

## To Glenwood and Chicago Heights.

THE run a-wheel to Glenwood and Chicago Heights has become popular of late among the cycling clubs. The secret of this preference, however, is more in the excellence of the roads to be traversed than the beauties of nature encountered. Chicago Heights and Glenwood are both attractive towns in which to spend a couple of hours' rest in the middle of a hot summer day, but the Calumet River Valley cannot be compared for natural beauty with that of the Desplaines River.

Although the greater number of the cycling clubs make the run to Chicago Heights and return in a day's wheeling, yet the average rider will scarcely wish to cover so many miles in one trip. The most pleasant way to see the entire route and yet keep within the limits of a thirty-mile run is to take a train to Chicago Heights and return by the same way and the other way. Chicago Heights is distant by road almost thirty miles from the center of the city and is reached by two or three lines of railroad, so the conditions are most suitable for following that method, which makes a pleasant Sunday's jaunt.

The scarcity of trains returning in the afternoon Sunday makes it desirable to take the railroad on the way out and ride by wheel toward Chicago. A train on the Chicago and Eastern Illinois railroad leaves Polk street depot at 9:23 Sunday morning and reaches Chicago Heights in the forenoon. The fare one way is 60 cents and wheels may be carried without extra charge in the combination car, although the railroad company does not check them. By taking this train the wheelman with his wheel will be landed in Chicago Heights at 9:43 Sunday morning, ready for the return trip by road to Chicago.

Arrived at Chicago Heights and having taken a look around the town the wheelman will find the Chicago road about two blocks west of the Chicago and Eastern Illinois tracks and running parallel with them. Following north and west along this road, which is not a good one for a couple of miles, Thorne Creek is crossed and a good road met on the south bank of Butterfield Creek. Take this new road east, skirting along the Butterfield Creek for a mile and then crossing it in the outskirts of Glenwood. From this point on for six or seven miles the road runs in sight of the Eastern Illinois tracks which may be taken as a guide toward Chicago.

At Thornton a sharp turn must be made to the right one block north of the railroad station. Here the track crosses the main road to the north reached a couple of blocks further east. A more perfect piece of cycling road than this street is hard to find anywhere in the vicinity of Chicago. It runs from Thornton directly north through Thornton Junction, South Holland, and Point Calumet, and across the Little Calumet River to Dolton, making five miles of the most perfect traveling imaginable.

At Dolton the main road slants to the northwest, also beside the Pan-Handle tracks, until Indiana avenue is reached in the outskirts of Riverdale. Indiana avenue crosses the Calumet again at Riverdale. The view from the bridge is well worth pausing to note. Continuing north it runs through Willowbrook, Gardner's Park, and Kensington to One Hundred and Eleventh street in Pullman.

Wildwood is attractive to the west of the road, should the cyclist care to take a ramble down to the river's bank among the trees. Gardner's Park also affords excellent opportunities for rest and refreshment. The scene along Indiana avenue just north of Gardner's Park is beautiful indeed. Huge willow trees on either side of the road make a pleasant vista of shade and cooling green grass, and greener leaves. The road continues fair until Kensington is reached.

At Kensington the road maps tell the wheelman to turn west to State street, but that is a mistake. State street at that point is an ordinary country road, full of lumps and ruts and generally difficult of navigation. Indiana avenue, on the other hand, is the best piece of road in this section and is certain to be much more navigable than State street. The wiser method is to take Indiana avenue north of One Hundred and Eleventh street, then turn to the east into the center of Pullman.

Pullman, in the neighborhood of the railroad station and the Hotel Florence, is a pretty place this summer. The grass and flowers, the small lakes, and shade trees make a desirable spot to rest. As it is nearly a half-way point on the road, it will be a good place to split the journey home into two parts. The central park in front of the Hotel Florence is interesting to wheelmen as the finish of the historic Pullman road race, which was held for many years on Decoration day and finally gave way to the present Chicago road race.

From Pullman into the city the best route is by way of the old road race course, which is familiar to every wheelman. The boulevard road runs north alongside the Illinois Central tracks to One Hundred and Eighth street, where it turns east a few blocks to Cottage Grove avenue. North along the latter street the going is perfect and at length Pullman is left behind and the famous sand hill reached.

The sand hill of the Pullman course is situated at a ridge of ground a mile north of Pullman. Although the road is now well paved, and with green grass and flowers along its sides, yet during the early years of the road race it was as impassable a bit of ground as can well be imagined. Here the riders were forced to dismount and push their wheels up over the crest of the hill, and, as the greater portion of the course had already been traversed, the scene of exhaustion and pluck were always extremely interesting. The road of the course was good, so it almost invariably happened that the first man at the summit was the winner.

North of the sand hill the road winds through the old "Potato Patch," where in ancient days the going was extremely difficult and the fall enormous. Now, however, the road is much improved, and good riding is found the rest of the way to the city. Stony Island avenue is reached in a short distance and always constitutes a test for wheelmen along the edge or center. Past Stony Island, Mud Lake, and Hog Island it runs to the five Forks, where South Chicago avenue runs across at a slant.

Here two good methods are possible to get to the center of the city. One by way of South Chicago avenue, South Park avenue, and the boulevard system, and the other by Stony Island avenue, the Midway place, and the boulevard system. The more attractive one is by way of Stony Island, and for the latter street is newly black-paved and for most excellent riding. The Midway place is also attractive and lands one in Washington Park, ready to take a rest and enjoy the view. The other method, by South Chicago and South Park avenues, is considerably quicker and leads to the same result. A clever way is to turn west on Grand boulevard and then take Michigan avenue straight to the city. The direct route follows:

Take the 9:23 train on the Chicago and Eastern Illinois railroad from Washington Park. Arrived there go west from station two blocks and take the road running north. Follow this to Butterfield Creek and take the road east and then north to Thorne Creek. Then cross the railroad tracks and take main road to Dolton. From Dolton follow the Pan-Handle tracks northwest to Riverdale. Here take Indiana avenue north to One Hundred and Eleventh street. Take One Hundred and Eleventh street east to Pullman.

From Pullman take the boulevard east of the Illinois Central tracks to One Hundred and Eleventh street, then turn east to Cottage Grove avenue. Take the latter north to the sand hill, and then follow the winding road to Stony Island avenue. Take Stony Island avenue north to South Chicago avenue, South Chicago avenue north to South Park avenue, South Park avenue north to Washington Park. From Washington Park take Dixie, Oakwood, Grand, and Michigan boulevards to the center of the city.

TO TAKE PART IN OLYMPIAN GAMES. Bicycle Races to Be a Prominent Feature at Athens.

The American Olympic committee has received a letter from A. Mercati, Secretary of the Italian committee of the International Olympic games at Athens, respecting the meeting to be held there next spring. The expenses are met by voluntary contributions of the Hellenic race. Mr. Averis of Alexandria has sent 600,000 drachmas for the rebuilding of the

ancient Stadium. The program contains the following bicycling races: 1, 2,000 meters on race track, without pacemakers; 2, 10,000 meters on race track, without pacemakers; 3, 100 kilometers on race track, with pacemakers; 4, Twelve hour race, on race track, with pacemakers. The rules for these races are those of the International Cyclists' Association. Though it is only about four or five years



since bicycling was introduced in Greece there are things that have appeared. But bicyclists then were men apart. The idea that a preacher, a doctor, a staid business man should ride on a bicycle was unheard of. Few farmers had ever seen one. When by chance a heavy man did path through the country roads on his "wheel" (and it was in those days well named a "wheel") he was something of a sight, and was gazed at as a circus procession. In small towns he was followed by a string of boys, like enough pelting dirt at him.

The bicycle rider of the latter eighties was an object to be seen. Today he is of the mass. The great Hoi Polloi rides; the cyclist by very numbers commands respect, and while Uncle Outback himself may not ride, Johnnie Outback does, and Salie Outback wears bloomers.

The question is asked, is bicycling only a fad? The statement is made in print. "It is only a fad, and once let society tire and it will soon die out as did roller skating." People who rode bicycles in 1880 are riding today. It's tedious going back to walking after having used a wheel. In whatever way one looks at this sport, it proves upon inspection not to be a fad.

FRENCH CYCLISTS ARE QUARRELING. Deficit of \$4,000 in the Union's Finances Causes Much Trouble.

The French Union (Union Velocipedique de France) is at present going through a crisis which, if not promptly settled, may endanger its existence. A conflict has arisen between the President and Vice-President of the union on one side and the members of the committee on the other. The extraordinary congress (meeting of the delegates from all parts of France) recently took place, when the financial administration of the committee was looked into. It was then discovered that the committee had a deficit of 20,000 francs (\$4,000). Accordingly the meeting almost unanimously refused to elect the members of the committee, and gave full power to the President and Vice-President of the U. V. F. to appoint another committee.

The old one kept quiet until the congress was over and all its members had left Paris, and then came out with a manifesto to the effect that the balance sheet drawn up and shown to the congress was false and misleading, and was only the result of a plot. Therefore it declared its intention of remaining at the head of affairs, despite the vote of the congress.

IF CHAIN ADJUSTMENT GOES WRONG. Ingenious Method of Repairing It While on the Road.

If your chain adjustment goes wrong the difficulty can be easily surmounted by the aid of a knife and a hedge. A local cyclist whose chain had stretched to an extent utterly impossible in an ordinary, well-behaved animal found that the screw of the adjustment had become hopelessly bent, and therefore the tool would not move either up or down. So cutting a piece of timber from a juvenile tree growing in a neighboring hedge, to the required size and shape, he fixed it in the slot of the back stay, and the length required to draw the spindle in position, and screwing up the spindle effected a perfectly satisfactory adjustment. Indeed the wheel ran for some weeks with that piece of wood a bolt. Thereafter, when he found himself in the vicinity of a repairer, who supplied the missing link in the complete machine.

Curious Old Chest. Mrs. Charles Stevens of Guilford, Me., has in her possession a sea chest which was once the property of her great-great-grandfather, Richard Fasset, who at the age of 13 years was cabin boy on the flag ship of the English East India company, under command of Gen. Wolfe, and assisted by a large land force, captured Quebec September 17th. This chest is now in the hands of a collector of old curiosities.

Reason for Thankfulness. Sweden has a deaf and dumb corps of the Salvation Army. Four meetings are held weekly.

## Cycling More than a Fad.

Is bicycling a fad? In the latter part of the eighties the old high-wheeled bicycle was supreme, but supreme over a small world that attracted attention not from its importance but from its oddity. The big-wheeled affair was in its way a fine piece of workmanship, even though on such odd lines and of so much avoirdupois that in these days is considered useless, even detrimental. In a few of the



manufacturers to the contrary, they who sell \$100 wheels with well-known names. At any rate the \$100 wheel of today is better than the \$150 wheel of three years ago. The result of all this is that thousands can ride who never could before. Further reductions in price would produce more riders. This line looks like development, not like a fad.

Statistics of the growth of clubs, local, State, national, social, sporting, or otherwise, are likewise instructive.

What has the bicycle done for dress? Even a year ago not 100 women in Chicago wore bloomers. How many today? They who work down-town even ride to business in bicycle costume. The bloomer movement seems irresistible. It shows growth.

How about the bicycle as a useful instrument? Doctors sell their horses and ride. Thousands ride to and from work. Messengers, clerks, and errand boys, and many others, are likewise instructive.

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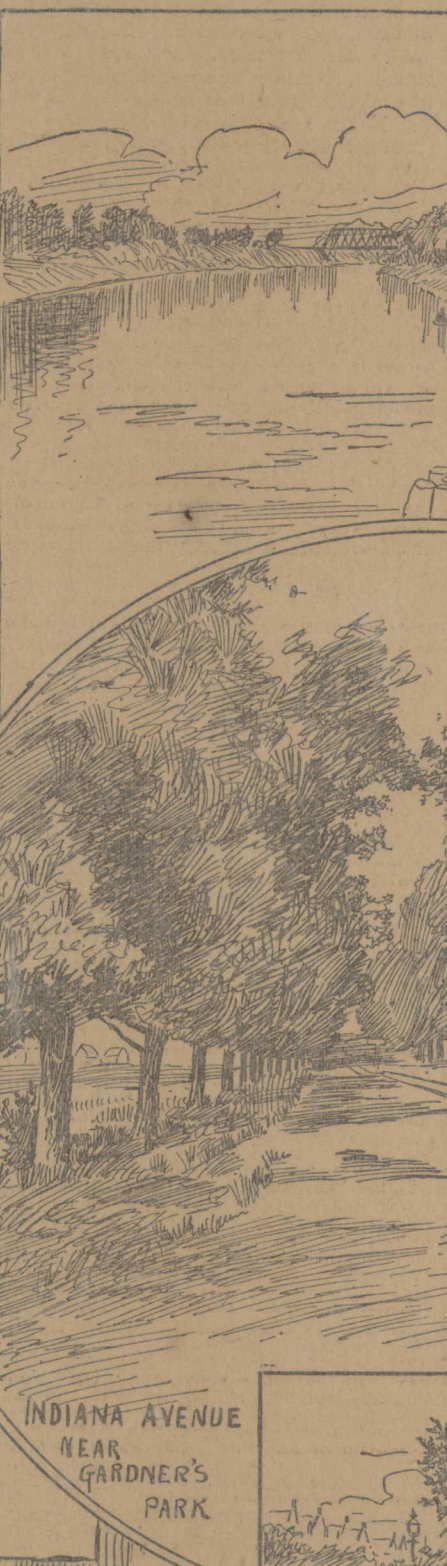
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## Field Day for Turners.

THE next athletic attraction at the Chicago Athletic Association Field will be the big gymnastic and athletic tournament for the Western amateur championship, which will be held Saturday next. This competition will be something new for these taking part, for it will combine gymnastics and athletics in a different manner and with a different way of scoring from that usually employed. The entries are en-



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## How the Circuit Chasers Travel.

IT is surprising to the uninitiated the ease with which the circuit party of three-score men is swung through the country without a hitch from one month's end to another. Two special cars have to be arranged for in advance. The men are told when the train leaves and are there exactly on time to a man. No man has been left in all the jumps of the party. In the train the grips and the men carry a great number of these—are placed in a pile in a corner and card parties and social parties are formed and the trip is begun. Seldom is there a word spoken that is not gentlemanly, and the men who are not talking are buried in the latest novels or the daily papers. No other sport ever carried so large a body of men throughout the ramifications that these men are carried in their six months of traveling over 25,000 miles of railroad. To "hanging" the party the expenses of hotels and railroads alone is a matter of \$5 a day each. Add to that the salaries of the racing men and trainers, the expense of building the wheels that are ridden, and the trunks in which these wheels are carried, and many other expenses, and one has a figure of \$1,000 a day for the party. This is \$30,000 a month, and six months will bring the total expenses of the season to the handsome figure of \$180,000.

Probably half of the total number of circuit chasers came on the Western circuit. The others remain in the East to prepare for the Eastern campaign in the fall. The men now out will be worn and tired, and will return to the East to meet men who have enjoyed a month of rest in the most tiring part of the season. These men will win the



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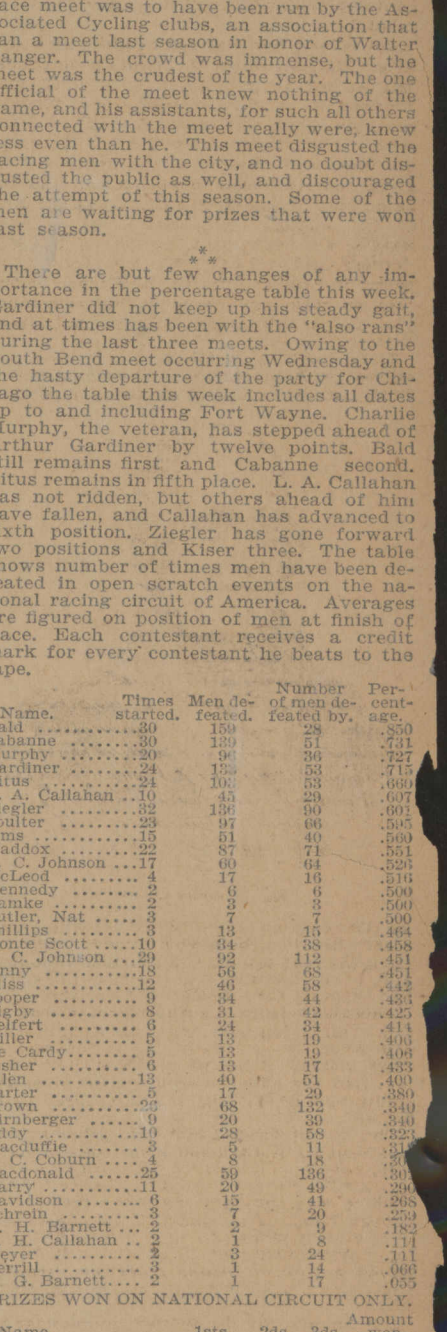
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Name	Time	Men	Mon	Number	Per-
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Bald	1:15	1	1	1	1
Cabanne	1:20	1	1	1	1
Murphy	1:25	1	1	1	1
Gardner	1:30	1	1	1	1
Titus	1:35	1	1	1	1
L. A. Callahan	1:40	1	1	1	1
Miller	1:45	1	1	1	1
Goulet	1:50	1	1	1	1
Simms	1:55	1	1	1	1
Madrox	2:00	1	1	1	1
Johnston	2:05	1	1	1	1
Miller	2:10	1	1	1	1
Kennedy	2:15	1	1	1	1
Phillips	2:20	1	1	1	1
Butler	2:25	1	1	1	1
Monte Scott	2:30	1	1	1	1
L. C. Johnson	2:35	1	1	1	1
Jenny	2:40	1	1	1	1
Couler	2:45	1	1	1	1
Hebert	2:50	1	1	1	1
Miller	2:55	1	1	1	1
Le Car	3:00	1	1	1	1
Fisher	3:05	1	1	1	1
Carter	3:10	1	1	1	1
Dirnberger	3:15	1	1	1	1
MacIntyre	3:20	1	1	1	1
Macdonald	3:25	1	1	1	1
Barry	3:30	1	1	1	1
Davidson	3:35	1	1	1	1
Schran	3:40	1	1	1	1
C. H. Callahan	3:45	1	1	1	1
Hebert	3:50	1	1	1	1
Terrill	3:55	1	1	1	1
MacIntyre	4:00	1	1	1	1

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