

# THE Referee.

AND TRADE JOURNAL.

Examiner Skinner  
Room 240 U S post office

A Weekly Record and Review of Cycling and the Cycle Trade.

Vol. 10. No. 1.

CHICAGO AND NEW YORK, NOV. 4, 1892.

\$2 Per Year.

2:02  $\frac{3}{5}$   
Flying Start.

## WORLD'S RECORDS —ON— COLUMBIA PNEUMATICS.

2:05  $\frac{3}{5}$   
Standing Start.

On Friday, Oct. 7th, at Springfield, W. W. Windle, on a Columbia, lowered the flying start mile to 2:02  $\frac{3}{5}$ , making the half-mile in 59  $\frac{4}{5}$ ,

On Saturday, Oct. 8th, the same rider, again on a Columbia, lowered the standing start mile to 2:05  $\frac{3}{5}$ , and the standing start three-fourths mile to 1:34. He also placed the flying start half-mile at 57  $\frac{4}{5}$ .

Thus are the links forged in the chain of evidence that places at the head the

COLUMBIA PNEUMATICS.

HOPE M'F'G Co., 221 Columbus Ave., Boston.

12 WARREN ST., NEW YORK, N. Y.

291 WABASH AVENUE, CHICAGO.

FACTORY: HARTFORD, CONN.

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that we are doing some severe thinking, the results of which we shall soon be prepared to show in our '93 wheels.

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YOU COMBINE THEM IN THE

# PILGRIM

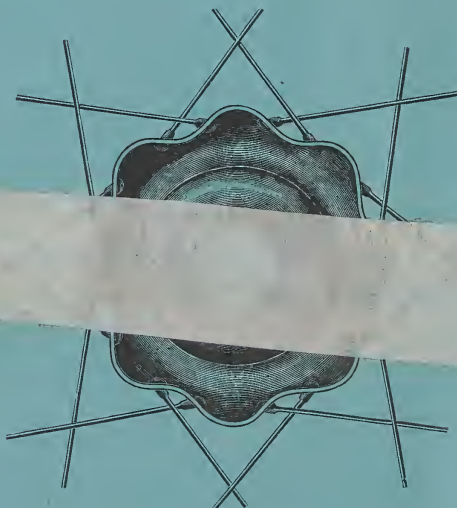
The BEST All Round Wheel Made.

WARWICK CYCLE M'F'G CO., SPRINGFIELD, MASS.

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of construction, known as DIRECT  
and TANGENT SPOKES.



DIRECT TANGENT SPOKE.



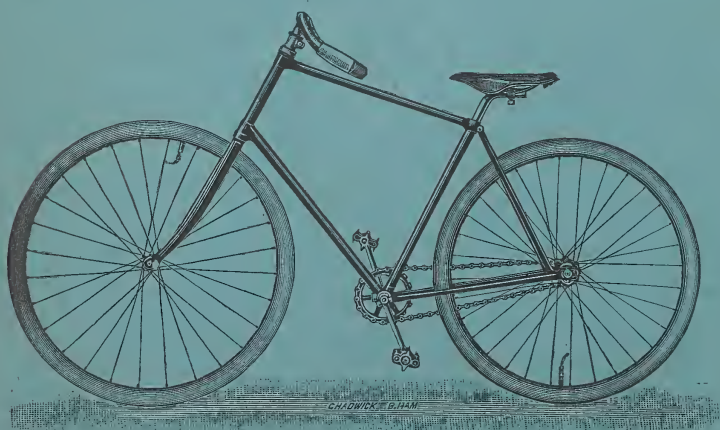
The object of this method will be  
evident at a glance, as we secure all  
the strength of the spokes as well as



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# THE Referee.

AND CYCLE-TRADE JOURNAL.

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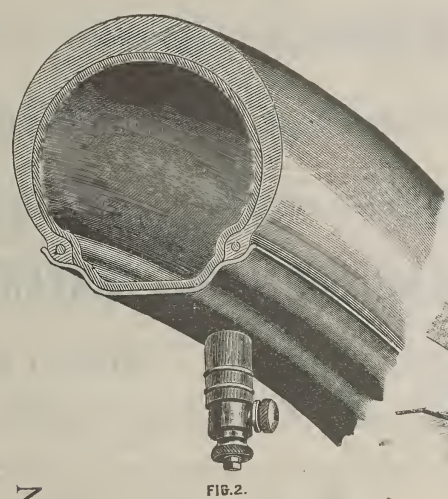
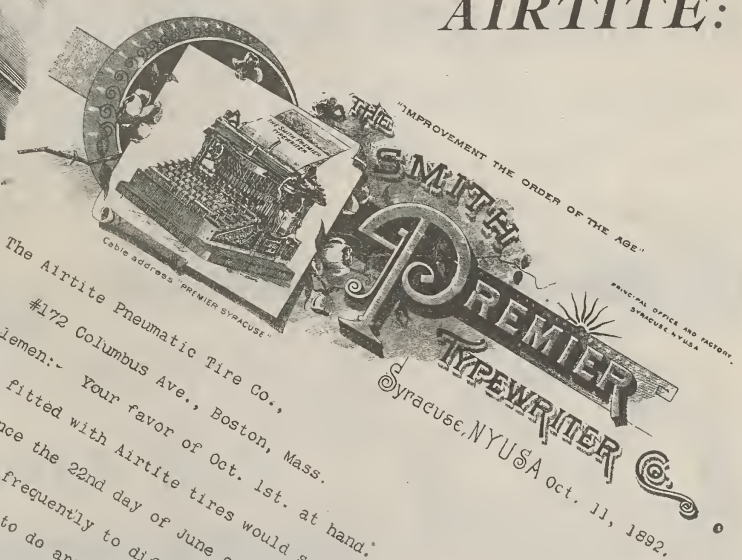


FIG. 2.

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Type-writer man, has  
To say about the  
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IT?

The Airtite Pneumatic Tire Co.,  
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Gentlemen:- Your favor of Oct. 1st. at hand.

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*W. L. Smith*

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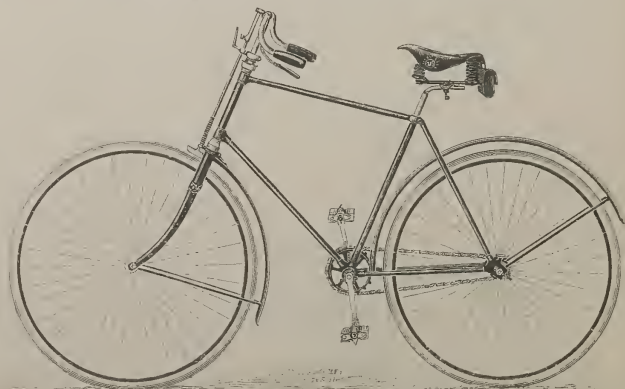
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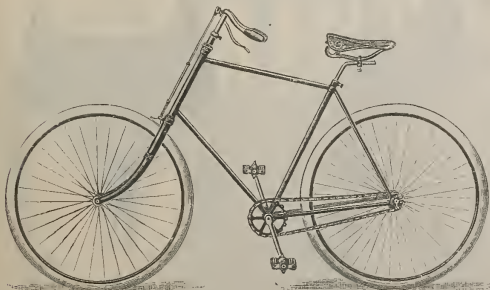
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MANAGING DIRECTOR.

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“Credenda,” Birmingham.




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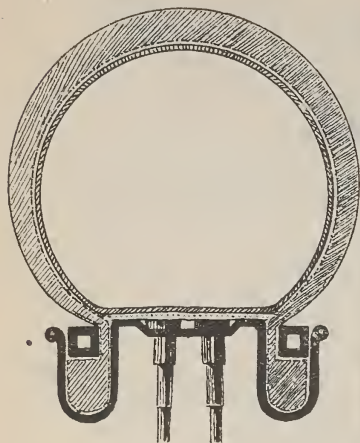
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COVENTRY - ENGLAND

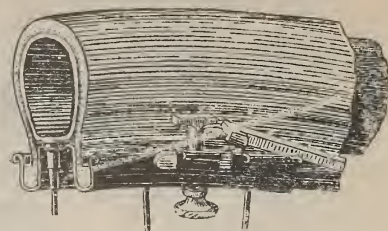
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 you a Cata-  
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—O—O—



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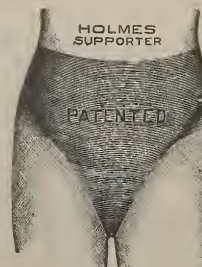
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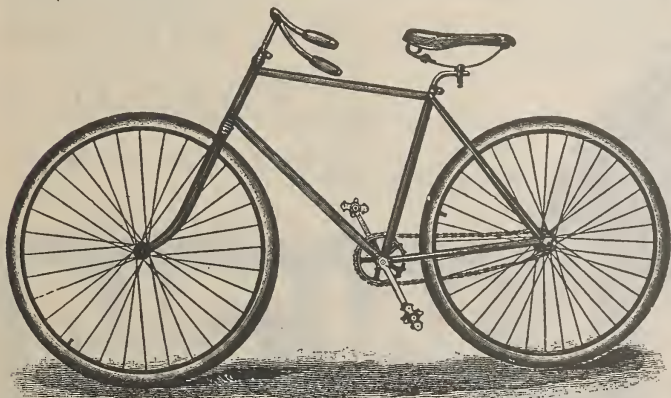
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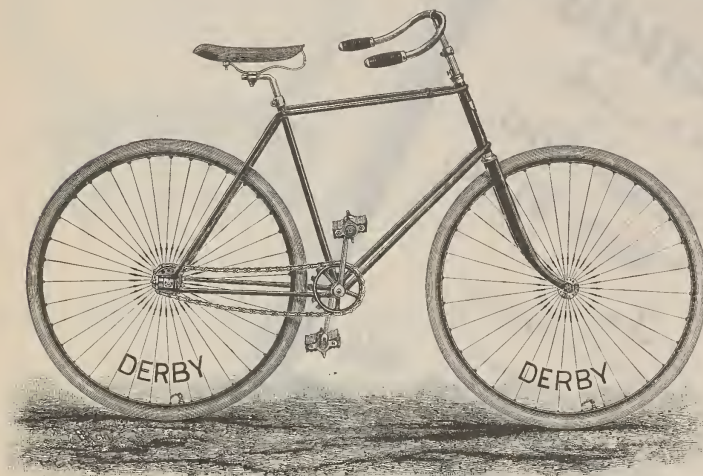
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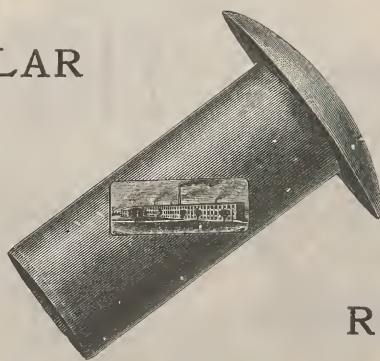
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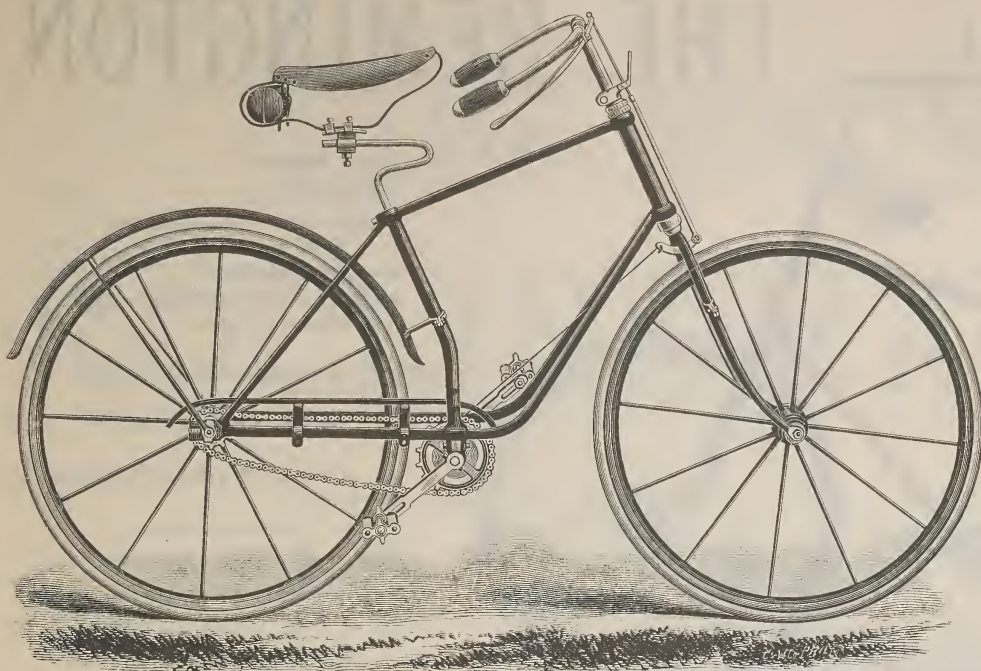
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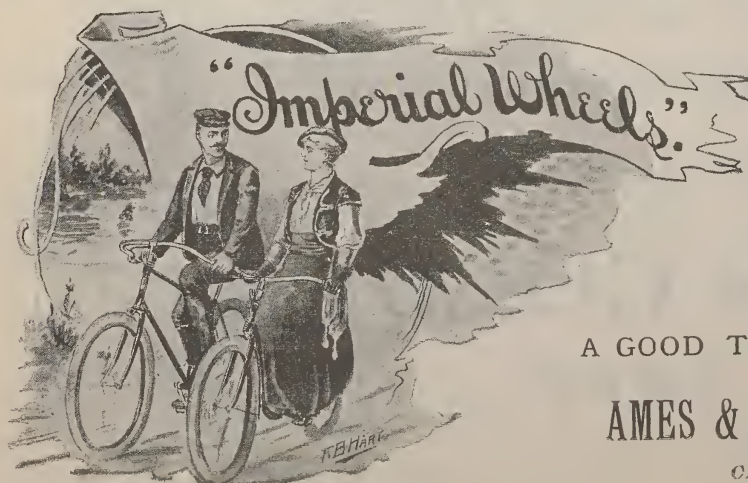
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(Signed) L. C. GROVER, Supt.





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

## IT LACKS CONSISTENCY.

The racing board as a body, and the members thereof as individuals, look upon some rules promulgated by this same body in a way that seems to be most inconsistent. When the board began its official life the first act was to chop up, add to and make over the rules as laid down by its predecessor, the board of 1891. A good many changes were made—some very good, some not so good, and some bad. There never was and probably never will be a perfect set of laws, and it is not to be supposed that any future racing board of the League of American Wheelmen will ever form a perfect set of rules by which the racing men of the country may be governed. Any body of men is entitled to be excused when the rules or laws made by that body are not just what they should be. They may have been all right at the time they were made and probably well answered every purpose. On the question of the correctness of the rules—any rules—here is always room for argument and always a chance for betterment; but on the enforcement of these rules there is but one thing to be done, and that is to enforce them. Those who have watched the racing path and know pretty well the 1892 board's rules, also know that they have been enforced in the most hap-hazard manner. The poorest and most foolish rules have been strictly enforced, while some of the more important ones have had no attention paid them.

In the early part of the season referees were instructed, through the medium of the racing rules, that they must enforce the rule which provided that "shirt and breeches shall not bare shoulder or knee." How well this has been enforced, the racing men themselves know too well. A big howl was made at the beginning of the season on this subject, but beyond one or two instances the rule has been as well enforced as if it had never existed. The rule was a little far-fetched, but it was a rule, and why was it not enforced? Some of the members of the racing board have given it out that they "were going to let up a little on that rule." This they evidently have done, and also in several cases of greater importance. The board claims it must have specific charges in order to convict. It has always been the habit to convict and then let the victim prove his innocence. When a member of the racing board is approached with "Don't you know that Jones has sold his prizes?" or "Don't you know that Brown had his

expenses paid by the management of the meet?" or "Aren't you aware of the fact that Smith is receiving a good fat salary for riding So and So's wheel?" he will say that he has heard these rumors, but he has no proof to convict. Just the same he knows that such cases exist. If he knows these men are guilty, why not inflict punishment? Why not say, "You're guilty until you prove your innocence"? The board does this in some instances, why not in others? Such was the case with Keator, of Chicago; but some big guns escape punishment easily enough.

The board is not only lax in enforcing some of its most important rules, but it permits officials to make rules of their own, though there is no written authority for such work. For instance, a referee, through the starter, will tell the contestants in a race that "looking back will disqualify." There isn't a doubt that looking back frequently causes a fall, but where does a referee obtain his authority for the enforcement of this alleged rule? He has none whatever. If a rider, through looking around, causes a fall, it would be quite right to disqualify him for reckless riding, but we cannot see how a referee can take upon himself the right to make rules. It would be a good plan for the board to make a rule as suggested to fit such cases. The board might adopt another rule—compel the attendants and pushers to leave the track within thirty seconds after the start, under penalty of having their men disqualified. If this was adopted and enforced the riders would see to it that their pushers were men who would obey the rules. But if, like many other rules, it should not be enforced, it might better never be made. All in all, the racing board, of the present, at least, is a most inconsistent affair; seemingly lacking of the necessary qualifications to enforce some of the most simple rules created by itself, and utterly blind as to the many infractions of these same rules by some of the most prominent racing men of the country.

## THE "OFFICIAL REPORT."

Long after the interest in its doings had ceased, the racing board gave to the cycling public the "official report" of its doings at the Chicago meeting. We learn from this "official report," published in the *Hand Organ*, that some four violators of the amateur law were reinstated, among the number being Gervang of Denver. Roy Keator "was suspended for sixty days pending investigation, on charge of having accepted cash for expenses for fancy riding," but nothing was said about the eastern men who received their expenses from the Chicago club while attending the Washington Park tournament. All of the eastern men's expenses were paid on the western trip, but not a word was said about it by the racing board, while they took occasion to suspend Keator when he had done nothing more than have his hotel bill paid, as we understand. This may be justice, but it's a new kind. The board was compelled to pass this resolution:

"It having been brought to the attention of the national racing board that a cycling paper has stated that it proposes to promote a tour of the country by bicycling racing men, amateur wheelmen are hereby warned that they have no right under the constitution of the A. L. W. to accept or in any way receive from or through a cycling paper, or any other parties interested in the trade, money for their expenses or compensation for attending such tour for the purpose of racing, and any attendance upon such a trip will be closely scrutinized by the board."

There isn't a doubt that "any attendance upon such a trip will be closely scrutinized by the board." Its members will be interested to know who are the ones to go on the trip, and they will also

watch with interest the results of the three months' races. But will all the men who take in the trip be asked for an explanation of their actions; will they be suspended for receiving expense money? It is understood that each man who goes on the *Sporting Life's* trip is to pay to that paper \$1 per week, and for this princely sum the journal agrees to carry them through. If this isn't violating a clause of the amateur rule, what is it? This is what the rule says:

(d) Accepting directly or indirectly for cycling, any remuneration, compensation or expense whatever from a cycle manufacturer, agent or other person interested in the trade, or from any other person having a pecuniary interest in the sport, except that a cyclist may accept from the cycle or athletic club which he represents his necessary expenses in training for the and attending race meetings.

There isn't a bit of danger that any of the pure whites will be molested in the least by the board. If there were, say, six, third or fourth raters going on the trip, we should expect to see an even half-dozen suspensions.

## L. A. W. MACHINERY.

While praising the grand record recently made by the ocean greyhound, the City of Paris, the lay press made no special mention of the machinery of the great boat, her engineers, oilers and stokers. Now, to accomplish great things the machinery must be in perfect working order. When the ancient and honorable *Bicycling World* recently declared, editorially, that Charles L. Burdette could again secure the league presidency if he wished, the statement was no doubt made advisedly, the organ evidently knowing the machinery of the L. A. W. ship to be in record-breaking order and that the engineers and oilers had done their duty in case a trial-trip is needed. The machinery of the good ship L. A. W., as every body knows, is of Connecticut and Massachusetts build, and is of exceptional quality. The chief engineer is a well-known young man and his assistants are faithful, while the oilers are noted. It was a bold statement for the ancient and honorable to make when it said "he can succeed himself if he so wishes." It proves that during the summer days the machinery has been well cared for by the chief engineer, while stokers and oilers are ready for a test of speed if needed. The *REFEREE* readers need not worry about Charles H. Luscomb being an opponent of Burdette for the presidency. Mr. Luscomb knows how futile his efforts would be after reading the *World* editorial; he knows the machinery is in too good working order to be monkeyed with.

WHEELING says that Johnson's "performances are valuable only to show the possibilities of the cycle. For comparison with English records they are worthless. If Harris were shielded from the wind and paced by horses on a kite-shaped track, we would back him to do better time than Johnson's." It has been claimed that Zimmerman, Tyler, Windle and possibly one or two others could do much better than Johnson under similar circumstances. It does not alter the fact that Johnson *has done* what others *could* do. If these good men can do so much better, why don't they? Johnson has made the records, the others have not, and it is only fair to give the young man credit for having been the first to *pedal* a mile on a bicycle inside of two minutes.

THESE lines appeared in the *Bicycling World* of Oct. 28: "Mr. Sanger will appear on the 22d and try conclusions with the eastern and western cracks." [The italics are ours.—Ed.]

ILLINOIS will have convict labor improving the highways next year.

## NOTES AND COMMENTS.

The wintry winds have begun to blow; the dedication exercises in New York and Chicago are things of the past; the leaves are sore and yellow, and the cycling season of 1892 is history. A strange season, too—the most unsatisfying and the most eventful season that has ever been, and the most trying to maker, dealer and rider. It has left us in the most uneasy and unsatisfied condition, from a trade standpoint, that we have ever known. What will the morrow bring forth? It is a pertinent question and one that all would like to answer. It is certain the business is in an unsatisfactory condition; it is certain that a change in business methods must obtain before the trade can be placed on a solid basis; it is certain that makers and dealers must come to some understanding before the new season opens, or next year will be worse than this, and yet no steps have been taken toward such an understanding. To the thinking mind affairs look anything but pleasant. The struggle for place has already begun and the drummer is abroad in the land; but the man in the office is uncertain, the man in the shop is still more uncertain, and neither knows what to do. Jobber or dealer, light or heavy wheels, what kind of tire, where shall we sell our goods—all of these things are nightmares, and, like Banquo's ghost, will not down. Over all stand the twin bogies, the cholera scare and the Columbian exposition. I don't envy maker or dealer when either dreams of 1893.

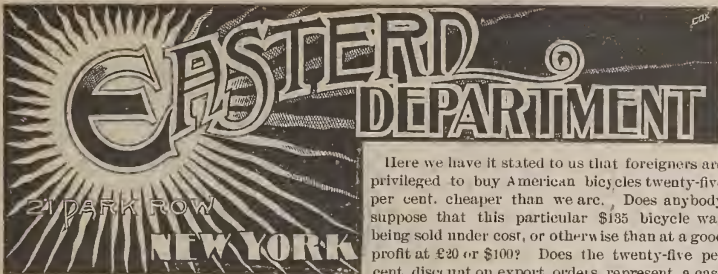
\* \* \*

The New York parade was a failure, and I am glad that the Chicago people had sense enough to keep out of a similar catastrophe. Daylight parades behind a band and a couple of mounted coppers, are bad enough, Lord knows. In the range of my experience I have never seen even an unmixed parade that was not in every sense a fiasco, and think of putting a lot of cyclists behind and in the midst of a struggling, irritated crowd in the night! Ye gods, forbid. Such exhibitions as the one in New York will do more to retard the sport than years of hard work can do to advance it. The time has come when L. A. W. meets, lantern parades and all the tom-foolery attached to both should be eliminated from the sport. Let us try our hands at being men awhile and see what the result will be. Business men and business methods must and will surely come into the trade and the sport in time. It has been a wonderment to me for years why they have delayed so long, but until they do come we must expect all sorts and conditions of nonsense, and must put up with it. But the parade fiend, the badge fiend, the beer fiend, and that most uncomfortable of demons, the crank who roars and yells club call, ought to be sat upon.

\* \* \*

Tom Eck has said it; he has "perpetrated his last fake." Now if Pincé and Knapp will only come forward to the mourners' bench and confess righteousness, what joy would be in the fold. Bring forth a halo with forty golden spokes, a Feathers one tire and an elliptical sprocket wheel, and crown the glorified Thomas. O, ye racing board; let let the harp that you give him be made from weldless tubing and strung with sounding spoke wire; let the world rejoice that Eck has ceased to fake. No more will he mix promiscuously among the Flannagans, Ashingers and Princes of the cycling arena. Pure shall be his name and doubly washed his nature, and he will attend strictly to bringing out unknown wonders or unheard-of tracks and help them gain impossible records—but never a fake. LA COTE MAL TAILE,





### The Tariff on Bicycles.

The subject of tariff on bicycles and raw material has not been discussed by American cycle journals, nor have the British journals thought fit to enquire into the act introduced by William McKinley and its bearing on the trade of both countries. The cycle journals possibly have good reasons for not debating the question. A paragraph in this paper, as a "feeler," last spring, did not start the ball rolling. It has been left for the lay press to discuss the important question, and, as usual, both sides are confident of being in the right. The REFEREE representative, in a talk with a very conservative English manufacturer, is told that the McKinley bill, as far as bicycles are concerned, acts as a balance wheel between the American and English manufacturer, and inflicts no hardship on either side. Cycling Editor Turner of the *Springfield Republican* (Denn.) sends the following editorial, which appeared in his paper last Sunday:

It is impossible to say how many bicycles are in use about Springfield, but the number must be extraordinarily large. They cost from \$135 to \$150 or more—good ones—and yet their use is not confined to the class which we should consider alone able to indulge in such a luxury. Clerks on very limited pay have them. Mechanics who find close calculation necessary to make the two ends meet, seem to be able to support these costly machines. Workingmen and boys ride to and from their day's labor on bicycles more often of the latest styles and improvements than otherwise. There is scarce a street in Springfield that can be traversed at morning, noon or night without seeing numbers of the machines go spinning by.

People must often have marveled how so many of supposedly limited means were able to command the indulgence of a \$150 horse and carriage, as it were. We have heard men who must command \$2,500 and more a year say that they could not afford it. Is this number of bicycles in use a fair measure of the financial condition of what are commonly called the "working classes"? Probably not. But such is the fascination of the sport or exercise that severe self-denial in all other directions will be practiced to gratify the desire for bicycle riding. It cannot be otherwise, however, than a most healthful and beneficial sport. When men can get out of a morning and take a twenty-mile spin before breakfast and think nothing of it, we may well say the wheel craze has come to stay. And we hope it has. It is a most encouraging feature of the life of the day. It is bringing the riders to an acquaintance with the fields and woods and hills and fresh air such as they never have before experienced. Out of it largely is growing this helpful demand for good country roads in place of those which, in their present badness, are doing so much to isolate country communities and injure the markets for farm produce both to the farmer and the town consumer.

Why, then, should the price of bicycles rule so high? Here is a demand for them that is coming to be well nigh universal among all classes and both sexes. It is a demand that can be satisfied with great advantage, not alone to the individual but to society. But at present prices it is simply asking the average man to starve himself to enjoy this simple and healthful exercise. Is there any call or justification for such prices? The common impression—we do not vouch for its truth—is that the best wheel can be sold at a large profit under \$100 or under even \$75. We have on hand some interesting proof of this. During his stay in England last Summer an American traveler applied to the manufacturer of the Victor bicycle, who was then in London, for a wheel. He received this answer:

"FIRST AVENUE HOTEL, HOLBORN, LONDON, W. C. AUG. 15, 1892.—Dear Sir:—Replying to your inquiry for Victor bicycles, with Victor cushion tires, you can procure the same of the Overman Wheel Company, Chicopee Falls, Mass., U. S. A., for \$135, less twenty-five per cent. on account of export. Or, if you care to send me £20, I will see that your order is filled at once. Our cushion tire is not to be compared with the so-called cushions here. It is marvelously good. We make but one grade bicycle, the highest. Awaiting your commands, I am, very truly yours,

A. H. OVERMAN.

Here we have it stated to us that foreigners are privileged to buy American bicycles twenty-five per cent. cheaper than we are. Does anybody suppose that this particular \$135 bicycle was being sold under cost, or otherwise than at a good profit at £20 or £100? Does the twenty-five per cent. discount on export orders represent a case of throwing surplus stocks on the foreign market for what they will bring; or, rather, does it not represent the conditions of a regular and profitable business? The situation seems to be just this: Bicycles of foreign make are taxed forty-five per cent. at our custom houses. Behind this tariff tax the domestic manufacturers, protected also by patents, have been enabled to combine and keep up their prices quite to the full extent allowed by the duty. When they venture outside of this tariff wall they are at once obliged to reduce their prices to the untaxed level of the world's market—which they are perfectly willing to do, and apparently able then to pocket a handsome profit. Consequently in this case each buyer of a bicycle is being needlessly taxed from thirty-five to forty-five per cent. "on account of the tariff."

There appears to be no justification for the present excessive charges for bicycles imposed on

machinery is better than in England. Our material costs about the same. It is no exaggeration to say that our wages are double theirs.

As to the price charged for the trifling number we export, it would matter little if we got nothing for them. \* \* \* We would still accomplish our purpose of having them known abroad. I should be perfectly willing to accept as a profit on my business the difference between the wages I pay and the wages paid in England for similar work. I employ from 100 to 1,500 men, and am well informed of the prices paid for bicycle work in Europe. If the protective tariff were removed I should invite my men to work for half the price they are now getting. If they declined I should be obliged to close my mill. This argument should be a good one in manufacturing Massachusetts, where our welfare depends greatly on the intelligence and position of the workmen about us. If you care to publish facts regarding wages for skilled workmen in Europe I can give you the result of careful investigation in England, France, Belgium, Germany, Holland, Switzerland and Italy during the past ten years.

Very truly yours, A. H. OVERMAN.

### THE "UNION'S" SIDE OF THE CASE.

The *Springfield Union* (Rep.) notices the subject editorially as follows:

The *Springfield Republican*, in an editorial entitled, "The Uses and Prices of Bicycles," devoted nearly a column on Sunday to a big discussion of the tariff. The entire article was simply a miscellaneous collection of fallacies put together in a manner that was intended to give the readers

### A SUGGESTION FOR A NEW LEAGUE EMBLEM



We believe we are correct in stating that there are Chinamen and negroes in the league; but it is not generally known that a bull pup is also a member. Such is the case—L. M. (Lincoln Mascot) Snax is a member of the league and of the Lincoln club. Do all want the addresses published?

the American consumer. Why should the foreigner be favored in this market to the extent of twenty-five per cent. over him? It is an imposition that cannot be lightly regarded. Plainly, patent protection gives the manufacturers all that is needed in this case. All above this is being used to enable the few proprietors of patents to accumulate so much the more excessive fortunes. The bicycle makers should be more moderate in their exactions. Let the prices of bicycles be reduced at once.

### MR. OVERMAN GETS IN A WORD.

Mr. Overman does not agree with the *Republican* evidently, for he writes that paper as follows, under date of Sept. 24.

Answering your inquiry, it is true that we occasionally sell a bicycle in England for twenty-five per cent. less than our retail price. We sacrificed our profit because we are compelled to in order to introduce our bicycles; compelled by the fact that bicycle manufacturers and bicycle wage-workers in Great Britain are forced to work for cheap prices, since they have no protective tariff to defend them in their enjoyment of their home market. We generally have more orders than we can fill at home, and do not care for foreign trade except that we should like to have our bicycles known in Europe in the event of our ever being compelled to go there for a market, which might arise if the protective tariff was taken off.

We charge more for bicycles here than English makers charge, for the reason that we pay our workmen double the wages paid theirs, and our

impression that the tariff is a tax. This could only be possible, however, in cases where the *Republican's* readers were as unfamiliar with the principles of protection as the editor of that newspaper appears to be. There was, in fact, scarcely a line in the cleverly written leader that will stand the test of argument based on fact.

The *Republican* printed a letter written by A. H. Overman while in Europe last summer offering to sell one of his \$135 bicycles for \$100, and jumps to the conclusion that there was a good profit on the wheel even at the smaller price. In consequence, the *Republican* argued that the wheels could be sold in this country, with a good profit, at \$100 or even less, and drew the conclusion that purchasers of wheels were compelled to pay \$135 or \$150 for bicycles because the *Republican* principle of protection enables American manufacturers to combine and keep up the prices.

Space at this time does not permit reference to all the misstatements and inconsistencies in the *Republican's* editorial. It will be perfectly clear to every fair-minded student of economic questions, however, that American manufacturers—of bicycles or any other articles—cannot sell their goods at as low a figure as foreign manufacturers, for the reason that the American manufacturer pays double the wages paid by foreign manufacturers. The American manufacturers neither expect nor attempt to sell goods manufactured by high-priced American labor at a profit in competition with the starvation-priced labor of Great Britain and other foreign countries.

Mr. Overman does not export over half a dozen

of his wheels a year, or more than a dozen at the very outside, and those are sent abroad and sold at a loss for the same reason that some manufacturers give away for advertising purposes samples of their wares.

So far as the *Republican's* argument is concerned, Mr. Overman might just as well give away the few bicycles that he exports. It would only represent the difference between no profit and a comparatively small loss.

### ENGLISHMEN'S OPINIONS

After reading both arguments, Edward Mushing, the well-known Centaur manufacturer of Coventry, said to the REFEREE man: "I am in an independent position and can give you my opinion without political bias or trade prejudice. In the first place, we must compare the extra cost of skilled labor in America to that of England, which I think can be placed at a third. Then the duty on raw material, and probably the extra cost of machinery, dissolves the forty-five per cent. levied on the English manufacturer who finds a market for his goods in America. I really think the tariff simply places the American manufacturer on an equal footing with the Britisher. One thing the tariff has certainly done, and that is, it has excluded a lot of cheap rubbish from the American market. Our firm does a very nice American business; keeps prices up to those placed on first-class American bicycles, so that we are quite satisfied with the tariff as it is to day. I do not see where the English people who propose building bicycle factories in America are to be benefited. It means an extra force of employes, and the only benefit it would seem that could result would be in being on the spot and saving delay in transportation."

Samuel Snell, the Birmingham lamp manufacturer, who recently sold his Birmingham business to locate in America, was asked if he cared to express an opinion. Mr. Snell said: "I really believe a man can manufacture as cheaply in this country as he can in England, as the cheapness in skilled labor in England, compared to that of America, is met here by improved machinery. Why, you have machines here in the cycle industry that save the skilled labor of three men. America is away ahead of England in machinery, and that's one reason why I decided to bring my family and capital to America, with a view of starting a factory for the making of my specialties in cycle manufacturing. The tariff is a good thing; long may it wave for the benefit of the American manufacturer and importer."

\* \*

### Burdette and Divisible Cash.

If the telegraph reported the president of the L. A. W. correctly at the meeting for mothers of the L. A. W. only, held in Chicago, the colonel became somewhat excited, and, bringing his fist down on the table, said: "When the L. A. W. adopts the iniquitous divisible cash prize scheme, it will be when I'm too dead to oppose it." If I understand the constitution, as adopted by the L. A. W., President Burdette is a salaried or cash prize servant of the body of cyclists, not its master, and bears much the same relation to the L. A. W. that President Harrison does to the nation, but with powers possibly a little less autocratic. Therefore, when the genial Hartford colonel gets mad and attempts to coerce or dictate to the 31,970 cyclists as to what they should or should not do, I'm afraid the gentleman from Hartford will run against a stone fence. The "iniquitous divisible cash prize scheme" has not made many great sinners of some good citizens of this country in divisible cash prize horse racing, among them governors, senators, preachers and some of the very best citizens of Hartford, so with the iniquitous divisible cash prize scheme



I don't believe the country and its cyclists will go the demnition bow-wows—provided the L. A. W. or any other well-organized association takes care of the scheme. Of course we of the cash prize persuasion would not like to see the genial Hartford colonel dead—too dead to oppose us—but a colonel would not be missed in L. A. W. politics or in the nation's affairs, for, in the words of the immortal Garfield, "the government at Washington would still live." I fancy the L. A. W. would also. The danger with the L. A. W. seems to be a centralization of machinery power, but it never will be a one-man concern. The president should and will do the bidding of his employees, the rank and file, and not the few salaried favorites, who receive divisible cash prizes for their services, and who are conspicuous for their devotion to the teat of the national organization. I do not know what President Burdette's idea is now on the amateur question, but last summer in Hartford he told me the only difficulty was in "proving to the satisfaction of the racing board." Well, here is something that may help the racing board solve the question—an extract from a prominent eastern manufacture to a racing man not far removed from the L. A. W. racing board's machinery. In order to prove the genuineness of the letter the original was shown to the secretary of the League of American Wheelmen, and it remains to be seen if the L. A. W. will allow manufacturers and racing men to go on in the present way, or to come out for cash flatfooted, and not perjure themselves and let the money in a way that cannot improve their manhood or self-respect.

"Of course the leading men would still ride for manufacturers, and ride their best, or they would not be retained long, if cash prizes were introduced," said a prominent tradesman last week, "and the only change would be in giving the cash openly instead of the behind-the-back method." This man, who knows all the best men, and knows something of the cost to his firm for racing, was right.

Here is the letter referred to, or at least an important portion of it:

"We would like to know whether or not you care about going to California with the *Sporting Life* team, to ride one of our bicycles. The trip, of course, will cost considerable money, and as you probably know, six of the representative racing men of the country, including Zimmerman, Windle, Taylor and Tyler, and one or two others, will go. As we have agreed to furnish and to pay for one man, we would like, if your arrangements are such that you can accept, to have you go. The trip will last about three months, and there will be racing twice a week through California, Mexico and Texas and the southern states. The writer asks you to keep this in strict confidence, and to mention it to no one. Let us hear from you as soon as possible, as we wish to settle who is to go for us. Yours very truly."

Notwithstanding such letters being public property, the racing board has failed to enforce the beautiful amateur rule. Where does the iniquitous part of the programme come in, President Burdette? Keep your eye on that divisible car load of pure ones which will shortly sally forth under the protection of the L. A. W. racing rules.

#### Mrs. Peck's New Club.

Mrs. M. L. Peck, L. A. W. 40,914, is a hustler, if that term can be applied to the fair sex. Mrs. Peck was marshal of the fair squad of the cyclists division in the late New York parade, and ran

things quite correctly. Now Mrs. Peck has another scheme, and she called at the REFEREE office to ask the assistance of the paper in booming a club formed of both sexes. The first meeting towards forming an organization was held last Wednesday evening on Seventy-second street, when several officers were chosen as follows: President, Mrs. M. L. Peck; vice-president, L. P. Dosh; treasurer, George F. Adams; secretary, Emma C. Owen; assistant-secretary, J. Charles B. Smith; first lieutenant, Mrs. Bessie D. Farman; second lieutenant, Mrs. Seers; color bearer, Mrs. W. E. Smith. The object of this club will be to encourage the sport of cycling among the ladies and to cultivate a stronger feeling of sociability among the women riders of the wheel.

It will be noticed that a captain was not chosen—he will be a brave man who tackles the position. Anyhow, the REFEREE is invited to a moonlight run next Wednesday in Central Park, and will train on "Nervine" between now and then.

#### Fees For Handicapping.

E. C. Carter, the national Amateur Athletic Union handicapper, it disconsolate and will not be comforted and happy until things are evened up in handicapping fees. Said E. C. to the REFEREE man: "Wouldn't I like to be a bicycle

too. For instance, Mike Quinlan had the gout and "Doc" recommended a mustard poultice. Quinlan had to wear a carpet slipper for a whole month after using it. Frank Ray, the G. & J. New York manager, complained that his two-months' old infant was not in record-breaking condition, and bought a baby carriage from the Gendron Wheel Company. Alex sells all New York and Brooklyn cyclists carriages, and allows a discount if a father or mother is an active rider. With Ray's carriage he sent the following note:

"I know what is the matter with your kid; he wants a change of diet. Stop feeding him with oatmeal and beefsteak, and other food suitable for record-breaking; you just feed him with the bottle of sterilized milk I sent in the carriage. Wheel him out twice daily and show him the Columbus monument, which will give him hope and inspiration, while the milk will do the nutrition part of the business. When he grows up let him ride a Gendron."

Ray believed in all the advice and will act on it.

#### Luscomb's Workers are Hustling.

Mr. Luscomb has appointed his nominating representative committee, and the committee in turn has nominated the ticket representatives, who are expected to vote as they are directed. A well-



The Bidwell Tire Factory, New York.

handicapper for a year! All the Union allows me is \$5 for 100 entries; over 100, \$10; under 400, \$15. At the Passaic games, for instance, the handicapper, Priol, got \$50 for 200, and I got \$10 for the same number in the athletic events. Is it any wonder I am getting thin? I complain, not because I begrudge Priol his \$50, but because I want a little more generosity displayed toward me by the Union." With that Carter moved slowly and mournfully down Broadway. Speaking of the fees of handicappers, it is said that Priol made the past season as much as the secretary of the L. A. W. gets per year, \$3,000, and Goodman was close up. The sum of \$50 charged for a few events at a small meeting of a small club does seem high. But it is the club's own fault; it should give class races. What does a man in New York know about the form of a man in a country town near Buffalo? Handicaps in the United States have been more or less a failure and will continue to be so.

#### "Doc" Schwalbach.

Alexander Schwalbach, of Brooklyn, and likewise of Chambers street, New York, is a very versatile young man, with a large and interesting family. Alex looks young, but is old in wisdom. He was a horse doctor before going into the bicycle business, and is now called "Doc" by the majority of his friends. He keeps up his veterinary knowledge,

defined ring can be seen by looking closely at the paper called a ticket. One of the representatives nominated, however, seems to be from the outside, as he stated the other morning that the honor was a surprise to him, and he immediately asked two cyclists what was expected of him and what would his duties be. One of the young men volunteered the information that the best thing he could do would be to "vote with the gang." He thought he would.

#### Off For the Indies.

Achille Philon, the spiral tower man who created such a sensation in London two years ago, and at San Francisco last winter, called at the REFEREE New York office last week and outlined an extensive South American and West Indies trip. Philon rides a Century Columbia, his wife rides a Premier, and he will take along with him Charlie Price, the Milwaukee amateur, and Lillie Williams, the Omaha cycling scoubrette, for exhibition racing purposes. The party will sail for Jamaica next week, and will give exhibitions through the Indies. Price will act as engineer of the steam road carriage, a Philon invention, and will race against amateurs where they can be found, while the fair Lilly will ride her Sercombe & Bolte Telegram safety against Mrs. Philon to the edification and instruction of the numerous spectators the Philon show will attract.

Price will also ride a Telegram, and Mr. Philon assures the Milwaukeeans that their cyclist will remain a pure amateur on his travels with the professional aggregation. There is another side to the trip. Philon proposes to give the tournaments with a view of starting a cycling boom in the islands of the sea, and will, if possible, establish agencies for cycles in the larger places. He says the roads in the British West Indies are the best that can be found, through the manipulation of native and criminal labor. The roads are for the most part macadam, with a layer of cement. Stretches for miles in the country form an ideal road for cyclists. A column notice in the leading Jamaica paper welcomes Philon and his troupe.

#### Sullivan's New Company.

The American Sports Publishing Company, with Colonel James Sullivan of the *Sporting Times* as president and E. C. Newell secretary and treasurer, has been incorporated for the purpose of publishing an athletic library, and will treat all branches of athletics in a monthly book the company will issue. The extensive knowledge of athletics of the president of the concern, assisted by the athletic and sporting editors of the New York dailies, will assist in giving the athletic world something reliable and interesting. The company will also control the advertising of several large concerns in the athletic goods business.

#### Guy Wilson a New Yorker.

Guy P. Wilson, late of the Baltimore News, has forsaken the Oriole city and will in the future make New York his home. He will become connected with one of the big dailies. Mr. Wilson has been a prominent Baltimore cycling figure, and worked hard for the sport in Maryland. He thinks, however, that there are more kicks than honor in being a worker in the cause of cycling, and doesn't yearn for any more distinction on that score. He will join the New York Cycling Press Club when the latter is reorganized, and it is hoped the club will have the active assistance of the clever writer and hustler. What is Baltimore's loss is New York's gain.

MORGAN.

#### A Good Scheme.

A "starting" novelty is about to be tried on the new Paris track. Instead of the historic man with the pistol, a series of posts, each being fitted with a sonorous bell, will be placed at distances of twenty-five metres round the track. Electric wires will connect these bells, and the starter, instead of risking death by explosion from an old blunderbuss, will merely touch the button and set the whole (including the riders) in motion. Now, Herne Hill.—*Wheeling*.

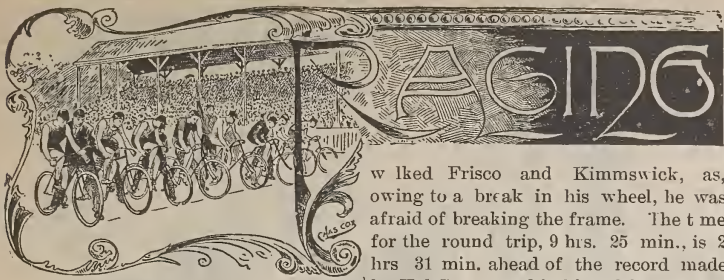
#### There's a Difference, You Know.

The "Yankees" are endeavoring to obtain a portion of the grounds at the Chicago exhibition, which will be held next year, for a comprehensive exhibit of roads and their construction and maintenance. The rural highways in the land of "stars and stripes" are, be it said, most attractively irregular and uneven, and while a considerable improvement has been manifest of late years, there is still much to be accomplished ere the cyclists of the States will understand the pleasures of travel as they are known to their cousins on this side of the "herring pond."—*Cycle Record*.

And notwithstanding this knowledge, the Britishers wonder why we can not make road records.

William E Hunter of Lynn, Mass., has just reached his home, having ridden to Chicago. He covered the 1,200 miles in sixteen days, arriving at the World's Fair grounds Oct. 14.





## Successful Texas Meet.

The first annual meet of the Dallas Wheel Club will go down in history as the largest and best ever held in Texas. The races were deferred a week, owing to incessant rain during the past two weeks. On the 27th, the first day of the races, the wind blew a gale and the track was miserable, but Old Sol beamed forth in all his glory, and the boys were full of good cheer. Fast time was impossible, but the quarter was ridden in 33 1-4. W. A. Parker, of Waco, had everything his own way, being beaten but once. Friday evening the club entertained the visitors with an elegant banquet and smoker, mingled with songs and speeches, Mr. McGarvey, of Kentucky, rendering a quantity of the latter. The summary:

One-mile, novice—G. A. Roach, Dallas, 1; W. A. Springfield, Dallas, 2; G. A. Harmon, Dallas, 3; T. B. Clark, Waco, 4; time, 3:10.

Quarter-mile, open—W. A. Parker, Waco, 1; R. E. Patterson, Gainesville, 2; T. N. Parker, Waco, 3; G. W. Hubbard, Sherman, 4; time, 33 1-4.

One-mile, Texas Wheelmen—W. A. Parker, 1; W. B. Tackaberry, Ft. Worth, 2; R. E. Patterson, 3; time, 3:05.

One-mile, ordinary—L. Andrews, Dennison, 1; Atwell, 2; McConnell, 3; time, 3:59.

Three-mile, open—W. A. Parker, 1; G. A. Roach, 2; R. E. Patterson, 3; time, 10:40.

Trick riding—G. Hubbard, Sherman, 1; Gahan, Dallas, 2.

Half-mile, handicap—R. E. Patterson, 1; G. W. Hubbard, 2; A. Leverdale, Dallas, 3; time, 1:30.

## SECOND DAY.

Half-mile, open—W. A. Parker, 1; G. W. Hubbard, 2; G. A. Roach, 3; time, 1:30.

One hundred yards, slow race—W. A. Parker, 1; G. W. Hubbard, 2; time, 2:45.

One-mile, Dallas Wheel Club—W. Springfield, 1; John Trueler, 2; G. A. Harmon, 3; time, 3:20.

Half-mile, juvenile—G. N. Hope, Sherman, 1; Sam Seidenbetch, 2; time, 1:40.

One-mile, Texas Wheelmen—W. A. Parker, 1; G. W. Hubbard, 2; Roy Spore, Houston, 3; time, 2:59.

Five-mile, open—R. G. Roach, 1; W. A. Parker, 2; G. W. Hubbard, 3; time, 17:22.

Trick riding, ordinary—Temby, Houston, 1; Hubbard, Sherman, 2; Andrews, Dennison, 3.

One-mile, consolation—Chabot, San Antonio, 1; Carruthers, Houston, 2; Woodruth, Dallas, 3; time, 3:19 2-5.

The officers were: Referee, L. W. Hope, Sherman; judges, T. L. Lawhon, John B. McCraw, Hugh Blakeney, all of Dallas; timers, L. A. Cohn and G. Harris of Dallas, and A. Q. Nash, of Sherman.

## The De Soto Record Broken.

Bert Harding, of the St. Louis Cycling Club, tackled Hal Greenwood's De Soto round trip record Sunday, and the way he took that record down was a caution. Quite a number of things were against him on the trip. The roads had just been repaired and Harding encountered a good deal of new gravel. It was a cold, raw morning when he started from the club house, the start being made at 8:02 a. m. Point Breeze was reached at 8:36; Maxville, 9:24; Bulltown, 10:05; Hillsborough, 11:08, and De Soto at 11:57. Here he stopped for a lunch, leaving at 1:10 p. m. He passed through Bulltown on the return trip at 2:45, Point Breeze at 4:26, and reached the club house at 5:25 p. m.

His time on the down trip was 3 hrs. 57 min., only about seventeen minutes behind his time the day he broke the single trip record. Every hill was climbed on the way down, but coming back he

w lked Frisco and Kimmswick, as, owing to a brak in his wheel, he was afraid of breaking the frame. The time for the round trip, 9 hrs. 25 min., is 2 hrs 31 min. ahead of the record made by Hal Greenwood in his celebrated race with Perce Stone five years ago. Harding practically made his own pace the entire way, though members of the cycling club kept with him at different stages of the trip, mostly for the purpose of checking at points along the road. Harding was pretty tired when he reached the club, and showed it very plainly, but after a good rub-down he seemed to feel all right. He rode an Imperial light roadster.

The timers were G. M. Wilder and W. P. Laing at the start; Thomas Coburn at DeSoto, Frank Ayers at Point Breeze, and Wilder, Laing and Rule at the fin-

daily. The racing board of the Milwaukee Wheelmen has the meet in charge, and is working hard to make it a success. Chairman Schroeder states that the prize list will be first class, as many valuable prizes have been guaranteed, and the club will add many others.

If the *Sporting Life's* excursion to California and the south proves a go, assurances have been given by Mr. Troy that the car, with all the great racing representatives of the country, will be in Milwaukee during the tournament to participate in the races. Zimmerman, Windle, Tyler, Taylor, Berlo and others would prove great drawing cards and make the meet a doubly-assured success.

JACK ROYAL.

## Buffalo Race Matters.

"To be or not to be" seems to be the question regarding "that" road race. The Buffalo end of the dispute is willing, from all accounts, to concede any or all courses if the Rochester end will only come in; but it won't, and the Buffalo end may suit itself regarding detail. On Saturday forfeits were posted with U. C.

was won from scratch by the former in 13:28 1-2, while Rhodes dropped out. Neither man was entered and got to the track just in time to start in the race, the referee having allowed them to ride. Some of the Nashville people didn't understand this and thought there was something wrong. At any rate, Johnson had not received his prize at last accounts. The results were as follows:

## FIRST DAY.

One-mile, novice—J. B. Farmer, Nashville, 1; R. E. Bennett, Nashville, 2; O. B. Gardner, Nashville, 3; time, 3:10.

One-mile, handicap—J. H. Gardner, Nashville, 1; J. L. Newsom, Jr., Nashville, 2; W. S. Pearson, Nashville, 3; time, 2:48 2-5.

One-mile, scratch—J. H. Gardner, 1; J. L. Newsom, Jr., 2; W. C. Payne, Evansville, 3; time, 3:14 2-5.

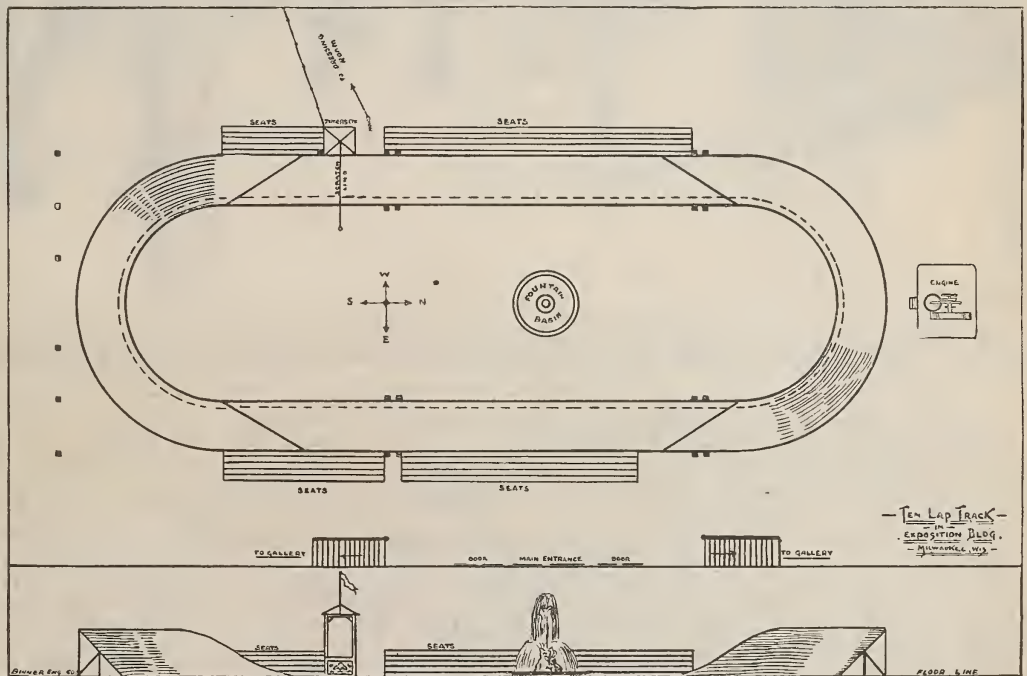
Quarter-mile, open, flying start—J. H. Gardner, 1; W. C. Payne, 2; J. M. Rains, Nashville, 3; time, 3:34 5.

Half-mile, flying start, Capital City Cycling Club members—J. L. Newsom, Jr., 1; J. C. Gardner, 2; W. S. Pearson, 3.

Five-mile, handicap—J. S. Johnson, Minneapolis, 1; J. L. Newsom, Jr., 2; J. B. Farmer, 3; time, 13:23 1-2.

## SECOND DAY.

One-mile, scratch, open—J. H. Gardner, Nash



Milwaukee Wheelmen's Indoor Bicycle Track—Exposition Building.

ish. A claim will be made to the Century Road Club to have this record put on its books.

\* \* \*

## Milwaukee's Coming Tournament.

During Thanksgiving week the Milwaukee Wheelmen will hold a tournament at the exposition building. A rare track will be built, and when completed will be the fastest indoor track in the country. The designer of the plans, Martin Palitz, visited Minneapolis, Chicago and New York for the purpose of obtaining all the information possible in regard to the way tracks had been built in those cities. The track will be built the same as the one in Madison Square Garden, New York, and will be ten laps to the mile. One especially meritorious feature of the construction is that a rider going at a 2:15 gait will find it impossible on the turns to strike his pedals, while it will be necessary for him to go at a three-minute clip if he wants to keep on the track. Work on the track is now in progress. It will be built of one-inch boards, with a regular covering of flooring, and when completed, which will be some time this week, all racing men who have entered the races will be allowed the free use of the track

Martin by the Press C. C. and the Rambler's B. C., so the prospects for a race are a little more encouraging than before. The time now agreed upon is Nov. 5, and all interested are hoping and praying for good training and racing weather. The Press C. C.'s men are training for this event under the direction of C. H. Callahan. The Ramblers B. C. boys are not saying very much just now, but they have their working clothes on, and the amount of training going on is enormous. The team for the road race next Saturday is hard at work under the care of Captain Klipfel, and the men are in the pink of condition. Captain Klipfel is sure that he has the winners in the team, and Callahan is equally sanguine.

WILLIE DUNN.

## Johnson Won at Nashville.

Nashville's big two-day meet last Thursday and Friday did not pan out very extensively. Dan Canary, who returned Saturday, said there must have been seventeen people in the grand stand the first day and twenty eight on the second. The meet was given at Cumberland Park, under the auspices of the Capital City C. C. Johnson and Rhodes started in the five-mile handicap, which

ville, 1; J. M. Rains, Nashville, 2; W. C. Paine, Evansville, 3; time, 2:52 4-5.

Half-mile, handicap—J. M. Rains, 20 yards, 1; Jay Newsom, Nashville, 10 yards, 2; W. S. Pearson, Nashville, 30 yards, 3; time, 1:12 1-2.

One-mile, handicap, open—J. H. Gardner, Nashville, 20 yards, 1; J. M. Rains, Nashville, 40 yards, 2; R. E. Bennett, Nashville, 100 yards, 3; time, 2:41 4-5.

Two-mile, handicap, open—Jay Newsom, Nashville, 50 yards, 1; R. E. Bennett, Nashville, 250 yards, 2; J. B. Farmer, Nashville, 100 yards, 3; time, 5:33 1-2.

Half-mile, open—First prize, J. H. Gardner, Nashville, 1; W. C. Paine, Evansville, 2; J. M. Rains, Nashville, 3; time, 1:16 2-4.

One-mile, handicap—O. B. Gardner, Nashville, 250 yards, 1; W. S. Pearson, Nashville, 250 yards, 2; Jay Newsom, scratch, 3; time, 2:55.

One-mile, handicap—Fitz Bachmann, 575 yards, 1; W. J. Potter, 500 yards, 2; Jay Newsom, 100 yards, 3; time, 1:59.

Two-mile, handicap—Jay Newsom, 400 yards, 1; J. H. Gardner, 350 yards, 2; J. S. Johnson, scratch, 3; time, 5:05 1-2.

The officials were: Referee, J. C. Combs; judges, C. H. Bader, J. M. Gardner and William Cox; timers, T. C. Petri, J. I. Newsom, Jr., and Charles W. Woodward; clerk of the course, Henry J. Stack; starter, J. Elmer Pratt, Chicago.

\* \* \*

## Newton Won from Scratch.

The Beloit, Wis., twelve-mile road race was held Friday last, twenty-five men starting and finishing before a large





An illustration of Racing Board methods, adopted for the benefit of the official organ to the detriment of the league at large.

crowd of people. The road was in good shape, but a strong, cold wind prevailed. E. A. Newton finished first from scratch in 55 min., thus securing first place and time. F. N. Pratt was second and George Whitford third.

\* \* \*

The M. & W. Road Race.

The M. & W. Cycling Club held an eight mile road race last Saturday over the Oak Park course. W. Whitman, the fourteen-year old office boy, won handily. His handicap was twenty minutes. F. W. Morgan was a contestant. The summary follows:

Name.	Hand'p.	Time.
W. Whitman.....	20:00	35:35
B. F. Campfield.....	345	30:47
E. Ulbricht.....	scr.	2:00
J. Herkenhoff.....	7:30	33:40
C. B. Van Dyke.....	7:30	33:52
T. Morris.....	7:30	33:55
J. E. Hammond.....	4:00	30:27
F. W. Osmund.....	345	27:25
H. S. Mallory.....	2:00	23:58
F. W. Morgan.....	345	20:24
H. Voigt.....	4:00	32:33
George Stenile.....	7:30	36:12
J. Rau.....	4:00	33:40

\* \* \*

Chicago C. C. Ordinary Run.

The road officers of the Chicago C. C. have called an "ordinary run" for Sunday from the club house to Pullman and return. None but solid-tired ordinaries will be permitted on the run. It is a novelty surely, these days, and there is now a demand for the g. o. o. Safety riders will not be permitted to accompany those on the ordinaries under pain of having the valves taken off their machines and a walk home. It is proposed to impose a fine of twenty-five cents for every header and ten cents for dismounts, the "pot" to pay for dinners at Pullman.

\* \* \*

Race Chat.

An indoor meet at Madison Square Garden is talked of by the Harlem

Wheelmen, and will be arranged for some time in December.

The Baltimore club will hold its annual ten-mile road race Thanksgiving day.

The Capital City Cycling Club of Lincoln, Neb., has arranged for a ten-mile road race. The course will be to Havelock and return. The race will take place Nov. 10, with perhaps thirty-five entries. Fifteen prizes will be given.

Last week Fred Hatch of the St. Paul C. C. broke the local hundred-mile record, going from St. Paul to Northfield, and then to Minneapolis and St. Paul, in 7 hrs. 52 min. This is three minutes better than the mark made by T. L. Bird two weeks ago.

Races will be held by the Washington Wheelmen of Tremont, Pa., election day, on the Westchester course, consisting of mile, novice; mile, handicap; half-mile, handicap; 100-yard, slow race; two-mile, handicap; ten-mile, handicap, and mile consolation.

The Centaurs of Baltimore will hold a sealed handicap ten-mile road race election day. The club championship medal will go the man making the best time, while other prizes will go to those finishing first, second and third. If permission can be obtained, the race will be held in Druid Hill park, otherwise on the shell road.

Saturday last Worth & Sterner, the West Madison street cycle dealers, gave a youths' century race. Five of Chicago's sturdiest young riders started. Earl Hamilton, whose age is 18, and Harry Geer, 16, allowed Ralph Kinney, 17, Fred Henderson, 14, and Lawrence Reed, 16, an our's handicap. Harry Geer came in a winner in 8:30, clipping off two hours from the best known youths' time. Henderson completed the run in 9:40, Lawrence and Kinney rode 45 miles

and Hamilton completed a half century before stopping. Harry Geer is not unknown in the local cycling world, this being his fourth century the present season, all ridden on a forty-six inch pneumatic tired Eagle. Henderson has ridden two centuries this season. Both men finished apparently fresh. Harry Geer rides under Minnette club colors, and is a hardy long-distance rider.

The New York papers say that in the race of the Newark Letter Carriers Cyclists the third man was Robert Clunich, a one-armed postman. This is the first instance of a one-armed man competing in a bicycle race, and, as the distance was five miles, his showing was a good one. Mr. Clunich rides a wheel while serving his route, and is a familiar figure in Newark.

More About Johnson's Records.

John W. Evans of the American Trotter, writes the REFEREE as follows about the records made by Johnson on the kite track at Independence, Ia.:

"I notice in your issue of Sept. 30, under the heading of 'One mile in 1:56 3-5, the following: 'There were only one or two watches which were over 1:57, while several others were well under 1:56 3-5.' I would like to contradict this. When Johnson went his mile not one of the official timers had it over 1:56 3-5. Two had 1:56 1-5, two had it 1:56 2-5, and two had it 1:56 3-5. I was in the stand when they compared watches, and they decided on the slowest, which was 1:56 3-5. We can put up from \$1,000 to \$10,000 that he can come back and do the very same thing he has done. This will be a good chance for the people who doubt these performances to come here and make a little money if they have anything in the way of 'ool' to put up."

ENGLAND'S EX-CHAMPION.

Osmond the Disappointment of the Past Season.

Longfellow in Sport and Play.

There can be no disguising the fact that Osmond has been the disappointment of the past season. All his friends have been hoping that he would do something before the frosts came again worthy of his great reputation; this friendly patience has gradually given way to disappointment, his most faithful adherents have ceased to find excuses, and to day it has to be acknowledged that it is hopeless to expect the brilliant rider of 1891 to add to the laurels won so handsomely in the days that are past. The reflections of those who have honestly believed in his prowess and his capability of accomplishing a really great feat on the path may not be pleasant; but they are inevitable. It is out of my province to attempt to make excuses; but I may perhaps be allowed to add my keen regret to those which have been expressed in all quarters at his recent failures.

Our American visitor has proved himself such an exceptionally good rider that any attempt to deprive him of a vestige of the halo with which the American press has invested him would be unchivalrous. No! Zimmerman has won his honors; let him wear them as a conqueror should. They might have fallen into less modest and more unworthy hands. But although our cup of disappointment was well nigh filled when the championships were carried once more into distant climes, it was not overflowing, and we were all hopeful that Osmond would rise to the occasion, and, at least, uphold the reputation of English cyclists. We must not forget the one brilliant burst of "plucky little Harris." That, however, is another story. Some have given it out that Osmond's



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.

system of training has been the wrong one; and other excuses have been made. He is, probably, not constitutionally strong, but when in August we saw him set himself going something after his old style, and leave his fellow competitors in the last lap of a mile handicap as though they were standing, we were amongst those who held the opinion that at last the hour and the man had come. When the great crowd at Aston cheered him to the echo, as he flashed past the tape a winner, we felt a thrill not often experienced.

Since then we have waited for his onslaught on the records at Herne Hill in vain, and we feel that it is too late for anything to be done this season. Of late we have heard a good many harsh expressions used concerning his comparative failures—nothing at all unusual from hero worshipers—but we may expect the same people to go to precisely the same extremes if Osmond should ever succeed in doing a big ride. Just now he is the recipient of plenty of advice—cheap, too. Forgetful, I suppose, that cycling champions are only human, all manner of "quacks" are prescribing, whose nostrums will, of course, be religiously avoided. Most of his Midland friends are bitterly disappointed; but most of them will wait a little longer before they begin to "throw stones."

## The "Wheel" in Chicago.

The *Wheel* has decided to open an office in Chicago and has placed in charge Andrew Cahill, who has for over a year been connected with the advertising department of the *Bearings*. Mr. Cahill is well acquainted with the trade throughout the country and particularly in the west, so that the venture should prove advantageous both to himself and the paper he represents.



THE LATEST-TRIPLETS.

## ALL FOR GOOD ROADS.

*Legislative Candidates Place Their Views on Record.*

Under date of Oct. 20, Secretary Prime, of the Illinois Highway Improvement Association, sent to the candidates for the Illinois legislature a circular asking for their views on the road improvement question, and a large number of answers were received. The circular explained its own mission and said: "The road question is above any politics, but we would like to know who are the men we can depend upon in the next legislature to help us in the direction indicated." The following questions were asked:

1. Are you in favor of convict labor to be used either in preparing material or for actual labor on our highways?
2. Are you in favor of, or opposed to state aid for road improvement?
3. Would you favor a modification of our present road laws that would enable townships and counties to raise money for road improvements by the issue of bonds?
4. Give us your general ideas on the road question.

Every candidate who answered the questions was most decidedly in favor of using convicts for improving the highways of the state, and all were greatly in favor of good roads. A few of the answers are given in full to show the feeling on the subject, and in addition a

list follows of those who have expressed themselves in a similar way:

William H. Olsen (Rep.), Chicago—Am in favor of convict labor to be used in preparing material or actual labor on our highways. Just as important for state aid in building roads as of other great improvements. Am in favor of a road law to enable townships and counties to raise money for road improvements by issuing bonds.

S. D. May (Dem.), Chicago—Am in favor of convict labor being used entirely both in preparing material for use of and actual labor on the roadways of the state. We have our board of agriculture, horticulture and railways. Why not our board of highways, possessing authority under the act creating it to enter on a speedy but permanent improvement of the roads?

J. Wiley Howey (Pro.), Newton—I have no sympathy with the idea that a lot of criminals should be kept wholly at the expense of the state. Let them earn their grub. Yours for less criminals and better roads.

J. H. Hackett (Rep.), Jacksonville—See no other solution of the vexed question in regard to convict labor except they be employed in some way looking to the improvement of our highways. Agitate, educate, and something better than we now have will result. The people are ready for a change and are seeking information so as to be able to act wisely when the time comes to make a change in our laws regarding highways.

Samuel Wood (Pro), Quincy—Am in favor of convict labor, to be used both in the preparation of material and actual work on our highways; favor any reasonable measure looking to the state aiding road improvements. Also a law enabling townships and counties to raise money for the same purpose. This enterprise should in all legitimate ways be fostered and encouraged. Good roads are a necessity to the best interests of the consumer and producer.

Albert Campbell (Rep.), Effingham—Am in favor of employing convict labor, both in the preparation of material and in actual labor on the roads of the state. This will give employment to the large number of convicts without bringing their labor in direct competition with non-criminal labor. Also in favor of state aid for road improvement where necessary. No objection to empowering counties or townships to issue bonds to improve their roads.

George W. Minier (Pro.), Minier—What better can we do with our convicts than put them to work for the good of the people? It will be for the good of those unfortunate men to give them labor in the air.

E. H. Griggs (Rep.), Chicago—Will be glad to co-operate with the friends of the highway improvement in any practical measure that promises to give us better roads in the country districts of the state.

C. J. Schultz (Pro.), Elgin—Use convict labor on our highways wherever practical. Favor state aid in road improvements; also law to enable townships to raise money for road improvement.

Others who had answered the circular and expressed themselves in favor of convict labor in road improvement were:

J. W. Drury, Dem., Waterloo; U. S. Ellsworth, Rep., Deer Park; W. C. Dean, Dem., Ava; L. K. Byers, Dem., Altoona; George Murray, Rep., Elmira; Thomas H. Creighton, Rep., Fairfield; James Boston, Rep., Duquoin; J. Zimmerman, Dem., Mount Carmel; S. H. West, Dem., Arrow-smith; S. W. Seawell, Dem., Greenville; J. Huston, Dem., Blandinsville; John Holmes, Dem., Alta; C. A. Ambrosius, Dem., Collinsville; J. E. Miller, Dem., Belleville; J. H. Baer, Pro., Sterling; William Stuart, Dem., Dakota; A. G. McQueen, Peoples', Flora; P. Paddock, Pro., Raymond; E. T. Potter, Dem., Wilson; D. S. Berry, Rep., Savanna; George Pickle, Rep., Plainfield; George B. Winter, Pro., Onarga; George W. Curtis, Dem., Stockton; E. L. Henning, Dem., Plano; Hugh Greig, Pro., Oneida; J. M. Jones, Pro., Lafayette; J. A. Hoopes, Pro., Ipava; W. A. Moore, Dem., Morton; George W. Lucas, Rep., Mount Station; William Thieman, Rep., Itasca; B. A. Gower, Rep., Odell; W. I. Guffin, Rep., Paw Paw; Henry M. Dunlap, Rep., Savoy.

The St. Nicholas Manufacturing Company has sold its entire output for next year to Hibbard, Spencer, Bartlett & Company and the George R. Bidwell Cycle Company.



## FAILURES IN ENGLAND.

## SEVERAL SMALL MAKERS ARE FORCED TO THE WALL.

*Trade Generally Quiet Abroad, Though Brisk With Many—All Are Building Front Drivers—Preparing for the Stanley Show.*

BIRMINGHAM, Oct. 22.—The threatened "bad time" in the cycle trade would seem to be upon us. During the last week or two quite a number of failures have been announced and several more are already talked about. Besides these several agents have been effecting private arrangements. The failures at this season last year were, as a rule, confined to agents who had stocked too heavily and were unable to meet their engagements. This year it is the manufacturers who are putting up the shutters, although those who have gone have not up to the present been people in a very large way of business. The biggest failure so far is that of the Basford Cycle Company, of Nottingham, people who only began trading last season and were supposed to have plenty of money. Their liabilities are a little short of £5,000 and their assets are estimated at about £2,200. Among the creditors are, I believe, the Pneumatic Tire Company, for an amount of something like £600. The Maxim Steel Tire Company, the Orient Cycle Company (T. T. Sims) and the Cornbrook Cycle Company, all of Birmingham, have also failed and executed deeds of assignment, and Frankenstein & Company, the saddle and accessory makers and platers of Coventry, have within the last few days stopped payment. In this case the liabilities are over £2,000 and the assets reach £900. The firm had an overdraft from the bank of something like £1,100. There are several other affairs which are very shaky, and I should not be surprised to hear at any moment of another half-dozen failures.

## OTHERS DOING WELL.

In the midst of all this it is very satisfactory to hear of the good business which is being done in a quiet way by several firms. Among these is the Quinton Cycle Company, which, with an order of two thousand machines from the Bretz-Curtis Company of Philadelphia, to be going on with, has already all its hands on at full time. What with a fire which destroyed its premises just as it had got a fair hold on the trade, and other misfortunes, the Quinton firm has had more than its share of bad luck, and I am pleased to see that it is now obtaining the success which the perseverance and conscientiousness of its principals deserves. Instead of paying a big dividend this year the directors have been content with a moderate return and have placed a substantial sum to the reserve fund to provide for future emergencies.

## HUSTLING FOR BUSINESS.

There has been quite an exodus this week from London of the cycling journalists and advertising representatives. They have with one accord fled to the Midlands, where they have been scurrying round to the factories in anticipation of the Stanley show. At present a cycle manufacturer's lot is not a happy one. He is doing nothing all day besides describing his novelties for next year—of which, practically, he has none—to the reporters and declining to listen to the blandishments of the canvassers who wish to book his order for advertisements. In Coventry this week I saw

Messrs. Maycock and Browett, of the Coventry Machinists' Company, who have returned well satisfied with the result of their visit to America. B. Riley is also back from his travels on behalf of Bonnick & Company, and expresses himself as being very well pleased with the outlook of the trade for City cycles in the States.

## TIRE MAKERS VERY BUSY.

The tire makers are probably the busiest people in the cycle trade just at present. This week I had an opportunity of trying the new Clincher tire, which is being put on the market by the North British Rubber Company. It is a great improvement on the old pattern. It is two and one-half pounds lighter, and is faster and is more resilient. In spite of these advantages it is just as easy of repair as the Clincher always was from the first. The Fleetwood has also been much improved, being lighter and more simple than it originally was. Yet although the opposition is so much greater the Dunlop people have already taken far more orders than they had on their books this time last year. George Ducros, the youngest of the family who are so much concerned in the company, is at present over from New York and is

ous feature. Hundreds of provincial clubs have passed resolutions promising support to the show. Numerous excursion trains have already been arranged for on the northern lines. The invitation Bohemian concert, given this week by the Stanley club, aroused great interest amongst the metropolitan clubs, which were well represented.

## LONDON'S CYCLING LANDMARK.

Goy's is the name of one of the oldest and best known cycle agencies in the city of London. Twelve years ago it was hither I went to order my first bicycle. To-day the flourishing west end cycle depot, situated in Praed street, near the Edgware road, forms an important local centre in the London wheel trade. For at Goy's one may view a good selection of most of the best makes found on the viaduct, besides the Fleur de Lis and Witch, two machines made and sold by the firm. The Witch appeared at the beginning of this year, as a sound, up-to-date, second-grade mount, and its success has proved phenomenal. With one or two trifling modifications it will take its place amongst Goy's 1893 models, which, as usual, will be found at the Stanley show. In response to inquiry I learned that the firm would take

## THE EADIE F. D. SAFETY.



This wheel has, in its short life, received a great name. The frame is very rigid and does not have "that back wobble," as the maker, the Eadie Manufacturing Company, Hunt End, Eng., says. The machine was specially designed by R. W. Smith, the works manager. This company also makes several other handsomely-designed wheels, and may, another season, try for American trade.

learning the whole mysteries of the new tire at the Coventry factory.

## NEW SCHEMES TAKING.

There seems to be a "boom" coming along in two-speed gears, affairs which a couple of years ago were laughed at and classed with gear cases as unnecessary fads. There also seems to be little doubt that there will be a shoal of geared ordinaries and front driver safeties on the market next season, and in this connection it is worthy of mention that a firm of Birmingham engineers is sending out hubs beautifully made with Crypto gear, and charging just £1 each less than the Crypto firm is getting for theirs. The Birmingham people declare that there are no patent rights in the gear, and from what I know of the matter I am inclined to think they are right.

[From another correspondent.]

LONDON, Oct. 22.—Over 310 firms have taken space at the Stanley show, which will be by far the largest on record. A large amount of space will be occupied by firms exhibiting machinery, whilst the photographic section, containing displays of photographic apparatus and materials, as well as a show of work by amateurs and professionals for which medals are offered, will form a conspicu-

ous feature. Hundreds of provincial clubs have passed resolutions promising support to the show. Numerous excursion trains have already been arranged for on the northern lines. The invitation Bohemian concert, given this week by the Stanley club, aroused great interest amongst the metropolitan clubs, which were well represented.

## OTHERS SHOWING THE F. D.

For a long time the viaduct gave no sign that anything in the form of a front-driving safety occupied the thoughts of riders—except, of course, at No. 1, where Marriott & Cooper's geared ordinary was to be seen. The second firm to expose on view the novelty was the Rudge Cycle Company. During the last week two more well known houses have been awakened from their indifference towards the rear-driver's rival, and have each displayed samples of front-drivers in their windows. These are James Vallentine & Company, Ltd., makers of the Spartan and agents for the Whitworth, and the Coventry Machinists' Company. The Spartan front driver presents an excellent appearance, being on almost identical lines with the Crypto—with whose gear, by the way, it is fitted. It is a full roadster with brake, Preston Davis tires, thirty-six inch (geared to sixty) and twenty-four-inch wheels, and weighs thirty-six pounds.

## A SWIFT F. D. SAFETY.

The other front-driver, which has been tried by both Holbein and Shorland, is also fitted with the Crypto gear. It has thirty-six-inch and twenty-two-inch wheels and scales about thirty-six pounds as a full roadster. It has a neat appearance and will be on view at the Crystal Palace show in January. The Coventry Machinists' Company contemplates, I hear, opening a factory at Richmond, Ind., U. S. A., for the production of their present English patterns for the American market.

Stepping eastwards the other afternoon I had a brief chat with the manager of the Metropolitan Machinists' Company, of Bishopsgate street. Like the peacock popinjay proudly born in the "Yeoman of the Guard," this gentleman "turned up his noble nose in scorn" only a few months ago at the idea of a front-driver proving a generally adopted model for 1893. Now, however, he has been led to alter his views, having already had to execute orders at the request of customers. The company will make a Crypto-geared f. d. safety for next year, and will show the same at the Crystal Palace.

## HANDLES PERRY'S GOODS.

Messrs. Brown Brothers, of Great Eastern street, E. C., had several novelties to show me when I recently called. It will be remembered by your readers that this firm is the London agent for Perry's fittings, and supplies everything that can be mentioned in connection with cycle making. Of course, in addition to the Crypto gear, they stock the Perry gear. The latter, however, is about to be withdrawn from the market, as Perry & Company have adopted an improved form. In the meantime orders received for the gear so extensively advertised of late are being held over. Perry's new light pattern cheap hubs are marvels of good finish and excellent quality, and make the old pattern feel very heavy and clumsy by comparison. Then there is the new Perry pen steel bush chain for Perry Humber racing hubs. This is light, perfectly finished, strong, moderate in price, and where a Carter gear case is used, suitable for road work.

## TO REPAIR BOOTHROYDS.

The Boothroyd tire for 1893, when examined in sectional form, is found to be slightly thinned at the sides. For the relief of those unfortunate riders who possess porous tires, (i. e. Boothroyds which, owing to an internal defect, undiscoverable by test, leak at countless spots from one or two interior pin-holes and refuse to be repaired), Brown Brothers have produced Boothroyd's solution sold in tins at thirty-six cents. A tin full of this jelly is heated in hot water and pumped into the tire, which never leaks again until punctured *de novo*. Something of this kind has long been wanted and will prove welcome alike to riders and agents. Stand No. 198 at the Stanley show will see Brown Brothers and all their wares in bewildering variety.

Mr. F. H. E. Cooke, of 40 Brunswick Square, W. C., has patented and is placing on the market a new powerful pump for pneumatic tires. It is not too long to be portable and its novel feature consists of a chamber in which may easily be carried a sufficient quantity of repairing materials to serve the needs of any user of the 1893 Dunlop. STANLEY.

L. S. Kingman, son of Martin Kingman, returned last week from a six months' trip through Europe. Mr. Kingman visited all the cycling centres, and the information gained will be of advantage to him in his present position with Kingman & Company, Peoria.



# RED RIMS FOR 1893=THE RUDGE

As has been announced before, we are now the exclusive manufacturers and importers of the RUDGE for the entire United States, and are rapidly getting things into shape to turn out the American Made Rudge in the highest style of the art. We now have in transit parts and materials for 500 machines, which we shall put together in the very best possible manner immediately upon arrival, thereby giving us enough machines to furnish our agencies with samples before the first of January. Every possible care will be taken to build the very highest grade machine that has yet been turned out by the Rudge Company, and special pains and care will be taken in the finish of same. In this department we thing that has yet been done in America. polish before the nickel is applied, and will peeling nickel, thus assuring an everlasting highly polished frame by expert carriage finest point. The machines will all be striped have Red Rims.



have made every preparation to surpass any. Each bright part will receive a regular silver be plated with a very heavy coat of non-luster. The enamel will be applied to a finishers, who have that work down to the with a fine gold line and the Racers will all

We are now prepared to place agencies for large or small territory in all parts of the United States, with a few exceptions. Our MR. PATEE will start out over the territory in a very few days, and reliable firms, desiring a really FIRST-CLASS HIGH-GRADE MACHINE on which they can have exclusive territory, will do well to correspond with us at once.

## ROUSE, HAZARD & COMPANY, 89 G Street, PEORIA, ILL.



The Cook County Wheelmen give an oyster supper this Saturday evening.

The Cook County Wheelmen give a hare and hounds chase on Thanksgiving day.

A hare and hound chase will be given by the First Regiment Cycle Corps Thanksgiving day.

The Lincoln Cycling Club has postponed its Japanese smoker, scheduled for this Thursday evening, for one week.

Englishmen would probably never believe that at Chicago's recent tournament Messrs. Sheridan, Rouse and Lennie varied only once in timing the great number of contests; yet this is so.

The Century Road Club holds a meeting this Thursday evening in club room "A" of the Grand Pacific hotel, to adopt constitution and by-laws and authorize a mail vote for officers.

Kinkead of the Lincolns has thirteen century bars, Porter of the Illinois' has an equal number, Newman of the Lincoln's has fourteen, and thus far tops the list of Chicago centurians. John Erickson of the Columbia Wheelmen has an even dozen bars.

Gilmore's celebrated band is announced for five popular concerts at the Auditorium, Monday, Tuesday and Wednesday evenings, and Tuesday and Wednesday matinees, Nov. 14, 15 and 16. The band now numbers 100 musicians, and is the largest organization of the kind in Europe or America. Miss Ida Klein, soprano, Signor Tagliapietra, baritone, and A. L. Guille (late of the Patti opera troupe),

tenor, will appear in vocal selections at the concerts. The sale of seats will begin Thursday, Nov. 8.

Members of the Lincoln club who finished the annual century Sept. 4 have received from their club solid gold scarf pins, embossed in chased gold letters, "Century, 1892." These are the hand-somest and costliest century survivor souvenirs given this season.

W. C. Anderson is gathering together the Chicago club foot ball team for the annual game Thanksgiving day with the south side Illinois Social Club at Washington Park. In the team will be found the following well-known cyclists: A. E. Lumsden, J. P. Bliss, W. C. Anderson, James W. Thorne, Harry Hanford, H. Bingham, H. Tobey, M. Hunt, McGilvery, Sherman and Ritchie.

The Minnette Cycling Corps will shortly put a team in gymnasium training, under John West, who will represent them on the track next season. It is said they have captured C. D. Cutting, the Cook County Wheelmen's best man, and Otto Maas, of the Illinois Club, who has the right stuff in him but needs a man like West to bring it out. H. M. Stringer, the likely young Elgin flyer, and J. B. Woolas, winner of this year's Pullman, are the other two.

Frank Waller, ex-champion of the world at twenty-four hour riding, of San Francisco, came into town last week. Mr. Waller intends making Chicago his home and training ground for next year, when it is his intention to go to London for the great Cuca Cocoa cup twenty-four hour race, July 24. Mr. Waller does not belie his pictures. He is a tall, good-natured German, large of bone and sinew and scant of flesh, weighing only 156 pounds. Harry Leeming, an old friend, took charge of him at once and is going to train him during the

winter for the big race. Waller is dissatisfied with his own showing thus far, and thinks he is capable of lowering the present record, 421 miles.

The "Two-Fifty Club" of Chicago has resolved itself into an organization of veteran racing men. The original score of members who won the honor of a membership did so at a time when to ride under 2:50 was a great honor. Nowadays, when to ride in that time is only ordinary, the members refuse to admit more and will only admit a member providing he wins the annual New Year's day scorch to Pullman, an unlikely occurrence this year at least. The annual run will be held next New Year's day, to which all cyclists are invited, the winner being decorated chief scorcher for 1893.

### Buffalo Club Doings.

BUFFALO, Oct. 31.—The Comrades C.C. held its donation party on last Thursday evening. It was well patronized, and many handsome and valuable presents were received from the friends of the club. The room on which these articles were displayed resembled a fancy fair, the collection of tidies, pictures, table scarfs, banners, clocks and other articles of furniture giving the place that appearance. The guests were many, and the well-appointed dance hall at the top of the building was comfortably filled. A programme of dances kept the large assembly amused until 11 o'clock, when supper was announced. Each person was supplied with a kazoo, and the march to supper was, as may be imagined, quite inspiring and tuneful (?). Taken all-in-all the entertainment committee has good reason to feel satisfied with its work. The Comrade C. C. next season intends leasing the entire floor, of which it now occupies but a part, and to fit up the rear room with baths and lockers. The location being close to the training

grounds is most desirable. The captain is most ambitious and hopes to have fifteen men in good condition and in such shape that they will be eligible for entrance to the Martin road race next Decoration day.

The Buffalo B. C. is in for a jolly time on election night, as it has made arrangements to receive returns by special wire, and will entertain its invited guests with luncheon, music and the many attractions offered by the club house.

The condition of the streets was such that wheeling about town was fairly good yesterday, but that was about the extent of it, as the rain of the previous night had dampened the roads and prevented all attempts at country riding.

WILLIE DUNN.

### League Membership to Date.

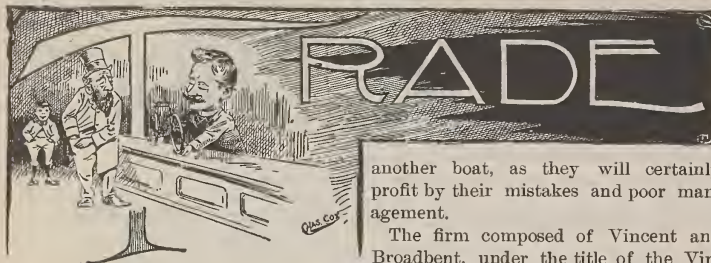
The total league membership is now 31,970. Last week California sent in 115 new names. The standing of the leading divisions follows:

Massachusetts.....	4,586
New York.....	4,146
Pennsylvania.....	3,404
Illinois.....	2,610
Ohio.....	2,566
Connecticut.....	2,546
New Jersey.....	1,780
Michigan.....	1,259
California.....	568

### Mr. Snell and the Typewriter.

Samuel Snell tells a good typewriter story. A year ago, while returning to England, he became acquainted with a typewriter agent, who presented him with a machine. Mr. Snell got a girl who soon mastered the "Yankee notion," and her first task was to send out bills. One was sent to a young Irish tradesman, who evidently had not seen a typewriter or its work, for he sent back a protest to the effect "that he would sue the firm if they ever put his name in print again."





Mr. Snell Is Here.

Samuel Snell, of lamp fame, is in New York, arguing with Uncle Sam's tariff employes, and threatening Uncle with a damage suit if he don't rush some very excellent samples of parts, saddles, etc., through the customs line. Mr. Snell is thoroughly cosmopolitan, and rushes around Wall street and Broadway with the same unconcern as he would the famous Birmingham "Bull Ring." Mr. Snell will settle in this country and will shortly send for Mrs. Snell and the little Snells, who are expected to grow up with the country. Incidentally Mr. Snell will remind you that his change of residence was not exactly determined from a health standpoint. Mr. Snell is out for cash prizes and will get them, too. Keep your eye on the ex-Birmingham illuminator. J. B. Brooks' saddle for '93 is one of Mr. Snell's specialties, which weighs twelve ounces, and is covered by American patents. A patent adjustment to save a pin, saving four ounces in weight. A patent tilting arrangement, which is claimed to be the most correct yet introduced. A skeleton frame made of best steel, and a really clever sliding device for shifting the saddle to suit the rider, being operated by thumb pressure. The saddle is called "Brooks' '93 Scorching Racer Saddle." It is a gem, like all the Brooks saddles.

#### An Eye-Opener Coming.

From the Triumph Cycle Company, Coventry, we learn that Mr. Bettman has something startling in the 1893 pattern Triumph. The new Triumph bottom bracket, dust-proof and air-tight, will be an eye-opener. The ladies' Triumph, a cut of which is shown herewith, and which weighs but thirty-six pounds, all on, is a beauty in the opinion of connoisseurs. They have christened the new racer the Chicago Triumph.

#### Ready for Business.

The Eclipse Bicycle Company is getting its new factory at Beaver Falls, Pa., into shape, and will have the first wheel out in a few days. With the facilities which this company will have for turning out wheels, and with the full determination that its wheel shall be inferior to none, the trade may expect to see the Eclipse standing in the front rank. Special steel has been made for use in this wheel.

#### Prosperous Buffalo Dealers.

The dealers are rubbing their hands, patting complacently their fat pocket-books, admiring their swollen bank accounts, and dream of palatial residences to build at the close of next season's profitable career. Yes, quick sales, prompt attention, rapid delivery after purchase or order, and few repairs have had a great effect upon the past season's investments in wheeling trade, and there is a general satisfaction among all dealers. Of course there are some who are not all happiness at this time of year. There must be some of this kind, and they will tell you all about how through injudicious contracts, advertising, sales and poor clerks, this season has been most unsatisfactory. But next year will find these very same unsatisfied-ones in

another boat, as they will certainly profit by their mistakes and poor management.

The firm composed of Vincent and Broadbent, under the title of the Vincent Cycle Company, has been dissolved, Mr. Broadbent continuing in the retail cycle business at the old stand. at least for the present. Mr. Vincent will engage in the manufacture of cycles at Gardenville with the Schoeflin Brothers.

H. C. Martin & Company have had a most profitable season, and they have been carefully looking out for the next, and will be equipped with a large supply of all the first-class wheels, enabling them to meet all the demands, both wholesale and retail.

G. C. Sweet will still be agent for the Victors, and next season will have them of all weights, for the path and road. The Overman company having decided to send out in the "D" model a track or racing wheel of twenty-four pounds, a road wheel of thirty pounds, and an all-round wheel for general use of forty pounds.

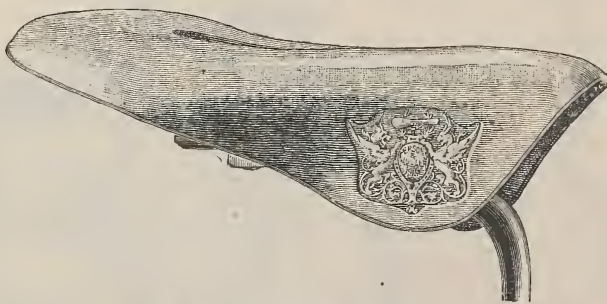
Castle, agent for the Singer and Hummer line of wheels, feels that he might

was not a complete destruction of the works, and that they were able to start up on the 28th. In a couple of weeks they hope to be well under way. Just previous to the fire a large part of the machinery had been moved into the new building, which was not affected by the fire, and which contained a separate engine and boiler.

#### Michigan Trade Affairs.

The bicycle trade in Detroit still holds on firmly. Dealers have just passed through an excellent season, in fact the best ever experienced. Huber & Metzger handle the Columbia, Hartford and Hickory, and on these wheels they report a large sale. George Hilsendegen handles Centaurs and has done an enormous business the past season. He is much pleased over last year's business, and will push the sale of his wheels in '93. He will do a general jobbing business, and has already secured the state agency for two well known makes. Peterson Brothers, the Anderson Manufacturing Company and T. B. Rayl & Company have all had a good trade this season. Detroit has some of the finest drives in America, and the bicycle business has indeed a very bright future. Woodward avenue is now being paved with asphalt, three miles of it being already completed. A boulevard twelve miles long, extending around the city, is now almost completed, and by next

#### THE "P. & M." SADDLES.



The "P. & M." Century saddle has been received with great favor this year by some of the racing men—for instance, Windle, Taylor, Tyler, Taxis, Murphy, Wheeler, Hess, Berlo and others. The saddle weighs under a pound and is guaranteed. Many of the big eastern makers have adopted it for their 1893 wheels. Mr. Persons, of the Persons & Muller Manufacturing Company, will be at the Grand Pacific hotel, Chicago, with samples. He will also show a splendid three-coil spring saddle, light and very simple.

have done better if he could have had a larger supply of Humbers, but hopes that for the coming year the output will be large enough to satisfy all demands.

The Bison Cycle Company will have a centrally located store on the east side of Main street, and will dispose of the entire output of wheels manufactured by Messrs. Gibson & Prentiss. This company is made up of B. M. Ripper, H. C. R. Jenke, William Tepe and J. F. Stenzel, and will have control of the entire western and central part of New York state. The middle of January will undoubtedly see this company fully established in its new home. Mr. Ripper is now making quite an extended trip through the company's territory looking up its interests. This new firm will be permanently located at the fine, large store, 561 Main street. It is needless to remark that the Bison for next season will have several improvements, and changes will be made in the frame, making, if possible, a finer and better wheel than that of the past season.

WILLIE DUNN.

#### The Damage Was Small.

We are in a position to announce in this issue that the burning of the machine shop of the Indiana Bicycle Company was not as serious as some people thought. Mr. Smith has written to a house in Chicago saying that the fire

season Detroit will have more miles of streets for bicycling than all the rest of the state's cities put together.

Hodson & Howard of Detroit have about decided to close out their bicycle department. They are heavy hardware dealers and handle wheels only as a side line. They have been very successful with what wheels they did handle, but lack of room compels them to drop out.

The Grand Rapids Cycle Manufacturing company of Grand Rapids will soon have samples of its new scorching. The wheel weighs thirty-four pounds and lists at \$125. It is a very fine wheel, and Mr. Wilmarth, the manager, says their output is almost sold. They found a ready sale for their '92 product.

The Detroit Cycle Company is the name of a new bicycle company which is about to open its doors in Detroit. It will handle a full line of high and medium grade bicycles, and will carry a complete line of sporting goods and sundries. The firm starts out under very favorable conditions.

C. COLUMBUS.

#### The Eagle For 1893.

F. E. Weaver, the popular young representative of the Eagle Bicycle Manufacturing Company of Torrington, Conn., has been in Chicago this week in the interest of his company. He showed a twenty-seven pound straight diamond frame wheel, exceedingly neat in design,

and splendidly constructed. While on his travels Mr. Weaver attended several meets and always found some one anxious to ride his sample wheel. The result was that this one racer has captured almost every race in which it was ridden. It was on this same wheel that Mont Scott captured second time in the Boston A. A. twenty-five mile road race, and defeated such cracks as Berlo, Van Wagoner and Hazleton. The company will build about 3,000 wheels this season, but will turn out more if necessary. Mr. Weaver has been very successful so far, having placed orders for several hundred machines, one being for 500. He is now on his way south.

#### A New Western Production.

A chainless safety was shown in Chicago to a chosen few last week. The inventor, a southern Wisconsin man, wished his name withheld. The machine as constructed consisted of two crank brackets. These were connected on the left side by two cog-wheels turning into each other. On the right side of the back bracket and opposite the smaller cog-wheel a two inch crank was passed, which by means of a lever working in a ball-bearing socket attached to the bar frame, turned a two-inch crank that drove the rear wheel. The joints were simple and all ball-bearing, and the entire apparatus, brightly nicked, presented a handsome appearance. Held away from the floor and started, the wheel ran much longer than the average chain safety and perfectly free and noiseless.

#### A Fine-Looking Wheel.

Charlie Gorman, now with the Quadrant Cycle Company, has constructed a model, with a view to future manufacture, one of the handsomest and best proportioned safeties seen this season. It resembles in but a very slight way any wheel on the market. The wheel base is forty-four inches; the frame deep, being twenty-two inches from the seat post to the crank bracket, and yet the crank bracket is fourteen inches from the ground. The pedals clear the floor nearly eight inches. The wheels are twenty-eight-inch rear and thirty-inch front, constructed of light wired spokes and light rims, and fitted with Morgan & Wright tires. The fork crown is double, similar to that of the Quadrant, and the forks are oval. The head has a depth of twelve inches. The tread is narrow and very well braced, as is the frame in every way. Stripped and with a scorching saddle and racing dropped handlebars, the wheel weighs but twenty-seven pounds. Every atom of workmanship on the machine was done by Mr. Gorman, even to the hubs and other parts. The wheel was constructed during odd moments and of evenings, and represents his views after an ordinary lifetime in the cycle business.

#### Victors for 1893.

In the recent long-time sale of Victor and Credenda wheels inaugurated by A. G. Spalding & Brothers, about equal numbers of Credendas and Victors were sold. The sale was the most successful ever held by A. G. Spalding & Brothers. No samples of the '93 pattern Victors have been received. The traveling men will start as soon as they come. So great a branch has their cycle business grown that W. T. Brown, a member of the firm, has decided to take charge of the wholesale portion of the trade.

#### Increasing the Facilities.

Morgan & Wright are now building a large addition to their factory in which the offices will be located. Immediately upon the completion of this building the



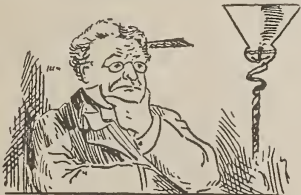


**NO, THANK YOU, WE DON'T WANT THE EARTH.**

Unlike some people in the Bicycle business (who are not satisfied with less than 100% profit) we always try to make—



**CLOSE FIGURES** on all of our Wheels, knowing that we are giving full value for the money, and that—



**A GOOD JUDGE** can readily see we are making—



**A BIG OFFER** when we sell a High Grade Pneumatic for \$90.00 that would cost you \$135.00 elsewhere.

# COLD DRAWN WELDLESS STEEL ....FACTS AND LOW PRICES,

**TWO VERY ESSENTIAL POINTS FOR BICYCLE RIDERS TO CONSIDER.**

- |  |                |              |
|--|----------------|--------------|
| No. 123—20 inch Boys' and Girls', Enameled and Nickered, Tangent Spokes  | List, \$22.50  | Net, \$12.60 |
| No. 121—22 inch Boys' and Girls', Enameled Frame, Nickered Trimmings   | List, \$25.00  | Net, 13.80   |
| No. 1—24 inch Boys' and Girls' Combination, Cone Bearings, Tangent Spokes, Solid Tires   | List, \$35.00  | Net, 18.00   |
| No. 130—24 inch Boys' and Girls', Combination, Ball Bearings all around, Solid Tires, SPRING FORK  | List, \$40.00  | Net, 24.00   |
| No. 125—25 inch Boys', Cone Bearings, Solid Tires  | List, \$30.60  | Net, 18.00   |
| No. 124—25 inch Boys', Cone Bearings, Cushion Tires  | List, \$35.00  | Net, 21.00   |
| No. 128—26 inch Boys' and Girls', Combination, Ball Bearings to Wheels, Cranks and Pedals, Cushion Tires   | List, \$50.00  | Net, 30.00   |
| No. 3—28 inch Ladies', Ball Bearings all around, Yost Saddle, Dress Guard, SPRING FORK, Cushion Tire to rear Wheel   | List, \$75.00  | Net, 45.00   |
| No. 3—28 inch Ladies', Ball Bearings all around, Yost Saddle, Dress Guard, SPRING FORK, Cushion Tires to both Wheels   | List, \$80.00  | Net, 48.00   |
| No. 4—30 inch Gents', Ball Bearings all around, Yost Saddle, SPRING FORK, Cushion Tire to rear Wheel   | List, \$90.00  | Net, 54.00   |
| No. 4—30 inch Gents', Ball Bearings all around, Yost Saddle, SPRING FORK, Cushion Tires to both Wheels   | List, \$100.00 | Net, 60.00   |
| No. 201—30 inch Ladies' and Gents', Combination, Ball Bearings all around, Tangent Spokes, Nickered to intersection, Diamond Frame, Cushion Tires to both Wheels | List, \$90.00  | Net, 63.00   |
| No. 210—30 inch Dunlop Gents', Ball Bearings, Garford Saddle, Cushion Tires, Cork Grips  | List, \$120.00 | Net, 72.00   |
| No. 221—28 inch Ladies' 2-inch Dunlop Pneumatic, Ball Bearings, all around, Garford Saddle   | List, \$150.00 | Net, 90.00   |
| No. 250—Meacham Dunlop Pneumatic, 30-inch wheels, Ball Bearings all around, Cork Grips, Garford Saddle, Diamond Frame  | List, \$150.00 | Net, 90.00   |
| No. 8—Meacham Scorchers, Gents', Wheels—30 inch Front, 28 inch Rear, 2-inch H.-T. Perfection Pneumatic, Ball Bearings all around, H.-T. Saddle, Weight 34 lbs    | List, \$160.00 | Net, 96.00   |

## E. C. MEACHAM ARMS CO.

—CAPITAL PAID IN, \$300,000.—

**SEND FOR CATALOGUE.**

**ST. LOUIS, MO.**



# THE MORGAN & WRIGHT TIRES

Have now been before the public for one year, and it is upon the record which they have made on road and path that we must base our claim to further patronage. We trust it will be remembered that we have never made exaggerated claims for our tires. As we have always held the opinion that such claims, in the present state of the art, would be premature. We are still seeking improvement in our tires, and have the satisfaction of seeing those we have made during the past year imitated and copied by a number of makers whose ideas as to what constitutes a good tire have not in the past met with public approval. We have seen letters and heard trade arguments put forth by our competitors, who are now copying our tires, to the effect that they are using better material and making better tires than we can produce. We are perfectly willing to leave these claims to the test of time.

We ask our friends and patrons, however, to consider carefully these claims of superior quality and material. The selection of material for the **Morgan & Wright Tire** has been the work of over a year, and after innumerable tests in our factory and on the road, we have made such changes as experience has shown to be needful. During the past year we have made all repairs free of charge, and this has enabled us to learn from the experience of thousands of riders throughout the United States the weak points in our tires, and the public can rest in confidence that we know more about the quality of our goods and what is necessary to produce a perfect article than competitors who simply copy our methods and depend upon the stretching of a **SAMPLE** of rubber, before the eyes of a customer, to convince that they have more ability as rubber manufacturers. The head of our concern has been an experimenter in rubber fabrics for twelve years, and the business of our concern has been built up from very moderate beginnings, under the pressure of necessity. We do not claim superiority over every one on earth, and we are still experimenting, as we wish to keep up with the times. We shall never descend to detraction of the goods made by others; and what we have to say is in self-defense, against trade arguments being used by competitors, which, should they appear in public print, would give good grounds for an action for libel. We can assure our friends that we use the best material obtainable, that we shall improve our tires just as often as experience points the way, that we have manufacturing facilities and abundant capital to fulfill all our contracts, and with this we know we shall receive all the patronage which our product may deserve.

We have applied for patents on our tires and have every reason to believe that our work of the past year has discovered patentable features, and that our claims to such will be allowed.

All tires made by us after November 1st will be branded with our firm name and be marked "Patent applied for."

## MORGAN & WRIGHT, CHICAGO.



part of the factory in which the offices are now located will be torn down and a new building built on the site. In many other ways the plant is to be enlarged to keep in line with the vastly increased trade. Morgan & Wright have been engaged in exhaustive experimenting and will soon present to their friends improved tires.

*The Novelty Trouser Hook*

Kingman & Company, Peoria, have the exclusive sale of the Novelty trouser hook, a cut of which is shown herewith



We have not seen the hook, but judge it to be a very handy little affair, as it folds to a very small space. They are put up in a neat case and sell for twenty cents a pair.

*To Build a Racer.*

The Marble Cycle Company, of Plymouth, Ind., is reported to be in preparation for placing on the market 6,000 wheels next season. A racer recently completed weighs twenty-two pounds, and is one of the handsomest yet seen. The Scorchers is to weigh twenty-eight pounds, and road wheel thirty-five pounds. Next year's design is to be somewhat changed from the present. The crank hanger will be lowered to a level with the axle of the rear wheel, the wheel base will be shortened a few inches and the frame is to be an exact counterpart of the Humber. The Marble Cycle Company, in securing George K. Barrett as representative, has a hustler, and other good men are being corresponded with. Frank Waller, ex-champion twenty-four hour rider, is now in their employ at the factory, and will push their wheel next season.

*A Strong, Light Rim.*

Probably no rim now on the market excels the new rim of Barton & Loudon, of Coventry, for strength and lightness.



The brace in the center prevents a chance of buckling, and because of this it may be made extremely light.

*The New Starley Gem.*

Arthur A. Taylor, of the Taylor Cycle Company, of Chicago, landed from the Teutonic at New York Thursday last, and reported a rough passage. Mr. Taylor had among others for fellow passengers, Millionaire John W. Mackey, Marshall Field, Wilson Barrett, the actor, Dan Lamont, ex President Cleveland's secretary, and Peter Jackson, the story prize fighter. In a talk with the REFEREE the successful young agent said his trip to England had been a delightful one, and having secured nearly all the territory in this country for Starley Brothers' revelation in an 1893 safety, he felt good, and was confident he had the right thing for America in safe tires.

The REFEREE man was allowed a peep at the latest Starley gem, and it is really a wonderful twenty-eight-pound road

machine, with a frame devoid of forgings, and of wonderful strength and simplicity. The spokes and hubs look heavy enough for a forty-five-pound wheel. The '93 Psycho will be seen in many a road scorch next year. Starley had a nineteen-pound racer Taylor loved very much and wanted to buy, but it was not for sale. Mr. Taylor has appointed the Bidwell Cycle Company his New York agents.

*Stokes Did a Big Business.*

The C. F. Stokes Company has sold over 18,000 medium grade wheels this season and has cleaned out all the great stock of ordinaries on hand early this season. On Tuesday a purchaser wanted a 16x5-8 solid tire and Herrick offered to sell him the tire at the old list price, throwing in the machine to bind the bargain. Poor g. o. o. !

*Rouse, Hazard & Company in Chicago.*

It is rumored that Rouse, Hazard & Company, of Peoria, intend opening a magnificent retail store in Chicago for the purpose of pushing the Rudge, which wheel they manufacture in this country the coming year. Fred Patee will probably be installed as manager, and rumors say further that the factory is also to be in Chicago.

*To Increase the James Output.*

The James cycles are in great demand in the States, and strange as it may seem, when manufacturers are now for the most part crying out about the slackness of trade, Mr. James is in an entirely different position, having cleared out nearly all the machines from his works in Simpson road, Birmingham. Mr. James is a cute man or business, and in order to get over the difficulty and evil effects of laying in a large stock of machines during the close season, he undertakes to build and turn out wheels of the most modern type within seven days from the date of order — *Northern Wheeler.*

*All Are Hustling.*

E. J. Day, manager for R. L. Coleman & Company, New York, is in Chicago, looking at the Western Wheel Works 1893 effort for his company's trade. George H. Pixley, the head traveler for the Coleman company, is on the road in New England, and reports business as good. Pixley is no relation to the Omaha Pixley, but is quite a flyer, and will enter road races next season in the lightweight class. H. L. Drullard, of the same company, has just returned from a southern trip. He says election excitement is felt there in trade.

*The New Raleigh Factory.*

The new Raleigh factory, on Bank and Greenwich streets, is a busy place these days. Manager George S. McDonald piloted the REFEREE man through recently. He commenced at the office, which is directly at the entrance, and a view of all the factory can be obtained from its windows. The new machinery is all in place and the nickel-plating plant is ready, while the two large enameling ovens are yet in a state of construction. Mr. McDonald says in case more room is needed the main floor will be used, but he thinks the company can handle all the 1893 demand in its present quarters, which are large, light and airy.

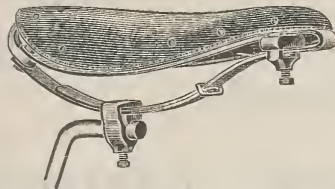
*Maltby Fooled Bowman.*

Sydney Bowman, successor to Bowman, Maltby & Collins, is angry at W. S. Maltby. It seems Maltby ordered some outriggers for his new beginner's machines, to be built to his orders, but when built did not answer the purpose

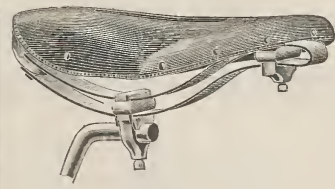
and would not work. Maltby declined to pay for them, so Bowman held his trick wheel. Maltby, in Bowman's absence, procured a key from the office, searched the cellar, found his wheel and marched off. Bowman is wrathly and promises to make it warm for "the professor" when he returns to New York. In the meantime Maltby is sniffing the balmy air of the Pacific, en route to Honolulu, but will return to New York in the spring.

*A Big Saddle Contract.*

Rouse, Hazard & Company, Peoria, closed a contract last week with Rich & Sager, Rochester, N. Y., by which they secure the exclusive sale of their entire line of saddles for all territory west of Pennsylvania and south of the Carolinas.



The Sager saddles have rapidly sprung into prominence owing to the special features they possess. Each and every one is hand-lasted and therefore perfectly formed, while the adjustment is simple and effective. They are light



and neat in appearance and are made in both spring and scorch patterns. Rouse, Hazard & Company have placed an order and will push the sale of these already popular saddles in their territory.

*Chicago Trade Jottings.*

The Taylor Cycle Company has the United States agency for Psychos.

George K. Barrett has an idea in tire construction and has applied for a patent.

The C. F. Stokes Company closes its Drexel boulevard store on Nov. 1 for good.

Tuesday, Nov. 1, the cycle houses along cycle row began closing at 5 o'clock.

The Stover ladies' wheel for '93 is to be a straight frame similar in design to the Humber.

John O. Blake, manager of Gormully & Jeffery's retail store, is in the east on business.

Horace Bell is again managing the Humber-Rover Cycle Company, vice, John G. Hoitt.

The March-Davis Cycle Company moved to Canal street this week, where it has more space.

Manager Hughes of the Quadrant company returned from Philadelphia on Tuesday of this week.

Frank Lincoln has left the employ of the Taylor Cycle Company, and W. C. Anderson is now with them.

Last week a Wabash avenue dealer disposed of a cushion-tired wheel for \$13, and spot cash at that.

The Chicago Bicycle Company has closed a contract with an eastern firm for 1,000 Lady Worth wheels.

A. W. Moore, with Hibbard, Spencer, Bartlett & Company, resigned Nov. 1 to open an office in this city as United States agent for the manufactur-

ers of the Irwell safety, and as western agent for William Read & Sons.

Harry Pound, of Gormully & Jeffery's retail store, is very sick with diphtheria at his house, 216 Cass street.

James Josephi left Saturday last for an extensive trip east in the interests of the Ames & Frost company.

W. H. Hence, of Freeport, was in Chicago last Thursday on his way home from a two weeks' trip in the east.

Kirkwood, Miller & Company's line of wheels will be handled in Chicago by Ralph Temple, Twenty-second street.

Chicago is to have another cycle factory next season, the formators of the company wishing little said at present.

The Woodruff & Hanchett Company, of this city, will handle Monarchs this season, and have placed an order for 500 of these wheels.

The Chicago Bicycle Company has recovered the wheel recently stolen from 305 West Jackson street, and the thieves are now in jail.

A. Featherstone is showing a Road King in his Wabash avenue window which is enameled in terra-cotta. Even the tires are of that color.

Robert B. Abbott, late secretary-treasurer of the Clark Cycle Company of Baltimore, has entered the employ of the Hill Cycle Company, of this city.

Fred Donle, formerly connected with Rankin & Company, Providence, passed through Chicago Tuesday for St. Louis, where he will in the future reside.

Gormully & Jeffery have ordered tires to the amount of \$150,000. Their tire is being infringed on and suits will be started soon to protect their rights.

C. B. Tewksbury, of Westboro, Mass., representing J. A. Hunt & Company, is in the city this week with an extensive line of saddle and cycle accessories.

Thorsen & Cassady have concluded arrangements with the Western Wheel Works for 1893, and will, as last year, be one of the five firms to handle the entire output.

The new Worth ladies' wheel will weigh thirty-two and a half pounds with twenty-eight inch wheels. The company has booked one order for 1,500 of its wheels.

R. B. Abbott, late secretary-treasurer of the Clark Cycle Company, Baltimore, has accepted a responsible position with the Hill Cycle Manufacturing Company, Chicago.

An unfounded rumor found its way into the mouths of habitues of cycle row last week that Schoverling, Daly & Gales had bought out the Humber-Rover Cycle Company.

J. Hoyle, the veteran repair man, 5 and 7 East Madison street, has secured the western agency for Bayliss, Thomas & Company's Excelsior wheels, and expects to sell 5,000 of them.

Mr. Strans, of the New York Belting & Packing Company, has been soliciting patronage for his tire among Chicago manufacturers for the past ten days. Representatives of nearly every tire manufacturer are now in Chicago.

H. J. Casady, of Thorsen & Cassady, says that the repairers scattered throughout the country need instruction in the repairing before the pneumatic can prove a success universally. Now it is a case of send every punctured tire to the manufacturers, and a long, stormy wait for its return.

E. L. Ferguson, manager of the Western Cycle Company, 253 Ogden avenue, says the season's business has been fully up to expectations, and as good as the former season in the old stand on Madison street. He sold fifty Greyhound



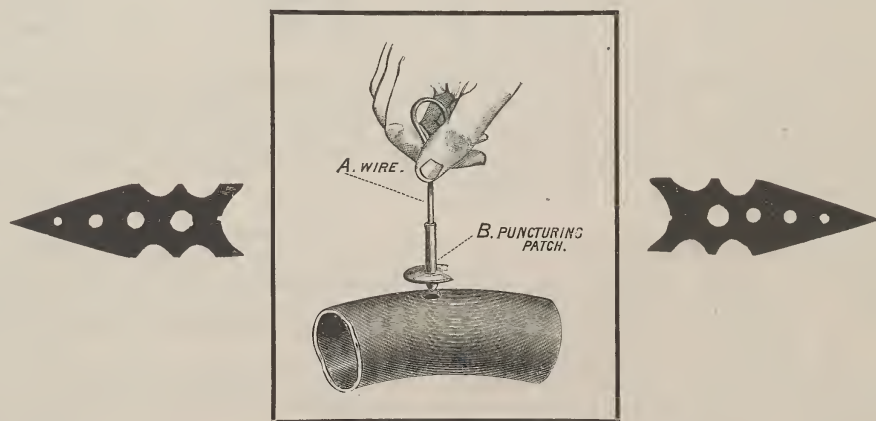
# NO MORE WALKING.

## Our '93 Protection Strip Tire

When punctured closes itself in most cases ; if not, an ordinary puncture can be repaired on the road in a few minutes, without taking the tire from the rim or removing the protection strip, by means of inserting

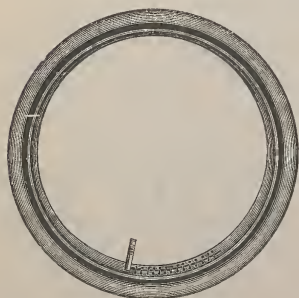
### OUR UMBRELLA PATCH.

A large cut can be made absolutely air tight by removing the protection strip and crowding some soft material in the cut moistened with rubber solution. Wrap it with special tire tape around the cut and replace the strip.



*Our Improved Valve Is Perfect.*

To Riders: Our '93 P. S. tire is as light and lively as any other in the market, and can be repaired by the roadside by any one in a few minutes. Any other tire must be removed from the wheel to be permanently repaired.



This cut represents the well-known inner tube tire laced on the under side, which we have greatly improved.

**NEW YORK BELTING & PACKING CO., Ltd.**  
15 PARK ROW, NEW YORK.



safeties and had orders for fifty more cancelled, being unable to obtain them.

Charles H. Sieg says branch stores are by no means a paying investment, and that his five were closed in time to clear expenses. Mr. Sieg declares he has done a business of \$134,000 this season, his sale of Imperials alone numbering 476. Mr. Clementi is not a member of the new company, but is about to embark for himself in this city with several lines of wheels which he controls in the west.

#### 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.:

484,786, tires for cycles; Thomas Fano and Charles F. Lavender, Toronto, Can.; filed Nov. 18, 1891; serial No. 412,330.

484,857, bicycle; Arnold H. Kempe, Oakland, Cal.; filed Jan. 5, 1892; serial No. 417,063.

484,941, bicycle support; Joseph J. Muller, Lucerne, Switz.; filed Jan. 12, 1892; serial No. 417,839; patented in Germany June 7, 1891, and in England June 8, 1891.

484,945, combined cape and cap; Albert T. Aldrich, Worcester, Mass.; filed May 16, 1892; serial No. 433,105.

484,962, wheel for cycles; Rimmon C. Fay, Illion, N. Y., assignor to the Remington Arms Company, same place; filed March 28, 1892; serial No. 426,776.

485,047, exercising machine; Edward Leamy, Syracuse, N. Y.; filed March 28, 1892; patented in England Oct. 6, 1891.

485,094, bicycle; Harry E. Dey, Brooklyn, N. Y., and Frederick B. Griswold, Hartford, Conn.; filed March 5, 1892; serial No. 423,806.

485,110, tire for vehicle wheels; Louis McClymonds, Cleveland, O., assignor to the Peerless Manufacturing Company, same place; filed July 22, 1891; serial No. 400,340.

Trade mark, 21,891, lubricating oil for bicycles; Akam Cook's Sons, New York; City; filed Aug. 27, 1892; essential features, the representation of two winged wheels connected by a chain, and the word "Bicycline."

#### General Trade Notes.

The Pawtuxet Valley (R. I.) Wheelmen made \$133 out of their tournament. Bush & Paul, Fort Wayne, Ind., have commenced to manufacture bicycles on a large scale.

C. E. Schaff, the G. & J. B. Ston manager, was in New York last week attending to some tire business.

The Staten Island Wheelmen now have over sixty names on the membership list, though the organization is quite young.

The Sperry Cycle Company has two stores, one at Champaign, the other at Denver. The former will soon be closed.

Peterson Brothers of Detroit are, so it is reported, forming a new company, and will manufacture bicycles for the coming season.

On a Mariott No. 15 racer, M. Hazleton broke the twelve hour road record of France two weeks ago, covering the distance of 292 kilometres.

Herman Gute, formerly with Kingman & Company, has taken the management of the Detroit Cycle Company, lately organized in Detroit.

Tuesday night the Peekskill (N. Y.) wheelmen held a lantern parade. Riders from Yonkers, Mount Vernon, Tarrytown and Sing Sing took part.

Were all sulkies used entirely on the track only racing tires would be needed, but in the country districts horsemen drive from town to town with their sulkies. For this reason road tires are generally used. An inventive genius is

designing a shoe for pneumatic tires for such use.

The entire output for 1893 of the Buffalo Cycle Works has been disposed of to H. C. Martin & Company, to whom correspondence should be addressed.

The Chapman Hardware Company, of Toledo, has issued a handsome portfolio, containing colored pictures and a description of the World's Fair buildings.

The annual reception of the Riverside Wheelmen will be held at the Manhattan Athletic Club theater in January. The social features of the Riverside Club are too well known to forecast anything but an enjoyable time.

W. C. Werum of Los Angeles, Cal., arrived in Pendleton, Ore., last week, after traveling 1,300 miles awheel over the mountains and valleys. Mr. Werum will spend the winter in Pendleton, going in the spring on his wheel to Toledo, O.

The Nebraska Cycle Company of Lincoln, Neb., has commenced the manufacture of a high grade wheel to be called the Lincoln. Two hundred will be made and they will be marketed promptly in the extreme western states.

Thomas Saunders left Liverpool on the City of New York Oct. 26, and expects—a kind providence favoring, to be at the

dent, M. Furst; second vice president, J. H. Mellor; secretary, P. Snyder; treasurer, John Benninger. A meeting of the executive committee will be held Nov. 7, and a general meeting of the organization Nov. 15.

The Boston Woven Hose and Rubber Company will push its Evertite tire, and is reaching out among the trade with a view of bidding for next year's tire business. This company is one of the solid New England institutions, and its other branches of the rubber business are extensive, each department being presided over by a practical man.

A physiological examination of four cyclists, after a run of 246 miles, has been made by two French scientists. This distance was covered by the youngest of the party, an Englishman of eighteen, in seventeen hours. It was found at the end of the run that his temperature was rather below than above the normal, and that one result of his excessive fatigue had been a decided waste of nitrogen. The nutriment taken during the course consisted of alcohol, champagne, beef tea and kola solution. The winner was much tired at the conclusion; the next man, a Frenchman of twenty-eight, not at all. His pulse was beating

of 204 3-8 miles this being another score for the Glasgow machine. On the same track a week later Voght broke the fifty-mile scottish record, his time being 2 hrs., 27 min., 2 3-5 sec., and his mount a New Howe.

Kingman & Company, Peoria, will handle the Centaur and Featherstone line next year. They report this year's trade as very satisfactory; the only difficulty was in not being able to secure King of Scorchers in large enough quantities. They are now having a special high grade wheel built to be called the Kingman. This will be pushed principally in the eastern states.

The relay saddle made by the Relay Manufacturing Company, of Reading, Pa., caught on last season, and deservedly so, as the article made was of exceptional merit. The Relay saddle for 1893 will have many admirers, as the workmanship is excellent. It is withal a simple, durable and good-selling saddle. Agents will do well to bear this in mind. See the cut of the Relay in our advertising columns.

#### Who Were the Cyclists?

The cyclists have a friend in the local detective department. This on account of the deed of two wheelmen whose work, however, came to naught through the stupidity of a park policeman. J. Kelly, sergeant at the central station, is the official in question. One day last week his daughter, while out driving, was run into by a man in another buggy. The cyclists, who saw the accident, gave chase, caught the reckless rider, and turned him over to a park policeman, from whom he finally got away through some mysterious way. The lady in question was severely and permanently injured, and her father desires the addresses of the cyclists that he may gain a description of the man. His address is J. Kelly, Central Station, city.

#### Is Bassett a Professional?

Abbott Bassett, once upon a time, was a racer, and in a race won a pair of lamps. Two old racing board members have made yearly requisition on the L. A. W. secretary to produce those lamps, but up to now he has failed to comply with the demand. One of the two gentlemen declares that those lamps no longer light the secretary on his way, and that they are no longer a part of his assets. The question is, if Bassett cannot produce his prizes—won in contest before the act to exchange came into effect—is he an amateur now? That's what several of his friends want to know.

#### Interest in Good Roads.

An Indianapolis dispatch says: "A great deal of interest is being taken by the local wheelmen in the coming road congress, to be held at the State house in this city, Dec. 6, 7 and 8. The Commercial Club has invited them to have a representative present, and they will send one in the person of Isaac Potter, who is the editor of *Good Roads*, a paper published in New York by the L. A. W. Mr. Potter, besides being a writer on the subject of highways and their improvement, is a practical road maker, and his experience will doubtless be of some aid in the coming assemblage."

W. P. Laing and Miss Kate Healy, both members of the St. Louis Cycling Club, were married last Wednesday at the residence of M. H. Hanley, an ex-member of the club. The wheelmen attended the wedding and the members of the cycling club presented the newly-married couple with a handsome silver tea service. The wedding was very informal.

#### MERELY A SAMPLE.

Green River Oct 27/92  
B. H. White Secy. to  
Chicago, Ill.  
Dear Sir:-  
I read your League  
Circular & am well pleased with it  
but don't understand what you mean  
with reference to dues, fees etc.

Please answer my following questions

1) Why do you want References  
& the name of Club (member)?

2) Why do you have Dues & fees?

Does the dues & fees cost \$2.50 -  
Extra with out the \$2.50 for subscribers

3) Can I have half year subscription  
to your paper or must I take whole  
year subscription to your paper

Please turn Over,

Is the bicycling World &  
L. A. W. Bulletin, all  
of paper or is back for it self

Should stand the  
Bicycling & L. A. W. Bulletin  
is a paper published weekly  
& you send it & the monthly magazine  
magazine Good Roads all but  
for \$2.50 per month in clubbing  
dues & fees on that time that right  
I think or if it haint then write  
me at Once & let me know what  
you mean is right. Yours  
Very truly

Green River, Ill.  
B. H. White  
Answer soon

This is the kind of letters received by division secretaries, yet the addresses are not given to the public. The name and box number were omitted—it would be cruel to print them.

Imperial Hotel, New York, Wednesday (Nov. 2). Thus writes J. Friedenstien, secretary of the hustling Anglo-American Company, to our New York office.

The Standard Manufacturing Company, of Martinsburg, W. Va., will have several new ideas in its next year's Standard, and is looking out for good live agents. This wheel met with a cordial reception in the south last year, and the company will increase the production next season.

The new book just published by the American Sports Publishing Company—"Life and Battles of James J. Corbett"—is sure to have a big sale. The price has been made ten cents, so that every one can afford to buy a copy. James E. Sullivan, well known in athletic circles, is president of the new company.

Charles F. Stokes is now in Denver, en route to the Pacific coast. His branch store at Denver has paid splendidly this season and he is now moving it from a side street to 1758 Stont street, Denver's cycle row. Charles F. Stokes, Jr., went west with his father and has been installed as manager of the concern.

The Good Roads Association of Brooklyn has elected the following officers: President, I. B. Potter; first vice-presi-

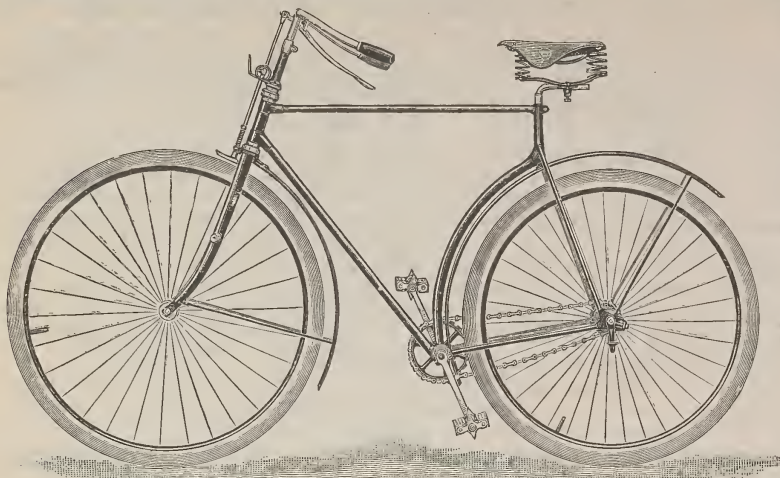
at sixty, that of the former at eighty-four, though, as in the former case, this champion had lost much nitrogen.—*Exc.*

The bicycle business at Ft. Wayne, Ind., was all that could be expected this season. All the dealers report sales as being large and everybody seems well satisfied. Ft. Wayne has about twelve miles of concrete pavement and is putting more down. By next season the boys expect to have one of the finest cities for cycling in Indiana.

The Austrian championship for 100 kilometres (62 1-2 miles) on the road was decided in the environs of Vienna on the 9th inst., and was won by Wilhelm Friedrich on a Raleigh in 3 hrs. 36 min. This is also a record of Austria and only one-fifth of a second above that for Germany, which would have been badly beaten if Friedrich had not gone some distance over the wrong road.

Lacaille, mounted on a New Howe racer on Tuesday, Oct. 11, went for the twelve-hours' record on Hampden Park track in Scotland. Starting at 7:30 in the morning he commenced to break records at thirty-five miles, and at half time had covered 104 miles 220 yards, and at the finish of the ride had established a twelve hours' Scottish record





THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.

—AND—

Send for Copy of List, at once.

**TOWNEND BROS., Ltd.,**  
COVENTRY, ENG.

Get our List at once.

BEST MATERIAL AND  
WORKMANSHIP GUARANTEED.



**QUINTON  
SCORCHERS**  
1893 Pattern.  
BRETZ & CURTIS MFG. COMPANY,  
Philadelphia, Pa.

# THIRD ANNUAL CYCLE SHOW!

Exhibition of Cycles and Cycling Accessories,  
And Newest Applications of Pneumatic Tires.

Under the auspices of the ASSOCIATED CYCLING CLUBS of Philadelphia.

TO BE HELD IN THE  
FIFTH -- STREET -- MARKET,

Proposed Site of the New Bourse,  
FIFTH STREET, ABOVE CHESTNUT.

Commencing Jan. 4, 1893.

Continuing for Ten Days.

The committee takes pleasure in announcing that it has secured a building that will give ample space and facilities for the show, having 37,000 feet of floor surface—three times as large as Industrial Hall, where the last show was held. For prospectus, plans and full particulars, address

THOMAS HARE, Chairman of Committee, 104 S. 5th St., Philadelphia, Pa.

## Holland Automatic Safety Stand.

(PATENT APPLIED FOR.)

Easily and Speedily Attached to any Central Tube, Diamond or Drop Frame Safety. NEVER IN THE WAY OF THE RIDER. Will hold machine upright on any level place. Machine cannot fall either way. Both arms work in unison, up or down, when operated from either side of machine. It cannot rattle. Adds to the appearance of the machine and weighs but a trifle. Full Nickel-plated with Rubber Tips—cannot mar the finish. PRICE, \$3.00.

LINCOLN HOLLAND, Inventor and Manufr., S. Framingham, Mass

Send along your name, address and two dollars and receive  
**THE REFEREE**  
For one year. Once a subscriber—always a subscriber.

## THERE ARE OILERS AND OILERS

But only one "PERFECT." Be sure to get the best. There are other good oil cans, but the "PERFECT" Pocket Oiler is still unexcelled. Ahead of all others in neatness, durability and popular favor.



**CUSHMAN & DENISON,**  
172 9th Ave., N. Y.



**"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.



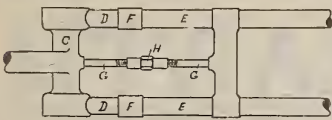
## RECENT ENGLISH INVENTIONS.

## New and Useful Designs in Frames, Tires and Wheels.

These abstracts are prepared immediately after the complete specifications are published by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

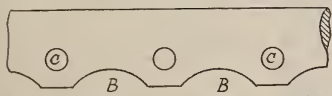
[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Sept. 14, give notice in the prescribed form of such opposition.]

No. 18,474. R. S. Lovelace's "Improvements in and relating to velocipedes." Oct. 27, 1891.—This invention relates first to a chain guide and secondly to a chain adjustment. In carrying out the first part of the invention there is mounted on the prong of the back fork on that side of the machine on which the chain runs, a bracket carrying a depending fork, the prongs of which are adapted to fit over the lower run of the chain and so guide it in its travel. The prongs either have rollers mounted on them or are covered with some suitable soft material. A similar fork may be used to guide the top part of the chain, but this is not so necessary, as the driving strain keeps the top run of the chain taut. The second part of the invention is carried out as follows: The pedal crank axle is mounted in the usual way in a bearing bracket (C), which has two tubular arms (D D) formed or fixed on it. These arms are adapted to fit and slide in extensions of the prongs

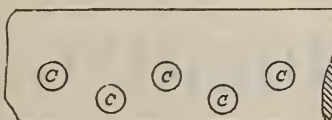


(E E) of the lower back-fork. On the ends of these extensions are mounted clip sockets (F F), capable of gripping the arms carrying the bracket (C) after adjustment. To adjust the chain-screw bolt passing through a lug on the bracket is threaded into a cross bar fixed to the extension of the prongs of the lower back fork or their equivalents. As a modification, the bolt (G) may be made in two parts, coupled together by a right and left hand nut (H) as illustrated. Another modification consists in using only one arm, in which case it is placed centrally and is preferably of oval section, and it is adapted to engage with a similar tube carried by the lower back fork. With this construction of frame it is obvious that the members of the upper back fork must be pivotally attached to the other members of the frame or to the axle of the driving wheel, to allow of the variation in the length of the lower back fork.

No. 19,116. C. S. Stone's "Improvements in rubber tires for velocipede and other wheels." Nov. 5, 1891.—This invention consists in providing the under side of the tire with a number of lat-



teral grooves (B) extending throughout its length at a slight distance apart. Instead of grooves, lateral holes (C) may be employed or both may be used together. When both are used the holes



are placed between the grooves a little distance above them, at the thick part of the tire. If holes only be employed, they are preferably placed in two rows, one slightly above the other, each row alternating with the other.

No. 19,838. J. B. Dunlop's "Improvements in and relating to wheels for velocipedes and other vehicles." Nov. 16, 1891.—This invention is intended to lessen vibration and facilitate propulsion and is applied to wheels. The rigid rim (A) is preferably made somewhat broader than usual, and a continuous band (B) of pliable material secures an inner flexible hoop (C) to the rim (A). The said band (B) is passed over on the inner surface of the rim (A) and the inner surface of the hoop (C), and crossed between them after the form of the figure 8 or the letter x. As a modification, a number of continuous or endless bands may be used; the sides of the said bands are joined between the rim and the hoop where convenient, or they may be bound or laced in vari-

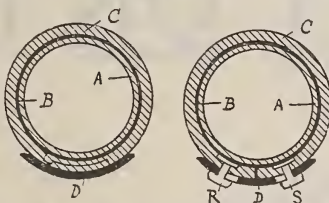


ous other ways. The bands (B) are coated with india-rubber and vulcanized and also with cement, so that they may be protected from wear and moisture, and caused to adhere to the rim and hoop. An outer flexible hoop (E) is secured to

the inner hoop (C) by means of a layer or pieces (D) of elastic material cemented in position between the said covered rings (F hoops), preventing friction between the said hoops. If desired, the said hoops may be more firmly secured to each other with strips of cloth or the like, covered with cement. The hoops may be made of waved or corrugated bars, or in place of two or more hoops a single hoop may be formed of two or more layers made from a continuous strip, after the manner of a child's wooden hoop, the several turns or layers being secured to each other in a similar way to that above described for the two separate hoops. The bands (B) are drawn sufficiently tight to maintain the inner hoop (C) in position, but not so tight as to prevent the compound rim (E C) from yielding when weight is borne upon the wheel. An elastic tire (F) is secured on the outer hoop (E). The resiliency of the wheel is mainly dependent upon the flexible hoops which act together, and the object of using two or more instead of one is to increase the resiliency of the wheel.

[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 Sept. 21, 1892, give notice in the prescribed form of such opposition.]

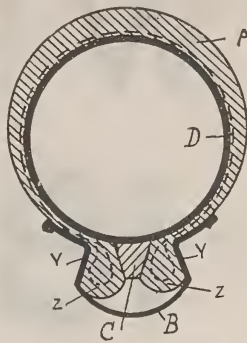
No. 16,650. P. L. Renouf's "Improvements in tires for velocipedes and other carriages." Oct. 1, 1891.—The object of this invention is to construct pneumatic tires in such a manner as to render them easily attachable without the use of solution, lacing, or similar devices (though such devices may sometimes be added for additional security); to render them easily detachable; to avoid the too sudden lateral deflection of the air chamber where it is no longer supported laterally by the rim, and cause the section of the air hole



to change gradually from a true circle to an oval when under varying pressure from the road. The air chamber, when in a normal state and not subjected to external pressure, is quite round in section, and the canvass or other fibrous restraining material is so constructed and proportioned that the inflation of the tire when in position makes the tire a perfect fit on the rim. In the case of double tube tires the outer covering is sometimes wrapped around the inner tube (A), the edges overlapping on the inner circumference to such an extent that they are kept firmly in position on the rim (D) by the pressure of the inner tube (A) toward the rim. These edges are preferably formed out of canvas or are strengthened by canvas and so shaped that they interlock. In other cases, whether the tire be of the single or the double tube type, adhesion to the rim is secured by the variation of the rim and that part of the tire which is in contact with it from a purely cylindrical section, the arc of the surfaces being broken by grooves, corrugations, indentations or perforations. For instance, the surface of the rim may be corrugated longitudinally and the corresponding parts of the cover shaped to fit these corrugations, or as a modification the same tire may be fitted to an ordinary concave rim into which is secured a strip of leather, rubber or other material furnished with the longitudinal corrugations. Again, the rim may be provided with a series of pairs of depressions or holes, and the outer cover furnished with a corresponding number of pairs of studs or projections fitting into the said holes or indentations. In conjunction with such a rim, studs (R S) of metal or other hard substance may be fixed firmly into the tire directly onto a layer of canvas solutioned to the tire. The studs are furnished with small heads and the holes in the rim just admit the insertion of these heads. When the tire is inflated the studs will tend to get slightly further apart, the heads of the studs will then lodge under the rim, and it will be impossible to detach the tire without deflating it. On all other tires, where a separate air chamber is required, it may be of pure rubber, surrounded by a canvas bag (B), or may be of the "insertion" variety, in which the rubber and canvas are vulcanized together.

No. 20,968. R. S. Lovelace's "Improvements in and relating to velocipedes." Dec. 1, 1891.—The provisional specification of this invention refers to a detachable crank and a pneumatic tire, but the latter only is referred to in the complete specification. The objects of the improvement are to facilitate the removal of the outer cover to get at the air tube, and the firm interlocking of the cover with the rim when in place. The cover (A) is made of rubber or other suitable material, and it is moulded to assume somewhat of an arch or equivalent shape in cross section, that part adapted to form the tread being thicker than the other parts. The edges (Z Z) of the cover are thickened or enlarged, and they are so shaped that when the cover is placed in the rim (B) of

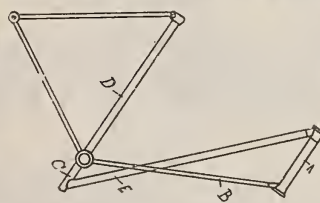
the wheel there is a Y-shaped space between the said edges. In this space a ring (C) of rubber or other suitable material of a dovetailed or wedge shape in cross section is placed into the space between the edges of the cover, and so binds the said cover to the rim. The locking ring (C) may,



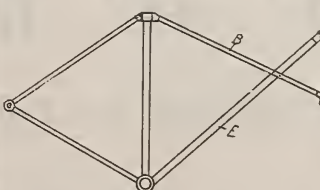
if desired, be made in one piece with the air tube (D), or it may be attached thereto, in which case it is preferably made on or fixed to a strip of canvas, the said strip being then solutioned or otherwise fixed to the air tube. When the locking ring is made of vulcanized or other hard material, it is preferably made in short lengths, in which case they are threaded on a cord or its equivalent. This cord may either be an elastic one or a non-elastic one, in which latter case it is provided with any suitable means for connecting its ends, when it is drawn up taut, when the ring is in position in the rim.

The rim (B) of the wheel is made of any suitable section, and it has in some convenient position short vertical sides or flanges (Y Y) of any suitable shape to engage with the enlarged or thickened edges (Z Z) of the cover (A). These vertical sides or flanges (Y Y) may either be located at or near the center of the rim, as shown at the edges thereof, in which case they are preferably made in the form of tubular beads. These sides or flanges (Y Y) may also be slightly inclined towards one another, as shown, to enable the edges (Z Z) of the cover (A) to get a better grip thereon. Either the outer cover (A) or the air tube (D) is reinforced with canvas or its equivalent in the well known manner.

No. 17,821. J. W. Kennelly's "Improvements in the construction and arrangement of cycle framings." Oct. 17, 1891.—The objects of this invention are: Obtaining strength with lightness, imparting steadiness and rigidity to the pedal axle bracket, distributing more evenly the weight



of the rider and reducing cross strain. The idea of the invention will be readily seen from the illustrations. It consists primarily in crossing the upper and lower backbones of a diamond frame. Either the lower backbone (E) is made of a single tube and passes between the two horizontal members (B) of the upper backbone, as illustrated,



or the arrangement may be reversed, the upper backbone being single and the lower double. In applying the invention to a ladies' safety bicycle, a projection (C) is produced downward in the line of the diagonal tube (D). The tube (E) starts from this and runs to the top of the head (A), passing between the tubes (B) on its way. This construction also may be reversed (B), being a single tube passing between two tubes constituting the member (E).

## They Idolize Sanger.

MILWAUKEE, Oct. 31.—As a lover of justice and fair play, and without any desire to enter into a controversy over the matter, the writer would like to tell the public how W. C. Sanger is regarded among his clubmates and friends who have associated with him since childhood. Few, if any, of the newer class of riders have received from the hands of the cycling press the elegant roasts

that have been served up to Sanger on all occasions. He has been severely criticised on every hand, accused of being a kicker of the chronic kind, an ingrate, devoid of all feeling of appreciation, and also of a cross and surly disposition. Looking over the situation with the calm eye of a critic, unfamiliar with the true state of affairs, it may seem possible and the verdict just; but there is another side of the picture and extenuating circumstances, which give the subject an entirely different aspect.

There is an old saying, "Save me from the folly of my over-zealous friends," which aptly applies to Sanger. That he has been unfortunate at various meets, no one will deny; and that on several occasions, at least, there was just cause for complaint, all will agree. But Sanger has not made the alleged protests—they have in almost every instance come from his friends, whose enthusiasm for him led them to think they were doing the proper thing, when in reality it only increased an unpopular feeling towards him. His experience has no doubt taught him that a racing man cannot expect to ride at a race meet without taking the chance of an accident. Every racer of prominence has his scars. Sanger, although young and comparatively new on the track, has a right conception of how things should be, and if I am not mistaken uses his best endeavors to that end. If his friends will only exercise a little judgment and not be so profuse with their bombastic talk, it will not take the racing fraternity and everyone with whom he comes in contact very long to find out his true worth. Sanger at home is noted for his unassuming ways, and is of a modest, retiring disposition, and, withal, a gentleman.

The entertainment committee of the Milwaukee Wheelmen has found a very unique way of advertising the minstrel show. It is a photo, 14x17, the background of which is made of local papers and bicycle journals. Seventeen heads protrude through holes punched in the paper, all of which are splendid pictures. The cut is so distinct that you can read all the names of the papers and some of the printed matter, which makes it all the more interesting.

Frank Morawitz, secretary and treasurer of the Wisconsin division, travels for Welham & Company, wholesale grocers. He reached home Saturday morning to find that the entire plant had been consumed by fire the night before.

George Kendall, a popular member of the Milwaukee Wheelmen, has returned from an extended visit in the east.

It is rumored that next season a western circuit will be formed which will include Indianapolis, Springfield, Cleveland, Columbus, O., and New Albany, Ind. What is the matter with Milwaukee getting in the circuit? She can hold her own against any of the above cities, and is a live, progressive cycling centre.

JACK ROYAL.

## This is "Rot," Pure and Simple.

Walter Sanger's friends say he was fouled in the two-mile, 2:20 class race, Milwaukee riders who witnessed the events there say that both Sanger and Johnson could easily have defeated all the Chicago riders entered in the races had they been given a fair show. It is said that so manifestly unfairly were they treated that it is a wonder that either of them succeeded in capturing a place in an event.

In regard to Johnson, the Milwaukeeans say he was not given a chance to show his speed, but was boxed up by Chicago riders in each race and so blocked it was impossible for him to forge to the front.—Milwaukee News.



BIDWELL

•• 1893 ••

PNEUMATICS  
ARE THE BEST ON EARTH

New Features, . . . .

. . . . New Principles,

Easily Repaired, . . . .

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→ SEE IT BEFORE ORDERING.

We Are Getting to You as Rapidly as Possible.

GEO. R. BIDWELL CYCLE CO.,

306, 308 and 310 West 59th Street,

NEW YORK.

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



*A Home For Visiting Wheelmen.*

The National Columbian United Wheelmen's Association has received from the architects the plans for the building to be located on Madison avenue near Fifty-



seventh street. The plans are very complete, and the new building, a cut of the front of which is shown, will be all that the promoters of the enterprise have claimed.

*Asphalt From Chicago to New York.*

That gigantic scheme to build an asphalt road for cyclists from Chicago to New York has been revived. According to Peter Gendron of the Gendron Iron Wheel Company, who was recently interviewed on the subject by a Toledo reporter, the first idea was to build a pathway five feet wide of asphalt. This was the New York Recorder's scheme, but when Mr. Gendron was in New York, he had a talk with the promoters, and all thought a road thirty or thirty-five feet wide would be better. It is figured that all cycle makers and wheelmen, merchants in towns through which the road would pass, and even Congress would contribute to build the road. The government could use it as a mail route and for the transportation of troops by foot or wheel. There would be no tolls and a commission or board would manage it from one end to the other. The scheme is gigantic, will cost a fortune, and it is improbable that it will ever amount to more than talk. Still, it would be a great thing and without doubt everyone interested in cycling would contribute generously to a fund to be used in putting it through.

*New English Records.*

During the past fortnight or so Schofield and Osmond, English cracks, have been almost living on the Putney track, with a view to record-breaking. The weather has been all against them, but on Thursday Schofield at last got a favorable opportunity, and the result was that he rode a quarter-mile in 31 1-5 sec, two-fifths seconds faster than Zimmerman's Herne Hill record, and brought the half-mile record from 1:05 down to 1:02.

*Elliott Mason's Positive Proof.*

Elliott Mason and Arthur E. Pattison are having a lively correspondence over the correct distance between handlebar and saddlepost on women's bicycles. Mr. Mason claims that what suits a Connecticut woman will not answer for a New York or New Jersey woman, and follows up his argument by showing a chart giving the dimensions of space required by the women of those states. Mason has always been considered as a "ladies man," in the vicinity of New York, but what puzzles the genial Pope Manufacturing Company's secretary is

how did Elliott Mason procure his information about the dimensions required by the Nutmeg State women. It is a delicate subject, so Mr. Mason has been invited to take his charts and other proofs to Hartford. Here a secret meeting "for men only" will be held. It will be presided over by Col. George H. Day and attended by all the bring men of the Pope Manufacturing Company. The outcome will be awaited with anxiety by Elliott Mason's friends, as his reputation is at stake.

*The "Referee" Was Right.*

The Wheel and the REFEREE, like all the special bicycle papers, are fond of roasting the cycling work of the daily papers, but as the above-mentioned sheet publishes entirely different of the Independence kite track, one of them must certainly be wrong.—Evansville Standard.

The REFEREE's picture of the track was a half-tone cut—an exact reproduction. It came from Mr. Williams, the owner of the track. Draw your own conclusions as to which "special bicycle paper" was right.

*Duryea Will Fly.*

Fred Patee, of Peoria, in conversation in New York recently, predicted that the first man in America who would

Athletic Association of Newark to join, and will now become members of that organization.

Owing to bad weather the much talked of parade of the wheelmen of Leavenworth, Kas., was postponed indefinitely.

At Kearney, Neb., an amateur athletic association has been formed and a quarter mile track will be made at once. The track will be converted into a skating rink this winter.

In *Outing* for November Frank G. Lenz continues his description of his tour "Around the World with Wheel and Camera." The article is illustrated from instantaneous photos taken by Mr. Lenz, who is an expert photographer.

Chicago is to have a 16,000,000 candle power search light. It will be taxed by the effort to find a specimen of the pure amateur which some people still persist in believing exists somewhere in this wide, wide world.—Cleveland World.

The wheelmen of Minneapolis are to have an elegant club house, work upon which will begin in the spring. A thousand shares of building stock at \$10 per share have been subscribed. The Flour City club, the originator of the movement for a club house, has formed of itself the Flour City Track Association. It is intended to spend \$5,000 for a bicy-

THE LADY CENTURION.



THE START.



THE FINISH.

make a success of a flying machine would be Peter Duryea. Patee was in earnest, too. He considers the Sylph inventor a mechanical wizard, second only to Edison "His machine," continued Patee, "is all right, and just as soon as the necessary funds to complete the machine (about \$5,000) are had, you will hear from Duryea in the clouds. You talk about high flyers"—and here Fred stopped.

*It Would, for a Fact.*

It would be a matter of great satisfaction to bicycle riders if that elliptical sprocket wheel question be settled one way or the other before the beginning of next season.—Detroit News.

*Notes.*

The Can on C. C., of Long Island City, N. Y., gives its first reception Dec. 6.

A. H. Perrigo and H. K. Smith are candidates for the chief consulship of Nebraska.

So enthusiastic a wheelman is Charles Roth, of Cincinnati, that he lives on Wheeler street.

Omaha is to have a century club, while Council Bluffs is to have a World's Fair wheel club.

The Roseville Cyclers of Newark, N. J., a new club of sixty members, have accepted the offer made by the Roseville

cle track next year, and make Minneapolis the headquarters in the northwest for wheelmen. The club has hope to induce some public-spirited citizen to give it a building site.

The Ramblers B. C. of Denver has issued an attractive pamphlet called an "Invitation to Membership," which sets forth the details of the proposed club building. Cuts of the proposed building are shown and descriptions are given of the wheel room, bowling alley, natatorium, reception rooms, gymnasium, running tracks and billiard rooms.

On Tuesday of last week Henry H. Hollister, of Manchester, Conn., was instantly killed by the cars. He was riding a bicycle along the platform at the depot when he came into collision with a boy. Both fell beside the track. Mr. Hollister, seeing the train coming at full speed, heroically pushed the boy from the track. His own arm was caught and he was dragged under the wheels.

**Bicycle Wanted**

IN EXCHANGE FOR ADVERTISING IN THE LEDGER, a weekly newspaper published at Russellville, Ky. Circulation, 2,000. Will also take agency. Address—S. W. LINEBAUGH, Manager, Russellville, Ky.

DON'T BUY A WHEEL—until you have consulted the advertising columns of this paper. None but first-class, reliable concerns use this medium to make known their goods.

The Little Schoolmaster in the Art of Advertising:

**PRINTERS' INK,**

A Weekly Journal for Advertisers,

Will be sent to any address from date of order to Jan. 1st, 1894, for

**ONE DOLLAR.**

After Dec. 31st, 1892, the subscription price will be advanced to \$2 a year.

ADDRESS (inclosing One Dollar)

**PRINTERS' INK,**

10 Spruce Street, - New York.

For five dollars a copy of the American Newspaper Directory for the current year (1,500 pages) will be sent, carriage paid, to any address, and the purchase of the book carries with it a paid-in-advance subscription to PRINTERS' INK for one year.

THE STANDARD CAP COMPANY



56 West Houston Street, New York.

Originators of the

Long Visor Eton Cap.

Eton and Bicycle Caps

Of all grades.

TRADE ONLY SUPPLIED.

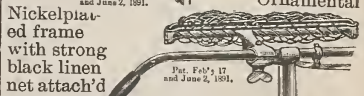
**KALAMAZOO Parcel -:- Carrier!**

Price

**\$2.50.**



Light, Strong and Ornamental



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.

**MR. SYDNEY LEE,**

*Valuer and Expert to the Trade*

Business matters of all kinds attended to with Privacy and Dispatch. Machines and Sundries purchased at Lowest Market Prices.

**9 Furnival St., London, Eng.**

ESTABLISHED 13 YEARS.

References: Pope Mfg. Co., 221 Columbus Ave., Boston; Frank Belden, Secretary Colt Arms Co., Hartford.

**STOLEN.**

FLYER RACER, 23 LBS., FRAME COPPER-plated, rear forks had a peculiar curve at the top of frame, different from any wheel on the market. Had T shaped saddle post, and racing saddle. Racing tire on front wheel, and road tire on rear wheel. Was taken from the Illinois Cycle Works factory, 665 Carroll Ave., between 5 and 6 p. m. Friday, Oct. 28. A suitable reward given for information that will lead to the arrest of the thief.  
ILLINOIS CYCLE WORKS.





# CHRISTMAS ISSUE,

1892.

TO CLUB SECRETARIES AND OTHERS:

We are preparing a club directory. You are invited to send the following details:

Name of club, address of club rooms, if any, date of organization, number of members, name of president, name and address of secretary. Early replies are solicited.

Makers, jobbers and importers of wheels, tires, tubing, forgings, chains, spokes, cycle-making machinery, or of anything in anyway connected with the cycle trade, are requested to at once forward details for our trade directory.

COPIES TO SUBSCRIBERS, **FREE.**

TO OTHERS, **25 CENTS PER COPY.**

Order direct or through your newsdealer.



*Caxton Building, Chicago.*





# THE JAMES

Here is the Record at the close of the Season of 1892:

**Ninety-Five Per Cent** of all the JAMES WHEELS sold this season weighed in each case less than 28 lbs., *Actual Guaranteed Weights*, and upon these feather-weight wheels depended the reputation of *The James* in this country. And what is the result? You cannot find a cyclist in this broad land who has ridden or observed *The James* that is not an admirer and advocate of its remarkable qualities.

**SPECIFICATIONS.**

Road Wheel, 28 lbs., \$150.00  
Track Wheel, 23 lbs., \$160.00

Warwick Hollow Rims, Ball Bearings Throughout,  
Southard Cranks, Direct Semi-Tangent Spokes,  
Brown's Pedals, Cork Handles,  
Perry's Chain, Full Guarantee.

*Tubing made by the Credenda (Old Company) Exclusively Used.*

SOLE AGENTS FOR THE U. S. A.

**JAMES CYCLE COMPANY,**

113 Adams Street,  
CHICAGO, ILL.

## 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.**

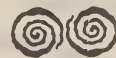
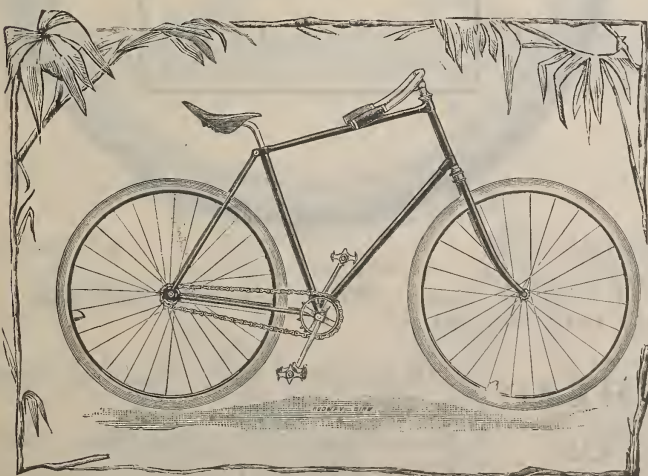
**New Buckingham & Adams Cycle Co., Ltd.**  
Coventry Works, Birmingham, England.

**B. & A. CHAMPION RACER.**



The James Importing Company, 113 Adams Street, Chicago, Ill.

### South Road Model D.



**"SOUTH ROAD" SPECIFICATIONS.**

THIS MACHINE is the grandest ever offered. Ball Bearings throughout and adjustable everywhere. Fitted with Detachable Cranks.

*Weights from 23 to 33 Pounds Guaranteed.*

These are the Lightest, Fastest and Most Reliable Safeties ever offered in the States. In appearance and finish they have NO EQUALS. Watch the records during 1893.

Wholesale Agents:

**The James Importing Company,**  
113 Adams street, Chicago, Ill.

**GOOD AGENTS WANTED.**



AGENTS WANTED.

The Agency for the above has been secured by the

**JAMES CYCLE CO.,**

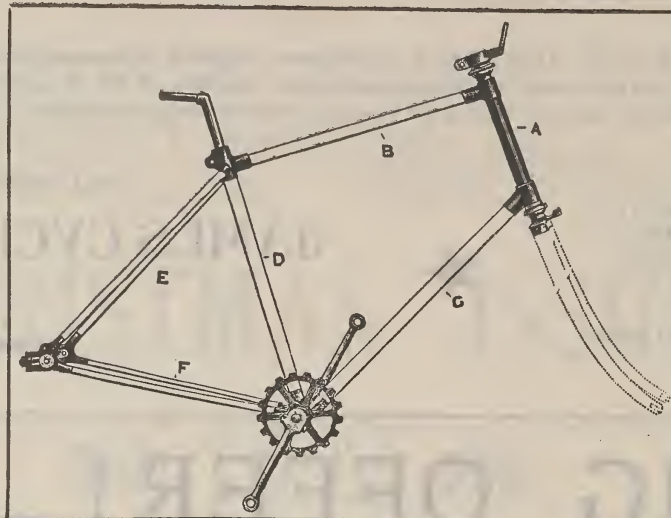
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# PERRY'S HUMBER-PATTERN FRAME

AND THE COMPONENT PARTS APPERTAINING THERETO.

GUARANTEED  
THE  
FINEST QUALITY  
OF FINISH  
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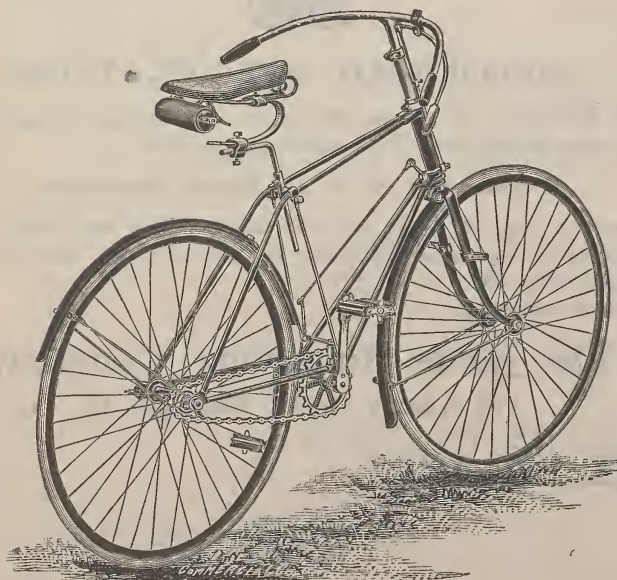
MECHANICAL  
ACCURACY,  
LIGHTNESS,  
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AND  
SPLENDID FINISH  
HITHERTO  
UNAPPROACHED.

A frame upon which makers or agents may put their "transfer" with a knowledge that the machine will give satisfaction. It is designed for a long wheel base.

## PERRY & CO., BIRMINGHAM.

### ROCHESTER BICYCLES

Are the Guaranteed Leaders.  
Agents Wanted.  
Catalogue Free.



ROCHESTER CYCLE MFG. CO.,  
ROCHESTER, N. Y.

EVERTITE

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*It takes more brains to look ahead ONE YEAR than to look back FOUR HUNDRED.*

AHEAD  
OF  
THE  
TIMES.

THE EVERTITE TIRE is up with the times! Except in one feature. Most tires leak at the valve. The EVERTITE don't--it can't. It is ahead of the times. You can't afford NOT to have it. Write or call.

THE BOSTON WOVEN HOSE & RUBBER CO.,  
5 Winthrop Square, Boston, Mass.



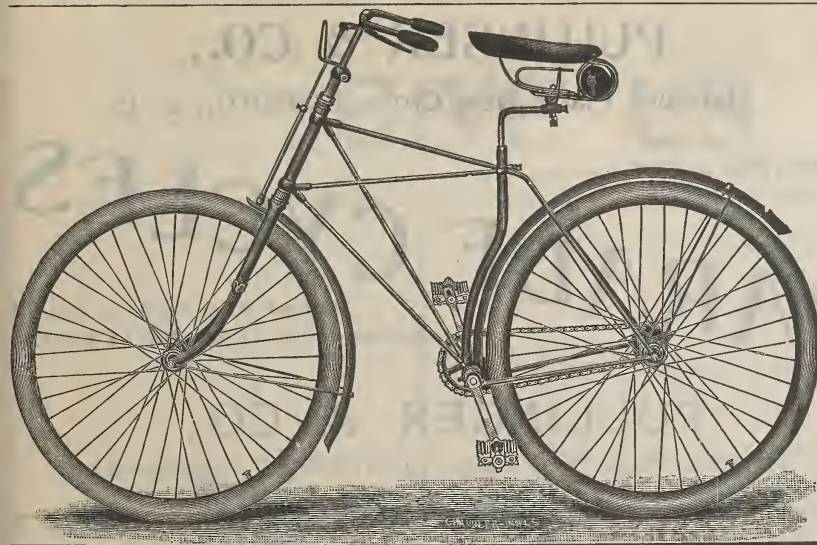
# EXCELSIOR WHEELS

BAYLISS, THOMAS & COMPANY,

EXCELSIOR WORKS, COVENTRY, ENGLAND.

HOWARD A. SMITH & CO., Newark, N. J.,  
Agents for New England and the Eastern States.

JOHN HOYLE, 5 Madison St., Chicago,  
Chicago and Western Agent.



## The PLANET

IS SECOND TO NONE.

IS KNOWN AS THE POPULAR WHEEL.

*Did You Hear What Was Said ?*

One says to a friend: "I am exceedingly pleased with my new PLANET wheel. I have ridden several other wheels since you were here, but nothing gives me entire satisfaction as the PLANET.

RANKS HIGH GRADE EQUAL TO ANY.

AGENTS WANTED.

CATALOGUES FREE.

STANDARD MFG. CO.,  
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## WORLD'S RECORDS

ON A

## ...PEREGRINE...

By MR. T. A. EDGE.

Land's End to John O'Groate's, 874 miles, in 4 days, 40 minutes, beating Mr. G. P. Mills' record by 10 1-2 hours.  
1,000 miles in 5 days, 11 hours, 38 minutes.  
Edinburgh to Liverpool, 15 hours, 54 minutes, by Mr. B. H. Carlisle.

The above World's Records are the most recent successes this year obtained by riders of the "Peregrine," and are the most meritorious performances on any machine.

MAKERS,

LEICESTER CYCLE CO.,

FRIDAY STREET, LEICESTER, ENGLAND.

VON LINGERKE & DETNOLD, 8 Murray St., N. Y.  
AMERICAN AGTS,

Agents wanted where not represented,




Have You  
Two Good Eyes?



IF so keep them pointed our way. Riders and responsible agents alike will find it will pay well to keep a sharp lookout for our 1893 line. Three patterns, four weights (23 to 38 pounds), design, material, construction and finish perfect, and a tire that will make you dance for joy. Such will be the **LIBERTY** for 1892. Keep both your optics pointed our way. We will be with you before long.



**WILSON, MYERS & COMPANY,**

MAKERS OF THE LIBERTY CYCLES.  OFFICES: 55 LIBERTY ST., N. Y.

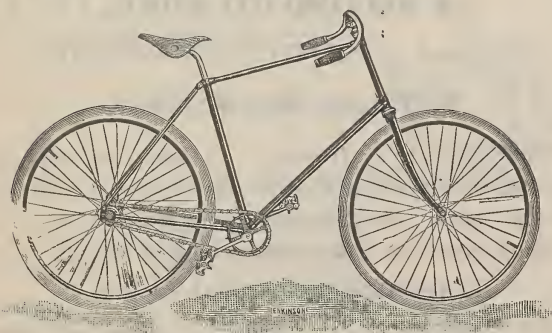
New Catalogue ready soon. Send us your name for mailing list.

SOUND, FAST and SMART.

**PULLINGER & CO.,**

Hereford Place, New Cross, LONDON, S. E.

WRITE FOR A LIST. \_\_\_\_\_



MODEL B.

**PARADE CYCLES**  
"A Good Wine Needs no Bush."  
Neither do the "PARADE" CYCLES.

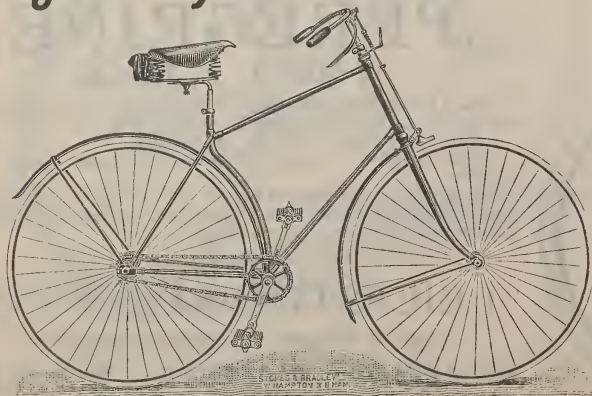
**PULLINGER & CO.,**

Hereford Place, New Cross, LONDON, S. E., England.

Telegrams: "Goodby," Wolverhampton.

ESTABLISHED 1875.

**Largest Cycle Manufacturers in Wolverhampton, England.**



Our New Pattern Diamond Frame Safety '92.

Solid Tire, £11; Cushion, £13.

**BEST and CHEAPEST MACHINES IN THE WORLD**

SEND FOR LISTS, FREE.

**S. GOODBY & SON,** "RELIANCE" CYCLE WORKS,  
Petit Street, Wolverhampton, Eng.

Good Agents Wanted all over America to push the sale of our machines,



We wish to introduce to the cycle trade and the public at large,  
MR. GEORGE K. BARRETT,  
in the new capacity of inducer and representative-at-large of our concern.  
Mr. Barrett will have entire charge of the placing of our output. Dealers who know their business will communicate with him in time to secure territory. See?

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**MARBLE CYCLE MFG. COMPANY,**  
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... GIVE US A REST ...



We Hear Them Cry,

When "Raleigh wins," so oft they spy—  
'Tis Zimmie here and Canter there,  
And gallant Linton, of Aberdare;  
Kempsey and Bate keep up the game,  
With Banker and Hess of U. S. fame,  
Gericke, Lister, Walker, Stott,  
Jacques, Wheeler, Hartford, Kidd and Scott,  
For Raleigh riders, legion named,  
Throughout both hemispheres are famed.



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THE **RALEIGH CYCLE CO., LTD.**

*GREENWICH and BANK STS., New York.*  
(ABINGDON SQUARE.)



# RAGLAN CYCLES

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

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IN CANADA.

And Manufactured of the Best of Everything by

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

## COLD :- ROLLED :- STEEL :- RIMS :- AND :- MUDGUARDS.

We are making Rims "az is" Rims, because we have the facilities—much enlarged—for '93, and we know how to do it—any gauge steel required, accuracy as to size and for any make of tire. We are not novices, and you are not experimenting when you use our goods. We give you the benefit of *OUR* experience—cheaper than getting it yourselves—eh?

We carry also a complete line of hollow rims of various sections and sizes, and are successfully making Aluminum Rims for racing wheels, with an improved joint, almost as stiff and rigid as steel, but only one-third as heavy in weight, and we successfully braze them, which, if you know anything about it, is a science in itself.

Everything in the line of Cycle material, either rough or finished, of the very best quality, can be obtained from us. '93 patterns coming in.

## ANGLO-AMERICAN IRON AND METAL CO.,

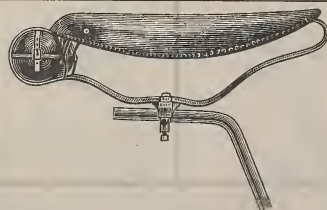
Cycle Material Specialists 2A Platt Street, New York.

We need more space. Between Nov. 1st and 15th we move to 213 Pearl street—5,000 feet floor space.

## THE -- RELAY -- SADDLES. HOWARD A. SMITH & CO.,

518 Broad St., Newark, N. J.

NEW  
DESIGN,  
STYLE B.



STRONG,  
LIGHT,  
Comf'rt'ble

Tilting and Adjusting of Saddle Done With One Set Screw.

PRICE, \$6.00. Large Discounts to Jobbers.

RELAY MANUFACTURING CO., Limited,  
READING, PA.

Attention Manufacturers!

=RIMS! RIMS!! RIMS!!!=

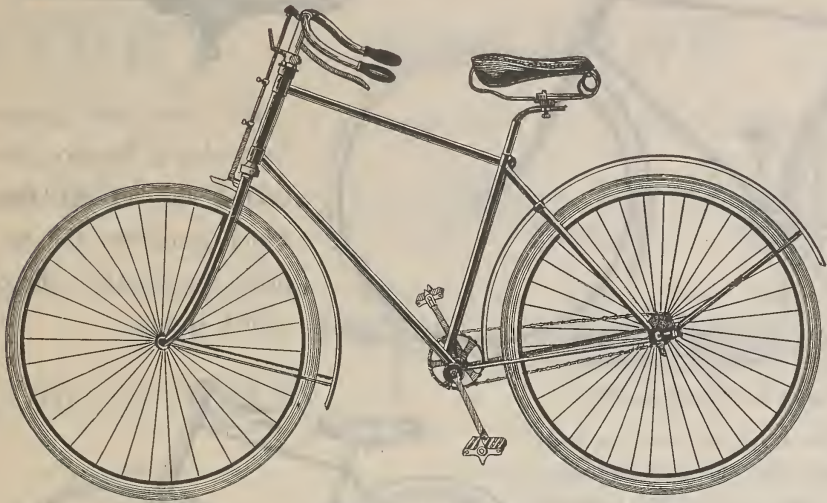
In any Quantity, and Guarantee Quick Delivery.  
Manufacturers of the Famous Cork Handles.

Agent for LLOYD'S PERFECT CRANK.



# The BROOKES

STANDARD GUARANTEED BICYCLE OF THE WORLD.



LIGHT ROADSTER, NO. 18.

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

You Have Heard of the Brookes Saddle

Sole Agent for the United States and Canada,

## GEO. A. DRYSDALE,

176 and 178 Portland St., Boston, Mass.

LIVE AGENTS WANTED EVERYWHERE.

## 24 Cash Prizes.

We desire to thoroughly introduce our Sunol Bicycles throughout the United States in 1893, and in order to give them such an introduction, we realize that we must advertise liberally and well. We are willing to advertise liberally, but that it may be done well, we must have a supply of bright original advertisements. We therefore make the following offer for the best 24 advertising ideas, first prize to be awarded to the author of the best, second prize to the author of the second best, etc.; decision to be made by three competent judges:

1st Prize, \$200. 2nd Prize, \$100. 3rd Prize, \$50.  
4th Prize, \$25. 5th to 24th Prize, \$10.

We will also pay \$5.00 for each idea not securing a prize that we think we can make use of. Contest closes January 15th, 1893. For particulars as to the nature of advertisements required, etc., address—

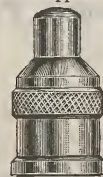
**The McIntosh-Huntington Co.,**

Adv. Dep't.

Cleveland, Ohio.

## THE METAL TURNING CO.'S MAGIC BICYCLE OILER.

Patent applied for.

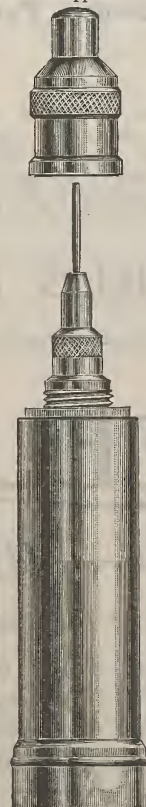


We are now ready to supply these goods to the general trade, and claim for them the following points of superiority over any others on the market.

**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.



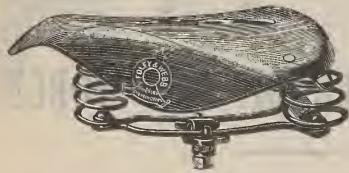
Manufactured Exclusively for

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

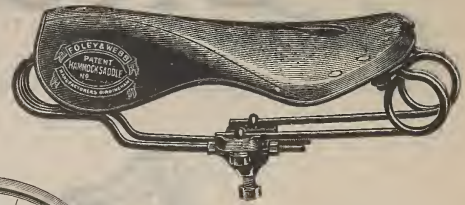


# WARMAN & HAZLEWOOD LTD

191 LAKE STREET, CHICAGO, ILLINOIS.



We carry a full line of all patterns of ladies' and gents' Safety Bicycles, and can supply at once on receipt of order.



We are sole agents for Foley & Webb's celebrated line of Saddles, which comprises the favorite combination three-coiled spring.

No. 2 Coventry Cross.

We have in stock a full supply of parts to replace or repair any damage caused by accidents.

Price Lists free on application.

## Western Agents.

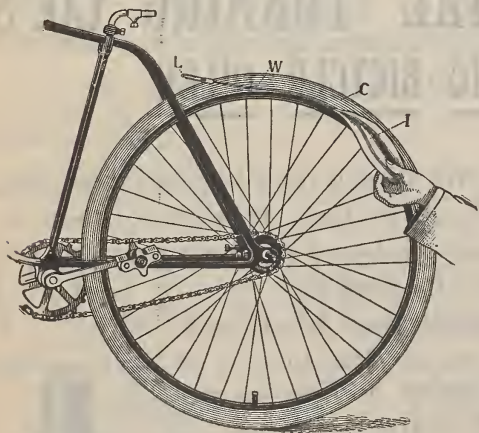
Messrs. Horton, Gilmore, McWilliams & Co., Chicago, Ill.



No. 1 Coventry Cross.  
(Racer.)



No. 12 Coventry Cross.



## THE IDEAL PNEUMATIC TIRE BREAKS THE RECORD.

A Double Puncture Permanently Repaired in Less Than Fifteen Minutes by the Roadside.

Messrs. PHELPS & DINGLE:

Gentlemen:—I have used your Ideal Pneumatic Tires now for over two months and like them very much. While out riding with some friends about a month ago one of the tires received a bad puncture. We took the inflated tube out and put on two patches. In fifteen minutes from the time of the accident the repairs were all completed. I have used it ever since without any further repairs and it appears to be perfectly air-tight and in every way as good as ever.

PASSAIC, N. J., July 28, 1892.

Yours truly, F. A. SOULE.

PHELPS & DINGLE, Passaic, N. J. || Send for Circular.



## STEEL BALLS

For All Anti-Friction Purposes.

### Bicycle Balls a Specialty.

The Most Complete Plant in the U. S.

Sole Owners of the RICHARDSON-GRANT System of Grinding. Also the N. SAWYER Hardening Process. Present Capacity, 1,000,000 Per Month. Large Additions Now Being Made. We claim to make the BEST Ball in the world. Users of our Balls guaranteed against damage caused by Balls being defective. Write for Prices and Samples.

GRANT ANTI-FRICTION BALL CO., FITCHBURG, MASS.



# "X. L." CYCLES,

Manufactured by—  
CALCOTT BROTHERS,  
COVENTRY, ENGLAND

*Highest Possible Grade. We Challenge the World.*

## EVERY : MACHINE : GUARANTEED.

This is not a new wheel, but one with a Big Reputation in the Old Country.

No better material can be bought. Best cold-drawn weldless steel Tube, butted Spokes, roller Chain.

To  
**MANUFACTURERS**  
and  
.. **JOBBERS** ..

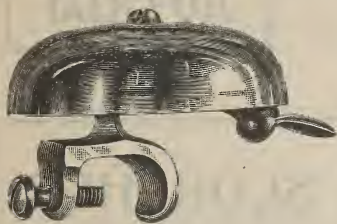
**T**HE GARFORD SADDLES for 1893 comprise 22 distinct styles. In finish and workmanship they excel anything in the Saddle line ever offered in this or any other country. Prices to makers and large buyers are way down. Do NOT CONTRACT before samples have been shown you.

**THE GARFORD M'F'G CO., - ELYRIA, OHIO.**

*P. S.—The line embraces every popular variety of Saddles, including the Three Coil styles hitherto made only in England.*

**PARKHURST & WINKINSON, Western Representatives, Chicago, Ill.**

## THE CHAMPION BELL



**A Stamped Metal Top.**

HANDSOMELY NICKELLED.

**GUARANTEED NOT TO CRACK.**

**A Clear Sharp Tone.**

MANUFACTURED BY

**J. C. DONNELLY,**

2113 Ridge Avenue. 1209 Buttonwood St.

PHILADELPHIA, PA.

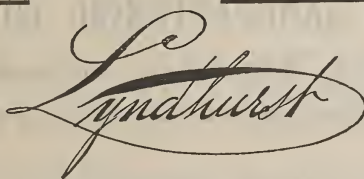
Price 50c. Agents Wanted Everywhere. Liberal Discounts.

**Racer 23 Lbs.**

**Light Roadster 33 Lbs.**

**Won Over 30**

**Races This Season.**



**Factory,  
Lyndhurst,  
N. J.  
Agents Wanted.**

**McKEE & HARRINGTON, 173 and 175 GRAND ST. New York.**

**WORLD RENOWNED...**

—AND—

**...ABSOLUTELY TRUSTWORTHY**

Loudon's Celebrated

**GUTTA PERCHA CEMENT.**

WORKS:

**COVENTRY, ENGLAND.**

Wholesale Agents:

**PARKHURST & WILKINSON  
KINZIE ST., CHICAGO.**

## Bargains! ♦ For Sale!

Columbia '92 Racer, 25 pounds, gearing 68, has not been ridden ten miles, without a scratch, \$175, for.....\$150 00  
Columbia Light Roadster, cushion tires, \$135, for..... 80 00  
Swift, Model C. '92, cushion tire, \$120, for.. 90 00  
Victor, Model C. '92, cushion tire, has not been ridden 50 miles, \$135 for..... 100 00  
Ladies' Juno, '92, cushion tires, almost new, \$75 for..... 45 00  
Lovell Diamond, '92, cushion tire, with bell, whistle, stand and lock, \$100 for.. 65 00  
Rob Roy, '92, 28-inch wheels, cushion tires, \$75 for..... 40 00  
Any of the above wheels will be sent C. O. D. on receipt of \$1, with privilege of examination.

**F. R. ZEIT, Medford, Wis**

**Geo. H. Benedict & Co.,**

175-177 So. Clark St., CHICAGO.

Helot—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. F. AUGHBINBAUGH,**  
McGill Bldg. 908 24 "G" Street Washington D. C.

To Athletes, Cyclists, Baseball and Footballists. Horse-back Riders, Boxers and Oarsmen—When you want to ride, run, walk, row, skate swim a long distance, USE.....

## ANTI-STIFF

TO STRENGTHEN THE MUSCLES.



TO STRENGTHEN THE MUSCLES.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles or sinews. Quick in its action, cleanly and pleasant in use.

Rub it into them every night for a fortnight and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations and Liniments, both in substance and effect. Some Athletes are so fond of it that they rub it all over them.

**Price, 20c. and 35c. per box.**

**Trainer's Size, \$1.00.**

**E. FOUGERA & CO, Agents for United States, 30 N. William Street, N. Y.**

## "Make Haste Slowly"

Is an old but good proverb, especially for Bicycle Manufacturers and Jobbers to follow, who are about to place their orders for Saddles for next season.

**YOU WANT TO SEE OUR '93 PATTERNS BEFORE YOU BUY.**

They are just as good, just as practical, and just as sensible as our celebrated Baby Seat. We will show them to you very soon. **WAIT.**

**THE RICH & SAGER CC.,**

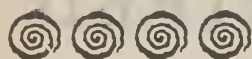
17 Elm and 16 Courtland St., Rochester, N. Y.



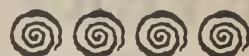
ROYALS

# Royal Cycle Works

ROYALS



ROYAL LINES,  
together with  
Royal workmanship  
and the best of ma-  
terial, make Royal  
Bicycles.



JOBBER  
and AGENTS  
should see them be-  
fore placing orders.



ROYALS

MARSHALL, MICH.

ROYALS

## THE "LION" ROAD RACER OR SCORCHER.



"The fact that the 'Lion' jumped with a bound into the front rank of racing wheels, proves conclusively that its qualities and pace-producing powers were far in advance of the new makes, and they quickly became, and remain, formidable rivals to the old established firms."—Sport and Play, Nov. 10, '91.

The LION CYCLE MANUFACTURING CO., Limited,  
Broad Street, Birmingham, England.

Responsible American Agents wanted in the Eastern and Western States.  
Apply at once.

REFEREE PUB. CO.:

DEAR SIRS-----Please say to the readers of THE REFEREE that we are

## GETTING INTO SHAPE

for 1893 trade, with the Biggest and Best Double Full Line of Bicycles that will be offered.

Please say also that all agents and dealers had better wait for us before arranging for next year's supply.

Respectfully, A. M. SCHEFFEY & CO.,

92 Reade Street, New York.



# WHITWORTH CYCLES . . . .

. . . . U. S. A. 1893.

## HIGHEST GRADE ONLY.

We are now prepared to place our celebrated wheels before American buyers. During the past season the enormous demand for the Whitworth, in Great Britain alone, absorbed practically the whole of our output. We have now quadrupled our manufacturing capacity and can guarantee prompt and regular deliveries of contract orders for the United States.

THE WHITWORTH is the leading English Racing Wheel, and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

## THE WHITWORTH WORKS CYCLE CO.,

P. O. Box 2225, NEW YORK, or - BIRMINGHAM, ENG.

CHICAGO  
TRIUMPH  
FOR 1893.

CHICAGO  
TRIUMPH  
FOR 1893.

TRIUMPH CYCLE COMPANY, Ltd.,  
Coventry, England.

48 Holborn Viaduct,  
London, E. C.

34 Rue Truffant,  
Paris.

*PRESIDENT: George Sawyer, European  
Manager White Sewing Machine Co.*

*Continental Agents: White Sewing Machine  
Company, London and Paris.*

CHICAGO TRIUMPH!  
ROYAL TRIUMPH!  
LADY'S TRIUMPH!  
Triumph Front Driver!

Correspondence Invited  
to  
S. BETTMANN,  
Care "Referee," Chicago.



# BICYCLE BARGAINS.

Pneumatic Victor Safety, 1892 pattern, \$150.00 grade, in fine shape.....	\$ 90 00
Pneumatic Victor Safety, 1892 pattern, perfectly new, \$ 50.00.....	125 00
Cushion Victor Safety, 1892 pattern, \$135 grade, perfectly new.....	110 00
Rambler Safety, 1891 pattern, so id tires, \$125 grade, perfectly new.....	60 00
Quadrant Safety, \$140.00 grade, cushion tires, full ball bearings, perfectly new.....	75 00
Telephone Safety, \$135.00 grade, full ball bearings, cushion tires, perfectly new.....	75 00
Juno Safety, ball bearings, cushion tires, \$75.00 grade, like new.....	45 00
American Rambler, \$125.00 grade, cushion tires, perfectly new.....	60 00
American Rambler, \$125.00 grade, new cushion tires, balance of machine in fine condition.....	75 00
American Rambler No. 1, diamond frame, pneumatic tires, first-class shape, \$150.00 grade.....	100 00
American Rambler No. 2, \$150.00 grade, diamond frame, pneumatic tires, fine shape.....	100 00
Eagle Safety, \$150 00 grade, pneumatic tires, fine shape.....	85 00
Coventry Cross Safety, pneumatic tires, \$135 grade, perfectly new.....	85 00
Irwell Safety, pneumatic tires, \$135.00 grade, perfectly new.....	85 00
Reform Safety, \$150.00 grade, pneumatic tires, perfectly new.....	120 00
Moffat Safety, \$135.00 grade, pneumatic tires, perfectly new.....	85 00
Halladay Temple Scorchers, \$145.00 grade, pneumatic tires, perfectly new.....	100 00
Swift Safety, pneumatic tires, \$150.00 grade, perfectly new.....	125 00
Union 2:10 Safety, pneumatic tires, \$150.00 grade, perfectly new.....	110 00

A. W. GUMP & CO., DAYTON, OHIO.

## CAMPBELL CYCLES

*Absolutely the Highest Grade Cycle Built*

Aluminum Alloys and Spiral Fibre Tubing used in their construction. Our heaviest Roadster weighs only 35 lbs. Apply early for 1893 agencies and territory.

**CAMPBELL MANUFACTURING CO.,**

21 Centre St., N. Y. City.

**B. & G. SHORTHOUSE,**

MANUFACTURERS OF THE

...**"PARAGON"**...

COLD DRAWN

**SEAMLESS STEEL TUBES**

For Cycles, Boilers and Engineering purposes generally. . . . .

.. **CYCLING TUBING A SPECIALTY** ..

Also Manufacturers of Rolled Brass, Brass and Copper Sheets, Wire and Tubes, Cartridge and other Metals. Brass Solder for Cycle work.

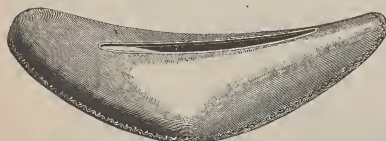
CABLE ADDRESS:

SHORTHOUSE, BIRMINGHAM, ENG.

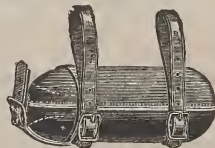
Spring Hill Mills. - - - - - Established 1851.

**J. J. WARREN COMPANY,**

WASHINGTON SQ., WORCESTER, MASS., U. S. A.



MANUFACTURERS OF -

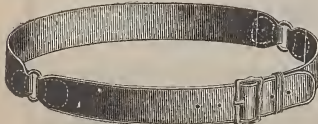
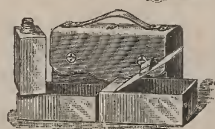


BICYCLE SADDLE LEATHERS AND TOOL BAGS,

LEATHER AND CANVAS | All Kinds of Extension Cases, Dress Suit Cases, Sample Cases, Etc.

of EVERY DESCRIPTION

See Our Illustrated Catalogues and Price List.



UNDER NEW MANAGEMENT.

**:-: Bicycling News :-:**

*The Oldest Cycling Paper in the World.*

THE BRIGHTEST, THE BEST,

THE MOST ORIGINAL, and

THE MOST INTERESTING

"BICYCLING NEWS is now about the most readable of all the English cycling papers."—*Irish Cyclist*.

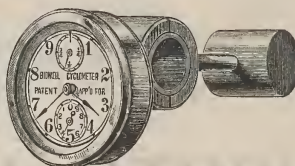
SUBSCRIPTION: Two Dollars per annum.

ILIFFE & SON, 19 Hertford St., Coventry, Eng.

THE REFEREE PUB. CO., Caxton Building, Chicago

A Reliable Cyclometer at Last . . .

**BIDWELL CYCLOMETER.**



Free from cams or springs.  
Simple and positive in action.  
For 26 in., 28 in., 30 in. and 32 in. wheels.

**Price, nickeled, \$10**

Send for descriptive circular.

Special discounts to agents.

**TAYLOR CYCLE CO.**

270-272 Wabash Ave.,  
CHICAGO.

**GEO. R. BIDWELL CYCLE CO.**

306-310 West 59th St.,  
NEW YORK.

**CLIPPER**

SAFETIES

With Thomas Pneu. Tires, \$125

With 1 1-4 in. Cushion, \$100

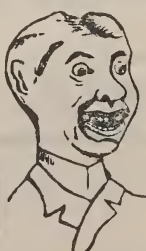


Equally adapted for ladies or gentlemen.

**GRAND RAPIDS CYCLE CO., Mfrs.**

Send for Catalog.

GRAND RAPIDS, MICH.



**H. MATTHEWS' TYRE CEMENT.**

Output one ton per day.

Largest sale in the world.

Best quality, lowest price.

WHOLESALE BUYERS WANTED TO REPRESENT.

SNOW HILL, BIRMINGHAM, ENG.



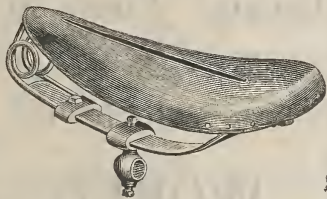


**THE SALSBUURY INVINCIBLE**  
**"THE LAMP OF LAMPS"**  
 Works: Long Acre, London.  
 ESTAB<sup>d</sup> 1806  
 ENT<sup>d</sup> AT STATIONERS' HALL.

## GOING LIKE HOT CAKES!!

OUR '93 MODEL "SCORCHER" SADDLE.

ABSOLUTELY  
GUARANTEED.



IMMEDIATE  
DELIVERY.

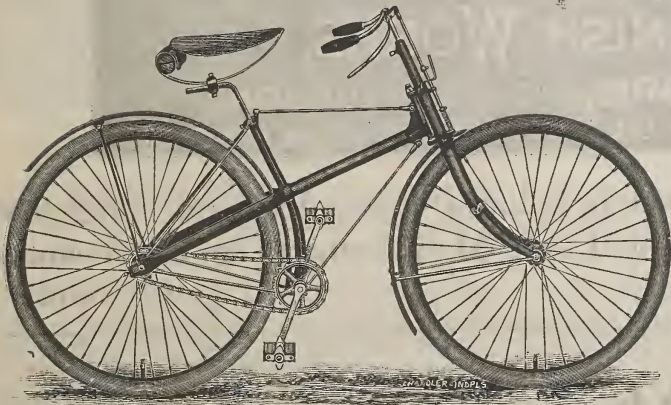
POSITIVE WEIGHT 1 Lb. 10 Ozs. PRICE, \$6.00.

We are prepared to make terms to manufacturers and jobbers that will please you.

**BRETZ & CURTIS MFG. CO.,**  
 PHILADELPHIA, PENN.

## BEN-HUR.

PNEUMATIC.



2-inch Pneumatic Tires, \$100.  
 1 1/4 inch Cushion Tires, \$75.

BEST VALUE FOR THE MONEY.

Liberal Discounts to JOBBERS in Unoccupied Territory.

**CENTRAL CYCLE MFG. CO.**  
 INDIANAPOLIS, IND.

## NEVER MIND THIS!

**JOHN SHAW & SONS, Coventry,**  
 THE OLDEST AND LARGEST  
**Hollow Fork Manufrs. in the World.**  
 MAKERS OF ALL KINDS OF TIRE WORK

**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. Meccredy would certainly satisfy Carlyle'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.

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

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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 **MECCREDY & KYLE, 49 Middle Abbey St., Dublin.**  
 SUBSCRIPTIONS, POST FREE, SIX MONTHS, 5s 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

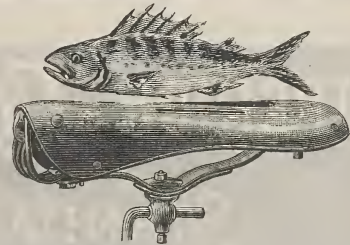
On, we shall be especially glad to hear from.

Newmatics of any make wanted.

## "FISH"

New Scorchers

Price, \$5.00



## Don't

Order before  
seeing our '93  
SCORCHER.

Weight, 28 oz.

And guaranteed to sustain any rider over all roads. Adjustable to very high rear extension or low depression, without changing in the least the relation of Saddle with the pedals (a feature unknown to any other Scorchers Saddle).

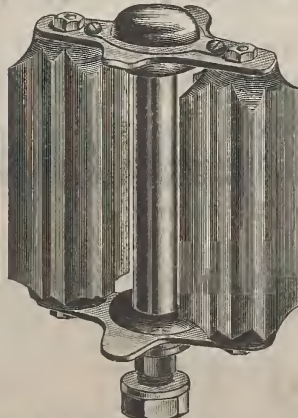
*The most comfortable and social little  
Saddle ever seen on a Cycle.*

Both Ladies and Gentlemen are Delighted with them.

Special Prices to Manufacturers and Dealers.

**W. L. FISH,** 67 and 69 Roseville Ave.,  
 — NEWARK, N. J. —

## 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.



C. A. A.

CLEVELANDS ARE ACTIVE

C. A. B.

CLEVELANDS ARE BEAUTIES.

C. A. C.

CLEVELANDS ARE CELEBRATED.

There are tires and tires, but there is only one "Thread" Tire, and that is the Cleveland Pneumatic---200 per cent. more resilient than any other, 500 per cent. more resilient than a good many. Easily detached, quickly repaired, firmly held.

◻—THE FASTEST IN THE WORLD.—◻

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## SUPERIOR CYCLE BAKING ENAMELS

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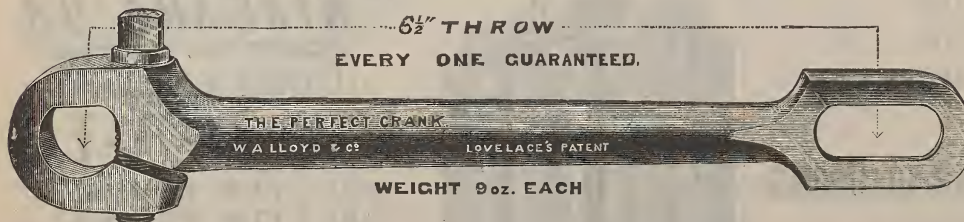
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The usual method of fixing cranks with a "key" or "cotter" is far behind the times, as, whenever the necessity arises for their removal, it is always the cause of expense to the rider, time and temper to the repairer, and brings discredit upon the wheel maker. These **PERFECT** Cranks may be removed

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# The "Marriott" Racer, No. 15,

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

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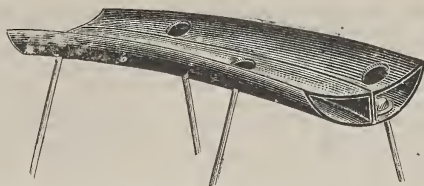
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IT IS THE  
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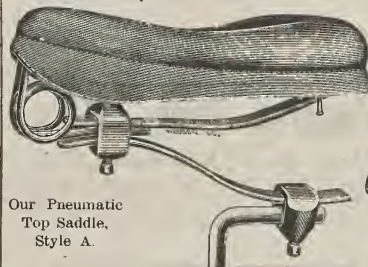
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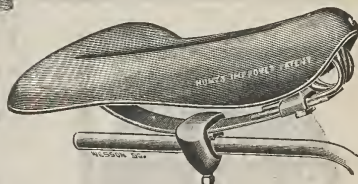
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WILD WITH DESPAIR  
On his old hard saddle the cyclist soon becomes.  
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After riding one of Hunt's Pneumatic Saddles.  
Are You the Former? ||| Write for prices of Saddles, Toe-clips, Dust-proof Pedals, Tool-bags, etc.  
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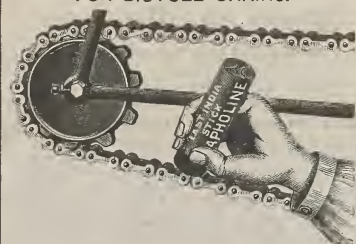
Our Pneumatic Top Saddle, Style A.



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The only chain lubricant that gathers to 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.

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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 afford to miss this. Sent post paid on receipt of price, \$1.00. FRANK C. WESTON, Bangor, Me.  
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Have your Bicycle Repaired and Thoroughly Overhauled by the Veteran Repairor.  
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Be sure you see HOYLE, 5-7 Madison-st. E., Bet. Michigan and Wabash-aves., Chicago.

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is the distance traveled by Mr. A. G. Powell with a

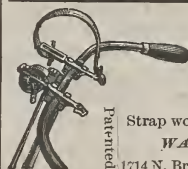
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and it is as good as the day he bought it.

## The Hilliard Cyclometer

is the lightest, neatest, cheapest and most accurate. Can be seen from saddle. Every one is guaranteed. Will send a cyclometer to any address upon receipt of price, \$3.50. Send for one of our mileage books. Free. Agents wanted.

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903-905 WATER ST., TOLEDO, OHIO. Established 1876. Manufacturer of SPECIAL PATENT ED TOOLS for the manufacture of WIRE and METAL WHEELS, POWER and HAND PUNCHING and SHEARING MACHINERY. PUNCHES and DIES and DROP FORGING DIES, etc. The NEW IDEAL SELF-OILING ADJUSTABLE PUNCH CHUCK. Designer and Builder of Machines and Tool for Patented Specialties. FAMOUS ROLLER POWER WELDING and FORMING MACHINE, for WELDING TIRES on all Irregular Shaped Work; forms MUD GUARDS and drawing BRACE ENDS, etc. TIRE ROLLERS and TRUEING MACHINES. TIRE SIZING and TRUEING TABLES. TIRE PUNCHES, special for Punching TIRES. PRESS to FORCE SPROCKET WHEEL on Pedal Crank Shaft, special. POWER AUTOMATIC WHEEL RIVETING MACHINE. WHEEL VICES and special tools. Beaver Valley GAS FURNACE for heating to Weld and Braze, etc. Spoke Heading Machines, Spoke Threading Machines.

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A. 60. Hammock Saddle.

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Fills a long-felt want for a stand that will not allow the wheels to fall, hold any size wheel regardless of kind of tire. Guaranteed not to injure finish, and wheels may be released in a second.

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Liberal discount to the trade.

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Superior Hard Brass Bicycle Nipples for all wheels made, both foreign and domestic; Nipple Washers, Nuts, Oil Tubes, Taps and Dies, Studs and Special Screws. Estimates from sample or sketch.



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AN INDISPENSABLE HANDBOOK FOR CYCLISTS.  
By LUTHER H. POITNER, author of "Cycling for Health and Pleasure."

400 Pages. 216 Illustrations.  
This book is a companion volume to "Cycling for Health and Pleasure," which met with great success, but contains nearly twice as much matter. It is crowded with interesting and curious information. Beside treating of Cycling in the United States, the L. A. W., Macadam Roads, and many other topics, it deals exhaustively with Pneumatic and Cushion Tires, giving illustrations of over sixty varieties, and describing in detail their construction and care.

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1789-1892.

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EACH and every sheet and figure of the drawings of the patents will be given together with the claims, all chronologically arranged, whereby an examination of the art can be made with ease and certainty. From what we know of the compiler and the digest issued by him, we feel confident he will sustain his good reputation, and produce a digest to be desired by all interested in the invention, manufacture and use of Cycles. Those desiring a Prospectus of the work, or wishing to subscribe, should address the compiler.

In order to perpetuate the above digest a Cycle Monthly or Abridgment is being published, beginning with January 1892. Subscription price for the Monthly, \$5.00 per annum; \$6.00 for the European edition, payable in advance.

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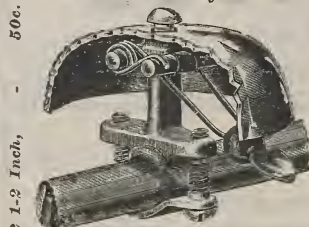
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You will have to Ride a Pneumatic Tired Wheel.

We are remodeling SOLID and CUSHION Tired Wheels for PNEUMATICS.

And use only the most Reliable Pneumatic Tires.

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Gentlemen:—Received the Swift which you remodeled from solid tire to pneumatic this Friday p. m., and am exceedingly well pleased with your work, and wish to thank you for your promptness in forwarding the wheel. I now consider it equal to the best wheel on the market, and no less than \$65 has been added to its value. I will be "in it" the coming season, in fact I there now before many of the other fellows who are eagerly awaiting and expecting their pneumatic from the factory, but who will not see them for some time to come.

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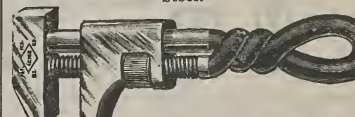
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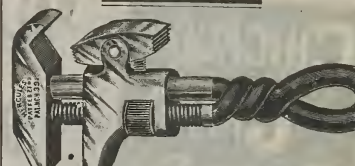
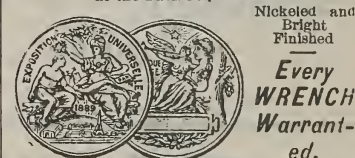
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FOR POCKET AND BICYCLE USE.  
The Strongest and Best. Made of Best Quality Steel.

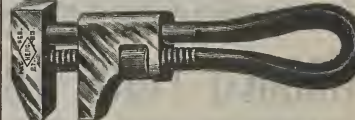


(Weight 64 oz.) Every Wrench is Thoroughly Hardened. Awarded First Prize Medal at the Paris Exposition.



Bright Finish. The Cheapest and Best  
STEEL BICYCLE WRENCH.

on the market. 4 1-2 ins. long; weight 6 oz



Length over all, 4 1/2 inches. - Warranted.  
For sale by all cycle manufacturers and dealers

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Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, \$3. Knee Breeches, \$4. Punnett's celebrated Jersey Cloth Knee Breeches, only \$4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c. a pair. Be sure to write now.

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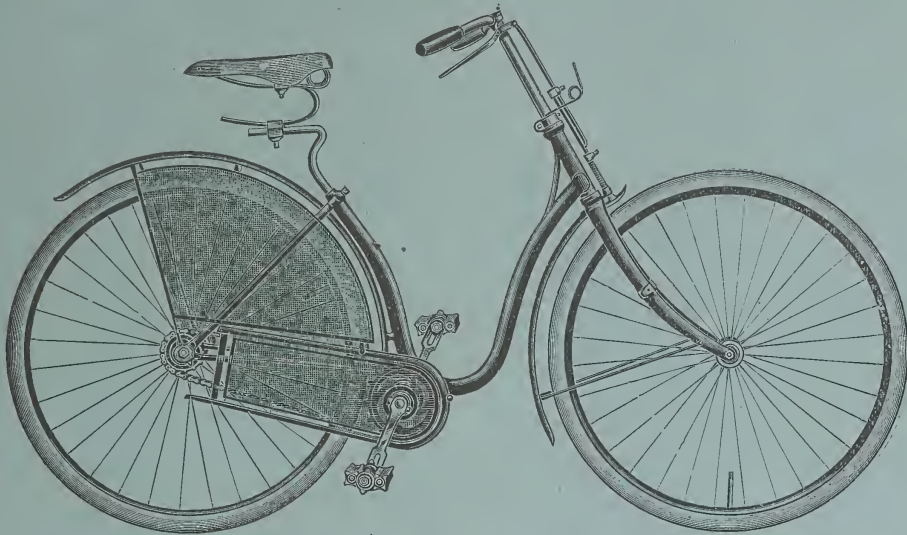
All strictly first-class work—moderate prices.

DON'T BUY A WHEEL—until you have consulted the advertising columns of this paper. None but first-class, reliable concerns use this medium to make known their goods.



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ARE THE THREE BEST MONTHS IN THE YEAR FOR BICYCLING.



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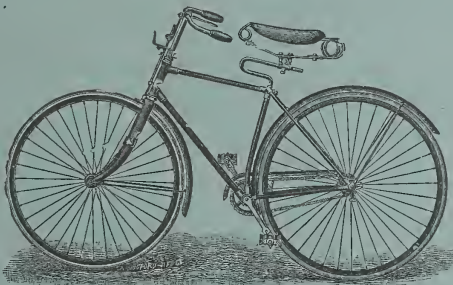
Don't be without a Western Wheel Works Pneumatic Tired Bicycle,  
As they are up to date in every particular.

Manufactured at  
Wells, Schiller, Sigel and Franklin Streets,  
CHICAGO, ILL.



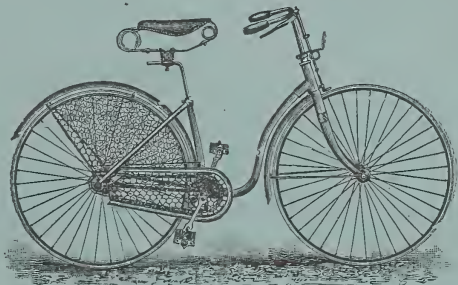
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WITH SOLID TIRES, 7-in., \$100.00. | WITH CUSHION TIRES, 1 1/2-in., \$105.00  
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HARTFORD LADIES' PATTERN D.

WITH SOLID TIRES, 7-8 in. \$100.00. | WITH CUSHION TIRES, 1 1/2-in., \$105.00  
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Send for Catalogue. :- THE HARTFORD CYCLE CO., Hartford, Conn.



## A GOOD RECOMMEND.

(The Halladay-Temple Scorchers.)

GLEN HAVEN, Wis., Oct. 27, 1892.

RALPH TEMPLE, Esq.,  
Chicago, Ills.

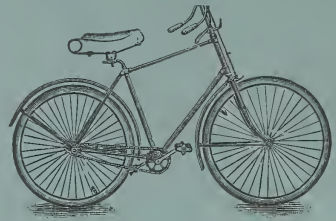
DEAR SIR:—Arrived here yesterday (Wednesday) afternoon, having covered over 200 miles—part of which was over some of the roughest roads in the state of Iowa. Actual time on wheel was twenty-seven hours, against a continuous head-wind. During the entire trip did not have to stop one minute for any repairs, and I am pleased to say that the tires gave me no trouble whatever, except to inflate and deflate according to the condition of the roads.

Yours truly,  
GEORGE W. PRUGH, of Burlington, Iowa.

Agents and Riders address  
Ralph Temple's Cycle Ex. MARION CYCLE CO.,  
158 Twenty-Second St., CHICAGO.  
MANUFACTURED BY THE  
Marion, Ind.



# First Come, First Served.



Road King.

Those who took heed of the above last year at this time had no trouble in supplying promptly whatever their customers demanded. The year 1892 was a good one for the sale of wheels—1893 bids fair to be even better, for cycling has had an immense boom during the season just passed.

The demand for wheels ought to be enormous during the early portion of 1893, and as usual all will want them immediately. Every dealer ought to make it a rule “first come, first served.” That is our plan, and it is only fair to all. A manufacturer is compelled to know somewhere near the number of wheels he intends to make; a dealer ought to know at this season somewhere near the number he will sell. He can come within a short distance of it at any rate.

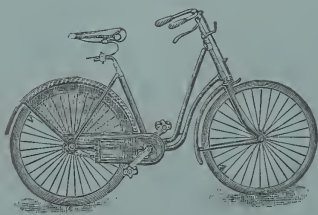
There will be a rush of orders for the 1893 **Road Kings** and **Road Queens**, for the public and the dealers know well the good qualities of the 1892 wheels, and next year's production will be even better. Not better as to quality, or finish, or workmanship, for that we could not give. But as the wheels will weigh under 35 pounds they will be better, for the public has demanded a wheel of about that weight. The **Road King** will be the scorcher's delight.

*Hibbard, Spencer, Bartlett & Co.,* Chicago, Agents for all territory west of and including Michigan and Indiana.

*The McIntosh-Huntington Co.,* Cleveland, Northwestern Pennsylvania and State of Ohio.

*Wright & Ditson,* Boston and the New England States.

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Road Queen.

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PNEUMATICS  
ARE THE BEST ON EARTH

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