anglo-American Iron and Metal Company,

Platt and Pearl Streets, New York.

Manufacturers, Importers and Jobbers.

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.



A BIG OFFER!

There are machines in the market, the makers of which claim to have revolutionized everything in connection with cycling—except amateurism!! That's their peculiarity!!

We have never yet subsidised Amateur Riders—being a contravention 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 \$500

to the first Amateur rider who succeeds in lowering the One Mile Amateur Record on one of our "CHAMPION" RACERS. We will also give to the first Professional who succeeds in lowering the World's Record at One Mile on our Machines

\$500 Hard Cash.

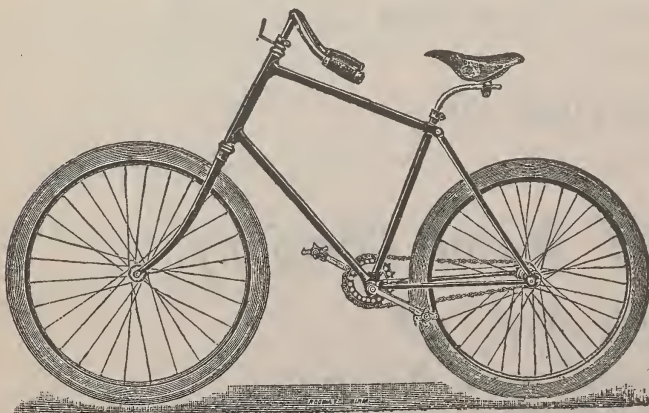
New Buckingham & Adams Cycle Co., Ltd.

Coventry Works, Birmingham, England.

B. & A. Champion Racer.



South Road Safety.



FRENCH & SONS, Balham, England.

"SOUTH ROAD" SPECIFICATIONS.

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

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

Any kind of Pneumatic Tires. We Guarantee Weights.

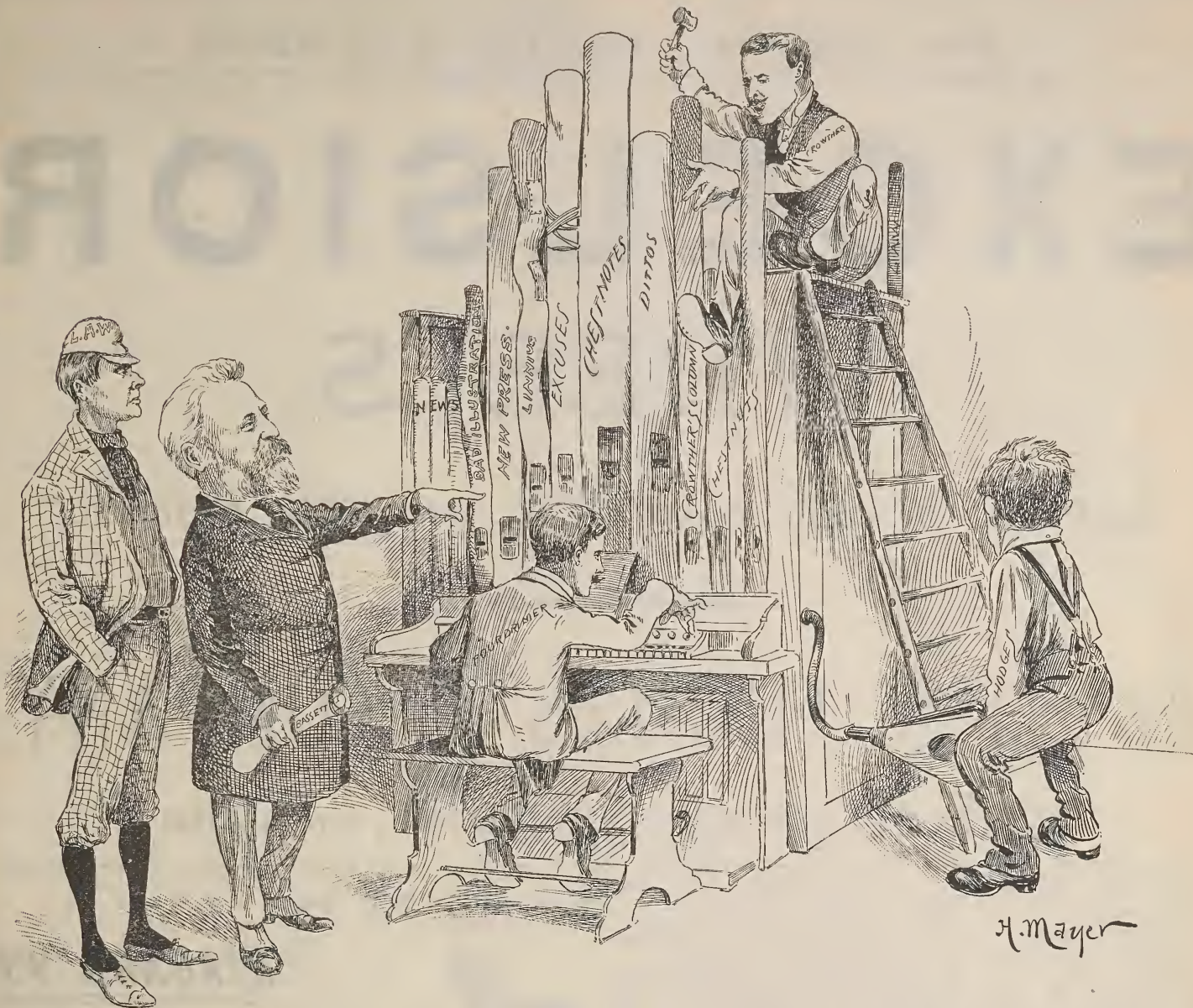


AGENTS WANTED.

The Agency for the above has been secured by the

JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.



L. A. W. MEMBER:—"Yes, it is considerably improved, but it won't be perfect until we move it to Chicago."

held Saturday over the regular course to Wellesley and return. There were ninety-five starters, and the winner turned up in F. B. Emerson of the Press C. C. of Chelsea, an eight-minute man. Fred McDevitt of the Winnimmett C. C. of Chelsea, with nine minutes, was second, and Lonnder of the Malden bicycle club, eight minutes, third. Emerson's time was 1 hr. 22 min. 7 sec. McDuffee from scratch captured the time medal in 1 hr. 18 min. 7 sec., while Monte Scott of Providence started with McDuffee and finished two seconds behind him, thereby securing second time. Van Wagoner of Newport made third best time, 1 hr. 18 min. 18 sec. Thirteen prizes were given, and fifty-six men who finished within twenty minutes of the first man received bronze souvenirs.

Chicagoans Win at Cincinnati.

The racing contingent which was at Louisville Friday night, and which included the Chicago C. C. team, arrived at Cincinnati Saturday morning to take part in the races of the Crescent Wheelmen at the Gentlemen's Driving Park. The crowd numbered about 2,500 people, the track was dusty and slow, there was a strong wind on the backstretch and the races dragged. Eleven out of the dozen events on the programme were run off, the Crescent club's championship being postponed. Jeffries was ruled

out of the three-minute class, and Van Tine, who won it, was disqualified because he had been cautioned not to ride, not being eligible. Rhodes secured one and Lumsden two firsts. The races were as follows:

- One-mile, novice—S. Runk, Cincinnati, 1; H. L. Sayers, Hartwell, 2; A. S. Neuch, Cincinnati, 3; time, 2:44 2-5.
- One-mile, 2:45 class—Charles Roth, Cincinnati, 1; F. S. Davis, 2; Charles Tudor, 3; time, 2:40.
- One-mile, open, flying start—A. E. Lumsden, 1; L. D. Munger, 2; H. A. Githens, 3; time, 2:33 4-5. French set the pace to the three-quarter pole, when Lumsden spurred, barely winning from Munger.
- Two-mile, handicap—A. N. French, Cincinnati, 125 yards, 1; L. Munger, scratch, 2; Roy Keator, 90 yards, 3; time, 5:02 4-5. Bliss had 60 yards but forgot to spur and got only fourth.
- One-mile, 3:00 class—C. C. Van Tine, Findlay, 1; L. H. Sayers, 2; C. W. Nisewonger, 3; time, 2:43. Van Tine was disqualified, being ineligible, and Sayers was given the race.
- Half-mile, open—J. P. Bliss, 1; W. A. Rhodes, 2; H. A. Githens, 3; time, 1:24; time limit, 1:18. Run over—A. E. Lumsden, 1; J. P. Bliss, 2; H. A. Githens, 3; time, 1:20; limit raised to 1:18.
- Cincinnati riders—C. E. Tudor, 1; F. S. Davis, 2; H. Bauers, 3; time, 2:43.
- One-mile, handicap—A. N. French, 60 yards, 1; A. L. Baker, 60 yards, 2; A. E. Lumsden, scratch, 3; time, 2:17 3-5. Lumsden's time was 2:19 2-5, the western competition record.
- Half-mile, boys—R. Rumck, Cincinnati, 1; time, 1:21 2-5.
- One-mile, open—W. A. Rhodes, 1; A. L. Baker, 2; L. D. Munger, 3; time, 2:57 1-5. This was a loaf, but a good finish, Munger starting the spurt. Rhodes beat him a foot, however. The time limit was 2:50, but the race was allowed.
- Githens attempted to break his own

mile record of 2:22. He was paced by Lumsden, Munger and Bliss on a triplet, but as the pacers could not get around the turns on the long machine and only made the mile in 2:19 3-5, Githens' time was just inside of 2:20.

Gregg Won the Cup.

The Aeolus club's ten-mile road race for the Keats cup was held Saturday on the Humboldt and Douglas park course. Frank Bodach, from scratch, won the time, and was second to Gregg, who won from the 1:30 mark in 32:33. There were fifty entries but few starters. W. E. Bond, E. Mahr and C. E. Crosit were judges, and R. H. Ehlert timed. The first five men in were:

Name.	Handcp.	Time.
P. P. Gregg.....	1:30	32:33
F. Bodach.....	scratch.	31:18
J. Neuman.....	2:00	34:18
B. Wadrich.....	1:30	32:58
L. Bodach.....	2:00	35:00

A Meet at Muscatine, Ia.

The wheelmen of Muscatine, Ia., are arranging a tournament for next Friday, to be held at the fair grounds. There will be three prizes offered in each race. In the open events gold medals will be given for first prizes. All other prizes will be articles of merchandise. The list of events is as follows: One-mile, novice; quarter-mile, open; two-mile, handicap; half-mile, boys under eighteen; half-

mile, open; one-mile, county championship; half-mile, Muscatine city boys under eighteen years; one-mile 3:30 class; one-mile, open; half-mile, consolation.

The Wicker Park's Road Race.

The ten-mile road race of the Wicker Park C. C., held last Sunday, was won by Henry Rathjen in 34 1-2 min. from the five minute mark. The time prize was secured by Leo Karpen, who covered the course in 32:08, starting from scratch and finishing in ninth place. The order of the finish and the times follow:

	H'd'p.	Time.
Henry Rathjen.....	5 min	34.30
W. B. Ryerson.....	6 min	36.05
Otto Hermann.....	2 min	32.09
William Knockenmus.....	4 min	34.28
Oscar Swanson.....	5 min	36.19
William Breyer.....	2 min	33.32
August Knockenmus.....	3 min	34.33
Anton Johnson.....	7 min	38.39
Charles Hamann.....	8 min	39.00
Leo Karpen.....	Scr	32.08
L. Bordewick.....	5 min	38.05
Ed. Olsen.....	5 min	38.28
Harry Evanson.....	8 min	41.36
H. Michelson.....	2 min	36.17
H. Baerenson.....	4 min	38.34
A. J. Henning.....	3 min	38.16
William Rathjen.....	4 min	40.30
Henry Johnson.....	8 min	45.02
William Karpen.....	8 min	49.24

Six Races at Pontiac, Mich.

Six interesting races were run Friday

For Agencies for the Celebrated

EXCELSIOR WHEELS

Address our MR. HADDEN, care "The Referee."

BAYLISS, THOMAS & COMPANY,

EXCELSIOR WORKS, COVENTRY, ENGLAND.

at Pontiac, Mich. J. A. Carpenter was referee and F. Boyd, Jr., was starter. The results were as follows:

One-mile, novice—Charles Lewis, Pontiac, 1; Chester Kelly, Pontiac, 2; Charles Justin, Holly, 3; time, 3:03 1-2.

Two-mile, club handicap—Charles Lewis, 40 yards, 1; E. A. Merritt, scratch, 2; D. C. Backenstose, 100 yards, 3; time, 6:17.

Half-mile, boys—Howard McCotter, 1; Claud Mattison, 2; time, 1:48 2-5.

Half-mile, open—P. E. Phillips, Detroit, 1; T. W. Cooper, Birmingham, 2; H. D. Osborne, Detroit, 3; time, 1:17 3-4.

One-mile, open—P. E. Phillips, 1; T. W. Cooper, 2; H. D. Osborne, 3; time, 2:55 3-4.

One-mile, handicap—P. E. Phillips, 50 yards, 1; E. A. Merritt, 90 yards, 2; H. D. Osborne, scratch, 3; time, 2:49 1-2.

* * *

The Grand Rapids B. C. Meet.

The first annual race meet of the Grand Rapids Bicycle Club was held at Comstock Park last Friday. About 500 wheelmen and their friends witnessed the races. The officers of the day were: Referee, A. B. Richmond; judges, P. S. Hunt, J. H. Taylor and E. A. Crozier; timers, E. E. Peck, F. M. Lee and F. M. Stirley; starter, H. W. Stebbins; clerk of the course, Fred N. Hyman; scorer, Frank H. Escott. The summaries of the day are as follows:

One-mile, novice—Charles Letts, 1; A. I. Saliers, 2; time, 2:55 1-2.

Three-mile, lap—Charles Letts, 1; Chase, 2; Souser, 3; Stadel, 4; time, 9:43.

One-mile, fat men's race—F. U. Garrit, 1; W. B. Folger, 2; W. M. Wells, 3; Dr. C. H. Holt, 4; time, 3:40.

Half-mile, open—F. S. Gilbert, 1; E. J. Curtis, 2; A. I. Saliers, 3; R. B. Hain, 4; John Hazenwinkle, 5; time, 1:26 1-2.

One-mile, Grand Rapids B. C. championship—Troop Richmond, 1; Frank Richmond, 2; time, 2:55 1-4.

Half-mile, heat—three heats—F. S. Gilbert, 1; E. J. Curtis and L. A. Hinman tied for second place; A. I. Saliers, 3; time, 1:28, 1:25 3-4, 1:21.

Quarter-mile, Grand Rapids B. C. championship—Frank Richmond, 1; E. J. Curtis, 2; W. N. Souser, 3; time, 1:42.

Five-mile, handicap—Troop Richmond, scratch,

1; Frank Richmond, scratch, 2; Charles Metts, 300 yds., 3; time, 15:00 2-5.

E. J. Curtis vs. ChSries Rchmond—Richmond, 1; time, 3:05. Richmond ran a half mile while Curtis rode a mile.

In the evening winners of races and their friends congregated in the club house, at which time the victors were awarded their prizes, after which an oyster supper was enjoyed.

* * *

At Medford, Wis., Two Days.

During the Taylor County fair at Medford, Wis., last Friday and Saturday, several interesting bicycle races were held on the half-mile track, a quarter of which is up-grade. On Saturday the morning's rain made the track heavy and the times slow. A lantern parade in the evening ended the meet. The results:

FIRST DAY.

One-mile, hand cap—F. S. Benedict, Medford, 125 yards, 1; F. R. Zeit, Medford, scratch, 2; L. W. Gibson, Longwood, 75 yards, 3; time, 3:10 1-4.

Quarter-mile, best two in three heats—F. R. Zeit, 1, first and second heats; M. Bach, 2, second in second and first in third; times, 39 1-4, 39 1-4, 43 3-4.

Half-mile, 1:40 class—F. S. Benedict, 1; L. W. Gibson, 2; time, 1:34 1-4.

Half-mile, Taylor County championship—F. R. Zeit, 2; F. S. Benedict, 5; M. Bach, 3; time, 1:28.

Half-mile, flying start—M. Bach, 1; time, 1:45 1-4.

SECOND DAY.

Half-mile, handicap—F. S. Benedict, 60 yards, 1; L. W. Gibson, 35 yards, 2; G. H. Elvis, 60 yards, 3; time, 1:35 1-4.

Half-mile, 2:00 class—William Toonie, 1; P. Danielson, 2; time, 2:07.

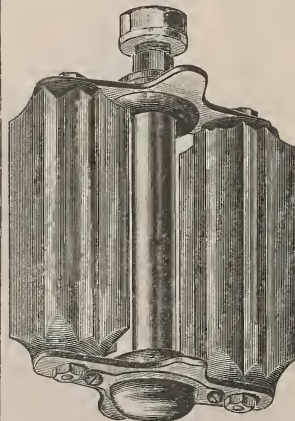
Quarter-mile, open—F. R. Zeit, 1; M. Bach, 2; time, 1:42.

One-mile, handicap—L. W. Gibson, 175 yards, 1; F. R. Zeit, scratch, 2; F. S. Benedict, 175 yards, 3; time, 3:21.

* * *

The Genesee Bicycle Club of Rochester, N. Y., sent in its resignation as a member of the Rochester Wheelmen's League, but it was not accepted.

HERE IT IS!!!



The **NIAGARA '93**

DUST PROOF P-E-D-A-L!

BETTER GOODS,
BETTER PRICES.

Send for our New Price List.

Balls, Bearing - Cases, Pedals.

Niagara Machine Co BUFFALO, N. Y.

OUR GOODS ARE IN USE FROM SAN FRANCISCO TO ST. PETERSBURG.

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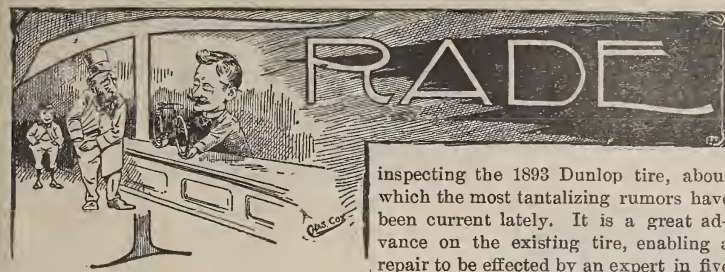
MANUFACTURERS OF

Rims, Nipples, Crank Keys,
Cork Handles, Safety Chain Locks,
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Newark Spoke Grip, Newark Enamel,
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FRAMES, Premier Cranks,
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Single and Double,
Cement, Brunswick Black,
Harrison Bells, Fork Sides,
Fork Crowns, etc., etc.

HOWARD A. SMITH & CO., 518 Broad Street, Newark, N. J.



The Trade in England.

LONDON, Sept. 24, 1892.—The forthcoming rival cycle exhibitions continue to engage the attention of the English trade. The manufacturers' display at the Crystal Palace next January is now styled the "National Cycle Show," and the secretarial services of Frank Peach have been secured. Mr. Peach is a member of the well-known firm of Peach & Doggett, 48 Holborn Viaduct, E. C., whose business enables manufacturers and agents alike to dispose of machines on the hire-purchase system without incurring either trouble or risk over their transactions. It is now evident that, as regards the number of exhibitors secured, the National show will rank as a success. The makers of accessories, tires, machinery, etc., are at liberty to patronize both shows, but the exhibitors of cycles at the Stanley show will not be allowed to send their goods to the Crystal Palace. I anticipate that a section of the public, and most of the agents from abroad, will visit the Palace, but the fact of the Stanley show having already taken place, and the absence of the powerful social attractions associated with the parent show, will reduce the gate far below last year's numbers. A meeting of makers will be held in Coventry shortly to endeavor to establish some *modus vivendi* between the Stanley Club and the rival exhibitors, but I fear it is too late now for much good to result. Next year, however, a strong effort will be made to regain the confidence and support of the entire trade so that only one exhibition will be held.

STANLEY SHOW PREPARATIONS.

The Stanley show preparations are proceeding apace. Overwhelming attractions will draw thousands daily to the Royal Agricultural Hall, which is easily accessible from all parts of London. The Rudge Cycle Company, which does the largest export trade of any firm in England, will show here. The surprising number of new and rising firms scattered about the country will all be found at Islington. It is their one annual opportunity of making a big, effective display of their goods, whereas the large viaduct firms maintain on view throughout the year, at their depots, an array of patterns which may be inspected at any time by their patrons.

The Stanley show will be advertised on a scale hitherto unattempted. Striking new posters of a large size, in five colors, designed by George Moore, will blaze from every London hording in a week or two. Each of the nine hundred cycling clubs in the country has been circularized concerning the show. The support of all sections of the press has been secured. During the show there will be held Bohemian concerts, lantern shows, a conference and discussion on new cycling inventions, demonstrations of cycle making and tire repair, lectures by experts on foreign tariffs and new markets for English goods, an exhibition of record machines with photographs of the riders, and a trick-riding championship. Experience, influence and a lavish expenditure combined, are bound to result in the colossal success which is confidently anticipated.

THE 1893 DUNLOP TIRE.

The other day I had the pleasure of

inspecting the 1893 Dunlop tire, about which the most tantalizing rumors have been current lately. It is a great advance on the existing tire, enabling a repair to be effected by an expert in five minutes, or by an ordinary novice well inside a quarter of an hour. In appearance, too, there is a great gain, as in future, in place of the drab mummy-like canvas around the rim, the elegant black enamel will be fully exposed. The security of the new pattern, too, is perfectly satisfactory, its shapeliness cannot be destroyed by clumsy repairs, and the use of solution for repairs is entirely confined to sticking the patch on the air-tube. The present flat rim is abandoned. A grooved U-shaped hollow rim will be substituted. The outer case, which is lined with canvas, is arch-like in section. The edges contain electro-coppered wires which are firmly gripped by the grooves in the rim when the tire is inflated. The air tube is easily got at by deflating the tire, squeezing the case at one point and pressing down its edges into the bed of the rim, when it becomes possible, at a point opposite, to slip the case out of the rim and entirely remove the air-tube. All this is done with the fingers alone, no tool being necessary. The novelty will assuredly prove a powerful rival to any tire at present on the market. The weight of a pair of tires, thirty inches by two inches, is only three and a quarter pounds. There are also some minor improvements of the valve and its mode of attachment to the rim. Altogether the oldest of the air tire making firms may be heartily congratulated on having at last presented the world with an ideal pneumatic tire. The 1893 Dunlop embodies two or three patents which have been bought up by the company.

ANOTHER NEW TIRE.

While on the subject of tires I may mention the Stratton & Nethercott pneumatic, which promises very well, and will be largely in evidence at the Stanley show. The idea is not brand new, but the application of it is highly satisfactory. It resembles an ordinary pneumatic on Boothroyd lines in a crescent rim. The running surface consists of a three-fourths-inch solid tire moulded into the pneumatic proper. The advantages claimed for the pattern—which has been freely tested by many Dunlop users and pronounced favorably upon—are immunity from injury by puncture, greater resiliency, absence of drag in ascending hills, freedom from side slipping, greater cleanliness through mud than with the ordinary pneumatic, and lastly, but by no means least, its moderate price. Roadster tires weigh six and a half pounds per pair and cost \$12.18 per pair. Racer tires weigh three and a half pounds. Of the durability of the tire I have no doubt. As to its comfort and pace, I must try it myself before I speak positively. The tires are being made by Waddington & Company, in special moulds of an improved design. They are claimed to be vastly superior to mandril-made tires. The address of Stratton & Nethercott is Hindon street, Pimlico, S. W. One word more and I am done with tires. The Preston-Davies tire has commanded a very fair share of adoption during the past season, and its reputation stands higher since it has been fully tested. Paul Hardy, who controls the Michelin tire in England, is not a little elated at the circumstance of both the road and the path world's records for

fifty miles standing to the record of his tires. Dubois did the path record on the 17th inst. at the Velodrome Buffalo, Paris, in 2 hrs. 11 min. 10 sec., and Begbie and Arnold, on a tandem, the road records of 2 hrs. 19 min. 9 sec.

TRIED THE FRONT DRIVER.

I pounced upon the new front driver this week at the Viaduct depot of the Rudge Cycle Company. It is an out-and-out safety. The front wheel is thirty inches geared to 62 1-2, and the back wheel twenty-four. The backbone, instead of curving, *a la* ordinary, as in the Crypto pattern, is as nearly as possible horizontal, the saddle being attached to an ordinary adjustable L pin. The driving gear, which has no chain in it, outwardly resembles that on a Marriott & Cooper geared ordinary, being encased in a steel box, but on a second glance is found to be rigidly attached to the left fork end, instead of to the crank. With a full roadster equipment, including effective mudguards to both wheels, the machine weighs thirty-four pounds. It is handsomely turned out, needless to say, and presents a very original appearance, its lines being more suggestive of a safety than those of any front driver safety on the market. The front wheels will be made thirty, thirty-two or thirty-four inches in diameter, to order. The gear consists of four cog-wheels, two large and two small, and on spinning the wheel it seemed to run smoothly and freely enough to satisfy any one. I hope to test one of the Rudge front driver safeties on the road during the coming winter.

A NEW SUNBEAM TRICYCLE.

John Marston, of Sunbeam fame, has placed upon the market a very beautiful pattern of tricycle, suited for a gentleman, or, by the removal of a stay, adapted for ladies' use. Of course it is an ordinary direct steerer in design, and its chief features are its lightness and exquisite finish throughout. It is not a cheap mount, being listed at \$146, but it is well worth its price for its quality. It weighs just over forty pounds with Dunlop tires—the weight of a heavy safety. Its points embrace a very narrow tread, a neat eccentric chain adjustment, long ball head, new fork crown, corrugated spoon brake, four bearings to the axle and the compact Abingdon driving gear, hollow rims, tangent spokes, together with mudguard, foot-rests and lamp bracket. The Carter chain case would add one and a half pounds to the weight quoted. This splendid three-wheeler is a worthy follower of the twenty-two pound Sunbeam safety I described some weeks ago.

I observe, in the issue of the REFEREE just at hand, that you describe a Crypto F. D. safety referred to by me therein as a thirty-inch instead of a thirty-six inch. The Standard pattern, the light roadster and the racer are each made thirty-four, thirty-six or thirty-eight inches in size, and no pattern with a thirty inch wheel is being made at the present time.

STANLEY.

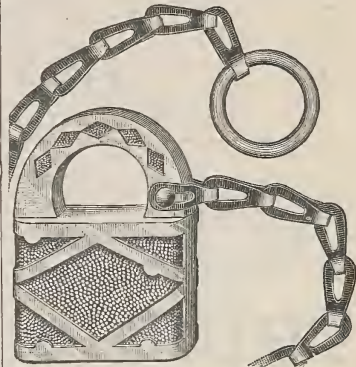
The Airtite Tire.

The Airtite tire, a cut of which is shown in this issue, bids fair to prove one of the best pneumatics on the market, and already the company is making a strong bid for supremacy. The tire is very simple in its construction, having a wire in each edge and running the full length of the tire, which sets into the groove when inflated. The tire is repaired in a very simple manner. According to the company's circular, to open the tire, open the valve and permit the air to escape; pinch the sides of cover together (see left side of cut) and force it into the bottom of the rim. This will

make the cover project beyond the rim at the outer side of the wheel, as shown in right side of cut. The cover can then be brought entirely over the rim by the use of the hook as shown. To close the tire, put the valve stem through the rim and let the tube hang over; slip one edge of the cover over the side of the rim from which the tube is hanging; tuck the tube into the cover, replace the other edge and inflate the tire. It is certainly very simple and the sample shown a REFEREE man by Kirk Brown showed the tire to be made in a very perfect manner and of the best of material.

An Aluminium Lock.

We show this week a cut of an aluminium lock, made expressly for the bicycle trade by Slaymaker, Berry & Company, Lancaster, Pa. It weighs about a



quarter of that of the same size lock made in bronze, and is equally strong. It is self-locking and each lock has two keys. The all aluminium locks list at \$4.80 per dozen.

Peregrines to the Front.

The Peregrine, made by the Leicester Cycle Company of Leicester, Eng., has had some clever performances to its credit. It was on this wheel that J. H. Cocker of the Sheffield Sharrow C. C. rode 346 1-2 miles in the Bath Road Club's twenty-four hour road race, in which he finished second, though having no training. He went through on a single wheel, which never needed touching. It was also on a Peregrine that Tommy Edge made his great Land's End to John O'Groat's record, while Carlisle nipped the London to Liverpool record on the same wheel. Harris, too, has scored his many successes on the Peregrine.

Mr. Cocker was so well pleased with his mount that he sent the makers the following letter:

I desire to express my entire satisfaction with the Peregrine safety which I rode in the recent twenty-four hours' ride promoted by the North Road Club. I started as a novice, having made no arrangements whatever either for food or pacing, which fact placed me at a disadvantage as compared with the other leaders in that ride. My previous best performance on other makes was 150 miles. It is no slight increase from this to 346 1-2 miles. The credit is due to your excellent machines, than which I have never bestraddled a better. It never needed the slightest attention during the whole of the ride, neither was it a machine specially built for this event, but was an ordinary roadster machine weighing thirty-four pounds, and not even fitted with a gear case. Should you think fit to use this you have my hearty permission to do so.

Peoria Trade Items.

PEORIA, Oct. 4.—The bicycle trade in Peoria the past week was what might be termed good. This increase was occasioned by the state fair being held in this city. A large number of high grade machines and a still greater number of medium-priced wheels were sold by the different bicycle houses. This will be about the last boom the retail trade will have here this year.

Basil Riley, managing director of Bon-

TRIUMPHS ARE COMING!

Never came a wheel more quickly to the front in Europe than the
TRIUMPHS.

Speed, Strength, Beauty, Durability, Lightness, are the leading points of
TRIUMPHS.

These Genuine High-Grade Wheels will shortly be introduced to American wheelmen,
 and no doubt will soon become favorites.

TRIUMPHS
 For Speed and Easy Running.

["Wheeling," 7th September, 1892.]

The second big Danish road race "round Seeland" was started on the 1st September from Copenhagen. The riders had to pass nearly all towns in Seeland, the whole distance being 66 Danish miles (310 miles). The weather was very unfavorable, a western gale blowing, and showers falling now and then. Twenty-four started, but most of them retired during the night owing to puncturing and the awful weather. The race was not finished when this was written, but Randrup, from Jutland, was leading, and likely to be the winner. The time is very bad, of course. [We have just learned that the race was won on a TRIUMPH, and that the second man arrived nearly three hours after the winner.—Eds. W.]

TRIUMPHS
 For Lightness and Strength.

There is no better judge of a good machine than Mr. R. J. Meeredy, Irish champion and editor of the "Irish Cyclist." Advising a correspondent he says: "The TRIUMPH is the best of those mentioned. We have had one in use for months, and it is a grand machine—light, strong and easy running.—Irish Cyclist, 31st August, 1892.

TRIUMPH CYCLE CO., L't'd, Coventry.

LONDON: 48 Holborn Viaduct. † PARIS: Rue Truffant.

Our Leading Patterns for 1893 are: *CHICAGO TRIUMPH, ROYAL TRIUMPH, LADY'S TRIUMPH, GEARED ORDINARY.*

Dealers wishing to handle this High-Class Wheel should at once address Mr. L. BETTMAN, care REFEREE, Chicago.

THEY ARE GOING VERY FAST

ALL OVER THE WORLD.



The Sun Never Ceases
 To Shine Upon Them.



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

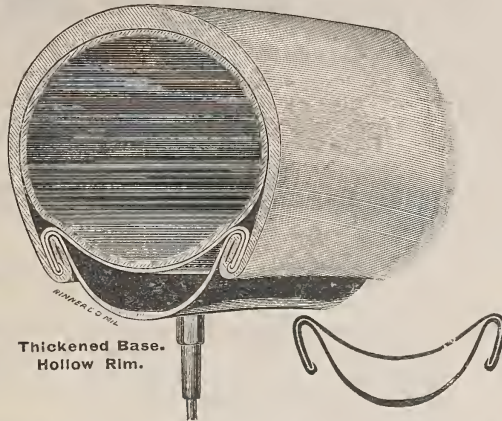
YOU USE THESE GOODS.

Send for our List at Once.

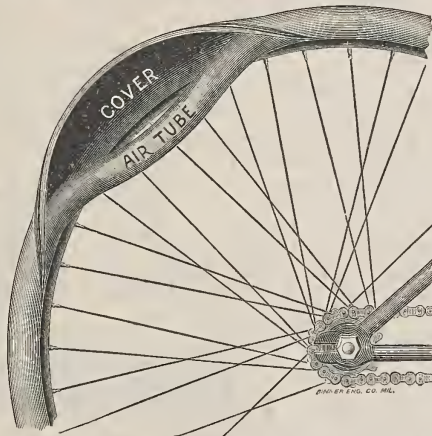
Butler's Cycle Fittings Company, Ltd., Birmingham, Eng.

The Telegram Pneumatic Tire.

We present herewith cuts illustrating the new Telegram pneumatic tire. It is simple in construction, and is being placed on the market by the Sercombe-Bolte Manufacturing Company. The company will apply it to its own machines or will apply it to rims for the trade. As shown in the cut, it will be seen that the edges of the outer cover are simply hardened and hooked in over the edge of the



rim that turns back on itself. After a great deal of experimenting a very light steel rim has been adopted. These tires will be furnished to manufacturers and jobbers at \$25 per pair with hollow rims, and \$20 per pair with solid rims. The solid rims, which are especially well made, will possibly be the favorite, both on account of the price and the lightness and rigidity, as owing to the peculiar shape



of the rim it has the same stiffness as though it were hollow. These tires can easily be deflated, the air tube removed, as shown in cut, replaced and inflated again in only one minute, it is claimed. There is no tire on the market lighter and more resilient, and as it has had a four months' test it can be positively relied upon as practicable and durable.

essential inventions used in the modern
OLD CYCLE CRANK.

Stokes Wants \$60,000.

Charles F. Stokes has brought suit against the Standard Sewing Machine Company for \$60,000. Stokes claims that he spent this amount in developing the Chicago business for the sewing machine company, and that when he had it moving along nicely and a good trade worked up the concern suddenly left him in the lurch. He now seeks to recover what he invested in building up the trade.

Thomas Sues Bidwell.

A despatch from Philadelphia says that Amos W. Thomas, inventor of the Thomas tire, has brought suit in equity against the George R. Bidwell Cycle Company, the Thomas Inflatable Tire Company and H. W. Sheibley, all of New York. The parties secured the right to make the tires on a royalty, and he alleges that no money has ever been paid him. It now amounts to \$40,000. He alleges that the defendants took advantage of him because he is weak-minded.

New Bicycle Concerns.

Within the past week three new houses have been licensed to do business in the bicycle line. The Bradley Chainless Bicycle Company of Albany has been incorporated with a capital of \$125,000,

divided into shares of \$100 each. The directors are James Bradley, Robert W. Shannon, Harrison W. Bullock and Camp Keller. At Denver the Sperry Cycle Company was incorporated by H. T. Sperry, W. L. Sperry and E. A. Sperry, the directors. The capital stock is \$20,000. Thursday last the Roddell Cycle Company was authorized to do business with \$2,000. Samuel J. Sloan, Arthur F. Leslie and Jennie V. Engstrom were the incorporators.

Knowing Thieves.

According to an English paper thieves entered the Wearwell Cycle Works at Wolverhampton and helped themselves to wheels. Finding but one machine ready for use, they gathered the parts and soon assembled another. Then they helped themselves to lamps, bells, etc., and left through the front door. The paper had no idea who the marauders were. Under the circumstances given they might suspect some of the employees.

The 1893 Garford Saddles.

The line of Garford saddles for next year embraces some twenty-two varieties, and is now ready for the cycle manufacturers. In making three-coil saddles they follow closely the lines of the three-coilers made by Brookes and other celebrated English makers. The full roadster Garford saddle for 1893 weighs under two pounds, and one of their scorcher tips the scale at three-

quarters of a pound. The new Garford factory approaches completion and will be under roof within three weeks. It is 40x100 feet, three stories and basement.

The Swift American Factory.

It has been known for some months past that the Coventry Machinists' Company intended erecting an American factory, but just where was a matter that was kept pretty quiet. Since some of the company's directors have been in this country it was a well-known fact that the site question would soon be settled. The following despatch explains itself:

RICHMOND, Ind., Sept. 29.—Alderman Maycock and Mr. Marrett of the Coventry Machinists' Company, England, have been in this city since last Sunday, with the view of locating a factory here, with a capital of \$200,000, one-third to be taken by Richmond capitalists. Mr. Henley, the roller skate man, and George Knollenberg succeeded in getting \$70,000 stock taken by Richmond capitalists, and the contracts are being signed to-day. The factory will be built in the eastern part of the city and will employ 400 men. Richmond will have three directors out of five.

EDITOR REFEREE.—As much has appeared in the cycling press during the past few months bearing in one way or another upon the prospects of our opening a branch factory in America, it seems clear to us that our negotiations to this end have been regarded as a matter of considerable public interest. We therefore, now that affairs have assumed sufficient definite shape to do so, take this opportunity to inform the cycling public through your columns of the exact status of this affair.

It has been growing more and more evident to us, for several seasons past, that our rapid increase of trade in America would sooner or later necessitate such a movement as we are now making, for although we have been possessed of exceptionally good facilities for rapid importing and communication with our factory, we have, nevertheless, felt that we could give our trade better service were our factory nearer.

With this end in view, and with the intention of preparing ourselves to meet the future growth of our trade, and also to enable us to take a most advanced and aggressive position, we have decided to establish an American factory, making it in every way a counterpart of our English factory as to methods employed and goods produced.

The machines we shall put on the American market will be identical with those made in England as to quality of materials, workmanship and general design, and will be worthy to maintain the high reputation which our goods have held for so many years.

We shall confine ourselves entirely to the production of the very highest possible quality of work and most modern designs.

The plant will be located at Richmond, Ind., a city of almost unequalled railway and manufacturing facilities, and from here we expect to be enabled to deliver goods more promptly and more economically than from any other center we could select.

The construction of the buildings will commence as soon as plans can be prepared. Those first put up will embrace a floor space of 80,000 square feet, and will contain the finest, most expensive and modern machinery which can be purchased or built for our special purposes. We shall push everything with the utmost speed, and have our goods on the market in ample time for the season of 1893.

COVENTRY MACHINISTS' COMPANY.

New English Inventions.

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

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from August 24, give notice in the prescribed form of such opposition.]

No. 17942. W. Bown and G. Capewell's "Improvements in inflators or hand air pumps for inflating pneumatic tires and other like purposes." Oct. 19, 1891.—The objects of this invention are to reduce the size of the inflator and at the same time increase the power of the pressure of air; to facilitate the return action of the piston and piston rod, and to provide better means for securing the nozzle of the inflator into the mouthpiece of the article which it is intended to inflate; and lastly to provide means whereby the said inflator may be used for carrying requisites such as are used by cyclists. Figure 1 is a plan view and figure 2 an end view of the inflator, and figure 3 represents a modification. A and B are two cylinders preferably joined together by the double flanges (C and D), and provided with a like number of suitable pistons and piston rods. The said piston rods are preferably joined together at their top ends by the stay (E), but they may be joined

nick & Company, Coventry, Eng., who manufacture Telephone cycles, has returned home after a two weeks' visit to this country. He contracted with Kirkwood, Miller & Company for Telephone cycles for another year. The Telephone during the past season has given very good satisfaction, and as a result Kirkwood, Miller & Company placed a large order for 1893 with Mr. Riley. The importers of the Telephone are now in possession of 1893 samples, and are in a position to talk terms and territory with intending purchasers. The gentlemen's wheel weighs, all on, thirty-four pounds, and the ladies' machine thirty-six pounds.

J. H. Sager of Rich & Sager, Rochester, was in Peoria last week with a sample of Sager Scorcher saddles. He left the western agency in the hands of a well-known dealer in this city. The Sager Scorcher saddle is a very neat and lightly-constructed saddle. It lists at \$5 and weighs two pounds.

H. G. Rouse was in Chicago the latter part of last week looking after wheels for 1893. From that point he went to Jacksonville to attend the races. Mr. Rouse is much sought after now by manufacturers and advertising agents. He generally buys considerable advertising space and any number of bicycles about this season of the year. Hence the demand.

American Ideas in the Majority.

EDITOR REFEREE.—The item in your Sept. 23 issue regarding the few American ideas used in English cycles conveys a wrong impression, one that I cannot permit to pass unquestioned. I had occasion several years since to look up this question, and without taking time to quote dates, numbers of patents, etc., will say that I can prove the following facts: The suspension wheel (radial wire spokes) was first made in the United States, and the tangent spoke was patented here before England made a bicycle. The rubber tire is an American idea, and hollow wheel rims are first described in an American patent. Tubular frame work for bicycles is first shown in an old United States patent, and the plunger brake first appears in another old United States patent.

To get down to more recent times, America gave the world the cushion tire, the hammock saddle, and improved that by adding independent springs at front and rear. We also were first to make butted spokes by drawing instead of upsetting the wire, and were first to make the double butted spoke. America made the first hollow forgings to connect the tubular parts. An American claims to have made the first entire frame of tubing and sheet steel, a claim I believe to be good. All the above-mentioned inventions are used in England, together with others of less importance, such as the square (Victor) and fluted square (Columbia) pedal rubbers.

Finally, America made the first successful ladies' bicycle. England is justly credited with the two most important inventions pertaining to cycling—the Rover type safety and the pneumatic tire; but I know of no other important inventions for which she should receive sole credit. I know that some claim for England the honor of first making adjustable ball bearings, the balance gear for tricycles and the geared ordinary, a claim that must be restricted to first introduction only, as these were all experimentally made and patented in the United States long before they were known in England. Everything considered, I claim that England uses as many American ideas in cycle building as we do of hers, and that America is entitled to credit for at least half of the

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 glistening 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. LeDue, Luverne, 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 sulky. 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 23 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.

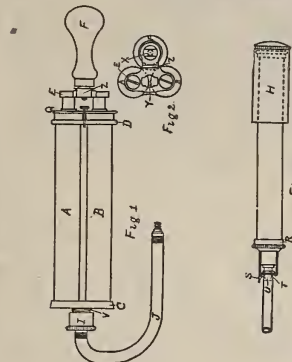
Under the Wire in 1:56 3-5.

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



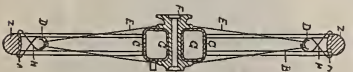
MORGAN & WRIGHT,
MANUFACTURERS OF RUBBER GOODS,
331-339 W. Lake Street, CHICAGO.

by any other suitable connection. The handle (F) is detachable and is hinged at Z to the stay (E), so that it will fold over and rest upon the cylinders (A and B), thus enabling the inflator to occupy a very small space. In order to fasten the handle (F) to the stay (E) when using the inflator, a slot or opening (Y) is formed in the said stay (E) (see fig. 2), the T-shaped piece (X) or its equivalent, which is fastened to the said handle (F), passes through the slot (Y), and by turning the handle (F) the said T-shaped piece (X) securely fastens the handle to the said stay. As a modification, the handle may be screwed into the stay, and when detached may be screwed into a suitable socket formed on the flange (D). An-



other method is applied to a single cylinder inflator. In this case the handle is screwed into the top end of the piston rod and a chain provided to connect the handle to the inflator when it is detached from the piston rod. Instead of employing a folding or detachable handle a tubular handle, as shown at H in figure 3, may be employed; or instead of the said handle (H) being made tubular, it may be formed so as to slide or take over the cylinder or into the piston rod or rods. These methods are equally applicable to inflators with two or more cylinders. Instead of pumping the air out of the two cylinders (A and B) through one outlet, as shown in figure 1, when desired one cylinder may be formed with an outlet into the other. The air then passes through an ordinary outlet, such as U in figure 3, such outlet being provided with a non-return valve. The outlet (V) of the inflator, as shown in figure 1, has a screw-thread formed thereon, onto which is screwed a cap (I) or its equivalent. Fastened to the said cap is a piece of tubing (J) for connecting the inflator to the article to be inflated. In order to securely hold the nozzle (U) of the inflator to the mouth of the article being inflated or anything connected thereto, a hinged ring (T) (see fig. 3) or other suitably-shaped holdfast held in position by a spring catch (S) or its equivalent, is secured to the said nozzle or any other convenient part of the inflator. Or instead of hinging the ring (T), two or more spring catches or their equivalents may be employed. For the purpose of facilitating the upward stroke of the piston there is connected to any convenient part of the piston rod, but preferably to the top thereof, a suitable valve which allows the piston rod to move more freely when making its upward stroke. If desired, the stay (E), which joins the piston rod, may be dispensed with and each rod actuated separately. The invention also consists in reducing the cost of manufacture by stamping or pressing the parts C, Q, R, U and I out of sheet metal or a combination of sheet metal and tubing or other suitably-formed material.

No. 17914. P. Davies' "Improvements in and to the wheels of cycles and other vehicles. Oct. 20, 1891.—The object of this invention is to provide a means for the absorption of vibration. To an outer rim (A) is fixed any suitable tire (Z). The rim (A) is connected by the spokes (B) to a metal ring (C), which forms the hub. A rim (D), of smaller diameter than the one (A) is carried between the spokes (B) and is connected to the hub (F), which is constructed in the usual way with suitable bearings by the spokes (E). Be-



tween the ring (C) and the hub (F) there is placed a suitably-shaped bag (G), composed of india-rubber or other similar material, and covered so as to prevent undue expansion or bursting. This bag, when inflated, forms a buffer between the inner hub (F) of the wheel of smaller diameter and the one (C) of the wheel of larger diameter. To limit the amount of play between the two hubs, and to prevent one wheel being partially revolved without the other, the two rims (A and B) are attached to one another by means of india-rubber, leather or like bands (H) at intervals around them. The bands may be stretched over and riveted or otherwise suitably secured to the rims, and are preferably 8-shaped in transverse section; that is to say, they go from the right side of one rim to the left side of the other, being crossed between the two.

Will Manufacture in Chicago.

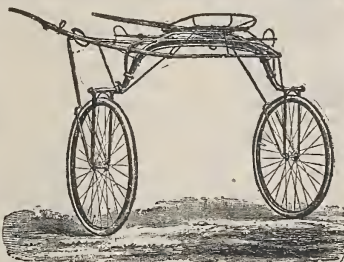
A letter from Samuel Snell, dated Birmingham, Sept. 17, says that he will leave for America very soon and will commence the manufacture of lamps, bells and fittings of all kinds. Tools for the factory are now being got ready. Mr. Snell assures us that he will make some elegant patterns in lamps for 1893. Besides the manufacturing business Mr. Snell will have exclusive control of some of the best known firms of specialties, such as Thomas Warwick & Sons, Hudson's tubing, etc. The location for the lamp factory has not yet been decided on, but in all probability Chicago will be the place.

Two Stolen Wheels.

S. W. Clark, 310 Woodward avenue, Detroit, reports the loss of a King of Scorchers, No. 22,081. Jay A. Hinman of Oshkosh is also a victim, having had an 1891 solid tired Columbia, No. 17,575, stolen by a man giving his name as Henry Haase.

The Imperial Sulky.

In the races at Terre Haute the Imperial carried off all the honors of the day, these wheels being used in the sulkies drawn by Nancy Hanks in her record of 2:04 and Mascot in same time; also by Monbars and Flying Job, the former breaking Axtell's record of two years ago. The Imperial sulky weighs but thirty-six pounds, which is twenty-six pounds less than the pneumatic sulky



previously used by Miss Nancy in all her fast work. The Ames & Frost Company has certainly come to the front in this branch of its business and it will, no doubt hold its own against all competition. Twenty-six pounds gain in weight means a great deal to horsemen, and this in itself creates a large demand for Imperial sulkies.

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.:

- 483,181, tire for vehicle wheels; John H. Bingham, Chicago, Ill.; filed Oct. 6, 1891; serial No. 407,883.
- 483,146, bicycle support; Francis Gleason, Philadelphia, Pa.; filed Oct. 29, 1891; serial No. 410,251.
- 483,238, pedal for velocipedes; Frederick C. Rockwell, Hartford, Conn.; filed Oct. 1, 1891; serial No. 407,431.
- 483,273, bicycle, William O. Wakefield, Lynn, Mass., assignor to F. W. Webster and Edwin W. Rice, Jr., same place; filed March 28, 1889; serial No. 305,152.
- 483,344, pneumatic tire; James H. Bullard, Springfield, Mass.; filed April 16, 1892; serial No. 429,416.
- 483,373, cycle wheel; Charles E. W. Woodward, Chicopee Falls, Mass., assignor to the Overman Wheel Company, same place; filed April 11, 1892; serial No. 438,628.
- 483,422, ice velocipede; Phillip H. Class, Northampton, Mass.; filed Feb. 16, 1892; serial No. 421,666.
- 483,493, pneumatic tire for cycles; Thomas H. Hicks, Detroit, Mich., assignor of one-half to George F. Case, same place; filed April 23, 1892; serial No. 430,299.
- 483,495, tricycle; Andrew Hunter, Chicago, Ill., assignor of one-half to John W. Ward, Postville, Ia.; filed Nov. 23, 1891; serial No. 412,778.

Where to Find "The Referee."

The news stands at the Astor House, Herald office and the stand opposite 21 Park Row, New York, are selling a good

many REFEREES. Copies can also be purchased at the REFEREE eastern office, 21 Park Row. The REFEREE reached New York last Saturday before noon. Western people going east, or REFEREE readers from any part of the country are invited to have their mail sent in care of our eastern office. English trade people coming this way are also reminded to make use of our New York address.

A Sulky Frame of Tubing.

One of the lightest sulkies in the world has just been made in Rochester by George Clark, a well-known local wheelman. It is a wonderful vehicle and was invented by Mr. Clark. Some of the most noted horsemen in the state have examined it, and in their opinion Nancy Hanks, for whom the sulky was made, will be able to reduce her present record of 2:04. It is made exclusively of steel tubing, and more enthusiasm has naturally been centered on the cart on account of the world-wide interest manifested in the alternating records of the wheelman and horse. The frame of the sulky is made of English weldless steel tubing and weighs only eight pounds, and the steel braces will weigh two pounds more. The vehicle is called the "Two Minute Sulky," and attached to it Nancy will again try for her record at Lexington, Ky., next week.

Some Good Results on the James.

W. S. Chestnut, of Mason City, won the ten-mile road race and Roy Donaldson came in second at Springfield, Ill., on Sept. 25. The Springfield *Morning Monitor* says: "This is the first time in the history of the club that both the Klaholt cup and time medal were won by men who live outside the city, Chestnut being from Mason City and Wykoff a New Berlin boy." Chestnut and Donaldson, who won the first and second prizes, both rode James wheels.

The *Cyclist* (England) of Sept. 21 says: "The Midland fifty mile record now stands to the credit of L. H. Reece, of the Speedwell B. C., who accomplished this time in his club's championship race on Saturday. His machine was a James with Dunlop tires.

The *Aeolus* Cycling Club's road race last Saturday was won by P. P. Gregg, who rode a James road racer.

Says the Elliptical Wheel Is Old.

An English gentleman, well posted in the cycle trade, says the elliptical sprocket is only new as applied to the bicycle; that for many years it has been used by Shanks, of Glasgow, Scotland, in shaping machines, as a means for obtaining a slow-forward and quick-return motion.

Miscellaneous Trade Jottings.

Palmer, the Canadian crack, uses an elliptical sprocket wheel.

Tom Roe leaves in a few days to travel for the Ariel Cycle Company.

Mr. Hughes, of the Quadrant Company, is still in Philadelphia.

Thorsen & Cassady have concluded to handle the *Aeolus* for next year.

The Raleigh Cycle Company has closed a contract with Harry T. Hearsey of Indianapolis.

Charles F. Stokes says the wholesale trade in all kinds of wheels is very good, but the retail is slow.

The McCune Cycle Company has contracted with parties who will take its entire output of wheels.

The Laing Cycle Company, St. Louis, reports the theft of a Century Columbia No. 6042, with red enameled rim.

Walter Keenan, Dayton, O., has made a contract with the James Cycle Company to handle the James, South Road

and B. & A. for that city. Mr. Keenan will form a company.

W. W. Taxis, the Philadelphia racing man, is having a Humber built after his own design. It is to be fitted with Air-tite tires.

Bonnick & Company, Coventry, Eng., through their representative, Mr. Riley, closed a contract last week with Bostwick of Toronto.

The Metropolitan Hardware Company of New York is closing out its bicycle stock, and next year will not be in the cycle business.

A gentleman who has had years of experience in cycle and saddle making is open for an engagement. His address is care of the REFEREE.

Warman & Hazlewood, Chicago, are agents for the celebrated Foley & Welb saddles, and are now carrying a big stock of the latest patterns, some of which are exceptionally fine.

The 1893 Moffat will be greatly improved and samples are almost ready. Mr. Fowler assures us that the new wheel will be one of the most handsome and perfect on the market.

The Union Cycle Company is now puzzled for a name for next year's wheel. Mr. Measure is authority for the statement that June 1 saw the factory cleaned out of wheels.

Warman & Hazlewood have purchased the business of W. N. Paterson and added it to their Manchester depot as a show room for their wheels. Mr. Paterson will manage the depot.

Howard A. Smith is just now swelling with pride over the great athletes his state has produced. He claims Corbett, Zimmerman, Brewer, the champion shot, and Willie Day, the champion runner.

Arthur Barrows, representing the Rudge Cycle Company, Coventry, arrived in Chicago Monday. He is now in Peoria with the purpose of closing with Rouse, Hazard & Company for next year.

L. Fewsmith, for many years a well-known Cleveland dealer, has joined the force of the Eclipse Bicycle Company at Beaver Falls, Pa., and will soon be among the tradespeople in that neighborhood.

The Brown Brothers Manufacturing Company is turning out some very nice models for next year. The Greyhound was a good-selling wheel during the season, and next year's output will be considerably larger.

One of the happiest individuals in Peoria is Frank Henning, the able manager of Kirkwood, Miller & Company's bicycle department. He has just returned from his wedding trip, and during the tournament was all smiles and good words for everybody.

The Marriott Cycle Company, of Birmingham, Eng., is open to deal with a few good firms, and from what we know of its goods we are certain they will sell well in America. Recently the No. 15 racer has been scoring splendidly. The office of this company is located at 71 Queen street, London.

The Chicago Bicycle Company is "out with an advance '93 circular letter. The Worth Convertible Tandem and the Worth Twin Sociable occupy the principal portion of the letter. We quote the following from it: "We are glad to inform you that we have very satisfactorily proved the practical utility and wearing power of our new balanced gear for the convertible tandem, which enables the back rider to pedal in unison with the front one, and at the same time affords such a simple construction that the whole of the tandem attachments

THE METAL TURNING CO.'S MAGIC BICYCLE OILER.

Patent applied for.



We are now ready to supply these goods to the general trade, and claim for them the following points of superiority over any others on the market.

First: They do not leak, and are as clean to carry in the pocket or tool bag as a knife or wrench.

Second: You can get as much or as little oil from them as you need. When a drop only is required, place the feed wire where the drop is needed and press down. If a larger quantity is required press the bottom of the oiler, and the oil will flow freely from the wire. You do not need to waste oil and daub your machine with this oiler. And you can oil your wheel quicker than with any other.

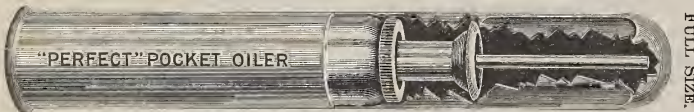
Full size cut.
Patent applied for.



Manufactured Exclusively for

The Whitten-Godding Cycle Co., - Providence, R. I.

"PERFECT" POCKET OILER.



FULL SIZE.

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, 25c. 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.

ROBERT BUNTING & SONS

Telegraphic Address—"County" Sheffield.
SPECIALTIES.

<p>TRADE MARK</p> <p>Special "Despatch" Cast Steel for Turning, Planing and Milling Tools, Boring Tools, Dies, Drills, Chasers, etc.</p> <p>DESPATCH</p> <p>Rim Steel of all sections, Rims, Mudguards, etc. Spokes—Sp. High Tension, Sp. Despatch, and Hard Drawn. Files, Saws, Hammers, Tools, etc.</p>	<p>Special "Despatch" Cast Steel for Bearing Balls, Axlesteel, etc.</p> <p>DESPATCH</p> <p>Rim Steel of all sections, Rims, Mudguards, etc. Spokes—Sp. High Tension, Sp. Despatch, and Hard Drawn. Files, Saws, Hammers, Tools, etc.</p>
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County Steel Wks., Arundel Lane, SHEFFIELD, Eng.

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 Carlin's requirement in "able editing," the whole paper is stamped with his pleasant imprint.—*The People*, London.

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

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

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

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.—*Cricket and Football Field*.

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

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

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



I. A. WESTON & CO., JANESVILLE (near Syracuse), N. Y., SAFETY BICYCLE WHEELS.

Wheels only. Solid, Cushion and Pneumatic. Everyone using our wheels can tell you about them. Send to us for lists with prices and discounts. To those going to manufacture bicycles later On, we shall be especially glad to hear from. Newmatics of any make wanted.

NEVER MIND THIS! JOHN SHAW & SONS, Coventry, THE OLDEST AND LARGEST Hollow Fork Manufrs. in the World. MAKERS OF ALL KINDS OF TUBE WORK.

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.

QUAKER CITY LUGGAGE CARRIER.

Put on or taken off in a second. Price \$2.

WALL & BOYER, Manufacturers.
1714 N. Broad Street. PHILADELPHIA, PA.
(Electros Furnished.)

BUTLER & WARD,
Manufacturers of
BICYCLE SADDLE SEATS.

All Sizes and Shapes. Send samples for estimates.
226-228 Halsey St., Newark, N. J. 224

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, label, 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. AUGHRINBAUGH,
McGill Bldg. 908, 24 "G" Street, Washington, D. C.

The Bicycle Repair Shops.
Remodeling & Repairing
CYCLES BUILT TO ORDER.
W. H. FAUBER, Manufacturer of
The Sentinel Bicycle Bell.

FOR SALE.

A 36 inch Crypto Geared Ordinary, geared to 63 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.

KALAMAZOO Parcel -:- Carrier!

Price \$2.50.

Light, Strong and Ornamental

Nickel-plated frame with strong black linen net attached

FOLDS UP COMPACTLY WHEN NOT IN USE. Carries either in front or at the rear of the handle bar.

Agents Wanted.

KALAMAZOO CYCLE CO.
Kalamazoo, Mich.

FOR THAT FULL FEELING CHEW ADAMS' PEPsin TUITTI FRUIT GUM AFTER EATING.

FOR SALE.

A 36 inch Crypto Geared Ordinary, geared to 63 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.



A GOOD START

Was made early in '92. "IMPERIAL" parts and "IMPERIAL" frames, combined with A1 material did it.

SUCCESS WAS WITH

"IMPERIALS" from the start. It could not have been otherwise under the circumstances.

ALL AGENCIES

Established have been good ones. "IMPERIAL" agents, we call them. They will stick by "IMPERIALS."

WE COVERED THE COUNTRY

As far as our product would permit; quit trying to sell long ago and took care of "IMPERIAL" agents.

WE WILL HAVE FOR '93

Five times as many wheels; all "High Grade," but only need twice as many agents to sell them.

A GOOD TIME TO CONTRACT

Is now. Write us. We will give you all necessary information.

AMES & FROST COMPANY, MAKERS,

302-304 Wabash Ave., CHICAGO.

CHAS. H. SIEG MFG CO., Chicago Retail Agents.

can be taken off or put on in less than thirty seconds, when once accustomed to making the change, from a tandem to a single, or vice versa, and so in either instance securing the use of a perfect tandem or single safety as desired."

A rumor is floating about that two eastern manufacturing concerns are about to consolidate and manufacture under the same roof. Our representative is in possession of the names of the concerns, but cannot state the particulars until the deal is completed, as it is only being considered at present.

The Butler Cycle Fittings Company, of Birmingham, Eng., is in a position to supply the American market with parts in any quantity. The reputation of this firm is of the very best, and some of the bicycles made in England contain parts made by the Butler company. Mr. Westwood, manager of the concern, is a practical machinist and an inventive genius.

C. H. Weld, assistant manager of the Royal Cycle Works, Marshall, Mich., rode from that place to Detroit, 114 miles, in ten hours on Saturday. C. E. Gaus also made the trip. Though it was their first century they finished in good shape. They each rode one of the 1893 Royal Scorcher weighing twenty-nine pounds, and no trouble whatever was had with the light wheels.

A San Francisco firm writes the REFEREE as follows: "In a late issue of your paper we notice that you have an item to the effect that dealers on the Pacific coast pay freight on each machine and add \$5 to the cost. We think you have made a slight mistake, as the freight on a machine averages about \$7.50, the rate being \$8.40 per hundred pounds from Boston and New York."

The James Cycle Company reports that sales are being made every day of James, B. & A. and South Roads. Mr. Bridger says that no retail store will be opened on Wabash avenue, as contemplated, but that the present premises will be so altered and improved that room will be had to store nearly two thousand wheels. Mr. Bridger says that the James, B. & A. and South Road will be the lines for next year, besides the Mason saddle.

E. C. Stearns, of E. C. Stearns & Company, Syracuse, called Saturday on his way to Jacksonville to see the races, but more especially to have a talk with Johnson. Mr. Stearns reports that after his year's experimenting his firm is confident that the wheel it is about to place on the market this fall will be second to none. Four styles will be made, weighing twenty, twenty-five, thirty-one and forty-one pounds. E. C. Stearns & Company is one of the established concerns

in that state. For years it had been manufacturing specialties. The new factory for the making of cycles is 150x60, four stories high.

The result of the North Road 24-four hours' ride does great credit to New Howe machines and their riders. J. A. Bennett of the Anfield B. C. rode second, doing 352 1-2 miles, this being the greatest distance ever ridden on any safety bicycle in open road competition, and J. M. James, who rode fourth, did 339 miles.

Rain Spoiled the Milwaukee Century.

For weeks past active preparations have been under way for the second annual century run of the Milwaukee Wheelmen over the Watertown course. A great deal of interest in the affair had been manifested, and a number of outside riders were in the city ready for the start Sunday morning, but all were doomed to disappointment, for at the hour set for the start it was raining a perfect deluge, accompanied by a terrifying electrical display, which lasted until noon.

The road officers decided to postpone the affair until Sunday, Oct. 16, when the run will take place according to the arrangements previously made. But Morrison, undaunted by the rain and muddy roads, started from the club rooms at 7 o'clock. He rode the entire trip alone, taking dinner at Watertown and reaching Milwaukee about 8 o'clock in the evening. He was compelled to walk several miles at a time, as the rain made it impossible to ride through.

Martin Rotier, editor of the *Pneumatic*, has returned from a business trip to St. Paul.

Casper Sanger has about recovered from his recent illness, much to the pleasure of his numerous friends.

Fenton Fox, traveling representative of the Sercombe-Bolte Manufacturing Company, is enjoying a short vacation, having just returned from a trip through Nebraska, Indiana and Ohio.

Arthur Thompson, during the past season in the bicycle business at Janesville, Wis., has returned to Milwaukee and accepted the position of superintendent of the Automatic Timekeeper Company.

A. A. Hathaway, 112 Mason street, had his Rover roadster, No. 15,608, stolen. The wheel was the curved frame pattern, with extra long seat post.

JACK ROYAL.

Club Doings in Buffalo.

BUFFALO, Oct. 4.—The Comrades C. C. is now located in very commodious quarters at the corner of Best and Rich streets. It has now a membership of about sixty and is beginning to feel its strength. New men are entering this club at every meeting, and its fast men

are distinguishing themselves and adding honor to their club, so there is no doubt that by next season the Comrades C. C. will be equal to any of the older organizations in Buffalo. Much of the success and advancement of this club is due to the untiring efforts of the club's president, John Roedel, who by his energy and ambition has developed the material at his command in an astonishing and able manner.

Charles Callahan, captain of the Press club, deserves great credit for conducting the recent century, as it was the largest of any yet attempted in this town.

Saturday when Frank Klipfel finished the road race, he at once put on extra clothing and started off to make a century by going over the same course again, i. e., to Corfu and return, which he did, making the entire hundred miles in 8 hrs. and 10 min. On Sunday morning at 7 o'clock, in company with P. J. Knapp, he left Buffalo for another century over the Dunkirk route. He arrived at his destination at 11:45 a. m., giving him twenty-three centuries thus far for the season and putting him on a tie with Foell, of the P. C. C. Centuries were made over the different routes yesterday by a party of wheelmen from Akron and Tonawanda, also by members of the Ramblers and Press.

WILLIE DUNN.

Peorians to Make a Century.

PEORIA, Oct. 4.—The Peoria Bicycle Club gives its second annual century run next Sunday. About forty members have signified their intention of making the run. A souvenir is always given to every member that completes the century, and nearly all who start will try and make the hundred miles before giving up. The start will be made from the club house at 3:30 a. m., and the "push" expects to get back in time for dinner. The average rider, however, will not reach the club house until evening. All members are cordially invited to make this run.

Mortimer Redman, formerly a resident of this city and secretary of the Peoria Bicycle Club, has taken up his residence in Washington, D. C., where he will engage in the life insurance business.

Decidedly Against a Change.

ROCHESTER, Oct. 3.—Professional racing, it seems, has been many times experimented with, with suicidal results, yet the Spalding scheme is endorsed by Zimmerman, Taylor and other crack racing men, who pledge themselves to sell their amateur status to the syndicate which Spalding represents. If the project should materialize and the fastest men of the United States enter the professional arena, there will be plenty of

men to step forward and take their places in the amateur ranks and vacated by them in their bright anticipation to get the gold that will, perhaps, be put up by the syndicate.

In speaking to the local representative of the REFEREE, C. J. Iven, an old and well-known wheelman said:

I do not believe it will go through, and furthermore I do not favor cash prizes. I think, if introduced, they will tend to lower the present high standard of bicycle racing by making it a gambling game. Cash prizes were tried a few years ago, and what was the result? Bicycling racing degenerated, and it took a long time to recover from the effects. What do Spalding and his crowd care for bicycling as a sport? Once let them get control of it and wheeling contests would sink as low in public estimation as has base ball under their management. I do not believe Zimmerman will sacrifice his membership in the L. A. W. and the benefit he enjoys therefrom and the comparatively small amount he might receive from Spalding's crowd. Why, Zimmerman has won not far from \$10,000 worth of prizes this year, including the \$1,000 team of horses and carriage he captured at Springfield a few days ago. Could he do as well racing for money? You ask of what good are his prizes if he cannot convert them into cash or something substantial? Well, if he can keep up his present gait he will win as much more next year and then he can snap his fingers at the L. A. W. and sell his prizes. Nevertheless, I would not mind Zimmerman, Windle and the other fast men going in with the syndicate. It would bring other amateurs to the front, speedy men who are now loath to compete in big events because Zimmerman and his contemporaries enter and carry off all the prizes worth having. They are just laying for what they can get. I want bicycling kept up to its present high standard, not degenerated into a money-making scheme.

The second annual lantern parade given under the auspices of the Yonkers Bicycle Club took place Thursday night, two hundred wheelmen, including the Kingsbridge club, Mount Vernon club and guests from other organizations and members from various sections took part.

The
Standard Cap
Company,

56 W. Houston St., New York.

Originators of the Long
Visor Eton Cap.

Eton and Bicycle Caps of
all grades.

Trade only supplied.

The "Marriott" Racer, No. 15,

WINNER OF THE

Paris to
Race,



Ostend
July 3, 1892.

Weight, Racer, about 27 lbs. Light Roadster about 32 lbs. Dunlop Tyred.

We are now open to treat with a few reliable dealers for Next Season's Supplies. Write for Illustrated Catalogues and Terms.

Every Machine bears our Registered Trade Mark.

THE MARRIOTT CYCLE CO., LIMITED,

SAMPSON ROAD NORTH, BIRMINGHAM, ENGLAND.

And 71 QUEEN ST., LONDON, E. C.



EVERY Cycle Dealer should get our quotations on Bicycle Sundries before buying elsewhere. We carry over \$10,000 worth of Cycle Accessories in stock, and can quote prices that will bring your orders. We are especially well situated on the following goods: Three Spring English Saddles, T. & L. Wrenches (equal to B. & S., but much lower in price; we sell over 1,000 a month), Special Tool Bags, Sheet Steel Wrenches, Trouser Guards, Birch Automatic Cycle Locks, Tire Tape, Cement, Pocket Oilers, New Departure Bells, Spoke Grips, Caps, Sweaters, Lamps, Cycle Horns, and last but not least, Repairers' Pumps.

HUMBER-ROVER CYCLE CO.,

285 WABASH AVE., CHICAGO.



PALACE SLEEPING AND DINING CAR LINE TO EASTERN AND CANADIAN POINTS

In Connection with the GREAT WESTERN DIVISION of the GRAND TRUNK RAILWAY, it is the FAVORITE ROUTE to

Niagara Falls, Thousand Islands,

and Rapids of the St. Lawrence, and to the Seaside and Mountain Resorts in the East.

SUMMER TOURISTS Should send their address to E. H. HUGHES, General Western Passenger Agent, Chicago & Grand Trunk Railway, 103 South Clark Street, Chicago, Ill., and ask for particulars regarding Summer Tours, Chicago to Niagara Falls, the Thousand Islands, the Adirondacks, the White Mountains, and the summer resorts of the coast of Maine, which will be sent to all applicants free of charge. **SALE OF SUMMER TOURIST TICKETS COMMENCES JUNE 1.**

Magnificent New Pullman Sleepers

DAILY
BETWEEN

{ Chicago and Detroit,
Chicago and Saginaw Valley,
Chicago and All Canadian Points,
Chicago and Boston.

CANADIAN BAGGAGE. Passengers for Canada can now have their Baggage examined and passed customs and checked to destination at our depot in Chicago, thereby avoiding annoyance and delay at the Canadian frontier.

For Tickets at Lowest Rates, apply at ticket offices in the west, or to

E. H. HUGHES,

General Western Passenger Agent,

103 SOUTH CLARK ST., CHICAGO.

W. J. SPICER, General Manager,
GEO. B. REEVE, Traffic Manager,
W. E. DAVIS, Gen. Pass. & Tkt. Agt.
CHICAGO & GRAND TRUNK RY.

L. J. SEARGEANT, Gen. Manager,
WM. EDGAR, Gen. Pass. Agent,
GRAND TRUNK RAILWAY.

This is an illustration of the

Strongest and Lightest Rim Made.

THEREFORE

IT IS THE

BEST.



CAN BE
MADE TO
SUIT ANY
TYRE.

MANUFACTURED BY

BARTON & LOUDON,
ST. GEORGE'S WORKS, COVENTRY, ENG.

We make all kinds of Cycle Rims, and are undoubtedly the largest manufacturers of Mud Guards in the world.

WILD WITH DESPAIR

On his old hard saddle the cyclist soon becomes.

WILD WITH DELIGHT

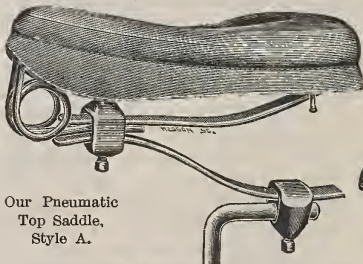
After riding one of Hunt's Pneumatic Saddles.

Are You the Former?

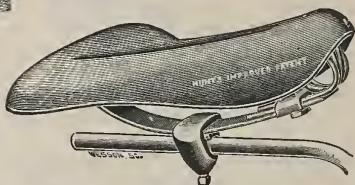
Become the Latter.

Write for prices of
Saddles,
Toe-clips,
Dust-proof Pedals,
Tool-bags, etc.

J. A. HUNT & CO., Westboro, Mass.



Our Pneumatic
Top Saddle,
Style A.



Our Improved Regular Leather Top Saddle
Style B, or Scorcher. Very easy and light
weight.

Solid Comfort.

THE AMERICAN ORMONDE COMPANY

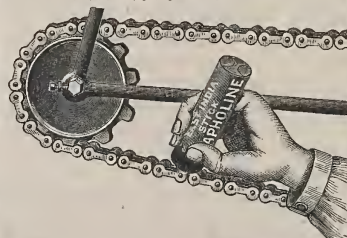
New York, are our Special Agents.

These Goods Sell Every Time.

EAST INDIA

Stick Grapholine

FOR BICYCLE CHAINS.



The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks 3 inches long. It protects the chain from rust, dust and wear. Price 25 cents, by mail.

PRINCE WELLS.

Kentucky Bicycle Agency.

626 4th Avenue, LOUISVILLE, KY.

THE WESTON BRAKE ATTACHMENT.

(Patent applied for.)

For COLUMBIA PNEUMATICS. A removable rubber-covered shoe, attached and detached in one minute without removing the brake. Saves the tire and holds the wheel under perfect control on the steepest grades. Riders of Columbia Pneumatics, you can't afford to miss this. Sent post paid on receipt of price, \$1.00. FRANK C. WESTON, Bangor, Me.

N. B.—Columbia agents should write for discounts at once; it is a seller.

"According to Hoyle"

Have your Bicycle Repaired and Thoroughly Overhauled by the Veteran Repairer.

Over twenty years factory and repair shop experience with makers of Rudge, Rover, Rival, Rapid, Rambler, Premier, Humber, Singer, Swift, &c., &c. Highest testimonials from American and English flyers of the path.

NICKEL-PLATING, PAINTING,

ENAMELLING, ETC.

Be sure you see HOYLE, 5-7 Madison-st. E.,
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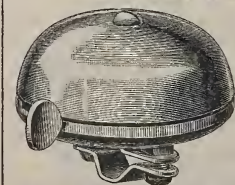
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CYCLE Makers, Carriage Builders, etc., supplied with Gold and Colored Transfers. 2,000 Designs to select from. Largest manufacturer in the world. W. GAY, City Transfer Works, Washington St., and Gough St., Birmingham, England.
Dec. 14-92

EASTERN DEPARTMENT

21 PARK ROW
NEW YORK

The following people called at our New York office, 21 Park Row, last week: J. K. Starley, William Starley, Sr. and Jr., of Rover and Psycho cycle manufacturing fame, Coventry, Eng.; Stephen Golder, New Howe representative; Herbert Hadden, of Bayliss, Thomas & Company, Coventry; Percy Stevens, Coventry Cycle Manufacturing Company, makers of Secure cycles; C. Vernon Pugh, Whitworth Cycle Company; B. Riley, Bonnick & Company, Coventry; Edwin Oliver, Cleveland; W. Perrett, Philadelphia; E. J. Howell, Boston; Joseph Ketchum, Brooklyn; W. Fish, Newark, N. J.; L. Orandel, Newark, N. J.; W. J. Corcoran, Boston; H. Crowther, *Bicycling World*, Boston; H. Henning, Philadelphia; W. B. Troy, *Sporting Life*, Philadelphia; James Sullivan, *Sporting Times*; E. J. Willis, Ormonde company; G. Minton Worden, Remington Arms Company; Walter Mastersen, New York *Sun*; L. C. Boardman, New York *Recorder*; Roland Hennesy, editor *Sport, Music and Drama*; W. H. Hicks, St. Louis *Post Dispatch* and New York *World*; M. Quinlan and Alexander Schwalbach, Gendron Wheel Company; George S. Atwater, Stover Manufacturing Company; George Weymouth, manager Simonds Rolling Machine Company, Fitchburg, Mass.; T. Mallinson, Standard Cycle Company, New York; R. G. Betts and A. T. Merrick of the *Wheel* and G. L. Bosworth and James Murphy, Keating Wheel Company, Holyoke, Mass.

The Chief Sinners.

While the racing board has been chasing the festive salaried amateur artist aimlessly around, did it ever occur to the members that to stop a disease it is necessary to commence doctoring at the root of the trouble? Therefore, would it not be well to deal in a heroic manner with the fountain-head of all the trouble—the manufacturers and agents. The man who accepts the stolen goods is punished, but the man who steals the goods is allowed to go scott free! The man who gives or sells the Indian whiskey out in Oregon is severely punished with imprisonment, and the Indian goes free—not because he don't know any better, for some of those "noble red men" are cute to a degree. So the L. A. W. racing board adopts an entirely opposite course; it meets the wealthy manufacturer at lunch, cracks a bottle and sympathetically asks the wealthy one if he ever paid Johnnie Jones anything for that mile record, or for winning that team of mules and that graveyard lot. The wealthy one (if smart) will dodge the question, through previous arrangements, and will compliment the L. A. W. and its racing board on the purity of the amateur race path; the good work the league is doing in chasing the innocents, etc. Then Johnnie Jones is pronounced pure and free from financial germs. If the racing board and the L. A. W. wish to stop what they would have us believe they do, they would go to the root of the trouble; they would first investigate the manufacturer, the fountain-head of the disease; suspend him a little or make it sufficient cause to bar his wheel from the path unless he could show a clean bill of health. That

would settle that part of the business. But would the L. A. W. have the moral courage to do that? I trow not; the league and the manufacturer are too closely connected in some instances to allow such an impertinent proposition. A circular asking for information does the work better, and the board can afford to be severe and stern with Johnnie Jones; he is a financial and social nonentity. Farcial, hypocritical racing board.

Charles P. Sisley on Amateurism.

I am in receipt of a letter from C. P. Sisley, editor of *Cycling*, London, which in my mind would prove the greatest endorsement the cash prize advocates in this country could wish for, if the editor had not marked "private" that part which should be made public. Mr. Sisley says his editorial, published

facturing Company in Boston, whose agent he was. Pit was staggered when he was told that Worcester made bicycles and that the firm was Hill & Tollman; that one Green, who had recently come from England full of the manufacturing spirit, had persuaded Hill & Tollman to back the enterprise. The first wheel made weighed about sixty pounds and was made of gas tubing—had very thick spokes—and on this all the members of the firm learned to ride in a quiet spot. Pitman was soon in pursuit of the illicit factory and advised the firm to go and see the colonel before becoming wealthy. So Tollman took the advice, and instead of manufacturing, Hill & Tollman became Columbia agents in Worcester. That's a bit more history in which the "old vet" figures. At the Philadelphia cycle show "Pit" made a speech having for his seconds and "bottle holder" Kennedy Child and Frank Egan. In that speech the old vet said, speaking of the pure period:

"Those were the days of the pure amateur, truly. We raced and paid our own expenses, and thought a \$10 prize a satisfactory reward for winning. Why,

and sent same to the genial Columbia bicycle president, deploring the fact that he should be used in such a manner. Here is what the colonel said in reply, in his well-known handwriting:

MY DEAR SIR:—Thank you very much for your polite letter of the 5th inst., calling my attention to the error of the "Recorder" in publishing my picture for that of Mintster Egan. We are doing great deeds with pneumatic tired bicycles, and revolutionizing the sports of the turf by the use of Columbia pneumatic tires on sulkies; we are "riding on air and racing with the winds." As the affairs of Chili have been rather windy of late, possibly the editor got the idea of diplomatic wind mixed up with pneumatic tires and thus fell into the error. At any rate, your kind note is appreciated.

With best wishes,

ALBERT A. POPE.

It is no secret that Colonel Pope is the most popular and appreciated man in cycling in America to-day, and many a time at tournaments I have watched the enthusiasm his presence created. The most lowly can always expect and receive a genial hand-shake from the president of the Columbia company, be they riders of blue rims or not. The man is enshrined in the affections of the American cycling public as no other is, and it will be a sorry day when we lose him. I used to roast the Columbia monopoly, and have written pages antagonistic to what I thought was a monopoly in those days, but I did not know the man, and not having received one cent from the Pope Manufacturing Company outside of what I earned from it, I am under no obligations to the company. But I can find room for admiration for such a sport-helper as Albert A. Pope.

Editor R. J. McCreedy.

It is not often that you find an editor of unusual ability a crack racing man, and the path does not afford many instances where the wielder of pen and shears attains championship honors on the path; but in the case of the Dublin editor, R. J. McCreedy of the *Irish Cyclist*, we find a busy editor right up in the front racing ranks. I know his methods—or rather lack of methods—in training, having seen him try to get fit in Dublin in 1887, and it was hard work all day and a few stolen moments in the evening for training purposes. N. H. Van Sicklen is as near like the spectacled Irish editor as can well be in his training methods, and has been quite as successful. Many an evening the writer has plugged around a track with "Van," after his hard day's work was done. I think such men should be given more credit for their performances than the man who makes a specialty of the game and lives on the track the best part of the day. I have often wondered if the bespectacled pair, Van Sicklen and McCreedy, would ever retire from the path, and by a letter just received from the gay Dubliner it looks as if he will be at it again next year. McCreedy writes as follows:

I enjoy reading your contributions to the American papers very much, and I am glad that you appreciate the "Irish Cyclist." I show no signs of failing yet on the race path, and I fancy I will continue as long as I am able to hold my own. This year I would have done well but for a series of misfortunes. I ran stale before the N. C. U. championships; then just as I was getting right and had beaten Adams and Schofield, etc., I got blood-poisoning in my arm. When I was recovering from that I started racing again and beat Arthur du Cross and others. I then went to Scotland, but caught cold going over, and got very bad neuralgia, which kept me awake every night while I was there. Notwithstanding this I beat Harris, Schofield, MacLaren and Vogt, but got a bad fall at one meeting, which compelled me to stop. Cycling circles have changed greatly since you were here, and very many of the old faces are gone. Yours very truly,

R. J. McCREEDY.

There is something pathetic in "very many of the old faces are gone." I was looking at a group of pictures of about sixty of us, the other day, taken at Pow-



W. C. Sanger, mounted on the Sanger racer, made to measure only.—This cut of W. C. Sanger shows the popular Milwaukee flyer in a racing position and giving at the top of his speed. It was taken from an instantaneous photograph and is the first picture of the kind ever taken.

in the REFEREE, on "Humbug—no More" is applicable to both path and road racing in England. The English editor is hot under the collar over the apathy shown by the English amateur governing body, and we can look out for a merry war led by *Wheeling's* and *Cycling's* heavy fighting guns. I can not see, however, why Editor Sisley's letter should be marked private, and for the true interests of the sport it should be made public. But all I can do is to ask the author the privilege of giving to American cyclists what is known already by all, and that is that amateurism is not amateurism any longer. Humbug? Yes, just a little!"

The Old "Vet," Pit.

The recent discussion about Pitman reminds me that while in Worcester last spring I was told that Pitman was the first man ever seen in Worcester on a bicycle, about 1878. Pitman startled the city by riding along the streets, and announced that the only bicycles manufactured were made by the Pope Manu-

I remember the first race I rode in New York. It was in the American Institute. I rode a Columbia and the colonel paid my expenses."

Kennedy Child called time on the old vet and Egan threw up the sponge; their man was hopelessly drifting to the bad, and the colonel present, too. But Pit is a good boy and was as pure as any of them.

The Colonel and Minister Egan.

The friends of Colonel Pope were justly indignant last week on seeing the well-known picture of the "Father of American Cycling" used by the *Recorder* to represent Minister Pat Egan of Chili. Now, I never knew there was anything Irish about the colonel, and as a scheming diplomat he would be much out of place. The colonel hits too straight from the shoulder to be minister to a one-horse country like Chili; he could whip the Chilians single-handed. So when New York read Minister Egan and saw Colonel Pope a loud protest arose. The writer clipped the article and picture



THE WHITE ELEPHANT OF THE L. A. W.
THE PRESIDENT: "Wonderful; wonderful. But, my goodness, how it does grow!"

erscourt Falls, outside of Dublin, and four out of that happy throng will not answer the roll-call again. The bright (rightly named "energetic") brother of the editor of the *Irish Cyclist* was one; Woodside, senior and junior, and Ross, the agent, are three more. Possibly others of that group are no longer with us.

Respects to Frank Egan.

In the last issue of his pneumatic sheet Frank Egan deals the writer one of his favorite below-the-belt blows, while in two other places printing eulogistic notices of him. The cause of Egan's wrath was my article on Crowther's treatment by the Philadelphia paper, and while writing the same in the spirit of fair play, I was prepared to have Egan hurl that old chestnut roast at me. One of the grave charges preferred against me by Frank is that I was once an undertaker and buried people for a living, and in truth I have planted people before breakfast just as smart as "Aranza." But then, that is a dead issue—so are women cyclists in racing. We must deal with the present and live issues. Regarding women, if my idea of woman was not more exalted than that held by Egan, I would and could preach a little sermonette on that, entitled "Learn the Truth." But that is not cycling. Mr. Egan's sympathy with my desire "to live down former mistakes" is touching, and I appreciate its true worth, after reading the introductory remarks to the "roast." Mr. Egan does not attempt to controvert my

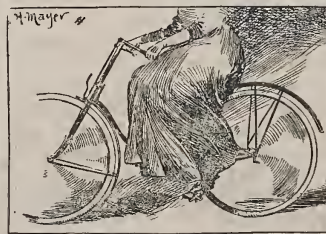
article on the paper's roast of Crowther, but in a letter Egan tells me that "if I knew all I would not be so positive," and that he is "awfully near right at times, and this is one of the times." With due respect to the roastologist, I do not think Frank Egan was within a mile of the right road when he published "Learn the Truth." Frank Egan is proving himself to be a regular Hermann in scientific journalistic slight of hand juggling, but if my future success is to be carved out through the forbearance and mercy of Frank Egan holding anything back of more discredit than the "crimes" I am charged with, I beg of the "commentator" to enlighten the world with another "learn the truth" article. It has been generally supposed that Frank Egan and myself had formed a mutual admiration and roastology society for advertising purposes, but I can assure an anxious public that such a thing does not exist, for I believe in consistency. Egan doesn't. On the cash prize and amateur question we agree, and on one or two other things, but I do not believe in unwarranted abuse as practiced by the lively Egan.

Pneumatic Scheme No. 2.

The cash prize scheme, which is said will be fathered by the *Sporting Life*, may be a go the coming year, but I am willing to risk a prediction that it won't. But the scheme has proved valuable from an advertising point of view for Professor Egan and the *Life*. Now we are treated to scheme number two in the shape of a special car tendered the

"kings of cycling" for a trip west. This is a trifle inconsistent, too. The *Sporting Life* has roasted amateurism all summer; now it proposes to send the amateurs to a warmer climate this winter because they will furnish a first rate advertisement for the *Sporting Life* scheme. The enterprise, though, is very praiseworthy and is easier than the professional league scheme, but the rule of inconsistency crops out very forcibly. Egan writes me regarding the plans and makes the startling announcement that he has "more shots of the same kind in the locker," and to keep an eye on the professor so we can expect a lot of sensationalism from Quakertown this winter. *Vive le roi!* Well, let's hope they will, if consistent with Egan's teachings.

MORGAN.



The Belle Lap.

Bliss' Baltimore Trouble.

Bliss, the Chicago man who made his appearance in Baltimore at the Maryland Club's meet, and who scored such excellent records in the 34-class quarter and 2:25 class races, winning both, will

not be awarded the prizes he was supposed to have won. Chairman Raymond of the national racing board handed down the decision last week.

Bliss, it has been discovered, was not eligible to either of these two races, as he on previous occasions had made better records than the class limit specified. Handicappers Gideon of Pennsylvania and Goodman of Connecticut both wrote in testimony of this fact to the national racing board. This little incident will serve as a warning to would-be record-jumpers in the future who seek to take advantage of handicappers by making their real records and running in classes where they have no business.

Without these class races the cycle track would soon lose its attraction for the great body of people who now patronize the races. To have one or two men crowd into each event and win time after time, as would be the case without the class limit, which freezes them out, the contests would grow tiresome to the spectators and discouraging to less experienced or less expert riders. If such men as Zimmerman, Taylor, Tyler and others of their class could go in all races put upon the meet programme, where would the rising talent be? The incentive which urges the men to contest would be gone, the races would be flat and the patronage soon dwindle away. Bliss had no business in those races, and the decision against him is but just to the other riders.—*Baltimore Herald*.

Horace Bell was in New York during the week.



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