SANTA MONICA RACE

Record Smashed Into a Cocked Hat

A DARK HORSE THE VICTOR

Comes In First From an Eight Minute Handicap

ULBRICHT WINS TIME PRIZE

Was Very Closely Pressed by Clyde Washburn

A Fair Day and a Good Course and Very Little Complaint—The Scores and Details in Full—Outside Events

All previous records were smashed in the Santa Monica road race yesterday, and cycling men all over the city are enthusiastic over the result as are lovers of the flying wheel in all Southern California. Emil Ulbricht on his Thistle wheel made the great pace in 49:29, finishing fifty-ninth in order from scratch. Louis Lawton, an unknown phenomenon from Duarte, an eight-minute handicap man, finished first in 50:09 2-5, making first place and excellent time, the best average. Last year's record, made by Ulbricht, is 57:01.

The day was a fine one for cycling and the seventeen miles of road was in the best condition. The officers of the day were promptly at the rendezvous at 8 a. m. and riders were soon flocking to the pavilion from Olive street, Fifth street and every corner of the compass. The officers were W. J. Allen, local consul of the L. A. W., referee; timers, Ford Smith, John Thayer, Will Knippenberg and E. Berman; scorers, E. S. Pauly, A. J. Carey, W. F. Kennedy, E. S. Cook and H. S. Darling; Ford Smith, official L. A. W. handicapper, officiated as starter.

A vast crowd of people swarmed around Fifth and Olive streets to see the men off. The jam was so dense as to frequently impede a racer as he left the scratch. At 12 minutes sharp before 9 o'clock, limit men were called and Mr. T. Rowan, jr., esq, etc., lined up in solitary grandeur for his 12 minutes lead. John Brink, Doc Kennedy and Perry Howard failing to make their appearance.

One minute later W. S. Kingsberry, number 117, and Will Hill, 118, were sent wriggling down the stretch.

The ten-minute men to leave were A. L. Taber, Will Imbler, E. T. Carter, J. T. Newell and B. V. Duque. C. E. Patterson, the "yellow fellow," and Editor S. H. Laverty thought discretion the better part of valor.

E. L. Blugeot was the only scratch in the nine-minute handicap, the rest leaving on time, G. L. Smith, Will Matthewson, D. F. Sheedon, J. J. Manley, W. W. Weir, H. A. Phillips and Fred Phillips.

All the eight-minute men started, C. E. Pierce, John Meyer, L. A. Forsythe, V. W. Guercio, W. Yeoman, W. B. Juenger, Herb Pease, Jacob Wilsford, R. H. Jeffries, H. E. Wiley, H. L. Jenkins, A. J. Church, L. Lawton, Wm. Martindale, Rapp Carl.

Hermann Ells and N. L. Biehl failed to start in the seven-minute class, but the other entries did. They were Weyman Watts, John Engel, W. E. Tyler, N. L. Biehl, F. L. Morril, Ed Mather, R. S. Taylor, Willie Jones, Clarence Good, De Forrest, W. S. Savage, H. Ritter, V. Lauge, E. E. Sallady, V. E. Bennett Bert Neily, W. B. Gard, Herman Ells, J. W. Manser, F. G. Maynard.

L. X. Norman scratched in the 6-minute handicap to go down to the San Diego races, and W. Y. Howell did not show up. The men at the line were: T. E. Adams, Clarence Miller, Paul Felton, A. B. Elliot, W. A. Stephenson, Emil Ducommun, F. W. Rendoock, D. Wardall, Al Hilliard, De Hay, Earl Cole, E. D. Campbell.

F. H. Muchmore failed to show up when 5-minute men were called, the other men lining up and starting off as follows: Earnest Cole, F. L. Hogue, A. J. Bayer, J. W. Lester, E. Y. Clark, John Richardson, W. E. Kinzie, F. T. Drew, C. W. Stautor, E. L. Weaver, A. B. Houston, Z. G. Taylor, H. Y. Hawks, E. S. Schwartz, J. E. Sandstrow.

Crimson-rimmed, crimson everything, Knip and Jacob Olsen scratched, the 4-minute men and Fay Stephenson, the veteran, and Ed Wasson led off the bunch followed by W. R. Ruess, James F. Sugg, Louis Wade, Alvin Simonds, Howard Squires, E. P. Neily, Charley Miller, E. J. Norman, John Todd, Charles Cowley C. Dr. Banson, Oscar Lawler.

Frank Badillo, Jacob Eckhart, O. J. Webber, George B. Cox, R. H. Hargrave, Albert Tompkins, Mode Griffith, Daniel Hogland, D. R. Mussey left in a block when 3-minute men were called.

W. A. Taylor of the 2-minute men scratched to go to the San Diego races and H. L. Williams, W. L. Garrison and H. E. Bundy whirled away at the call.

They were closely followed by Godfrey Schmidt and Clyde Washburn, the minute men, and close on their heels sped lone Phil Kitchin with his 30-seconds handicap.

The crowd surged and peered and called their names as the cracks pusned along to scratch and they cheered them as, at 9 o'clock sharp, they dashed away. Emil Ulbricht got the lead, closely pressed by Herb McCrea, followed in turn by Will Hatton and Will Rodriguez. As they disappeared down Olive street there was a ringing hurrah and the mass of humanity began breaking and flying to catch the 9:10 o'clock special train to be in at the finish.

Officials and assistants scrambled into a waiting coach and the party was driven hastily to the Arcade depot. There was racing and chasing for a brief few minutes and people in carriages, afoot and in the cycle saddle began tumbling into the depot and piling aboard the already heavily loaded seventeen or eighteen coaches, filling the aisles, the baggage car and engine and covering the coal in the tender. The engineer pulled open the throttle and the train raced down the track after the tearing wheelmen.

From the Train

An eager lookout was kept from car windows and all points of vantage for the first glimpse of the riders flying along the road. Little dust clouds barely visible to the naked eye, under the field glass showed a toiling, perspiring rider pumping along merrily toward the Palms. Nearing Palms hill a long stretch was brought plainly into view and the hot pacing racers glimmering like streaks of light though the gauze of dust and sweeping along to their coveted goal.

As the train thundered across the bridge over the road down Palms hill and the scattered field went tearing under it, yells of encouragement broke from the cars and cheers told the struggling racers that they would be warmly greeted on the finish. For some little distance they were kept in view, then the road turned and the train passed the wheelmen, leaving them far out of sight.

At the Finish

Santa Monica was out en masse to see the Los Angeles wheelmen finish the great annual race named after that beautiful summer city. When the crowds from the train rushed through the deserted streets to the point of finish, they found swarms of people crowding toward every point of vantage. The officials took their places, the police lined the crush back of the boundaries and within a very brief space the cry of "Here they come" was heard. But it was a false alarm: only a couple of women bloomers regaled the eyes of the eager crowd, and they themselves were greeted with remarks calculated to worry the most impervious new woman. When they had ridden an exhibition over the course, a lookout announced a rider in view, and with the cheers a dirty, dusty spectre careered down the stretch and rolled across the tape with a triumphant smile that emphasized the pride of victory that filled his eyes.

The rider was Louis Lawton, a stranger, a young man from Duarte, who surprised the talent by taking the first place and making his race in the good time of 50:09 2-5. Almost a minute behind him Will Yeoman ground along in 50:58 1-5; then A. L. Taber, 54:47; fourth, E. T. Carter, 54:51; fifth, W. W. Weir, 53:53; sixth, Jake Willsford, 53:00; seventh, Will Imbler, 55:05. These seven men take the seven place prizes in order as they finished.

Close on their heels came other tired and dusty riders, singly, by twos and in groups. Some of them rode painfully across the tape, others romped over easily and pacing bunches scorched along. The usual foolish, senseless crowd blocked the course, crowded inanely out into the path of the riders and even when ridden down and knocked about in the dust some of them persevered until even the police could not but notice the condition of affairs. But threats and entreaties were in vain and half a dozen wheelmen were thrown heavily by collision with the mob.

A pretty finish was that of George B. Cox, Albert Tompkins and R. D. Mussey, three minute men, who burst across the tape in a straggling bunch in 5:35, 5:39, and 5:37. They rode in twenty-eighth, thirtieth and twenty-ninth.

Thomas E. Rowan, Jr., the 239 lb. Limit Man, Who Rode an 18 3-4 lb. Fowler Wheel in Yesterday's Road Race

H. E. Bunby, a two-minute man, rode in thirty-ninth in 50:24½, a pretty finish, trailed hotly by Clyde Washburn, one-minute man, in 49:36, in a great spurt by both. They were cheered loudly as they came in. Then the field straggled in one after another, all moving as fast as they could spurt, until cheering announced the arrival of Emil Ulbricht, scratch man, who crossed the tape fifty-ninth, in 49:26, the fastest time made and the speed that broke the record and took the beautiful diamond medal awarded to the man winning time prize in two road races.

After all the riders in sight had come in, the boys went wherever they chose, the crowd taking to the plunge or the surf and many picnicing on the sands or in the groves.

Yarning on their adventures was the order of the day. Fay Stephenson, the veteran road racer and orator of the day, arrayed himself in fetching garments of white flannel, adorned by a broad red sash and filed a protest.

He claimed that the pace from the first was too hot, that the men who held back to reserve their strength (that meant Fay S.) got left because the cautionless younger riders wasted their energies and ended first. That he claimed was unprecedented and unwise.

Herb McCrea finished just before him, his fore wheel having struck a nice sharp piece of tin and come out the worse for the contact.

Eckhardt, Sugg, Wade, Miller, Lawlor, Richardson, Weaver, Adams, Wardell, Hilliard, Sallady and Juenger were looked for by anxious friends, but they did not show in the timers' and scorers' records and dire mishaps were imagined for them. But they were all accounted for finally. Falls, bursted tires, collisions, runovers and sudden illnesses explained it. Several who did finish rode in with flat tires, or bruised and bloody from falls.

It was generally remarked that if Clyde Washburn had not sustained a severe fall he would have beaten the "Flying Dutchman" behind whom he was only seven seconds distant. The class, name, position and riding time of each contestant is here given:

Scratch—Ulbricht, 59, 49:29; Hamilton, scratched; McCrea, no record; Hatton, 78, 51:22½; Rodriquez, 66, 50:34; McAleer, scratched.

Thirty seconds—Kitchin, 83, 52:42.

One minute—Schmidt, 77, 52:22; Washburn, 40, 49:36.

Two minutes—Williams, no record; Garrison, 67, 52:34; Taylor, scratched; Bundy, 39, 50:24½.

Three minutes—Badillo, 81, 54:41; Eckhart, no record; Weber, 74, 54:16 1-5; Cox, 28, 5:35; Hargrave, 34, 51:05; Tompkins, 30, 50:39; Griffith, 90, 56:26; Scogland, 56, 52:20 Mussey, 29, 50:37.

Four minutes—Stephenson, 37, 5:22 1-5. Wasson, 70, 54:53; Olsen, scratched; Ruess, 22, 51:13 2-5; Sugg, no record; Wade, no record; Simonds, 73, 55:16; Squires, 10, 49:42; Neily, 65, 54:25; Miller, no record; Norman, 62, 53:45; Todd, 12, 49:45; Cowan, 55, 53:19; Branson, 68, 54:39; Lawler no record; Knip, scratched.

Five minutes—Cole, 85, 57:14; Hogue, 47, 53:53; Bayer, 21, 52:06; Lester, 91; 58:27; Clark, 79, 56:30; Richardson, no record; Kizie, 58, 54:22; Drew, 35, 53:17; Stautor, 63, 55:10; Weaver, no record; Taylor, 50, 54:05; Houston, 69, 55:49; Hawks, 38, 53:23; Schwartz, 92, 59:17; Sandstrow, 41, 53:30 1-5; Muchmore, scratched.

Six minutes—Adams, no record; Howell, scratched; Miller, 33, 54:04½; Felton, 25, 52:57; Elliott, 84, 58:13; Stephenson, 57, 55:21; Ducommun, 42, 54:37, Rehbock, 72, 56:06; Wardall, no record; Hillard, no record; De Hay, 48, 54:54; Norman, scratched; Cole, 43, 54:38, Campbell, 54:39.

Seven minutes—Watts, 27, 54:34; Engel, 16, 53:19; Tyler 36, 55:22; Biehl, scratched; Morril, 61, 56:44; Mather, 14, 53:08 2-5; Taylor, 19, 53:49 2-5; Jones, 89, 60:15, Good, 24; 54:25; De Forrest, 93, 61:18; Savage, 16, 55:50; Gard, 16, 55:04; Ells, scratched; Masner, 45, 55:44; Maynard, 75, 58:19; Ritter, 60, 56:36; Lauge, 82, 59:03; Sallady, no record; Bennett, 52, 56:16; Neily, 8, 52:34.

Eight minutes — Pierce, 54, 57:18; Meyer, 18, 54:32 2-5; Forsythe, 51, 57:05½; Guercio, 11, 53:44; Yeoman, 2, 50:58 1-5; Juenger, no record; Pease, 23, 55:14; Willsford, 6, 53:00; Jeffries, 80, 59:34; Willey, 96, 53:40 Jenkins, 87, 60:46; Church, 17 54:19 2-5; Lawton, 1, 50:09 2-5; Marcindale, 15, 54:17; Rapp, 86, 60:25.

Nine minutes—Smith, 53, 58:17; Matthewson, 49, 57:55; Sheedon, 76, 60:21; Manley, 13, 55:08; De Blugeot, scratched; Weir, 5, 53:53; Phillips, 71, 59:58; Phillips, 64, 59:14.

Ten minutes—Taber, 3, 54:47; Imbler, 7, 55:05; Patterson, scratched; Carter, 4, 54:51; Newell, 24, 57:17; Duque, 88, 63:02; Laverty, scratched.

Eleven minutes—Kingsberry, 26, 58:33; Hill, 31, 58:56.

Twelve minutes — Brink, scratched; Kennedy, scratched; Howard, scratched; T. Rowan, jr., no record.

Summary

Ulbricht broke the Santa Monica road race record of 57:01, made by him last year, making the seventeen miles in 49:29.

Seven time-prize winners and prizes awarded: First, Emil Ulbricht, 49:29, Rambler tandem bicycle and diamond medal, donated by Thomas H. B. Varney; second, Clyde Washburn, 49:36, saddle horse and outfit, donated by the Southern California Arms company; third, Howard Squires, 49:42, writing desk, donated by Eckert & Hopf of Santa Monica; fourth, John Todd, 49:45, $1000 life insurance policy in Aetna Insurance company, donated by Lord & Hall; fifth, Louis Lawton, 50:09 2-5, bicycle suit, donated by Stephens & Hickok; sixth, H. E. Bundy, 50:24½, bicycle traveling case from the Los Angeles wheelmen; seventh, Will Rodriguez, 50:34, suit case, donated by the Los Angeles Athletic club.

Thirty-two place prizes were offered to the men finishing in order from the first man to cross the tape. Special prizes were offered in addition as scheduled below. The place men in order with their class and time were: First, Louis Lawton, 8 minutes, 50:09 2-5; second, Will Yeoman, 8 minutes, 5:58 1-5; third, A. L. Taber, 10 minutes, 54:47; fourth, E. T. Carter, 10 minutes, 54:51; fifth, W. W. Weir, 9 minutes, 53:53; sixth, Jacob Willsford, 8 minutes, 53; seventh, Will Imlber, 10 minutes, 55:05; eighth, Bert Neily, 7 minutes, 52:34; ninth, H. E. Willey, 8 minutes, 53:40; tenth, Howard Squires, 4 minutes, 49:42; eleventh, V. W. Guercio, 8 minutes, 53:44; twelfth, John Todd, 4 minutes, 49:45; thirteenth, I. J. Manley, 9 minutes, 55:08; fourteenth, Ed Mather, 7 minutes, 53:08 2 5; fifteenth, William Martindale, 8 minutes, 54:17; sixteenth, John Engel, 7 minutes, 53:19; seventeenth, A. J. Church, 8 minutes, 54:19 2-5; eighteenth, John Meyer, 8 minutes, 54:32 2-5; nineteenth, R. S. Taylor, 7 minutes, 53:49 2-5; twentieth, Paul Felton, 6 minutes, 52:57; twenty-first, A. J. Bayer, 5 minutes, 52:06; twenty-second, W. R. Rues, 4 minutes, 51:13 2-5; twenty-third, Herb Pease, 8 minutes, 55:14; twenty-fourth, J. T. Newell, 10 minutes, 57:17; twenty-fifth, Clarence M. Good, 7 minutes, 54:25; twenty sixth, W. S. Kingsberry, 11 minutes, 58:33; twenty-seventh, Weyman Watts, 7 minutes, 54:34; twenty-eighth, George B. Cox, 3 minutes, 56:35; twenty-ninth, R. D. Mussey, 3 minutes, 56:37; thirtieth, Albert Tompkins, 3 minutes, 56:39; thirty-first, W. X. Hill, 11 minutes, 58:56; thirty-second, W. B. Garb, 7 minutes, 55:04.

Their prizes are to be given at some time not yet decided, as follows:

First place—Syracuse crimson rim tandem bicycle, donated by Will Knippenberg.

Second place—Keating bicycle, donated by Hawley, King & Co.

Third place—Shotgun, donated by Tufts-Lyon Arms company.

Fourth pace—Tennis outfit, donated by Overman Wheel company.

Fifth place—Onyx clock, donated by Los Angeles Athletic club.

Sixth place—$1000 life insurance policy in the Aetna Insurance company, donated by T. M. Lord and M. J. Hall, agents.

Seventh place—Bicycle suit, donated by Tufts-Lyon Arms company.

Ninth place—Membership in Los Angeles Athletic club, donated by C. E. Patterson.

Tenth place—Card table, donated by Eckert & Hopf, Santa Monica.

Eleventh place—Morgan & Wright tires, donated by Morgan & Wright, Chicago.

Thirteenth place—Baseball outfit, donated by Overman Wheel company.

Fourteenth place—Case of wine, donated by Cut-Rate Wine company.

Fifteeth, sixteenth, seventeenth and eighteenth places—Sweaters, donated by Overman Wheel company, Stephens & Hikok and D. L. Burke.

Nineteenth place—Bicycle hose, donated by Tufts-Lyon Arms company.

Twentieth, twenty-first and twenty-second places—Bicycle shoes, donated by C. E. Cummings, Overman Wheel company and Tufts-Lyon Arms company.

Twenty third to twenty-seventh places—Bicycle pumps and lamps, donated by Los Angeles Wheelman.

The following special prizes were listed:

The rider scoring best average for both time and place—A leather rocker chair, donated by L. W. Fox.

If the winner rides a Fowler bicycle he will receive a $500 piano, donated by the Fowler Cycle company.

If the winner rides a Syracuse bicycle he will receive a Syracuse wheel, donated by Will Knippenburg.

If the winer rides a Keating bicycle he will receive a Keating wheel, donated by Hawley, King & Co.

If the time winner rides a Gendron he will receive a Gendron wheel, donated by the Southern California Arms company.

The last man to finish will receive a booby prize, a full nickeled safety pin donated by Will Knippenburg.

Louis Lawton will undoubtedly get the prize for best average, also the Syracuse bicycle, he having ridden a Syracuse wheel procured only the night before; those added to first place prize, a Syracuse tandem, and the fifth time prize, a bicycle suit, will fit out the stranger from Duarte fairly well for one day's sport.

The other prizes do not carry excepting the last, the nickel-plated safety (pin), which goes to Herb McCrea or T. Rowan, jr.

The day may be summed up as being a success in every particular beyond the inevitable complaint some chronically disaffected people cannot help making. Of the ninety-four riders who finished out of the 124 entered, eighty-six made the seventeen miles in less than an hour. It was a good meet, well managed, and one of which the cycling men are proud.

Banquet to Officers

After the Santa Monica road race yesterday the officials of the course went to Bob Eckert's with a party of friends and riders and enjoyed a banquet under the fostering care o. Will Knippenberg, whose wheel won first place and second time, so much to his pride that he "blew himself" in hospitality.

Train Delayed

The 3 o'clock special from Santa Monica was delayed half an hour at the Palms yesterday by an accident to the engine, an eccentric becoming cracked. The following train was flagged and a collision prevented. The engineer repaired the damage and the train reached the city safely.

A Conundrum

Editor Herald:—Now that the great road race is over, will the managers of the race kindly answer two questions of interest to wheelmen? First, does the league of American wheelmen sanction or recognize road racing? Second; if not, what excuse have the managers of this road race for charging unattached members of the L. A. W. two dollars and members of the L. A. W. only one dollar for entering road race?

ENQUIRER.

Ventura Races

VENTURA, July 4.—Agricultural Park was formally opened today with bicycle races and a ball game. Two bands furnished the music. A large crowd was in attendance. The mile race course and five hundred feet of stables elicited much praise from competent judges from abroad.

In the bicycle races the two-mile handicap was won by T. Q. Hall of Los Angeles, F. B. Gilger second, John Behn third; time, 5:20.

Five mile handicap—Ernest Fanklin of Saticoy first, Allen Keene second, Edgar Orton third; time, 13:25.

Hall, the Los Angeles man, couldn't overcome the seven hundred yards handicap given Franklin, who kept his place throughout the race.

Pomona Races

POMONA, July 4.—The baseball game played today between the Brunswicks of Los Angeles and the Pomona nine resulted in a score of 6 to 9 in the former's favor.

The races that occurred on Second street were won as follows: Four mile handicap bicycle road race—Thurman, 1 minute handicap, won; prize, a gold watch. The one hundred yard dash was won by Frank Nance; the six hundred yard dash by Guy Woodward.

San Jose

SAN JOSE, July 4.—The tenth grand annual meet of the North California division of the L. A. W. took place today under the auspices of the Garden City Cyclers on their three-lap track. The day was cloudy and a strong wind hampered the racers considerably. C. S. Wells of the Bay City Wheelmen and J. E. Edwards of the Olmypic club were the stars of the day in their respective classes.

One serious accident occurred, that in the final of the one-third mile, class A. Byrne and Languetin were rounding the last turn at a terrific gait, when Byrne seemed to collapse and fall, Languetin running over him, sustaining a broken arm, badly contused head and other injuries. Byrne was badly bruised. Summaries:

One-third mile scratch, class A—J. E. Edwards, C. D. Bates, G. F. Bieckman; time, :48 2-5.

Two-thirds of a mile scratch, class B—C. S. Wells, Allan Jones, Robert Long; time, 1:35.

Two-thirds of a mile, class A, handicap—Edwards, 25 yards; Moody, 13; Alexander, 25; time, 1:25 1-5.

One mile, class B, handicap—Wells, scratch; Jones, 30; Davis, 45; time, 2:19 4-5.

One mile handicap, class A—J. A. Delmas, 85 yards; O. B. Smith, 30; R. Moody, 25; time, 2:09 3-5.

Ontario Races

ONTARIO, July 4.—There was a celebration here. There were fifty-five floats in the parade. The world's record was beaten for the twenty yards dash. Time, 0:19 2-5.

At Waltham

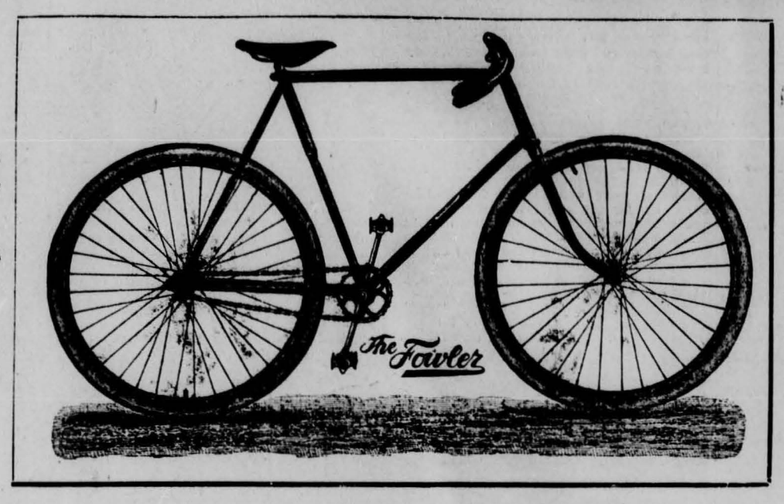
WALTHAM, Mass., July 4.—Six thousand people witnessed the athletic carnival at the track today under the auspices of the Emmett Literary association and the Waltham Bicycle club. The events were especially noteworthy because of the appearance of John S. Tyler and Sanger in a professional race for $1000 and also because of a contest between several women for a prize to be given to the one having the most approved female bicycle costume, the latter event being the first of its kind ever held. In the professional race, Johnson broke the world's competition record for a mile, standing start, making the distance in 1:58 2-5. This race was run in two heats, Johnson winning the first in 2:0 2-5, finishing three lengths ahead of Sanger, who in turn crossed the tape about six lengths ahead of Tyler. In the second and final heat Tyler floundered at the half and threw out Sanger. Neither finished, but Johnson, following the pacemakers on a quad, kept on, crossing the tape in 1:58 2-5 amid cheers from the multitude of spectators.

The contest for the biccyle costume stake was interesting, as the verdict of the judges has been expected to in a way decide the question of preference between bloomers and knickerbockers and skirts, long or short. In awarding of the prizes bloomers, the closer knickerbockers and short skirts were winners. The long skirts found no approval.

Some of the men in the grand stand showed their disapproval of the bloomers and knickerbockers by roundly hissing the wearers.

FOWLER BICYCLES

SEE THAT TRUSS



RIGID AS A ROCK!

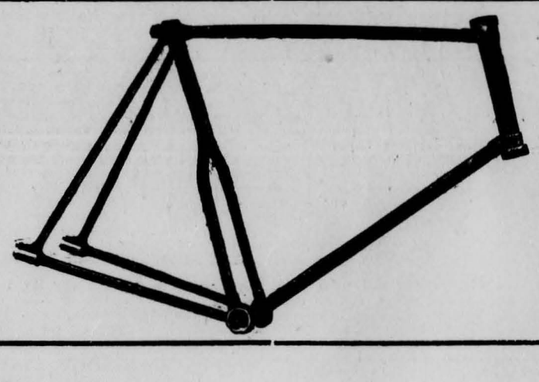
Our Fat Limit Man

THOMAS E. ROWAN, JR., the *239-pound "Living Skeleton,"* rode over the course in the great Santa Monica Road Race yesterday in 1 hour 6 minutes on a *FOWLER BICYCLE* weighing only *18 3-4* pounds (actual scale weight with racing tires This wheel was actually weighed before the race, unlike the so-called 15-pound racing wheels on the market, which weigh 18 1-2 or 19 pounds ON THE SCALES). Tom sustained a hard fall coming down the Palms hill, but the little 18 3-4 pound Fowler came clear through *WITHOUT A SCRATCH.*

Think! Think!

Of 239 pounds of humanity traveling at a 2:10 gait down a hill, falling plump upon an 18 3-4-pound wheel! Looks as if that wheel was built for *use,* eh?

Our Secret TRUSS FRAME



Our Secret TRUSS FRAME

Two Illustrations

Of the principle of the Truss Frame. Take a piece of thread and a pencil. Suspend the pencil by the thread in the center. See how loose it is at the end. Now tie the pencil with the same thread at each end. It makes the pencil stiffer. This is the principle of the *Fowler Truss Frame.* Again: Stand on one foot; see how unsteady you are. Now put the other down twelve inches away. See how steady you are? This is the principle of the *Fowler Truss Frame.*

The Truss

Is on the seat tube, as you can see in the above cut, connecting with the crank-hanger, supporting the crank-hanger *at each end,* instead of in the center, like other bicycles. It keeps the front sprocket steady and does not allow it to spring from side to side (causing the chain to bind).

P. S.—BRAND NEW TANDEM FOR RENT.

FOWLER CYCLE CO.

Telephone 1656. *L. W. FOX, Manager.* *431 South Spring*

The Way to reach catarrh is through the blood. Hood's Sarsaparilla, by purifying the blood, removes the cause of the disease and permanently cures catarrh. Take only Hood's.

Hood's Pills act easily, yet promptly and effectively, on the liver and bowels. 25c.

As the name indicates, Hall's Vegetable Sicilian Hair Renewer is a renewer of the hair, including its growth, health, youthful color, and beauty. It will please you.

Get wedding and visiting cards from H. M. Lee & Bro., printers and engravers, 140 North Spring. They are specialists in this line.

It is reported that whales in large numbers and of huge proportions are tumbling in on the shores of Massachusetts, and the incursion is said to be due to a scarcity of food in the deep waters of the ocean.